

A417 Missing Link  
TR010056

5.2 Consultation Report  
Appendices (Part 2 of 2)

Planning Act 2008

APFP Regulation 37(3)(c)  
Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009

Volume 5

May 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms  
and Procedure) Regulations 2009**

**A417 Missing Link**

Development Consent Order 202[x]

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**5.2 Consultation Report Appendices  
(Part 2 of 2)**

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|---|-------------------|
| <b>Regulation Number:</b>                     | 37(3)(c)          |
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| <b>Author:</b>                                | A417 Missing Link |

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| C01            | May 2021    | Application Submission   |

# **Appendix 6.15 Copy of 2019 statutory consultation exhibition boards**

## About Highways England



Highways England operates, maintains and improves England's motorways and major A-roads, also known as the strategic road network.

Our network totals around 4,300 miles. While this represents only 2% of all roads in England by length, these roads carry a third of all traffic by mileage and two-thirds of all heavy goods traffic.

England's strategic road network forms the economic backbone of the country, is open 24 hours a day, seven days a week, and is relied on by communities and businesses to get from A to B.

Our ambition is to ensure all our major roads are more dependable, durable and, most importantly, safe. In pursuit of that aim, we're delivering £15 billion of investment in our network as described in the first Government's Road Investment Strategy (RIS1) 2015-2020.

As part of this Strategy, the Department for Transport has made money available to develop a scheme to upgrade the remaining single carriageway section of the A417, with the aim of constructing the road in the second RIS (RIS2) 2020-2025, subject to funding availability.

## Welcome

Highways England is consulting on proposals to improve the A417 Missing Link between the Brockworth bypass and Cowley roundabout in Gloucestershire.

Your responses will help us shape the scheme before we submit our Development Consent Order (DCO) planning application. We'll consider all feedback we receive and use it to help us develop our proposals further.

The consultation is running from **Friday 27 September to Friday 8 November 2019**. We encourage you to read the information on display today, take a copy of our consultation booklet and provide your thoughts by completing a feedback questionnaire.

It is important that you submit your response by **11.59pm on Friday 8 November 2019**. Responses received after this time may not be considered.

## How to have your say

**Online:**

complete the feedback questionnaire at  
<https://highwaysengland.co.uk/projects/a417-missing-link/>

**Complete the consultation feedback questionnaire and post it to:**

FREEPOST A417 MISSING LINK

**Email your response to:**

[a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

**Post your feedback to us at:**

FREEPOST A417 MISSING LINK

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

**Telephone:**

0300 123 5000

**Email:**

[a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

# About the A417 Missing Link

The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the north to the south of England via the M5 and M4 motorways.

While most of the route is dual carriageway, there's one section that isn't.

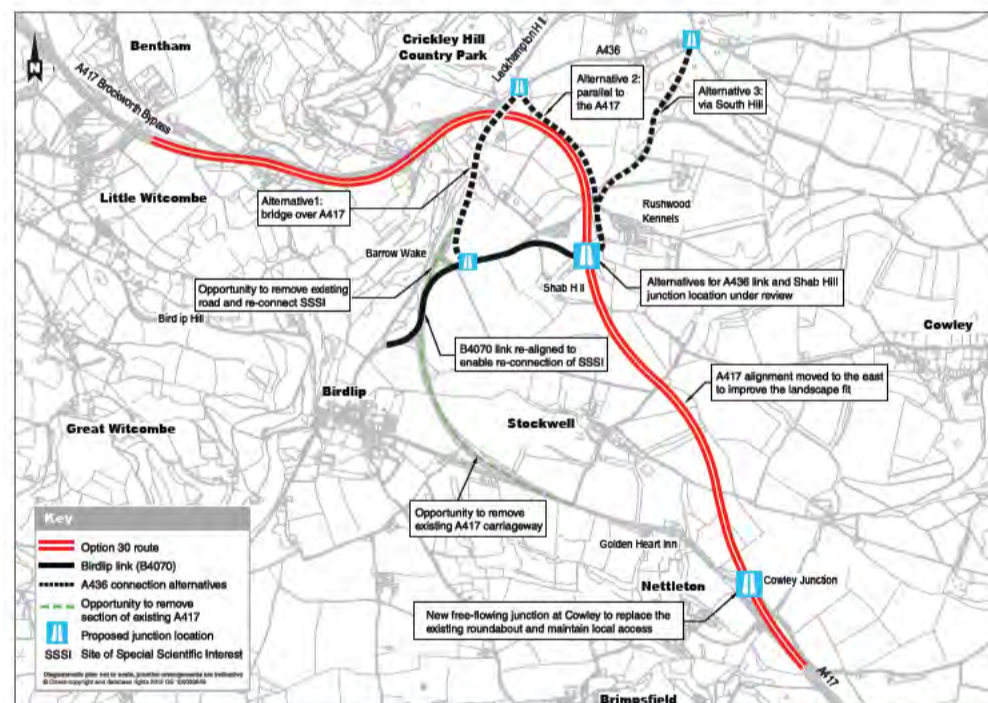
Known as the Missing Link, this three-mile stretch of single carriageway on the A417 between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic.

Traffic congestion can be frequent and unpredictable, leading motorists, including HGV drivers, to divert onto smaller local roads to avoid long delays. This causes difficulties for neighbouring communities as these local roads were not built to accommodate such a high level of traffic.

The sensitive nature of the Cotswold escarpment, the shape of the landscape and the area being part of the Cotswolds Area of Outstanding Natural Beauty (AONB) means that there isn't an easy answer for improving this section of road. Over the years, there have been numerous attempts to find a solution to the A417 Missing Link. However, in recent years, the case for improvement has become more compelling – to improve safety, support the economy, ease congestion and reduce pollution.

We investigated a range of route options for the A417 Missing Link, assessing them against the scheme's vision and objectives, as well as a range of engineering, economic and financial criteria.

Since we announced Option 30 as the preferred route, we've been working to refine the scheme so that we can ask you for further feedback on our detailed proposals.



## Option 30

The consultation showed widespread public support for improving the A417 Missing Link, and particularly for Option 30, which 72% of respondents to the consultation favoured.



## Scheme vision and objectives

### Objectives for the scheme

- **Transport and safety:**  
to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417
- **Environment and heritage:**  
to reduce the impact on the landscape and the natural and historic environment of the Cotswolds and, where possible, enhance the surrounding environment
- **Community and access:**  
to reduce queuing traffic and pollution, improve access for local people to the strategic road network and support residents' and visitors' enjoyment of the countryside
- **Economic growth:**  
to help boost growth and prosperity by making journeys more reliable and improving connectivity.

### The scheme's vision: a landscape-led highways improvement scheme

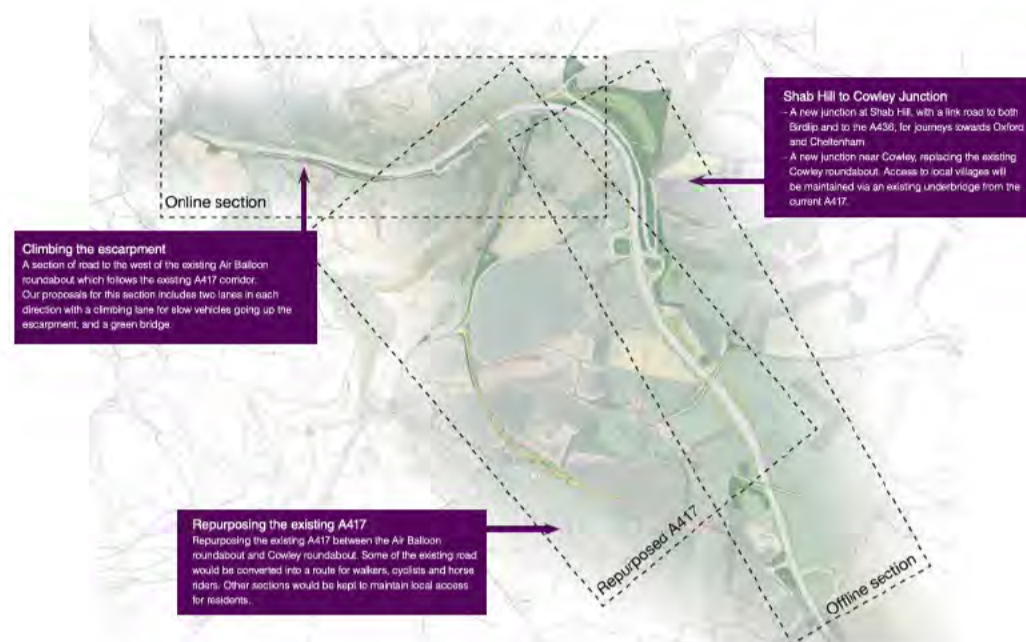
We want to create a landscape-led highways scheme that will:

- deliver a safe and resilient free-flowing road while conserving and enhancing the special character of the Cotswolds Area of Outstanding Natural Beauty (AONB)
- reconnect landscape and ecology
- bring about landscape, wildlife and heritage benefits, including enhanced residents' and visitors' enjoyment of the area
- improve quality of life for local communities
- contribute to the health of the economy and local businesses.

### What do we mean by 'landscape-led?'

Landscape-led means that landscape is a primary consideration in every design decision that we make. Our proposals have been designed to meet the character of the surrounding area, rather than changing the landscape to fit our proposals.

## What we're proposing



### Climbing the escarpment

Crickley Hill continually suffers from problems caused by slow-moving vehicles. To address this, we'll reduce the gradient and provide two lanes in each direction, with a climbing lane for slow-moving vehicles from Brockworth heading eastwards towards Cowley. We'll integrate the road into the landscape using sensitively designed earthworks, woodland, flower-rich grassland, and Cotswold drystone walling.

### Shab Hill to Cowley Junction

We propose to build a new junction at Shab Hill, which will be integrated into the land to reduce its visual impact from Barrow Wake and Shab Hill. The new junction will improve safety, traffic flow and journey time predictability along the route compared to the current Air Balloon roundabout. We'll also provide for a new junction arrangement at Cowley, making use of an existing underbridge to provide access for vehicles in all directions.

### Green bridge – reconnecting the landscape

The green bridge would be located on the Crickley Hill escarpment and will provide a new high-level connection to the Cotswold Way National Trail. It would allow the creation of a better ecological and wildlife connection within the Site of Special Scientific Interest (SSSI) reconnecting Crickley Hill, Barrow Wake and the Cotswold Way. Our proposed scheme would create new habitat links, including limestone grassland, new hedgerows, native scrub and trees in keeping with the character of the local landscape.





## Repurposing the existing A417

We want to leave a positive legacy for local communities and visitors to the area.

By upgrading the A417 Missing Link, we believe we have an opportunity to repurpose the existing A417 for people to enjoy.

This will create a new route for walkers, cyclists and horse riders.

Some of the existing road will also be downgraded and retained to provide local access to Stockwell and Birdlip.

The sections of the existing A417 we propose to retain are:

- a section close to the existing Air Balloon roundabout, for access to a residential property
- from the access to Stockwell to the existing Cowley roundabout

## What we've considered



While the need for improving the A417 Missing Link, particularly from a safety and economic productivity perspective, is well recognised, there are a range of factors that we need to consider in the development of the scheme.

### Geological features

The existing road climbs steeply alongside Crickley Hill as it passes through the escarpment. The current gradient is 10%, and this causes some vehicles to slow down significantly. To improve this, we've designed the new route with reduced gradients and this will provide a safer and smoother route for vehicles.

Our aim is to reduce the impact of the new route on the character of the landscape. This means keeping the cutting slopes as steep as possible as the route passes through the Cotswold escarpment, alongside Crickley Hill.

### Drainage

We need to manage water on the road when it rains and ensure that water drains quickly enough so that it is safe for road users. However, we must also ensure that water doesn't drain away so quickly that it floods the local water system.

To prevent this, we've identified locations where we could create drainage basins. These basins will fill with water in the event of heavy rain and drain gradually to ensure that the local water system is not flooded. We'll also design these to ensure that local watercourses are protected.

### The environment, wildlife and habitats

As part of our survey and assessment work so far, we've identified many protected species around the proposed scheme, including bats, badgers, reptiles, great crested newts and notable bird species, including barn owls.

Ecological surveys are continuing and will help us to identify mitigation measures to reduce the impact on wildlife through both the construction and operation of the proposed scheme.

Through our mitigation and enhancement proposals, we're aiming to improve the wildlife habitat quality and see an increase in species of flora and fauna compared to now.



## Environmental Impact Assessment (EIA)

We're continuing to gather environmental information so that we can identify the potential impacts of the proposed scheme and develop any measures to avoid or reduce them. This process is known as an Environmental Impact Assessment (EIA).

While this process is ongoing, we've prepared a Preliminary Environmental Information (PEI) Report, which sets out how each environmental topic area is being assessed, the potential environmental effects of our proposals and the measures we'll take to reduce any impact.

We'll develop a full Environmental Statement (ES) which will be submitted as part of our Development Consent Order (DCO) planning application and made publicly available.

For more information please refer to our consultation booklet or a copy of our PEI Report.

## What our proposals mean for you



### Our proposed scheme aims to:

- improve safety compared with the existing route and contribute to our target of reducing the number of people killed or seriously injured on our network
- make journey times more predictable, reducing the cost and inconvenience of unexpected delays on businesses and other people who use the road and enabling goods and services to be moved around more easily
- reduce rat running through neighbouring communities, improving the lives of people who live close to the route and making it easier for drivers, walkers and other local road users to get around
- improve landscape and ecological connectivity through landscape and habitat restoration and provision of a green bridge
- improve air quality and reduce pollution caused by idling vehicles
- improve access to public footpaths, including the Cotswold Way National Trail and the Gloucestershire Way, helping more people to enjoy the area safely
- support the predicted growth in jobs and housing in the Gloucestershire area by improving this key road connection.



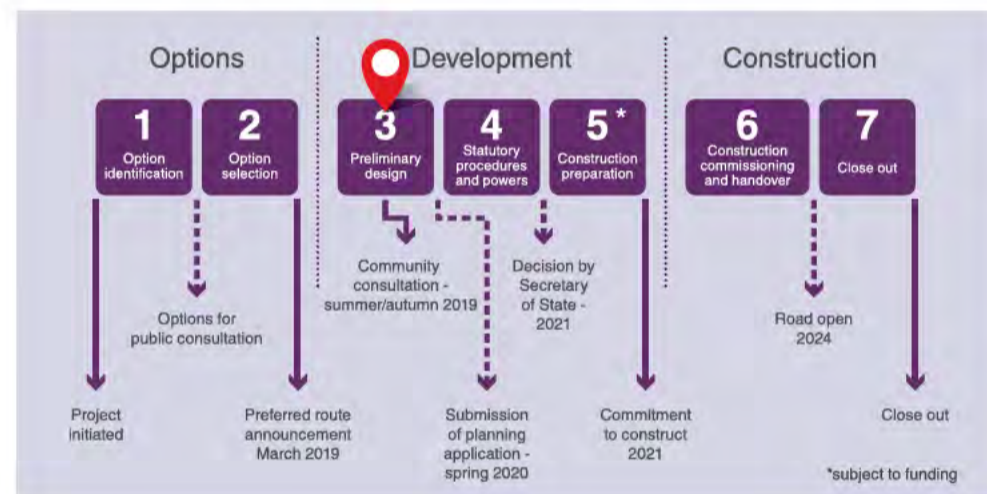
## Next steps

### Next steps

Once the consultation has closed at **11.59pm on Friday 8 November 2019**, we'll review all the suggestions and comments received during consultation. We'll take time to analyse and consider your feedback when making further refinements to the proposed design and to develop our planned mitigation measures.

We'll set out a summary of the responses, and describe how our proposals have been informed and influenced by them, in a consultation report. This will form part of our Development Consent Order (DCO) planning application and will be available to the public following submission of the application. We expect to submit our DCO planning application by spring 2020 and, provided funding is granted, works would start in 2021.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application through written representation and public hearings during 2020. Once this examination has finished, they will then make a recommendation to the Secretary of State for Transport, who will decide whether or not the scheme will go ahead.



The Government identified the Missing Link in its first Road Investment Strategy (RIS1) 2015 – 2020, making funding available to investigate possible route options.

Delivery of the scheme will be subject to confirmation of funding within the second RIS (RIS2), which will cover the period between 2020 and 2025 and is due to be published towards the end of 2019.

## **Appendix 6.16 Photographs of 2019 statutory consultation public events**







# **Appendix 6.17 Copy of information poster for 2019 statutory consultation**



### Have your say

Highways England is consulting on plans to upgrade the A417 Missing Link between the Brockworth bypass and Cowley roundabout in Gloucestershire.

The consultation is running from Friday 27 September to Friday 8 November 2019.

#### Upgrading this section of road will:

- Improve safety and make journey times more predictable along this stretch of the A417
- Reduce rat running through neighbouring communities
- Improve landscape and ecological connectivity through the provision of a green bridge
- Improve air quality and reduce pollution caused by idling vehicles
- Boost economic growth through improved connectivity

#### How to have your say:

Your feedback is important to us, as it will help us shape our proposals before we submit our Development Consent Order (DCO) application. We would like you to submit your response by **11.59pm on Friday 8 November 2019**.

- Online: complete the feedback questionnaire online at <https://highwaysengland.co.uk/projects/a417-missing-link/>
- Complete the consultation feedback questionnaire and send it to: **FREEPOST A417 MISSING LINK**
- Email your response to: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- Write to us at: **FREEPOST A417 MISSING LINK**

#### Visit one of our public consultation events to find out more:

| Location   | Date                | Time       |
|--|---------------------|------------|
| Gloucester Rugby Club, Kingsholm Road, Gloucester, GL1 3AX                     | Monday 30 September | 2pm - 8pm  |
| National Star College, Ullenwood, GL53 9QU                                     | Thursday 3 October  | 2pm - 7pm  |
| Witcombe and Bentham Village Hall, Pillcroft Road, Witcombe, GL3 4TB           | Saturday 5 October  | 11am - 6pm |
| St Andrew's Church Hall, Montpellier Street, Cheltenham, GL50 1SP              | Monday 7 October    | 11am - 6pm |
| Birdlip Church, Birdlip, GL4 8JH   | Wednesday 9 October | 2pm - 7pm  |
| Cirencester Town Council, Bingham House, 1 Dyer Street, Cirencester, GL7 2PP   | Friday 11 October   | 11am - 6pm |
| Churchdown Community Association, Parton Road, Churchdown, Gloucester, GL3 2JH | Tuesday 15 October  | 2pm - 8pm  |

**Appendix 6.18 Screenshots of  
adverts on the  
Gloucestershire Live website  
for 2019 statutory consultation**



highways england  
Consultation for the A417 Missing Link scheme ends tomorrow  
DON'T MISS THIS



highways england  
Consultation for the A417 Missing Link scheme ends tomorrow  
DON'T MISS THIS

LIVE: Serious house fire in Cheltenham with emergency services at scene and road closed



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How you can save money on Walt Disney World Florida park tickets - but you need to book soon  
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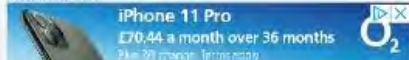


Have your say on the A417 Missing Link road scheme  
27 September - 8 November



CHELTENHAM TOWN FC  
UPDATED: Cheltenham Town's former Lincoln City defender Sean Long signs extended deal

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# **Appendix 7.1 Summary of the matters raised by section 47 consultees in response to the 2019 statutory consultation and the Highways England response**

## Consultation Report Appendix 7.1: Summary of the matters raised by section 47 consultees in response to the 2019 statutory consultation and the Highways England response

### Contents:

- Appendix Table 7.1A - Summary of matters raised by section 47 consultees in relation to the 'climbing the escarpment' section of the scheme and the Highways England response
- Appendix Table 7.1B - Summary of matters raised by section 47 consultees in relation to the 'Shab Hill to Cowley junction' section of the scheme and the Highways England response
- Appendix Table 7.1C - Summary of matters raised by section 47 consultees in relation to the 'repurposing the A417' section of the scheme and the Highways England response
- Appendix Table 7.1D - Summary of 'scheme wide' matters raised by section 47 consultees and the Highways England response

Appendix Table 7.1A - Summary of matters raised by section 47 consultees in relation to the 'climbing the escarpment' section of the scheme and the Highways England response

| Row ID | Topic                 | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|--|--|
| 1.     | Air Quality           | Highlights the perceived poor air quality near the Air Balloon public house and hopes that this will not impact those using the green bridge. Would like to see modelling carried out to measure this.  | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p> <p>An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement (ES) Chapter 5 Air Quality (Document Reference 6.2). The assessment takes into account the impact of the scheme during both construction and operation and concludes that it would not have a significant effect on air quality. There is predicted to be a positive impact benefiting the local area overall as a result of the scheme, particularly in relation to the current location of the Air Balloon roundabout. There are significant improvements predicted at this location, where concentrations at the receptors reduce by 16ug/m<sup>3</sup>.</p> | Y  |
| 2.     | Air Quality           | Considers that the design will have a beneficial impact overall by reducing congestion and addressing the factors which combined are most polluting - congestion and the gradient, which results in vehicles slowing and accelerating at a lower speed/high revs. | <p>Highways England acknowledges the range of views expressed, including those received in support of the scheme. An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2). The assessment takes into account the impact of the scheme during both construction and operation and concludes that it would not have a significant effect on air quality. This is predicted to be a positive impact benefiting the local area overall.</p>   | N  |
| 3.     | Air Quality           | Support for proposals due to reduction of pollution from Heavy Goods Vehicles (HGVs) climbing the gradient.   |  |  |
| 4.     | Air Quality           | Support for the scheme and an agreement that the proposed route from Brockworth bypass to Shab Hill junction will mitigate the problems of pollution around the Air Balloon.  |  |  |
| 5.     | Air Quality           | Concern that the scheme may result in increasing air pollution with no evidence of how this will be reduced, or that there is a sufficient level of mitigation needed to balance the new infrastructure in these proposals.                                       | <p>An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2); this includes details of the mitigation proposed to reduce or avoid adverse effects on air quality. The assessment takes into account the impact of the scheme during both construction and operation and concludes that it would not have a significant effect on air quality. There are no predicted exceedances of the air quality objective at human receptor locations when the scheme is in operation.</p>  | N  |
| 6.     | Anti-Social Behaviour | Concern that the green bridge could become an extension of the anti-social behaviour which occurs at Barrow Wake.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y  |
| 7.     | Anti-Social Behaviour | Requests that measures be put in place to discourage anti- social behaviour at Barrow Wake. Suggests the introduction of CCTV and pay-and-display parking.  | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council (GCC). However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified   | Y  |

| Row ID | Topic                 | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|---|--|
|        |                       |   | the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 9.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   |  |
| 8.     | Anti-Social Behaviour | Requests that something be done to discourage the anti-social behaviour (fly-tipping and car racing) which occurs along Dog Lane.   | While Highways England recognises concerns relating to anti-social behaviour at Dog Lane, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and GCC.  | N  |
| 9.     | Anti-Social Behaviour | Suggestion that the scheme includes a similar venue to the Air Balloon public house, in place of the Air Balloon public house, to provide a viewpoint over Barrow Wake and to reduce the anti-social behaviour that occurs there.                     | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon pub is unavoidable. A replacement venue for the Air Balloon public house is not proposed as part of the scheme. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Health (Document Reference 6.2).<br><br>Please refer to section 9.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information on how Highways England has made changes to the scheme design near Barrow Wake that may help to address issues of anti-social behaviour.   | Y  |
| 10.    | Biodiversity          | Concern that the scheme destroys a Site of Special Scientific Interest (SSSI) wildlife site.  | Highways England will seek to avoid and reduce construction impacts on wildlife. ES Chapter 8 Biodiversity (Document Reference 6.2) provides an assessment of how the scheme would affect wildlife and habitats, including the SSSI, and sets out mitigation measures proposed to reduce adverse effects. Potential impacts on the SSSI such as areas of habitat loss or increased fragmentation are compensated for by creating additional areas of calcareous grassland. The scheme aims to replace habitat lost with the planting of priority habitat resulting in an overall gain of 9.59ha of broadleaved woodland, 72.88ha of lowland calcareous grassland, and 5.5km of native species-rich hedgerow for use by wildlife. As part of the Development Consent Order (DCO) application, Highways England has produced ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) showing the retention and creation of habitat throughout the scheme.  | N  |
| 11.    | Biodiversity          | Concern that the popularity of the route with dog walkers will cause the greenery to become trampled to mud, and that constant use may prevent flora from re-growing.   | ES Chapter 8 Biodiversity (Document Reference 6.2) provides an assessment of the effects of the scheme on biodiversity, including through increased recreational pressure.  | N  |
| 12.    | Biodiversity          | Suggests that cuttings on the route from Brockworth bypass to Shab Hill junction could feature artificial caves for local bats.   | Whilst it is appreciated that bats do roost in the natural rock face, Highways England will not aim to provide roosts so close to the highway due to the risk of traffic collision. Replacement roosts including a bat barn will be created on the escarpment section of the scheme where there is suitable habitat retained.   |  |
| 13.    | Biodiversity          | Raises issue of dogs encountering adders in the long grass of re-wilded areas in Bishops Cleeve. Suggests the green bridge should be as big as possible and include fenced areas with longer vegetation to protect wildlife in such a confined space. | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI). Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway | Y  |
| 14.    | Biodiversity          | Supports the inclusion of the green bridge as it is an excellent solution to preserving the wildlife and is an innovative piece of infrastructure that the environment deserves.  |   |  |
| 15.    | Biodiversity          | Support for providing biological corridor for safe movement of wildlife and increasing protected area.  |   |  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |   |   |
|--------|--------------|--|--|--|---|---|
| 16.    | Biodiversity | Suggests that the width of the green bridge should be increased to at least 100 metres in order to ensure the connection of wildlife species, PRow and to be truly landscape-led.  | connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. |  |   |   |
| 17.    | Biodiversity | The green bridge should be wide enough to ensure wildlife corridors are maintained, both during and after construction.  |  |  |   |   |
| 18.    | Biodiversity | Suggests that Natural England be consulted for advice on the green bridge before the detailed design stage.  |  |  |   |   |
| 19.    | Biodiversity | Suggests that the green bridge has potential to direct grazing animals over to Crickley Hill Country Park.   |  |  |   |   |
| 20.    | Biodiversity | Support of the green bridge as it will be an advantage to the Wildlife Trust.  |  |  |   |   |
| 21.    | Biodiversity | Suggestion that the green bridge should demonstrate clearly how improvements in biodiversity and the restoration of ecological networks will be achieved across the project.   |  |  |   |   |
| 22.    | Biodiversity | Supports the green bridge, as believes there are too few across the country.   |  |  |   |   |
| 23.    | Biodiversity | Support for the proposals to plant indigenous species on the bridge but suggestion that root damage to the bridge should be considered.  |  |  |   |   |
| 24.    | Biodiversity | Considers that the green bridge does not create a new wildlife corridor but is instead a poor substitute designed for walkers and cyclists more than it is for wildlife. Threats to wildlife from traffic might be much greater under the scheme due to greater traffic speeds and encroachment on habitat land for badgers and rabbits. |  |  |   |   |
| 25.    | Biodiversity | Suggestion that there should be a verge on the green bridge to avoid trampling on the proposed calcareous grassland. Suggestion that the path should be straight and segregated from the wildlife corridor to avoid disturbance to wildlife.   |  |  |   |   |
| 26.    | Biodiversity | Hopes that the green bridge will be utilised as a wildlife corridor. Would discourage the introduction of benches or furniture which would encourage people to stay in the area. Would like to see a continuous thick hedge-line.  |  |  |   |   |
| 27.    | Biodiversity | Highlights that the green bridge can prevent wildlife from facing injury along the road. Would like to see sympathetic walling or fencing to encourage wildlife to find and use the green bridge in a natural way.   |  |  |   |   |
| 28.    | Biodiversity | Would like more information regarding the plans for drainage along the green bridge.   |  |  |   |   |
| 29.    | Biodiversity | Highlights the importance of wildlife being kept safe, as there are many deer on Crickley Hill.  |  |  | The proposed Gloucestershire Way crossing, introduced to the scheme following the 2019 statutory consultation, will provide a safe crossing point for many species. Habitats on the crossing will join adjacent woodland, hedgerow and calcareous grassland planting to connect with the wider landscape for the benefit of wildlife including deer. The Stockwell and Cowley overbridges also include hedgerow planting and the underpass at Grove Farm also provide safe crossing points for wildlife. Badger fencing will be incorporated along much of the scheme and the requirement for deer fencing at strategic locations will be developed at detail design stage. | Y |



| Row ID | Topic        | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|---|--|--|
| 30.    | Biodiversity | Support the proposals as they create habitat links and allow a better ecological and wildlife connection within the Site of Special Scientific Interest (SSSI), therefore reconnecting Crickley Hill, Barrow Wake and the Cotswold Way. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 31.    | Biodiversity | Concern that there may be a lack of consultation with agencies such as Gloucestershire Wildlife Trust and whether there is any evidence that wildlife will actually use the link or whether there are enough crossing points.           | As set out in the Consultation Report (Document Reference 5.1), Highways England has been consulting Gloucestershire Wildlife Trust throughout the development of the scheme, and changes to the scheme design have been implemented, taking into account the Wildlife Trust's comments. Please also refer to the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with the Gloucestershire Wildlife Trust for more information.  | Y  |
| 32.    | Biodiversity | Suggestion of studies being conducted to show local animal populations and their movement patterns.   | Ecological surveys on protected species have been carried out between 2017 and 2021. Advance survey techniques such as radio tracking were used to assess the movement of bats across the landscape as well as surveys to establish the extent of different badger territories. Population surveys were also carried out for reptiles and great crested newts within the survey area. Information on ecological surveys carried out for the scheme is provided in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 33.    | Biodiversity | Concerns raised that the A417 scheme may result in land take from Stockwell Farm which has been subject to extensive biodiversity mitigation and would result in a net loss of hares, weasels and raptors.                              | Highways England will seek to avoid and reduce construction impacts on wildlife. ES Chapter 8 Biodiversity (Document Reference 6.2) provides an assessment of how the scheme would affect wildlife and habitats and sets out mitigation measures proposed to reduce adverse effects. The scheme aims to replace habitat lost with the planting of priority habitat resulting in an overall gain of 9.59ha of broadleaved woodland, 72.88ha of lowland calcareous grassland, and 5.5km of native species-rich hedgerow for use by wildlife. As part of the DCO application, Highways England has produced ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) showing the retention and creation of habitat throughout the scheme.   | N  |
| 34.    | Biodiversity | Concern that the scheme may not mitigate against environmental damage and may cause severing of links between delicate wildlife habitats.   | Areas of existing vegetation of high biodiversity value have been retained or protected where possible or habitat loss avoided (in the case of ancient woodland) or minimised through design for example at Emma's Grove woodland and with regard to veteran trees. The scheme focusses on the planting of priority habitat resulting in an overall gain of 9.59ha of broadleaved woodland, 72.88ha of lowland calcareous grassland, and 5.5km of native species-rich hedgerow. As part of the DCO application, Highways England has produced ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) showing the retention and creation of habitat throughout the scheme.<br><br>The impacts of habitat severance for wildlife are assessed in ES Chapter 8 Biodiversity (Document Reference 6.2). The scheme includes several structures to ensure the scheme is permeable to wildlife and planting design focusses on connectivity. The Gloucestershire Way crossing will provide a safe crossing point for many species. Habitats on the crossing will join adjacent woodland, hedgerow and large areas of calcareous grassland planting to connect habitat between the Crickley Hill and Barrow Wake units of the SSSI and wider landscape. The Stockwell and Cowley overbridges also include hedgerow planting and the underpass at Grove Farm also provide safe crossing points for wildlife. In addition, three mammal culverts designed for badgers maintain connectivity of their territories.<br><br>As part of the DCO application, Highways England has produced ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) which details the proposed mitigation and enhancement measures, such as planting and habitat restoration. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). | N  |
| 35.    | Biodiversity | Requests more details on helping wildlife movement. Hopes that measures will be introduced to assist the reintroduction of wildlife habitats.   |  |  |
| 36.    | Biodiversity | Concern that widening the road will cause more removal of some plant life and it is unclear what will be done to maintain the current plant life and increase biodiversity of the area.   |  |  |
| 37.    | Biodiversity | Concern that construction might have an impact on biodiversity for no overall gain.   |  |  |
| 38.    | Biodiversity | Highlights that, in line with biodiversity enhancement policy, there should be a net gain in biodiversity across the scheme.  | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the Area of Outstanding Beauty (AONB) and have been carefully designed to  | N  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme          | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|---|--|--|
|        |              |   | <p>improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. Overall, there will be a gain of 9.59ha of broadleaved woodland, 72.88ha of lowland calcareous grassland and 5.5km of native species rich hedgerow across the scheme. The landscape design is shown in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme. Highways England is continuing to investigate further opportunities to achieve Biodiversity Net Gain with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document reference 7.1).</p> |  |
| 39.    | Biodiversity | Support for proposals with suggestion that there should be clear priority for wildlife over humans and horses.                        | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 40.    | Biodiversity | Suggestion for an additional green bridge feature towards the Gloucester-end of the scheme.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on that change. An additional green bridge to the eastern end of the scheme is also not proposed, however a specific bat underpass is now proposed near Dog Lane. Its requirement and location was driven by ecological survey data and due to differing levels each side of the road, an underpass was the preferred option to an overbridge in this location. This will not be open for public use. Other ecological survey data shows that wildlife such as bats and badgers use the Witcombe Court underbridge.  | Y  |
| 41.    | Biodiversity | Believes the small improvements to journey times arising from the scheme are not worth the adverse impacts it might have on the AONB. | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 42.    | Biodiversity | Suggests a second green bridge near Cowley junction, which would help preserve environmental integrity and protect wildlife routes.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. However, since the 2019 statutory consultation, additional hedgerow planting has been proposed on the Cowley and Stockwell overbridges to support wildlife crossing. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 43.    | Biodiversity | Suggestion that finances for re-planting and restoration should be documented.  | The project has been fully costed within the financial framework established by the Road Investment Strategy (RIS2). The cost of the scheme includes the cost of the mitigation and enhancement measures, which are commitments that are legally secured in the DCO.   | N  |
| 44.    | Biodiversity | Support for the proposals if Gloucestershire Wildlife Trust are satisfied of the impact on Crickley Hill Country Park.                | Highways England acknowledges the range of views expressed, including those received in support of the scheme. As set out in the Consultation Report (Document Reference 5.1) Highways England has been engaging with Gloucestershire Wildlife Trust throughout the development of the proposals. Their current positions regarding the scheme are reflected in the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with the Gloucestershire Wildlife Trust, within the Statement of Commonality (Document Reference 7.3). Impacts during construction and operation of the scheme on Crickley Hill Country Park and Crickley Hill and Barrow Wake SSSI are assessed within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 45.    | Biodiversity | Suggests that pine-based crossing should be implemented for wildlife.   | Structures have been included in the design to minimise impacts of mortality and fragmentation on wildlife including three greened bridges (Stockwell and Cowley overbridges   | N  |

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|--------|--------------|--|--|--|
|        |              |  | and the Gloucestershire Way crossing), a bat underpass, three culverts for badgers and a further underpass at Grove Farm which could be utilised by wildlife. Planting of hedges and trees and installation of badger fencing and stone walls will guide wildlife to safe crossing points.   |  |
| 46.    | Biodiversity | Objection against the proposed route from Brockworth bypass to Shab Hill junction as it does not mention the impact on wildlife.                 | The 2019 and 2020 PEI Reports published at the 2019 and 2020 statutory consultations respectively, set out a preliminary assessment of the scheme's effects on wildlife and habitats. ES Chapter 8 Biodiversity (Document Reference 6.2) provides an assessment of how the scheme would affect wildlife and habitats and sets out mitigation measures proposed to reduce adverse effects. As part of the DCO application, Highways England has produced an ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 47.    | Biodiversity | Suggestion of more trees planted in the area to increase carbon capture capacity and reduce traffic noise.                                       | The scheme focusses on the planting of priority habitat resulting in an overall gain of 9.59ha of broadleaved woodland 5.5km of native species-rich hedgerow, many of which contain standard trees. As part of the DCO application, Highways England has produced ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) showing the retention and creation of habitat throughout the scheme.  | N  |
| 48.    | Climate      | Support for the green bridge as it would facilitate increased carbon dioxide absorption.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The effects of the scheme relating to climate change are set out in ES Chapter 14 Climate (Document Reference 6.2).  | Y  |
| 49.    | Climate      | Considers the green bridge is a minor 'nod' to the climate emergency.  |  |  |
| 50.    | Consultation | Suggestion of consulting with local wildlife groups who can advise on which characteristics will best protect and enhance the local wildlife.    | As identified in the Consultation Report (Document Reference 5.1), Highways England has consulted with Gloucestershire Wildlife Trust and Natural England, as well as other relevant local organisations, on issues relating to wildlife. This consultation has helped to inform the assessment of the scheme's impact on wildlife and to inform mitigation proposals.   | N  |
| 51.    | Consultation | Suggestion of following Natural England guidance of consulting with Gloucestershire Wildlife Trust.  |  |  |
| 52.    | Consultation | Concern that engagement with public has been insufficient as with little warning and the sudden perceived urgency of the scheme is questionable. | <p>Following the 2019 statutory consultation, Highways England carried out a further supplementary statutory consultation to seek feedback on changes made to the scheme design. Highways England has also carried out targeted statutory consultations with landowners over 2020 and 2021.</p> <p>Carrying out pre-application consultation is a statutory requirement of the Planning Act 2008. The Consultation Report (Document Reference 5.1) has been prepared to demonstrate that Highways England met the requirements of the legislation and that Highways England has had regard to the comments received during consultation. The Planning Inspectorate will consider whether Highways England has met its statutory consultation duties when it determines whether or not to accept the DCO application for examination.</p>       | N  |
| 53.    | Consultation | Concern that there is no indication of budget in the consultation.   | The A417 Missing Link 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. The government has set a cost allocation for this scheme of £250 - £500 million in the context of competing demands for investment in other transport schemes and public services. This allocation was set out in the materials of the 2018 non-statutory route options consultation and in the Scheme Assessment Report (March 2019) (Document Reference 7.4) published at the 2019 Preferred Route Announcement. The scheme costs and a wider economic appraisal of the costs and benefits of the scheme are set out within the Transport Report (Document Reference 7.10) included with the DCO application. | N  |

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|--------|-------------------|---|--|--|
| 54.    | Consultation      | Concern about the fly-through video at the public consultation not containing a single bicycle.   | The fly-through video presented at the public consultation was designed to provide consultees with a greater understanding of how the scheme will sit in the landscape, and its size and scale. The scheme proposals include provision for cyclists, as set out in ES Appendix 2.1 EMP Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4). However, taking into account this feedback, the fly-through video published at the 2020 supplementary statutory consultation was updated to include bicycles.   | N  |
| 55.    | Cultural Heritage | Suggests that the green bridge should cross the new road close to Emma's Grove, which is close to several archaeological features and should be preserved.                          | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y  |
| 56.    | Cultural Heritage | Concern about the loss of the Air Balloon public house, which is of historic value. Hopes that, if it is to be demolished, that it can be rebuilt elsewhere.                        | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon pub is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.  | N  |
| 57.    | Cultural Heritage | Support for the proposals, provided the route is run up the right-hand side of the hill to avoid destruction of the historic cricket ground and nature park.                        | Highways England acknowledges the range of views expressed, including those received in support of the scheme. The Ullenwood Bharat cricket ground and Crickley Hill Country Park would not be demolished as part of the scheme.   | N  |
| 58.    | Cultural Heritage | Objection to the removal of the Air Balloon public house due to its local heritage, and objection to removal of part of Emma's Grove due to its associated archaeological features. | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon pub is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme. As set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2), the heritage asset at Emma's Grove (barrows) would be preserved by the proposed scheme. | N  |
| 59.    | Cultural Heritage | Concern that the scheme adjacent to Cowley and the valley below could result in blight upon Neolithic terracing.  | There are no Neolithic terraces present within the study area. The terraces in proximity to the proposed scheme are Medieval and post-Medieval agricultural features and will not be affected by the scheme. Full findings of the archaeological investigation are set out in ES Appendix 6.2 Archaeological Assessment (Document Reference 6.4).  | N  |
| 60.    | Cultural Heritage | Suggests that the history of Crickley Hill be enhanced through, for example, an Iron Age-style play cottage for children.   | The suggestion of the Iron Age-style play cottage for children is noted, however it is not included in the proposals.  | N  |
| 61.    | Economics         | Concern that commercial interests are given the most prominence, contradicting the landscape-led approach of the scheme.  | The project has been fully costed within the financial framework established by the Road Investment Strategy 2 (RIS2). The cost of the scheme includes the cost of the mitigation and enhancement measures proposed within the landscape-led scheme. The mitigation and enhancement measures are commitments that are legally secured in the DCO.  | N  |
| 62.    | Economics         | Concern that the Cotswolds is a big contributor to the national economy and the scheme may threaten this.   | As part of the economic appraisal of the scheme, its impact on the wider economy is assessed and this shows that the scheme will benefit the wider economy. The improved journey times will have a beneficial impact on the tourism industry in the Cotswolds and details on this can be found in the Case for the Scheme (Document reference 7.1) and Transport Report (Document Reference 7.10).<br><br>An assessment of the impact of the scheme on local businesses is set out in ES Chapter 12 Population and Human Health (Document Reference 6.2). The assessment concludes there   | N  |

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|--------|--------------------|---|---|--|
|        |                    |   | would be benefits to the economy of the area once the scheme is in place, acknowledging there would be slight adverse impacts during construction of the scheme.  |  |
| 63.    | Economics          | Suggestion that money for the green bridge should be ring- fenced so that budget shortfalls do not negatively impact the creation of the green bridge.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 64.    | Economics          | Concern that the proposed green bridge is too expensive and unnecessary. Suggests that a footbridge would be sufficient and cheaper.  |   |  |
| 65.    | Economics          | Suggests spending money on cycle paths and fixing potholes rather than the proposed scheme.   | Highways England 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 A417 Missing Link 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. The current scheme design proposes a segregated path along the Air Balloon Way to accommodate walkers, cyclists, and horse riders. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) 1 sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. While the suggestion of fixing potholes is noted, this falls outside of the scope of this scheme and is a matter for GCC.   | N  |
| 66.    | Economics          | Concern that people who live in other parts of the county are going to receive a worse service as spent all the money on one scheme.  | The funding for the scheme has been allocated by central government and the scheme is being developed by Highways England. This is a separate authority and funding stream to that of local authorities and the services they provide. As such, the allocation of funding and provision of services within the county Gloucestershire is the responsibility of GCC rather than Highways England and is not related to the funding or delivery of this scheme.   | N  |
| 67.    | Economics          | The proposed scheme might not attract more investment into Gloucester and the funds would be better spent on developing business parks and housing along the M5 corridor between Gloucester and Tewkesbury. | The A417 Missing Link 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. As part of the economic appraisal of the scheme, its impact on the wider economy is assessed and this shows that the scheme will benefit the wider economy. Details on this can be found in the Case for the Scheme (Document reference 7.1) and Transport Report (Document Reference 7.10).   | N  |
| 68.    | Engineering Design | Suggests that if cyclists and horse riders on the green bridge can see or hear the road below, then the design of the bridge and its walls need tweaking.   | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).<br><br>Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. | Y  |
| 69.    | Engineering Design | Suggests that as per the Wildlife Trust statement, the green bridge should be with a central width of at least 80 metres to reconnect wildlife habitats between Crickley Hill and Barrow Wake.              |   |  |
| 70.    | Engineering Design | Concern that fog could be a problem, therefore suggestion of extra lighting provision underneath the green bridge.  |   |  |
| 71.    | Engineering Design | Support for the green bridge proposal but concern that cracks and leaks may occur due to load from soil and trees. Question as to whether Highways England will maintain this.                              |   |  |
| 72.    | Engineering Design | Concern that the bridge may be a suicide risk, therefore the parapets will need careful design to prevent this.   |   |  |
| 73.    | Engineering Design | Suggests making the green bridge generate electricity or be able to trap fumes from cars.   |   |  |

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|--------|--------------------|---|--|--|
| 74.    | Engineering Design | Suggests making sure the aerodynamics of the bridge and its barriers are right, so plants, cyclists and walkers do not get blown off the bridge as the bridge would be located in an exposed and windy area.  |  |  |
| 75.    | Engineering Design | Suggestion of constructing the green bridge over the existing road.   |  |  |
| 76.    | Engineering Design | Suggestion that consideration should be had to provide access to the green bridge from the end of the re-purposed A417 and access to the north side of the green bridge could be restricted by the steep slopes.  |  |  |
| 77.    | Engineering Design | Concern as the green bridge might be dominating and unpleasant from a driver's experience driving under the bridge as the only thing which will be seen is concrete bridge walls and piers.   |  |  |
| 78.    | Engineering Design | Concern that the topography should be considered as current plans for a near flat concrete pad bridge could dry-out and expose planting to desiccating winds, especially trees coupled with restricted root zones. Suggestion that the platform should fold inwards and widen at the centre to provide deeper rootzones for trees. Suggestion that Cotswold Stone blocks and ridges could be built into the downward slopes as restricting access to below the planting would provide isolation for wildlife. |  |  |
| 79.    | Engineering Design | Support of the green bridge, however suggestion of being clear how deep the layer of soil will be.  |  |  |
| 80.    | Engineering Design | Concern about the green bridge and suggests the road should be sunk down and trees planted on bunds to avoid traffic noise and light pollution as well as being more scenic in the future than what is proposed.  |  |  |
| 81.    | Engineering Design | Support for proposals to re-route the Cotswold Way with concern that it may be expensive to construct due to depth of cutting, width of bridge and substantial topsoil requirements.  |  |  |
| 82.    | Engineering Design | Suggests that the green bridge be located near the current Air Balloon.   |  |  |
| 83.    | Engineering Design | Suggestion that the bridge should be curved to create a local feature Suggestion that proposals for concrete edges with Cotswold Stone walls set aside is unsightly and it should be made entirely of one or the other.   |  |  |
| 84.    | Engineering Design | Support for the proposals provided it is safe for all types of wildlife. Suggestion that perimeters must be proper deer fences, slanting inwards at the top, with an absolute minimum of one meter of solid material at the bottom to prevent rabbits, hares and smaller mammals falling onto the road below. Suggestion that this would also prevent suicide attempts.   |  |  |
| 85.    | Engineering Design | Suggests using precast arch segments on the green bridge.   |  |  |
| 86.    | Engineering Design | Suggests stating the life span of the proposed green bridge decking.  |  |  |

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|--------|--------------------|--|--|--|
| 87.    | Engineering Design | Concern that although the green bridge will help to mitigate, sun blindness on rising towards Shab Hill may be an issue in the morning; especially with large lorries in the slow lane and fast passing traffic.                                 |  |  |
| 88.    | Engineering Design | Support for the proposals provided it is appropriately designed and maintained as green even in summer drought conditions by including adequate soil depths and artificial irrigation.   |  |  |
| 89.    | Engineering Design | Concern that the depth of the cutting as the road goes up Crickley Hill is too deep, meaning the rock will be expensive to dig out and remove.   | Highways England has sought to limit the effects of the construction on the environment as far as is practicable. To assist with this, Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use. Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved. Discussions are ongoing to determine whether any limited surplus material now arising could be re-used off-site with local landowners or on other projects within the region to minimise the requirement to transport this material. Where possible, Highways England would also seek to source material locally. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2). Highways England has also produced a Materials Management Plan as part of a wider ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment will be managed. | Y  |
| 90.    | Engineering Design | Concern about the addition of a T-junction on the down-hill section of the route from Brockworth bypass to Shab Hill junction, which could cause further accidents.  | Highways England recognises the concerns relating to safe access to the group of properties on Crickley Hill including Grove Farm and Crickley Hill Tractors. Following the 2019 statutory consultation, the mainline design has been modified to include maximum gradients of 8% which enables an alternative access arrangement to be provided. The proposed access to Grove Farm would now be from Cold Slad Lane via a new underpass.  | Y  |
| 91.    | Engineering Design | Suggestion that the gradient of the climb should not be universal but reduced to a greater extent towards the top of Crickley Hill. Suggestion that the slope could be increased at the bottom to support greater levelling of the hill overall. | Highways England recognises the suggestion to increase the gradient at the bottom of Crickley Hill to facilitate a flatter gradient at the top. Considering feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. The alignment would then level out in the vicinity of Shab Hill junction. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on the change in gradient.  | Y  |
| 92.    | Engineering Design | Suggestion that provision for car parking at Barrow Wake and Crickley Hill Country Park should be considered.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.<br><br>Barrow Wake car park would also be environmentally upgraded with new surfacing, planting, fencing and interpretation facilities to create a far more attractive place to visit and experience the AONB landscape. Parking provision at Barrow Wake would maintain current numbers.  | Y  |

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|--------|--------------------|--|---|--|
| 93.    | Engineering Design | Concern that the green bridge is not wide enough to lessen the landscape impact nor to be of significant value to wildlife. Therefore, suggests that if the green bridge was in addition to a suggested long bridge/short tunnel below the Air Balloon public house, the green bridge could be of value to wildlife. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.  | Y  |
| 94.    | Engineering Design | Concern that digging during construction could cut into the limestone of Crickley Hill, which would not offer a firm wall either side. Therefore, suggests that consideration of how much extra material is required to shore up the sides.  | Extensive ground investigation works have been undertaken to establish the engineering properties of the geological strata along the scheme. In the vicinity of Crickley Hill the slopes of the rock cutting have been designed to ensure they remain stable during and following construction. Elsewhere on Crickley Hill slope stabilisation measures, in the form of sub-surface drainage, have been proposed to ensure that existing slopes remain stable. Details of any stabilisation measures will be further developed during the detailed design stage.  | N  |
| 95.    | Engineering Design | Considers that it is not clear what the gradient of the road will be and would like this clarified.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 96.    | Engineering Design | Suggestion that information on safety improvements should be published as multiple exits, steep gradients and poor weather could cause issues.   | <p>The existing section of the A417 has a particularly poor safety record and over 10 fatalities have occurred in this area in the last 10 years. One of the primary aims of the scheme is to improve safety of this link. The scheme would eliminate many of the factors associated with these providing a significantly safer route.</p> <p>Compared to the existing A417, there are minimal entrances and exits with the proposed scheme. These are at Shab Hill and Cowley junctions. Both the junctions have been designed in accordance with current Highways England design standards. Shab Hill junction would also incorporate higher standard parallel merge and diverge lanes which would further reduce risk. These would allow traffic to accelerate before joining or decelerate after leaving the main carriageway. The layout of Cowley junction has also been designed to a higher standard than that required by the design standards. The merge and diverge arrangements are consistent with a high level of provision when compared to that required for the traffic flows predicted to be using the junction.</p> <p>The design has been further revised since the 2019 statutory consultation to remove the direct access to Grove Farm from the main carriageway, so that access would now be from Cold Slad Lane via a new underpass.</p> | Y  |
| 97.    | Engineering Design | Suggests a suitable underpass for multi-purpose vehicles (MVP's) in replacement of the green bridge if the green bridge does not go ahead.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The design has also been modified to include maximum gradients of 8% on Crickley Hill. This has enabled an alternative access arrangement to be provided to Grove Farm. The proposed access to Grove Farm would now be from Cold Slad Lane via a new underpass which would also provide a connection for a public right of way (PROW), however vehicular access would only be for Grove Farm.   | Y  |
| 98.    | Engineering Design | Suggests making all bridges a green bridge as it would be cheaper and more ecological sustainable.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. However, since the 2019 statutory consultation, additional hedgerow planting has been proposed on the Cowley and Stockwell overbridges to support wildlife crossing. Please refer   | Y  |



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|--------|--------------------|---|---|--|
|        |                    |   | to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  |  |
| 99.    | Engineering Design | Suggestion that if it does prove possible to have cutting slope- gradients that conceal the new dual carriageway from sufficient receptor points this would be appropriate for the AONB.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. An assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | Y  |
| 100    | Engineering Design | Concern about the entrance and exit lanes into Grove Farm needing to allow for slowing down and speeding up of traffic.   | Highways England recognises the concerns relating to safe access to the group of properties on Crickley Hill including Grove Farm and Crickley Hill Tractors. The design has been revised since the 2019 statutory consultation to remove the direct access to Grove Farm from the main carriageway, so that access would now be from Cold Slad Lane via a new underpass.   | Y  |
| 101    | Engineering Design | Highlights that Crickley Hill's position within the escarpment and the Severn River valley means that ice and snow are prevalent in the winter. The gradient of the slope from Brockworth bypass to Shab Hill junction is therefore critical to prevent Heavy Goods Vehicles (HGVs) from getting stuck. | <p>Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. This complies with current design standards and would provide an improved route for HGVs. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>HE is aware of issues in relation to inclement weather conditions, including ice and snow. Careful consideration of methods to mitigate issues with drifting snow will be reviewed during the later stages of design of the scheme. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.</p> | Y  |
| 102    | Engineering Design | Support for the proposed route from Brockworth bypass to Shab Hill junction as the climbing lane is essential.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 103    | Engineering Design | Support for the proposed route from the Brockworth bypass to Shab Hill junction, as it appears to be the most direct route possible considering the gradient.   |   |  |
| 104    | Engineering Design | Support for the proposed route from the Brockworth bypass to Shab Hill junction, as it appears to be the most cost-effective.   |   |  |
| 105    | Engineering Design | Suggests the down lane from the Brockworth bypass to Shab Hill junction needs runaway slip section.   | An assessment has been undertaken considering many different factors, including the provision of an arrester bed. Following discussion with the Project Safety Review Group and the maintaining authorities, it has been concluded that an arrester bed should not be provided. In particular, there are no existing incidents that have been recorded with runaway vehicles, even with the steeper existing gradient. Any arrester bed would also need to be located on a right-hand curve and would require the removal from the scheme of a proposed layby. These factors mean that if an arrester bed was provided there would be potential for it to be used inappropriately, either by vehicles mistakenly entering it or using it as a layby.  | N  |
| 106    | Engineering Design | Suggests that the landscape impact could be further reduced if the two lanes were grade separated (i.e. westbound lane placed lower down the slope), with a wider central reservation and tree planting.  | Separating the two carriageways as suggested would result in a significant increase in project costs due to the need to provide a retaining structure between the eastbound and westbound carriageways. To achieve a spilt carriageway the westbound carriageway would also need to be in a deeper cut than the eastbound carriageway. This would significantly increase the size   | Y  |

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|--------|--------------------|---|--|--|
|        |                    |   | of the cutting adjacent to Emma's Grove which may have an adverse effect on it. It is also not considered that there would be any benefit for the landscape if grade separation was introduced. An assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   |  |
| 107    | Engineering Design | Concern as there is no evidence of central reservation barriers on the stretch running up Crickley Hill. This could lead to accidents and lane cross over situations. Danger where there are thin pillars supporting the green bridge. Suggest stating what the pillar resistance is to a direct hit. Suggests that there should be deflector plates in front of each pillar to shunt any direct hit to the side. | A central reserve barrier would be provided along the whole length of the scheme.  | N  |
| 108    | Engineering Design | Concern that the route is exposed during winter months therefore adequate lighting needs to be provided. Suggestion of good provision of cat's eyes and some form of heating. Concern that cutting away the road and producing a deeper channel will become blocked in extreme weather conditions.  | Highways England recognises the concerns relating to operation during inclement weather conditions. The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies and it is therefore not proposed to light the scheme. The maintenance strategy for the scheme provides details of how the route would be maintained to mitigate weather risks. It is proposed to provide reflective road studs to ensure lanes are visible during the hours of darkness. It is not currently proposed to heat the road surface, however technologies which improve road safety are always considered during scheme development. | N  |
| 109    | Engineering Design | Belief that the special road to Cold Slad is an odd aspect, however, it is justified as cannot see another option without spending an excessive amount of money.  | The link to Cold Slad would be required to provide access to properties on Cold Slad. The proposed link to the new roundabout would make use of the existing A417 which would be the most efficient and effective solution.  | N  |
| 110    | Engineering Design | Support of the proposed route from the Brockworth bypass to Shab Hill junction. Suggests a speed limit of 50mph due to the curve in the road.   | The curvature of the horizontal alignment has been designed to be compliant with current highway design standards. Additional mitigation would be provided to warn drivers of the curves ahead. It is not proposed to enforce reduced speed limits as this would not be consistent with the existing A417 corridor between Gloucester and Cirencester.   | N  |
| 111    | Engineering Design | Suggests the need for 3 lanes going up the road from Brockworth bypass to Shab Hill junction. However, if only 2 lanes can be accommodated, hopes that there will be a ban on lorries overtaking.   | Three lanes would be provided on this section of the route to include a climbing lane for slower vehicles. It is planned to prevent lorries from overtaking on this section in lane three subject to necessary approval being obtained.  | N  |
| 112    | Engineering Design | Suggestion that the project needs to be future-proof which would include the addition of extra lanes such as 4 lanes going up the Hill and 3 lanes going down the hill.   | The route climbing the escarpment to Shab Hill junction would have a total of five lanes, two in the westbound direction and three in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. This would provide adequate capacity for the predicted traffic flows over 15 years after opening, which is in accordance with current design standards and a well-established balance between traffic capacity and economic benefit.   | N  |
| 113    | Engineering Design | Support of a third uphill lane, however concern about the description of the design being confusing as it suggests the possibility of two lanes or the truck lane being separate from the two lanes.  | The route climbing the escarpment to Shab Hill junction would have a total of five lanes, two in the westbound direction and three in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles.  | N  |
| 114    | Engineering Design | Suggestion that if the proposed gradient and curve of the new road layout requires a speed limit for safety then this would reduce noise and pollution.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. The curvature of the horizontal alignment has been designed to be compliant with current highway design standards. Additional mitigation would be provided to warn drivers of the curves ahead. Whilst it is acknowledged that lower average traffic speeds would reduce noise levels, it is not proposed to enforce reduced speed limits as this would not be consistent with the existing A417 corridor between Gloucester and Cirencester.   | N  |
| 115    | Engineering Design | Support for the removal of the existing Air Balloon roundabout as currently there is slow moving traffic coming off the M5 onto the slip road creating severe delays.   | Highways England acknowledges the range of views expressed, including those received in support of the removal of the existing Air Balloon roundabout and the section between Brockworth bypass and Shab Hill junction to improve traffic flow.  | N  |

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|--------|--------------------|---|---|--|
|        |                    | Support of the Brockworth bypass to Shab Hill junction proposal as it will allow traffic to move continuously and improve traffic flow.   |   |  |
| 116    | Engineering Design | Concern that there must be adequate appropriate points for emergency service vehicles to access the opposite carriageway.   | Highways England recognises the concern over access for emergency services to access the opposite carriageway. The proposed design would reduce the likelihood of incidents occurring, and the dual carriageway arrangement would also provide increased resilience for emergency vehicles attending incidents as the additional space would enable emergency vehicles to pass stationary traffic more easily. In addition, the relatively close spacing of the proposed junctions would allow emergency vehicles to access the opposite carriageway more easily. This would comply with the requirements of Highways England design standard IAN 68/06 which specifies that the distance between emergency access/egress points should not exceed 5km.   | N  |
| 117    | Engineering Design | Support for proposals to create dedicated link road to the new roundabout at the Air Balloon public house with concern that linking this road with Dog Lane as it may create a rat-run. Support for this if it is for non-motorised vehicle access only. Concern over opening up the current dead end of Cold Slad lane as a right of way for vehicles. | The proposed scheme would not link Cold Slad and Dog Lane for vehicular access. The proposed link would only be provided for non-motorised users and for maintenance vehicles only and would form part of wider proposals to provide a network of interconnected Public Rights of Way. There are no plans to open up the dead end of Cold Slad.   | N  |
| 118    | Engineering Design | Suggests that lorries be restricted to the inner lane, as slow overtaking traffic causes congestion, which will only be worsened on a steep incline.  | Three lanes would be provided on this section of the route to include a climbing lane for slower vehicles. It is planned to prevent lorries from overtaking on this section in lane three subject to necessary approval being obtained.   | N  |
| 119    | Engineering Design | Suggestion that Alternative 3 would be more appropriate as it will reduce journey towards Seven Springs.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | N  |
| 120    | Engineering Design | Concern that it could be difficult to reach the proposed route from the Brockworth bypass to Shab Hill junction as online enhancements whilst keeping the road open.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced an Outline ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) as part of the DCO application which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction.   | N  |
| 121    | Engineering Design | Concern that proposed route does not include a direct link to the A436. Therefore, suggests a slip road in the up direction using the line of the Cold Slad Link road which is to be retained as most of the traffic using the A436 travels up and down Crickley Hill.  | Highways England recognises the suggestion to provide a link between the uphill section of Crickley Hill to the A436 Alternative 2 Link. A review of this has been undertaken which concluded that an appropriate layout would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417 road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill. Compared to the current situation whilst journey distance would be longer for certain journeys, journey times would be reduced overall. | N  |
| 122    | Engineering Design | Suggests that traffic travelling eastbound from the Brockworth bypass up Crickley Hill be able to exit and connect with the A436 roundabout, in order to reduce journey times and traffic at Shab Hill junction.  |   |  |
| 123    | Engineering Design | Suggestion that better use of the contours at the proposed junction (A417-A436/A40) would allow the highways to join up without the need for a roundabout, allowing free flowing traffic and no delays for vehicles travelling east-west from Oxford.   |   |  |
| 124    | Engineering Design | Suggestion that the simplified Option 30 proposed by the Ramblers would require a further bridge to take traffic from the A436 that wished to travel towards Brockworth but that this could also be greened-up with suitable verges.  |   |  |

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|--------|--------------------|---|--|--|
| 125    | Engineering Design | Is concerned that the route north-bound for access to the A436 and Crickley Hill seems convoluted.  |  |  |
| 126    | Engineering Design | Suggestion of clear cats' eyes and road markings as well as a division between traffic coming up from traffic coming down.  | The route climbing the escarpment to Shab Hill junction would have a total of five lanes, two in the westbound direction and three in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The eastbound and westbound carriageways would be separated using a concrete barrier. Each lane would also be delineated by road markings and cat's eyes as appropriate.   | N  |
| 127    | Engineering Design | Concern that the A436 could eventually become a dual carriageway which would result in the section between the Air Balloon junction and the new junction 9 lanes. Suggestion that the junction be moved north west, nearer the Air Balloon public house the Birdlip A4070 road do the back tracking.                  | Highways England recognises the suggestion to move Shab Hill junction north west, nearer the Air Balloon roundabout. A review of this has been undertaken which concluded that an appropriate layout would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417 road gradients would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill. The A436 link between Shab Hill and Air Balloon roundabout would have a total of three lanes, one in each direction plus a southbound climbing lane. The proposed arrangement would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit. There are no plans to upgrade this link to dual carriageway. | N  |
| 128    | Engineering Design | Support of the proposed new junction at Shab Hill as it will be the only junction which serves local needs to and from the A417.  | Highways England acknowledges the range of views expressed, including those received in support of the Shab Hill junction element of the scheme design.  | N  |
| 129    | Engineering Design | Suggestion that the junction should be lowered into the cutting.  | Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route, significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Because the route is within a landscape plateau area, landscape earthworks have been utilised rather than tree screening which would be out of character with the landscape here. Switching the arrangement of the junction so that the mainline would run under the junction would lead to a massive increase in cutting depths either side of the junction, which would have a significant negative impact in terms of landscape and environmentally. It would also increase the cost of the scheme considerably.   | N  |
| 130    | Engineering Design | Concern over where the spur to the new A436 roundabout leaves the main carriageway as on plans it appears to run parallel but starts in the middle of nowhere. Concern over the use of drystone walling as it could dazzle drivers and go green over time. Suggestion that rockface with planting is a better option. | The new Ullenwood junction would connect to the existing A436 to Seven Springs; Leckhampton Hill; the link to Cold Slad; and the proposed A436 link to Shab Hill junction. The proposed drystone walls are an aesthetic and sometimes structural feature that are local to the area and have been requested by other stakeholders. All drystone walling proposed would be constructed using traditional methods. Maintenance of the scheme, including landscaping features, is set out in ES Appendix 2.1 EMP (Document Reference 6.4).  | N  |
| 131    | Engineering Design | Suggestion that new services should be installed during construction to mitigate against devaluation of local property, while installing a 3-phase electrical supply to local homes.  | Highways England actively engages with local landowners directly affected by the scheme using clear statutory procedures. Specific mitigation solutions would be agreed on a case by case basis as appropriate.  | N  |
| 132    | Engineering Design | Considers it impressive that the selection of Option 30 considered traffic as well as the preservation and improvement of the AONB. Gives wholehearted approval to the selection of Option 30.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Highways England considers that Option 30 represents the best opportunity to deliver a landscape-led highways improvement which delivers a return on investment.  | N  |

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|--------|--------------------|---|--|--|
| 133    | Engineering Design | Hopes that slip roads for traffic joining the A417 are of sufficient length to allow vehicles to safely merge onto the dual carriageway.  | All slip roads for the new grade separated junctions at Cowley and Shab Hill have been designed to the latest standards for a road with a 70mph speed limit and will be of sufficient length to allow vehicles to accelerate and enter the A417 in safety.   | N  |
| 134    | Engineering Design | Considers that while the scheme will be positive in terms of driving experience, it could also cause a lot of disruption, when the main issue it is addressing is the Air Balloon roundabout. Suggests that it would make more sense to add filter lanes to the existing roundabout to widen it and manage the flow of traffic - suggestion of a left lane from Cirencester to Gloucester round the roundabout. | Highways England recognises the suggestion to add filter lanes to the existing roundabout to widen it and manage the flow of traffic including a dedicated left turn lane from Cirencester to Gloucester. Unfortunately, this would not provide enough capacity to solve congestion issues. While most of the route is dual carriageway, the three-mile stretch of single carriageway between the Brockworth bypass and Cowley roundabout – an important route between Gloucester, Cheltenham and Swindon - severely restricts the flow of traffic. The existing section of the A417 also has a particularly poor safety record and over 10 fatalities have occurred in this area in the last 10 years. One of the primary aims of the scheme is to improve safety of this link. Refer to the Case for the Scheme (Document reference 7.1) for more information. | N  |
| 135    | Engineering Design | Suggestion that there should be traffic lights on roundabouts at peak times. Concern that passing places on the Cold Slad single track lane would not be adequate if large lorries are using the lane and suggestion that turning areas need to be provided at relevant points.   | The roundabouts on the scheme have been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design standards and would not require traffic light control within this period. The suggestion that there should be passing places and turning areas for large vehicles in Cold Slad is also noted. Passing places would be provided on the proposed section however large vehicles would be restricted from using Cold Slad.  | N  |
| 136    | Engineering Design | Concern that 2 overbridge routes for access to Stockwell and Cowley are unnecessary and suggestion that the proposed roundabout junctions, particularly the Cowley one, deliver access to these locations so overbridges are not needed.  | The Cowley overbridge would provide a local road access for residents of Cowley and Stockwell to cross the A417. The bridge would also connect Public Rights of Way (PRoWs) on the east and west of the scheme and provide access for landowners with land severed by the route. The Stockwell overbridge bridge would provide connection for a major landowner with land severed by the route as well as providing a connection for PRoWs.  | N  |
| 137    | Engineering Design | Query as to whether the existing Air Balloon roundabout is being retained or not.   | The existing Air Balloon roundabout will not be retained in its current location. The new junction will be located in the approximate position of the existing Leckhampton Hill junction and will include access to Cold Slad Lane, along with Leckhampton Hill and the A436.  | N  |
| 138    | Engineering Design | Suggests that it would be better to link Cold Slad to Dog Lane, to avoid residents from travelling all the way to Shab Hill and back.   | The proposed scheme would not link Cold Slad and Dog Lane for vehicular access. The Cold Slad road would provide vehicular access to Cold Slad. The proposed link would only be provided for non-motorised users and for maintenance vehicles and would form part of wider proposals to provide a network of interconnected Public Rights of Way (PRoWs). There are no plans to link Cold Slad and Dog Lane for vehicular access as this would lead to rat-running between the A46 and the A436.   | N  |
| 139    | Engineering Design | An alternative scheme design is proposed by the respondent, which would have two grade segregated slip roads at the Air Balloon roundabout to carry through traffic onwards, bypassing the roundabout and avoiding the need to demolish the Air Balloon public house. Considers that the rest of the scheme is not required if this modification to the existing road is made.                                  | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 140    | Engineering Design | Concern that it is the outside/fast lane which merges with traffic, rather than the inside/crawler lane merging into the central lane, and so design should ensure the inside lane remains throughout the three-lane uphill section and the end of the 'crawler' lane.  | The proposed layout would provide sufficient opportunity for slower vehicles to reach an appropriate speed before lane 3 terminates. The climbing lane would extend to Shab Hill junction until the after the gradient has summited. This is fully compliant with Highways England design standards which prescribe the criteria for termination of the crawler lane. At Shab Hill junction the design has also been modified following the 2019 statutory consultation to ensure the merge from lane 3 to lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 220m   | Y  |

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|--------|--------------------|---|--|--|
|        |                    |   | further east. This would therefore separate these manoeuvres and ensure safe operation of the road reducing the probability of congestion issues.  |  |
| 141    | Engineering Design | Support of the reduction in gradient from Brockworth bypass to Shab Hill junction as it is a positive design and softens any impact from the widening road.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 142    | Engineering Design | Support for reducing gradient as this will enhance safety by prevent sudden braking and lane changes when meeting oncoming traffic at corners.  |  |  |
| 143    | Engineering Design | Support for proposals for a concrete wall to separate the traffic in each direction.  | The support for the separation of traffic by a reinforced concrete barrier (RCB) is noted.   | N  |
| 144    | Engineering Design | Support for the proposals as it is straighter to facilitate lorry movement. Concern that it involves more complicated link roads which may affect Birdlip.  | The support for the proposed scheme is noted. As a result of consultation responses, the B4070 link road has been amended to make use of the existing road between Birdlip and Barrow Wake. This would reduce the extent of construction in this location and make use of existing highway. The link road would improve access to Birdlip through better journey reliability. There would also be a reduction in rat running through Birdlip as a result of congestion. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 145    | Engineering Design | Suggestion that the route should be enclosed in a green tunnel should replace the green bridge as it would serve the same purpose of environmental connectivity.  | Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered the suggestion of a cut and cover solution, and chosen not to incorporate it into the scheme, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 146    | Engineering Design | Concern that the proposed route destroys the ancient landscape to facilitate the passage of polluting vehicles, therefore suggestion that further detail should be given to adapting the existing A417 even if this results in a slightly reduced road speed. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. This included an assessment of lower cost, smaller scale options, however none of those options were determined to deliver the required level of benefit to road safety and congestion that is required on this stretch of the A417. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information, or the Scheme Assessment Report (March 2019) (Document Reference 7.4). An assessment of the effects of the scheme on the landscape is provided in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). | N  |
| 147    | Engineering Design | Concern about the proposed scheme as Alternative 2 involves more road building and more damage to the physical landscape.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road. Alternative 2 performed best in terms of Landscape and Visual impact.   | N  |
| 148    | Engineering Design | Suggestion that a tunnel should be constructed from the end of the A417 dual carriageway to the dual section of the Brockworth bypass to create a shorter route and avoid disturbing the AONB and the Site of Specific Scientific Interest (SSSI).            | Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 149    | Engineering Design | Requests whether the road height will be increased at Crickleigh Farm in order to reduce the slope.   | The proposed scheme presented for the 2019 consultation would have required the alignment to be raised adjacent to Crickley Farm to facilitate a shallower gradient however since then the design has been further modified to include a maximum gradient of 8% for Crickley Hill.   | Y  |

| Row ID | Topic              | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|---|--|--|
|        |                    |   | This has enabled the alignment adjacent to Crickley Farm to be reduced and would now be at similar level as the existing A417.   |  |
| 150    | Engineering Design | Concern that the additional crawler lane along the proposed route from Shab Hill to Cowley junction is unnecessary and could cause additional damage to Crickley Hill.        | Concern about damage to the environment due to the addition of a 'crawler' or 'climbing' lane is noted. Due to the long steep gradient the route between Shab Hill and Cowley junction, a climbing lane would enable slower moving vehicles to climb the steep gradient without delaying other vehicles. If climbing lanes are not provided slower moving vehicles may lead to driver frustration resulting in unsafe manoeuvres. Climbing lanes help to relieve driver frustration and provide a safer overtaking environment. In addition, congestion may be caused reducing the economic benefit of the scheme. To reduce the effects on Crickley Hill, the route would be widened to the south of the escarpment to avoid the SSSI. In addition, the scheme would include considerable amounts of landscaping and planting. The environmental impacts of the scheme, and mitigation proposed to address adverse impacts, are assessed in the ES (Document Reference 6.2).  | N  |
| 151    | Engineering Design | Is concerned that the northbound section of road from the A417 leading to Shab Hill junction is too tight and could likely cause traffic queues back onto the A417.           | As part of the modelling work undertaken by Highways England, both roundabouts have been modelled to assess the design with modelling traffic flows during peak hours in the year 2041, to ensure these junctions can operate with minimal delays and no queuing back onto the A417 mainline. The results from the modelling, that influence the design, show that both of these roundabouts operate with the predicted 2041 peak hour traffic flows with no queuing back onto the A417.   | N  |
| 152    | Engineering Design | Questions how the route from the Barrow Wake car park to Ullenwood and Leckhampton Hill would work. Suggests an underpass or bridge north of the proposed Shab Hill junction. | <p>There would be a number of options for walking, cycling and horse riding (WCH) routes from Barrow Wake car park to Ullenwood and Leckhampton Hill. As part of the scheme Highways England has included proposals to provide a network of interconnected PRowWs.</p> <p>As a result of the 2019 statutory consultation an additional WCH route has been proposed which would provide connectivity between PRowWs to the east of the scheme with those on the west of the route. This would be provided by a dedicated WCH route via a new crossing of the A417, known as the Gloucestershire Way crossing (GWC) to the north of Shab Hill junction, which would then run adjacent to the B4070 link road before connecting with the Air Balloon Way at Barrow Wake. A further PRowW would be provided to connect from GWC north to Ullenwood and Leckhampton Hill. A connection south eastwards from the GWC to Cowley junctions, intercepting with PRowW crossing points at Cowley overbridge and Stockwell overbridge would also be provided.</p> <p>An alternative route to Leckhampton Hill would also be provided via the proposed Cotswold Way crossing adjacent to Air Balloon Cottages near the proposed Ullenwood junction. In addition, the proposed underpass at Grove Farm could be used, which would connect to Cold Slad link.</p> | Y  |
| 153    | Engineering Design | The lanes on the A436 should be designed so that Cirencester bound traffic is not held up by traffic heading to Gloucester.   | As part of the assessment and design work undertaken by Highways England all the new junctions at Shab Hill and A436/Leckhampton Hill have been assessed using the modelled traffic flows during peak hours in the year 2041, to ensure these junctions are able to cope with the predicted traffic flows.   | N  |
| 154    | Engineering Design | Concern that Cold Slad Lane has not been considered and the access/egress issues have not been addressed.   | The suggestion that Cold Slad access and egress issues have not been addressed is noted. Cold Slad would connect to the new Ullenwood junction via the proposed Cold Slad Lane. The Ullenwood junction would provide access to Seven Springs; Leckhampton Hill; and the proposed A436 link to Shab Hill junction and therefore access the A417. No vehicular access would be provided between Cold Slad and Dog Lane however a link for Walkers Cyclists and Horse riders (WCH) would be provided and form part of wider proposals to provide a network of interconnected PRowWs. Access would be provided for maintenance vehicles however.   | N  |

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|--------|--------------------|--|---|--|
| 155    | Engineering Design | Suggestion that balancing ponds should have adequate and aesthetically pleasing security fencing to prevent children getting close.  | The concern about the aesthetics of the attenuation basins is noted. They will be impressions in the land rather than look 'engineered'. The basins will be assessed on an individual basis. Currently all basins would have timber fencing around them to prevent people from getting close.   | N  |
| 156    | Engineering Design | Comment that there should be provision for cyclists on the carriageway, as it is not a motorway and should therefore be safe for cyclists.   | Cyclists will be permitted to use the A417 although this would not be encouraged. Full details of proposals for walkers, cyclists and horse riders can be found in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4).   | N  |
| 157    | Engineering Design | Suggestion that the Cold Slad feeder road should be removed entirely and replaced by a minor road connecting this lane to Bentham below the escarpment.  | Providing a link connecting Cold Slad to Bentham via a new access road which would traverse the escarpment would be a difficult exercise involving considerable geotechnical challenges to support such a road. Depending on the location selected on Cold Slad, and the likely connection to Bentham via Dog Lane or directly, the vertical change in level would be anything between 45m and 115m. Even allowing a maximum gradient for the road of 8% would require a road length of between 550m and 1400m. Practically, it would be considerably longer than this to avoid considerable embankments. This would therefore not provide a cost-effective solution for providing access to Cold Slad.   | N  |
| 158    | Engineering Design | Concern about the proposal for a T-junction at Crickley Hill on the 'climbing the escarpment' section. Highlights the potential for accidents to occur between fast vehicles on the A417 and slow-moving traffic joining or leaving the dual carriageway at this junction. | The design has been revised since the 2019 statutory consultation to remove the direct access to Grove Farm from the main carriageway, so that access would now be from Cold Slad Lane via a new underpass.   | Y  |
| 159    | Engineering Design | Concern that sufficient consideration has not been made regarding safe access to Crickley Hill Farm, Grove Farm, Slad and other villages.  | Highways England recognises the concerns relating to safe access to the group of properties on Crickley Hill including Grove Farm and Crickley Hill Tractors. The design has been revised since the 2019 statutory consultation to remove the direct access to Grove Farm from the main carriageway, so that access would now be from Cold Slad Lane via a new underpass. Access to Cold Slad would be via Cold Slad Lane and access to Crickley Hill Farm (Flyup 417) would remain via Bentham Lane. Access to the local village would be possible via Shab Hill junction and Cowley junction.   | Y  |
| 160    | Engineering Design | Concern that there is no contingency of how to move stopped or broken-down vehicles off the carriageway.   | Four lay-bys are currently proposed to be included in the scheme. Two would be positioned on the eastbound carriage way at the start of Crickley Hill and between Shab Hill junction and Cowley junction. A further two would be positioned on the west bound carriageway; one between Cowley junction and Shab Hill junction and one at the bottom of Crickley Hill. These would be designed in accordance with current Highways England design standards to provide an appropriate level of safety and provision.   | N  |
| 161    | Engineering Design | Suggestion that the road below the green bridge will benefit from shelter to protect the road surface during the winter, therefore suggestion of solar panels to provide power to lighting and heat the road surface underneath.   | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).   | Y  |
| 162    | Engineering Design | Highlights that hard surfaces along the green bridge could become icy and dangerous in frost-conditions. Would like to see that the surface is well textured.  | Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and |  |



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|--------|--------------------|---|---|--|
|        |                    |   | protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  |  |
| 163    | Engineering Design | Concern that there is no need to narrow local roads.  | New local roads would be designed to highways standards and in agreement with GCC, the local highways authority. These discussions are ongoing. Within the scheme design, the majority of the existing A417 would be narrowed to provide a walking, cycling and horse riding route and to provide planting to replace existing hardstanding.  | N  |
| 164    | Engineering Design | Concern that that the traffic flowing below the green bridge will deter people from using the picnic spaces.  | <p>As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).</p> <p>Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> | Y  |
| 165    | Geology and Soils  | Concerns raised that the proposed construction phase could result in extensive excavation upon the face on an existing geological fault line. Suggestion raised that efforts should be taken to avoid ongoing repairs and stabilisation works post construction upon the geological fault line of the escarpment. | The Shab Hill and Shab Hill Barn faults have been identified as part of the geotechnical reporting and have been investigated as part of the ground investigation works and geomorphological studies. These resulted in revised locations of these faults in the proximity to the scheme. The preliminary design has considered the presence of these faults and their revised locations and their impacts on the scheme. Stabilisation measures, if required, will be further defined as part of the detailed design of the scheme. Please see ES Chapter 9 Geology and Soils (Document Reference 6.2) for more information.   | N  |
| 166    | Geology and Soils  | Concern that the geology of Crickley Hill could be affected by excavation and could result in land slippage which would result in road closures.  | Current scheme proposals do not propose significant excavations within the Crickley Hill escarpment. The ground conditions along the scheme have been fully considered as part of the preliminary design, undertaken with the management of geotechnical risks relevant to the proposed route, and considered in accordance with the technical approval and certification procedures defined in the Design Manual for Roads and Bridges guidance document CD622 'Managing Geotechnical Risk'. This includes desk-based reviews and ground investigation works to inform the preliminary and detailed design requirements for the scheme. Please see ES Chapter 9 Geology and Soils (Document Reference 6.2) for more information.   | N  |
| 167    | Land Ownership     | Support for choice of option 30, but concern is raised over the requirement for farmland for this choice and how it could impact on the landowners.   | Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation would be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase.  | N  |
| 168    | Land Ownership     | Objection raised to the degree of land to be tarmacked as a result of the alignment, side roads and junction formations.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme. Land take has been one consideration in the design process and Highways England has sought to minimise land take where possible, while also balancing the need to provide a scheme which meets its vision and objectives. As part of the scheme, it is proposed to plant new woodland, grassland, tree and hedgerows to help preserve and create additional habitats in the local area. The design of the scheme has been amended since the 2019 statutory consultation to provide more   | Y  |

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|--------|------------------------------|--|--|--|
|        |                              |  | planting; please see sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for more information.   |  |
| 169    | Landscape and Visual Effects | Comment that the design of the green bridge needs to be sympathetic to the surrounding area.   | <p>As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).</p> <p>Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> | Y  |
| 170    | Landscape and Visual Effects | Support of the proposed green bridge as it provides fantastic views and great access from Birdlip to Crickley Hill Country Park.   |  |  |
| 171    | Landscape and Visual Effects | The green bridge is too big and not aesthetically pleasing.  |  |  |
| 172    | Landscape and Visual Effects | Concern that the reason why a green bridge is needed shows the scheme is damaging to the countryside and wildlife.   |  |  |
| 173    | Landscape and Visual Effects | Support for the green bridge proposals as these make the scheme landscape led.   |  |  |
| 174    | Landscape and Visual Effects | Concern that the bridge is too narrow to encourage wildlife to cross it, and if there were more human activity on the bridge this could threaten and discourage animals to use the bridge. Suggestion of natural plant covering on the bridge to hide the concrete pillars, or large pots of bamboo at the base of the pillars to soften them. |  |  |
| 175    | Landscape and Visual Effects | Supports the green bridge with Cotswold stone as it is in keeping with the surrounding area  |  |  |
| 176    | Landscape and Visual Effects | Support for the green bridge being incorporated into the wildlife corridor. Suggestion of removing the leisure aspect of the green bridge for walkers and cyclists.  |  |  |
| 177    | Landscape and Visual Effects | Support of the green bridge specifically the dry-stone walls which are incorporated into the section of the road and on the bridge   |  |  |
| 178    | Landscape and Visual Effects | Support for the green bridge for enabling non-motorised users (NMUs) to access viewing areas and amenities as well as providing landmark for scheme  |  |  |
| 179    | Landscape and Visual Effects | Suggestion raised that the proposed green bridge should be constructed with an observation deck and play area.   |  |  |
| 180    | Landscape and Visual Effects | Suggestion that planting along the length of the green bridge should be dense and high to enclose the route from views of the traffic.   |  |  |

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|--------|------------------------------|---|--|--|
| 181    | Landscape and Visual Effects | Objection against the green bridge as it is disruptive of the ancient historical area and does not 'patch over' the destruction of a valuable local outdoor asset.  |  |  |
| 182    | Landscape and Visual Effects | Hopes that the green bridge will not cut into more landscape than is necessary.   |  |  |
| 183    | Landscape and Visual Effects | Support for the proposals [for the green bridge] but concern that the trees may not survive wind funnelling up on such a shallow root system.   |  |  |
| 184    | Landscape and Visual Effects | Concern that the green bridge is alien to the AONB landscape and therefore should be avoided as it will require additional land take and a deeper cutting with the removal of existing vegetation and habitats which is not justified.                                  |  |  |
| 185    | Landscape and Visual Effects | Hopes that the green bridge will have a maintenance programme implemented to prevent the area becoming over- grown and therefore un-useable.  |  |  |
| 186    | Landscape and Visual Effects | Support for the green bridge as the limestone exposure and associated landscaping are interesting to reveal the geological interest of the area. The viewing sections from the bridge will be a good location to improve awareness and understanding of this landscape. |  |  |
| 187    | Landscape and Visual Effects | Is concerned that the length and design of the green bridge will hinder views to the landscape.   |  |  |
| 188    | Landscape and Visual Effects | Suggests making the green bridge 'greener' and including more trees.  |  |  |
| 189    | Landscape and Visual Effects | Suggestion that it [the green bridge] should constitute a more ecologically and landscape-sensitive alternative to the standard HE structures spanning trunk roads in other rural locations.  |  |  |
| 190    | Landscape and Visual Effects | Concern that proposals for the green bridge are unsightly, and suggestion that planted infill would make the proposals more acceptable.   |  |  |
| 191    | Landscape and Visual Effects | Suggests the potential to strengthen the links between the woodland east of the 'Air Balloon bend' and the Woodland Trust site at Barber Wood.  | As set out on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3), woodland has been proposed east of the Air Balloon bend between the Ullenwood Junction and Shab Hill and around Ullenwood, which connects to Barber Wood.  | Y  |
| 192    | Landscape and Visual Effects | Supports the decision to cut deep into the escarpment, as this will cause the road to be hidden when viewed from Barrow Wake, which is an environmental benefit.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. The depth of the cut has also been reduced in order to remove the retaining walls from the scheme and reduce visual impact when viewed from Barrow Wake. A landscape earthwork on the south side of the road has been introduced to reduce the visibility of the road from Barrow Wake. Please | Y  |

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|--------|------------------------------|---|---|--|
|        |                              |   | refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   |  |
| 193    | Landscape and Visual Effects | Concern as the scheme does not seem to be landscape-led and contradicts the Government's own 25-year environmental plan.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 194    | Landscape and Visual Effects | Hopes that primary consideration will be given to the mitigation of impacts on the landscape and environment.   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 195    | Landscape and Visual Effects | Support for the section of road from Shab Hill to Cowley junction as it reconnects the SSSI's.  | Highways England acknowledges the range of views expressed, including those received in support of the design between Shab Hill and Cowley junction.  | N  |
| 196    | Landscape and Visual Effects | Support of the enhancement of the verges and hill sides are sympathetic and help the new road blend in with the environment.  | Highways England acknowledges the range of views expressed, including those received in support of the design between Shab Hill and Cowley junction.  | N  |
| 197    | Landscape and Visual Effects | Encourages the conservation of nature in the development area. Suggestion of green walls and blocks which include plants that cope well with pollution.   | Highways England recognises the suggestion of green walls. Within the design, there would be some areas of exposed rock faces with colonisation of local plant species which are adapted to their environment.  | N  |
| 198    | Landscape and Visual Effects | Suggests that the landscape impact could be reduced by the grade separation of the two lanes, with a wider central reservation featuring tree planting.   | The landscape design intent has been to minimise the impact of the cutting through the escarpment, i.e. to keep it as narrow and steep as possible. Grade separation and a wider central reservation would widen the cutting and increase the amount of material that would require excavation, which would not be desirable compared to keeping the cutting as steep and narrow as possible.   | N  |
| 199    | Landscape and Visual Effects | Supports the proposed route from Brockworth bypass to Shab Hill junction, as it appears to be the best solution considering the area's AONB status.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 200    | Landscape and Visual Effects | Objection to the scheme, which it is considered is not 'landscape led'. Considers that as the Cotswolds AONB has been recognised as being of national importance and a candidate to be a National Park, the proposals are unsuitable. | Highways England 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. In designing the scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape, taking a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. The compliance of the scheme with national and local policy, including that relating to AONBs, is set out in the Case for the Scheme (Document reference 7.1). | N  |
| 201    | Landscape and Visual Effects | Support for proposals as they integrate with the challenges of the landscape and Cotswold Stone walls for the boundary treatment enhance the AONB.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |

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|--------|------------------------------|--|---|--|
| 202    | Landscape and Visual Effects | Suggests that Shab Hill junction be lowered so that it sits below ground level in order to minimise the visual impact and noise.   | Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route, significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks would act to provide visual screening and noise reduction for villages to the east of the route.   | N  |
| 203    | Landscape and Visual Effects | Suggests having additional funding to be made available to local mature projects to save habitats and plant more trees.  | Highways England recognises the suggestion. The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.  | N  |
| 204    | Landscape and Visual Effects | Priority should be placed on the creation of more limestone grassland, woodland management and improved opportunities for public access to the local environment.  | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. The design of the scheme has been amended since the 2019 statutory consultation to provide more planting and improved opportunities for public access; please see sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for more information.   | Y  |
| 205    | Landscape and Visual Effects | Suggests trees and other vegetation do not obstruct signage.   | Sight lines from vehicles are considered during the development of the design to ensure that trees, planting and other proposed elements do not obstruct sight lines to features such as signage and junctions. In addition, ES Appendix 2.1 EMP Annex D Landscape and Ecological Management Plan (LEMP) (Document Reference 6.4) will be produced as a commitment of the DCO. ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) will ensure responsibilities and commitments are carried out to support appropriate ongoing management of the landscape and ecological planting.   | N  |
| 206    | Landscape and Visual Effects | Supports the proposed route from Brockworth bypass to Shab Hill junction as it contains a climbing lane and dual carriageway. Suggestion that the roundabout east of the hill is adequately screened as it will be visible from the Gloucestershire Way, and the scheme is seen as landscape led.  | A landscape bund, Cotswold stone walls and tree planting has been implemented at the roundabout east of the hill to screen and integrate the Shab Hill junction into the landscape and the Coldwell Bottom from which the Gloucestershire Way is situated. Further information on the planting design of the scheme is set out in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).   | N  |
| 207    | Landscape and Visual Effects | Concern that the proposed new road cuts through an Area of Outstanding Natural Beauty, and a recently issued Landscapes Review commissioned by government recognises the national importance of the Cotswolds landscape. This stated recommendations for the Cotswolds being a candidate National Park and describes the Cotswolds as world famous for its natural beauty and huge popularity with visitors from around the world. Therefore, acknowledgement need to be had that its landscape and villages are one of the emblems of England identifying the Cotswolds as a big contributor to the national economy. | Highways England 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. In designing the scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape, taking a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. The compliance of the scheme with national and local policy, including that relating to AONBs, is set out in the Case for the Scheme (Document reference 7.1).   | N  |
| 208    | Landscape and Visual Effects | Raises concerns that the five lanes along the proposed route from Brockworth bypass to Shab Hill junction will visually impact the landscape, as seen from Crickley Hill and Barrow Wake.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.<br><br>The reduction in cut at the escarpment has been balanced by the inclusion of a landscape earthwork along the south side of the road so that this reduces the views towards the road as viewed from Barrow Wake. The landscape and visual impacts have been recorded within ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). ES Figure 7.10 Photo | Y  |

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|--------|------------------------------|--|--|--|
|        |                              |  | sheets and Visualisations (Document Reference 6.3) provides a visualisation of Barrow Wake's view at year 1 and year 15 of operation.  |  |
| 209    | Landscape and Visual Effects | Support for proposals to reduce the impact of the new route on the character of the landscape by keeping the cutting slopes as steep as possible as the route passes through the Cotswold escarpment, alongside Crickley Hill depending on the geological conditions which are currently being surveyed. | Highways England acknowledges the range of views expressed, including those received in support of the design of the scheme through the escarpment. As a landscape-led scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape throughout the design process. This has included designing the cutting, in which Highways England has sought to ensure the cutting slopes are as steep as possible to reduce the effect on the landscape, while taking into account technical feasibility due to geological factors.   | N  |
| 210    | Landscape and Visual Effects | Recognises that the cutting has some benefits, however if the scheme was truly landscape-led, a tunnel option would be more appropriate.   | Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 211    | Landscape and Visual Effects | Supports the decision to cut deep at the top of the hill, as it has many environmental benefits, including hiding the road (as viewed from Barrow Wake) and reducing the gradient thereby reducing emissions and noise.  | The scheme has been designed to reduce the quantity of imported construction materials, alongside reducing the quantities of waste taken off-site by re-using or recycling the available existing materials. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which outline the impact of construction on the environment, the road network and local communities. The reduction in cut at the escarpment has been balanced by the inclusion of a landscape earthwork along the south side of the road so that this reduces the views towards the road as viewed from Barrow Wake. ES Figure 7.10 Photo sheets and Visualisations (Document Reference 6.4) provides a visualisation of this view at year 1 and year 15 of operation.  | Y  |
| 212    | Landscape and Visual Effects | Support for the green bridge as it will enhance the landscape of the Cotswold escarpment.  | <p>As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).</p> <p>Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on the change.</p> <p>Highways England is delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of way/highway with public access including crossing points for cyclists and pedestrians.</p> | Y  |

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|--------|---------------------------|--|---|--|
| 213    | Material Assets and Waste | Concerned about the amount of earth and rock that will need to be excavated as it will cause significant disruption to traffic flow in the area therefore suggestion that this work will have to be planned in around the existing road layout to maintain traffic flow. | Highways England has sought to limit the effect of the construction on the environment as far as is practicable. To assist with this, Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use. Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved.   | Y  |
| 214    | Material Assets and Waste | Highlights a lack of clarity in the amount of excavation that will be required to accommodate the road through Emma's Grove. Would like to know where the spoil will be going.   | Discussions are ongoing to determine whether any limited surplus material now arising could be re-used off-site with local landowners or on other projects within the region to minimise the requirement to transport this material. Where possible, Highways England would also seek to source material locally. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2). Highways England has also produced a Materials Management Plan as part of a wider ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment will be managed.   |  |
| 215    | Material Assets and Waste | Suggestion of the creation on bunds when excavating excess material, to avoid direct light and exhaust pollution especially with car headlights.   | The suggestion is noted. Modern car headlights are directional, resulting in much less light spill than in the past. However, bunds are proposed as a form of mitigation for noise effects, as set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Where possible, Highways England would seek to re-use material on site, including for earthworks such as bunds.   | N  |
| 216    | Noise and Vibration       | Concern that the green bridge will create excessive noise pollution therefore suggestion of putting up noise baffling to reduce noise pollution.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change,   | Y  |
| 217    | Noise and Vibration       | Suggestion of planting more trees on the divisions of the carriage ways and at the sides (as near Daglingworth) to provide a quiet area.   | The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. The new road will also include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. The results of the assessment are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures included by Highways England to mitigate adverse noise effects. | N  |
| 218    | Noise and Vibration       | Concern that the new junction is high in the landscape which will maximise the spread of noise pollution.  | The proposed Shab Hill junction lies within a complex topographical area of the AONB, with undulating hillside. Geotechnical and engineering issues and solutions have governed the necessity for the proposed vertical alignment of the A417 mainline and junction configuration within this specific area. However, every consideration has been given in order to minimise the noise impact in this area, including low noise road surfacing, and by maximising noise screening as far as reasonably practicable. The effects of the Shab Hill junction design, in relation to noise during operation, has been assessed, based upon a three-dimensional road noise model and forecast traffic flows using the road network. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2) with noise contour maps being included in the associated Figures.  | N  |
| 219    | Noise and Vibration       | Hopes that a noise-mitigating surface will be used across the scheme. The surface on the Cirencester bypass features concrete and is incredibly noisy for motorists and residents.   | A low noise road surface is incorporated into the proposed scheme design. The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in   | N  |

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|--------|---------------------|--|--|--|
| 220    | Noise and Vibration | Support for the proposals with concern that noise reduction for residents along the concrete sections of existing road should have priority - not the users of the national trail.   | ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would be less than 0.5dB(A) in the short term (e.g. opening year, 2026), and just over 0.5dB(A) in the long term (2041). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB.  |  |
| 221    | Noise and Vibration | Suggestion that the money which is spent on the green bridge could be spent on noise reduction on the 14 miles of concrete road surface as the scheme is expected to create an increase in noise pollution due to the increase in volume of traffic predicted.   |  |  |
| 222    | Noise and Vibration | Concern over impacts of the scheme with regard to noise pollution. Suggestion that efforts should be made to mitigate noise pollution in the AONB and Crickley Hill Country Park.  | Highways England recognises the significance and sensitivity of the landscape. As set out in the statutory consultation in 2019, Highways England has taken a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. Cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and Public Rights of Way. An assessment of the effects of the scheme with regard to noise is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2)   | N  |
| 223    | Noise and Vibration | Suggestion that enclosure of the route into a green tunnel will reduce the noise impact on the scenic area.  | Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 224    | Noise and Vibration | Concern that the proposed scheme will push noise pollution onto the A436, A40 and in other parts of the Cotswolds AONB. Therefore, suggests that the proposed scheme could allow for the restriction of the traffic on the A436 to reduce the noise pollution from trucks in this area.  | The effects of the scheme in relation to noise during operation have been assessed in detail for an area covering at least 600m from new and altered roads and within 50m of other affected roads, based on the forecast traffic flows using the road in the opening year and a future assessment year (+15 years after opening). This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. There are no significant noise effects anticipated relating to the A40 and A436. Restricting traffic on the A436 would have a large effect on the wider road network and is not proposed within the scheme.   | N  |
| 225    | Noise and Vibration | Suggestion that a noise assessment should be carried out to cover Shab Hill area of Birdlip.   | The effects of the scheme in relation to noise during operation have been assessed in detail for an area covering at least 600m from new and altered roads and within 50m of other affected roads, based on the forecast traffic flows using the road in the opening year and a future assessment year (+15 years after opening). This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. | N  |
| 226    | Noise and Vibration | Concern over the increase in noise levels in the Bentham Green area especially due to the engineering of the under- bridge that links Bentham lane with Cirencester (Little Witcombe). Suggestion that there should be plans in place to reduce the noise level in residential areas adjacent to the A417, particularly Bentham Lane and Dog Lane. | ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A low noise road surface is incorporated into the proposed scheme design. The Bentham Lane underbridge is beyond the extents of the scheme, however it is predicted that there will be a less than 1dB noise change, as a result of the scheme. No significant effects are identified for Bentham Lane and for most of Dog Lane. A moderate impact in the short term and a minor impact in the long term is identified for few receptors in Dog Lane. To  | N  |



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|--------|--|--|---|--|
|        |  |  | reduce noise impact as much as possible, a 3.5m noise absorptive barrier will be placed along the eastbound carriageway. "  |  |
| 227    | Population and Human Health - Business and Tourism | Suggests that the green bridge is likely to become a tourist attraction if implemented successfully.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 228    | Population and Human Health - Business and Tourism | Concerns raised that the scheme would result in land severance at Stockwell Farm.  | Highways England recognise that the construction of linear infrastructure is likely to bring some impacts on land holdings. However, the scheme includes proposed overbridges to ensure access between land holdings can be maintained during operation of the scheme and ongoing access requirements are being discussed with individual landowners affected.  | N  |
| 229    | Population and Human Health - Business and Tourism | Concerns raised that the scheme would necessitate the loss of the Air Balloon public house.  | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon pub is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.   | N  |
| 230    | Population and Human Health - Business and Tourism | Concern about the severance of ORPA's as they will reduce passing trade for local businesses.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including how severance to ORPA's is to be mitigated as part of the scheme.   | N  |
| 231    | Population and Human Health - Community Impacts    | Supports the green bridge as it will provide access for Cold Aston.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 232    | Population and Human Health - Community Impacts    | Highlights that a local village team plays cricket on land next to the A436 roundabout. Is concerned that the height of the cutting could mean cricket balls pose a risk to vehicles on the new section of road. | The cricket ground is currently adjacent to the Air Balloon roundabout and Highways England is not aware of existing issues for highway safety related to this issue. If this were to become an issue as the new scheme is developed, Highways England would liaise with the cricket club to identify measures to reduce risk.  | N  |
| 233    | Population and Human Health - Community Impacts    | Would like to see provision of a new school to reduce the number of cars on Shurdington Road.  | The need for and provision of a new school falls outside the scope of this highways scheme.   | N  |
| 234    | Population and Human Health - Community Impacts    | Concerns raised that perceived increases and displacement of traffic will blight communities living near the concrete road alignment such as Latton.   | The scheme will include a lower noise road surface, which will reduce road noise between Brockworth bypass and Cowley junction. The concrete section of the A417/A419 south of the scheme (between Latton and Daglingworth) is outside the study area criteria of this project assessment. For residents living near the concrete section, there is only a very small predicted increase in traffic noise once the road is open to traffic (between 0.5dB and 1.1dB). This is slightly above the forecast increases that would occur without the scheme due to traffic growth (around 0.5dB). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. This is reported in ES Chapter 11 Noise and | N  |

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|--------|------------------------------------|---|--|--|
|        |                                    |   | Vibration (Document Reference 6.2). Highways England does, however, regularly monitor its motorways and A roads and makes improvements when needed.  |  |
| 235    | Population and Human Health - PRow | Suggestion that the route for horse riders and cyclists after crossing the green bridge to Crickley Hill needs clarifying; this needs to be a bridleway not a footpath. Suggests a path linking the green bridge to Leckhampton Hill Road, or down the Cold Slad link road.   | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).   | Y  |
| 236    | Population and Human Health - PRow | Concern that cyclists and horse riders will not be able to cross the A417 as the Cotswold Way on the Crickley Hill side is not a bridleway. Suggest only advertising to walkers unless bridleways will be added on the Crickley Hill side. Suggestion that action be taken to ensure on the new diversion the Cotswold Way National Trail remains a PRow.   | Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on the change. |  |
| 237    | Population and Human Health - PRow | Suggestion that the Cotswold Way is routed over the green bridge. Considers a link between Crickley Hill and Barrow Wake via a green bridge would be a useful addition.   | The proposals for the walking, cycling and horse riding network under the revised scheme design are set out in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4).  |  |
| 238    | Population and Human Health - PRow | Suggestion of ensuring the bridleways either existing or new are properly joined to the proposed green bridge. Suggests ensuring the green bridge surface is appropriate for horses and fences are of a sufficient height for the safety of a mounted rider.  |  |  |
| 239    | Population and Human Health - PRow | Concern that the PRow network will be restricted by the proposed route from the Brockworth bypass to Shab Hill junction. Therefore, suggestion of PRow being either side of the proposed route and running from the road bridge (Grid ref SO 91415 15967) near Little Witcombe, to the proposed green bridge following the line of the new road. This proposal is separate from the road and leave the level of the road to rise up the edge of the cutting.  |  |  |
| 240    | Population and Human Health - PRow | Support for the proposal but concern over lack of access between the green bridge and Cold Slad Lane. Suggestion that there could be a link for cyclists and horse riders off the green bridge onto Cold Slad Lane which would prevent cyclists from having to use the stretch of road between the A436 Air Balloon roundabout and Shab Hill to climb out of the valley. Suggestion that a ramp on the uphill side of the green bridge would be a small practicality but potentially a big improvement in safety and amenity. |  |  |
| 241    | Population and Human Health - PRow | Suggestion that the Public Right of Way across the bridge should be at least Restricted Byway (RB) status as change of status is expensive and inclusion for all-users from the start would be beneficial.  |  |  |
| 242    | Population and Human Health - PRow | Concerned about the accessibility of the green bridge for cyclists and horse riders. Suggests that greater consideration needs to be made with regards to onward routes, connections from the green bridge, and the PRow in this area as a whole to prevent unintended trespassing onto land.   |  |  |
| 243    | Population and Human Health - PRow | Suggests that a crossing point further up the hill should be considered, which would involve less ascent and descent.   |  |  |

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|--------|------------------------------------|---|--|--|
| 244    | Population and Human Health - PRow | Concern about how the green bridge helps safe crossing of the proposed scheme for MPV's such as motorcycles.  |  |  |
| 245    | Population and Human Health - PRow | Suggest keeping walkers apart from vegetation along the green bridge using a dividing fence to ensure the wildlife corridor does not become sparse or exposed.  |  |  |
| 246    | Population and Human Health - PRow | Suggests that some users of the green bridge would like the opportunity to enjoy viewpoints isolated from traffic. Suggests that PRow diverge to suit this.   |  |  |
| 247    | Population and Human Health - PRow | Concern about how the Cotswold Way will be designed to ensure a safe crossing point for walkers.  |  |  |
| 248    | Population and Human Health - PRow | Suggests that a narrower green bridge be built, and the money saved be used to improve connecting cycle routes, such as down the A436.  |  |  |
| 249    | Population and Human Health - PRow | Query over what surface will be laid for the bridleway part of the bridge.  |  |  |
| 250    | Population and Human Health - PRow | Suggestion that consideration is had to WCH during snowfall to allow commuters to get to work. Suggestion that the WCH paths are designed to have an all-weather surface as if the surface is shared with horse riders it will become unusable to others in wet weather. Suggestion of considering the scheme boundary to the north of the escarpment where the WCH path over the green bridge ends as the existing WCH paths marked in dotted yellow lines are not WCH. They are the Gloucestershire Way and/or Cotswold Way, which are footpaths, therefore not open to cyclists. Concern that plans to deliver a new cycle route which fails to link up to the A436 roundabout or Crickley Hill Country Park | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestions made. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.  | N  |
| 251    | Population and Human Health - PRow | Is concerned that the PRow for cyclists from Cheltenham to Birdlip is being closed in favour of a longer and off-road surface, without a replacement hard-surfaced route for those cyclists who use this route for commuting.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. Cyclists will be able to utilise the proposed Gloucestershire Way crossing or navigate through the Shab Hill junction using the highway.   | N  |
| 252    | Population and Human Health - PRow | Concern about the diverted Gloucestershire Way around the south part of the A436 roundabout for horse riders, as the crossing over the A436 right of the roundabout will be very difficult to cross due to the width of the road and the speed of the traffic from either direction. Therefore, suggestion of a bridleway continuing up the left of the slip roundabout w to the A436 roundabout, then crossing over the Leckhampton road through the field located between the   | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417 in addition to the provision of Cowley and Stockwell farm overbridges that would allow WCH groups to safely cross the A417. Safe crossing of Leckhampton Hill would be achieved with a new section of bridleway that would accommodate the safe access for cyclists near the Country Park at Ullenwood roundabout. | Y  |

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|--------|------------------------------------|---|---|--|
|        |                                    | Leckhampton road and the A436 road. Finally, then crossing the A436 and connecting to the Gloucestershire Way.  |   |  |
| 253    | Population and Human Health - PRow | Concern that the existing footpath is too close to the road from Dog Lane and Cold Slad Lane. Suggests altering the footpath so it has a segregated bicycle path next to it when the road re-engineering takes place, also link to the Air Balloon roundabout and the green bridge. Suggestion of having green lane, Shurdington signed and resurfaced and made better for Bicycle users but it would need a continuation of the segregated bicycle path from the Air Balloon to Ullenwood on the A436. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including a new section of right of way to connect Dog Lane to Cold Slad and beyond - offering a cycle route travelling up the escarpment. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.  | N  |
| 254    | Population and Human Health - PRow | Query as to whether the Air Balloon pub will remain and will be accessible via footpaths from the green bridge?   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon pub is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme. | Y  |
| 255    | Population and Human Health - PRow | Suggestion that cycle paths should be suitably surfaced with suitable links between the green bridge and existing non-motorised vehicle routes.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestions made. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.   | Y  |
| 256    | Population and Human Health - PRow | Concern that there should be no Public Rights of Way severance on the Air Balloon public house section.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestions made through the provision of the Cotswold Way crossing.  | N  |
| 257    | Population and Human Health - PRow | Concern that there is no provision of toilets/ refreshments and, as the plans encourage more outdoor involvement, feels the removal of the Air Balloon is short-sighted. Concern over the parking in Barrow Wake being able to cater for increased number of visitors   | The provision of facilities such as visitor facilities is outside the scope of the DCO. However, the scheme does not restrict the provision of such facilities should demand exist / emerge in the future.  | N  |
| 258    | Population and Human Health - PRow | Suggests ensuring new multi-user routes also include disabled users such as avoiding steps and kissing gates, replacing them with slopes and gates which can be operated by a mobility scooter. Need to consider consulting with the disabled ramblers.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestions made. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC. Proposals have been developed in consultation with a WCH Technical Working Group which includes representatives with an interest in WCH.  | Y  |
| 259    | Population and Human Health - PRow | Suggests a segregated bicycle path linking into Cold Slad Lane and Dog Lane as well as the Air Balloon roundabout. There should not be places to sit, as there is air pollution from motorised vehicles.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including a new section of right of way to connect Dog Lane to Cold Slad and beyond.  | N  |

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|--------|------------------------------------|--|---|--|
| 260    | Population and Human Health - PRow | Suggests the need for high quality surfacing near the A436 near Rushwood Kennels and Muddy Lane to Ullenwood for bicycle use.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestions made. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.   | N  |
| 261    | Population and Human Health - PRow | Suggests linking Birdlip by Segregated bicycle path to Ullenwood, linking Green Lane to Shurdington. This gives a safe route from Gloucester and Cheltenham into Cotswolds.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestions made.   | N  |
| 262    | Population and Human Health - PRow | Concern about severance of PRow as this would be a major problem for local riders faced by it, especially long-distance riders who would hit the severed PRow unexpectedly. For example, bridleways running north to the A436 between the A417 and the A435 have ceased to be used as much as previously, because they are only connected to the now trunked A436. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | N  |
| 263    | Population and Human Health - PRow | Suggestion that linking routes for non-motorised users both sides of the new road for access should be included. Suggestion that the roundabout replacing the Air Balloon roundabout should have adequate safe crossing points for non-motorised users - ideally Pegasus crossings.  | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417. WCH groups could also cross the A417 using the safe crossing provided at Ullenwood junction (without the need for a Pegasus crossing as suggested). ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. The Plan has been developed in collaboration with a WCH Technical Working Group (TWG), representing local interest groups including the BHS. | Y  |
| 264    | Population and Human Health - PRow | Concern that there should be a cycleway over it which links to top of Leckhampton Hill.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity for cyclists.  | N  |
| 265    | Population and Human Health - PRow | Requests to know what will happen to the two footpaths which meet the A417 from the south between Crickley Hill Farm and Grove Farm. Would like to see a pedestrian bridge implemented.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes proposals to stop up sections of footpath where they are severed by the new A417 to a point where they can connect into other routes and allow onward journeys.  | N  |
| 266    | Population and Human Health - PRow | Concern about whether the 'green lanes' access from Shab Hill to Cowley junction will be maintained or if there is access for other vehicles besides WCH.  | All proposals for WCH are detailed in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). That includes consideration of local routes used by vehicles and WCH, and in the Shab Hill to Cowley junction area diverted, reclassified and new routes are proposed to help connect severed 'green lanes' or 'unclassified roads' in this location, and joining them to safe crossings of the A417 such as the Cowley and Stockwell overbridges and beyond.  | N  |
| 267    | Principle of Development           | Suggests that the green bridge be named 'The Air Balloon Bridge' due to the loss of the historic Air Balloon Pub.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The history of the area will be reflected in the proposed naming of the Air Balloon Way, the section of the existing A417 that would be repurposed as a traffic-free walking, cycling and horse riding route.   | Y  |
| 268    | Principle of Development           | Support of the proposed green bridge.  | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).  | Y  |
| 269    | Principle of Development           | Suggests the green bridge should be three lanes each way.  |   | Y  |
| 270    | Principle of Development           | Concern that the green bridge is for aesthetic rather than function.   |   | Y  |

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|--------|--------------------------|--|--|--|
| 271    | Principle of Development | Concern that the green bridge must be developed as an asset for families and that considerations of operation of the bridge must cover all hours of the day to prevent crime.  | Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. | Y  |
| 272    | Principle of Development | Concern that the green bridge is a method to hide the expense of the scheme.   |  | Y  |
| 273    | Principle of Development | Support for the green bridge proposals with concern that access points from the road are needed so that access is not just through Crickley.   |  | Y  |
| 274    | Principle of Development | Highlights that the green bridge is a poor substitute for the vast amount of AONB which will be destroyed by the new road.   |  | Y  |
| 275    | Principle of Development | Support for the proposals as they reconnect the landscape and offer a wildlife connection between Crickley Hill and other habitats.  |  | N  |
| 276    | Principle of Development | Support for the scheme as the current situation is dangerous.  |  | N  |
| 277    | Principle of Development | Supports the proposed route from Brockworth bypass to Shab Hill junction, as it is a good option for resolving the problems of the single carriageway. This will save time and money for people and businesses.                                |  | N  |
| 278    | Principle of Development | Support for proposals as they will improve the road and remain in keeping with the countryside nature.   |  | N  |
| 279    | Principle of Development | Support for the proposals as the area around the Air Balloon is not currently suitable for pedestrians.  |  | N  |
| 280    | Principle of Development | Fully supportive of the proposed route from Brockworth bypass to Shab Hill junction.   |  | N  |
| 281    | Principle of Development | Support for the proposals as they will reinvigorate the landscape and encourage its increased use.   |  | N  |
| 282    | Principle of Development | Support for scheme due to experiences of journey delays.   |  | N  |
| 283    | Principle of Development | Support for the proposals as they improve the Cotswold Way across the A417 and eliminate the current dangerous and difficult situation that walkers and cyclists face at the Air Balloon roundabout.   |  | N  |
| 284    | Principle of Development | Support for proposals due to improvements to air pollution and road safety.  |  | N  |
| 285    | Principle of Development | Support for the proposals as it will bring visitors to the area.   |  | N  |
| 286    | Principle of Development | Support for proposals as a good provision of public amenities and connecting the Cotswold Way but concern that little is proposed to offset the environmental impact of the scheme.  |  | N  |
| 287    | Principle of Development | Support for the proposals as a tunnel would have been more appropriate, but budget would not have supported this.  |  | N  |
| 288    | Principle of Development | Supportive of the scheme's objectives to improve safety, ease congestion, support the economy and reduce pollution.  |  | N  |
| 289    | Principle of Development | Support for proposals for dualling of the road and inclusion of a climbing lane.   |  | N  |
| 290    | Principle of Development | Hopes that enhanced 4G/5G infrastructure can be provided alongside these proposals. For commuters there is poor signal which makes business calls difficult.   | The provision of 4G and 5G infrastructure falls outside of the remit of Highways England and this highways scheme.   | N  |
| 291    | Principle of Development | Supports the green bridge and suggests race events for running and cycling for opening to encourage acknowledgement. Question of whether there will be a car park and suggests charging to help pay for planting and biodiversity of the area. | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).  | Y  |

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|--------|--------------------------|---|--|--|
|        |                          |   | Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. |  |
| 292    | Principle of Development | Suggestion that time and money should be focused on how autonomous vehicles will improve traffic flow and safety, as well as alternative travel modes rather than individual travel.  | Research into autonomous vehicles is beyond the remit of this highways scheme. The Government's policy, as set out in the National Policy Statement for National Networks, is to bring forward improvements and enhancements to the strategic road network that support further economic development and improve peoples' quality of life. The A417 Missing Link scheme objectives are consistent with the Government policy in this regard. This is explained in the Case for the Scheme (Document reference 7.1) submitted as part of the A417 Missing Link DCO application.   | N  |
| 293    | Principle of Development | Concern that given the Government recognition of the climate emergency, the proposal is inappropriate as it will generate more CO2 and pollution and do nothing to address the climate emergency. Suggestion that the money would be better spent on traffic calming on this road and elsewhere on cycle tracks and public transport. | Highways England 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. Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 294    | Principle of Development | Concern that despite the current traffic issues, the scheme is still not warranted.   | Highways England 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  |
| 295    | Principle of Development | Suggests a park-and-ride service for commuters travelling into Cheltenham. This would alleviate traffic problems on Shurdington Road.   | The provision of park-and-ride facilities in Cheltenham falls outside of the scope of this scheme.   | N  |
| 296    | Principle of Development | Objection to the proposed route from Brockworth bypass to Shab Hill junction.   | Highways England 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  |
| 297    | Principle of Development | Concern about having a road so large running through an AONB, which will only encourage increased road users.   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 298    | Principle of Development | Support for the proposals however concern that style, and length of construction should be clarified.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England has also produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which sets out how the impact of construction on the environment, the road network and local communities will be managed.  | N  |

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|--------|---|--|---|--|
| 299    | Road Drainage and the Water Environment | Comments that the delicate environment of Ullenwood woodland could be damaged by significant change to drainage; the proposed cutting runs very close to the south-west corner of this woodland.   | Impacts on Ullenwood as a result of changes to the drainage regime are not predicted as the trees it contains are not dependent on groundwater. This is set out in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 300    | Road Drainage and the Water Environment | Comment that current indicators from Met Office suggest that heavy rainfall (particularly from an increased frequency of storms) is going to a major ongoing problem, meaning that the drainage from the escarpment onto the road might become an issue unless it is very carefully managed, particularly on the left-hand bend. Considers that the drainage basins are a good idea, but it will be essential to have a filtration system to isolate dilution from the run-off, covering both water from the road and the agriculture-related drainage from surrounding farms and parks. | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out how climate change has been taken into account as part of the assessment. It states that no significant effect is expected as a result of the effects of climate change due to the mitigation measures that are designed into the scheme. ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) also sets out that risks to surface and groundwater quality as a result of the scheme are neutral.                          | N  |
| 301    | Road Drainage and the Water Environment | Clarification is sought on how the proposed scheme will impact the local water table, considering there are local springs in the area.   | The assessment set out in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) has considered any impacts that the scheme may have on groundwater levels and flows as a result of construction of cuttings and drainage. Significant effects have not been identified in relation to springs. There is likely to be an impact on groundwater flow paths toward groundwater dependent features (springs and seepages) by intercepting fissures and gulls. A voids treatment protocol will be prepared during construction. The protocol will ensure that the voids are assessed and treated (infilled) with material allowing for water flows.   | N  |
| 302    | Road Drainage and Water Environment     | Suggests bringing in a water modelling consultant to ensure advice given on modelling of water flow.   | The impact of the scheme on the water environment has been assessed as part of the Environmental Impact Assessment, as reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).  | N  |
| 303    | Traffic and Transport                   | Suggests that if earthworks can allow the gradient to be reduced from Brockworth bypass to Shab Hill junction then the proposal is excellent. Concern as currently lorries or caravans are a major hazard and obstruction to other traffic on this ascent.   | The section of the scheme from Brockworth to Shab Hill would represent a decrease in the gradient compared to the existing road. It would include an uphill climbing lane, which would be a third lane in addition to the two lanes of a standard dual carriageway.   | N  |
| 304    | Traffic and Transport                   | Requests that work be completed as soon as possible with minimal disruption. Suggests building the new road from Shab Hill to Air Balloon first and joining with existing A417 at Nettleton once completed.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  | N  |
| 305    | Traffic and Transport                   | Comments that construction on the Brockworth bypass will drive traffic volumes through Birdlip from the route through Brockworth past the George Public House, which could be from HGVs unable to make the sharp turn into Birdlip. This will need consideration to prevent traffic stagnation.  | Highways England is committed to keeping the A417 open to traffic, however, acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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. | N  |
| 306    | Traffic and Transport                   | Concerned that whilst excavation to reduce the gradient is being carried out, existing traffic up to the Air Balloon roundabout will be disrupted.   |   | N  |
| 307    | Traffic and Transport                   | Concern over maintenance of traffic flow during construction.  |   | N  |
| 308    | Traffic and Transport                   | Fully supportive of the proposed route from Brockworth bypass to Shab Hill junction. Appears to resolve traffic and access issues in the most efficient and environmentally sensitive way.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 309    | Traffic and Transport                   | Comments that the continuous flow of traffic past the area of the current Air Balloon roundabout will hopefully stop the rat-running through Birdlip and Brimpsfield.  | 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. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic.   | N  |



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|--------|-----------------------|---|--|--|
|        |                       |   | The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  |  |
| 310    | Traffic and Transport | Support proposals for the climbing lane. Suggest that automatic number plate recognition (ANPR) monitoring technology be used to fine vehicles that break opposed to traffic regulations.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Standard UK highway traffic enforcement measures will be in place over the route.   | N  |
| 311    | Traffic and Transport | Support for the proposed route from Brockworth bypass to Shab Hill junction seems excellent, particularly the avoidance of a turning for Cold Slad, which is always dangerous.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 312    | Traffic and Transport | Suggestion of including 4 lanes with a central reservation section as it would be faster and mitigate against any future accidents and further delays.  | This section of the scheme consists of three lanes from Brockworth to the Shab Hill junction, one of these lanes being a crawler lane for slow moving vehicles. Travelling down the escarpment from Shab Hill to Brockworth consists of two lanes. A central barrier will be constructed between the two to provide separation between the two streams of traffic. The scheme has been designed to meet forecast traffic capacity whilst minimising the impact on the landscape and environment.   | N  |
| 313    | Traffic and Transport | Questions the scheme's ability to mitigate traffic volumes, when the proposals state that increased traffic will occur on Leckhampton Hill as a result of the Brockworth bypass.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also shows that traffic on Leckhampton Hill would increase as a result of the scheme, however the predicted traffic flows are below the existing capacity of the road. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10). | N  |
| 314    | Traffic and Transport | Support for the proposed route from the Brockworth bypass to Shab Hill junction as currently queuing of this stretch is busy and there are problems of slow traffic on the hill.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 315    | Traffic and Transport | Support of the proposed route from Brockworth bypass to Shab Hill junction as it will improve journeys along routes to Cheltenham Spa train station and to Exeter.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 316    | Traffic and Transport | Suggestion of installing variable speed limit gantries within the proposed scheme.  | Variable speed limits are only implemented by Highways England as part of smart motorway schemes, which requires Government legislation to approve their use on those specific stretches of road. The Road Traffic Regulation Act 1984 does not allow for variable speed limits and Highways England has no plans to extend their use onto A roads, including the A417.  | N  |
| 317    | Traffic and Transport | Comments that the scheme's success is dependent on the tackling of queuing traffic on Shurdington Road.   | The issue of queuing on Shurdington Road is outside the remit of Highways England. Such matters are the responsibility of GCC, as the local highways authority; however, Highways England is working with GCC regarding local roads affected by the scheme.  | N  |
| 318    | Traffic and Transport | Support for proposals due to secluded parking at each end.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 319    | Traffic and Transport | Hopes that there will be reduced delays from queueing traffic as a result of these proposals.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, queuing, delays and journey times on the A417 are reduced. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 320    | Traffic and Transport | Suggests that the route from Brockworth bypass to Shab Hill junction be classified as a motorway due to the increase in traffic volumes.  | Highways England are not planning to classify this or any section of the A417 as a motorway.   | N  |
| 321    | Traffic and Transport | Hopes that the narrow link road to Cold Slad from the new A436 roundabout will not extend to Dog Lane.  | A connection between Cold Slad Lane and Dog Lane is provided for walkers, cyclists and horse riders only. No connection is provided for motor vehicles.  | N  |
| 322    | Traffic and Transport | Concern about no information being provided about the plans for the A436, which could be affected by the proposed scheme. Concern as currently the A436 is a rat run for heavy goods vehicles going towards Oxford and the levels of traffic on | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The proposed scheme provides an upgraded and   | N  |

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|--------|-----------------------|--|---|--|
|        |                       | the road are currently higher than what was designed for. Concern as currently, the A436 and A40 are constantly worn out by heavy trucks, and the tarmac road surface is not sufficient to take the excessive loads.                           | relocated Ullenwood junction but does not include any further upgrade works to the A436 to and from the A40.<br><br>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  |  |
| 323    | Traffic and Transport | Suggests that the A436 link road to and from the A40 will need to be upgraded, however the proposed scheme will reduce the current tailbacks due to better traffic flow off and onto the A417.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The proposed scheme provides an upgraded and relocated Ullenwood junction but does not include any further upgrade works on the A436 or the A40.<br><br>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  | N  |
| 324    | Traffic and Transport | Concern that the proposed junction off the A417 onto the A436 will slow down traffic and likely increase queues, as it involves a substantial number of bends, and roundabouts. This will decrease local air quality.                          | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. Shab Hill junction has been designed to accommodate predicted 2041 traffic flows, including HGVs. The junction has been designed to minimise land take as well as the environmental and visual impact of the junction.<br><br>The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10). The impacts of the scheme on local air quality are reported in the ES (Document Reference 6.2).   | N  |
| 325    | Traffic and Transport | Concern that the scheme will result in increased volumes of traffic on the Brockworth bypass which will exacerbate traffic problems, particularly at peak times. This is also likely to be a similar problem at the Severn Springs roundabout. | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The traffic modelling also shows that as a result of the scheme, there would be a decrease in traffic on the A436 and through Seven Springs roundabout, as vehicles would redistribute to the A417 following improvements to the road. The traffic forecasts also show that there is no detrimental impact in terms of network performance in Brockworth as a result of the scheme.<br><br>The methodology and results of the traffic modelling are reported in Transport Report (Document Reference 7.10). | N  |
| 326    | Traffic and Transport | Requests the models for traffic flow for those travelling North on the A417 continuing their journey onto the A436.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The traffic modelling also shows that as a result of the scheme, there would be a decrease in traffic on the A436 as vehicles would redistribute to the A417 following improvements to the road. The Shab Hill junction provides the connection between the A417 and A436 and has been designed to accommodate predicted 2041 traffic flows, including HGVs.<br><br>The methodology and results of the traffic modelling are reported in Transport Report (Document Reference 7.10).                        | N  |
| 327    | Traffic and Transport | Suggestion that the scheme is unnecessary and journey times will be more predictable, not necessarily shorter.   | Overall, the new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  | N  |

| Row ID | Topic                 | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|--|--|
| 328    | Traffic and Transport | Suggestion that there should be adequate planning for traffic leaving Shab Hill crossing climbing lorries.  | The design of this junction has been considered in detail and it has been determined that this design is the most appropriate and safe in terms of vehicles crossing climbing lorries. It has been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. As part of the continuing design process, Highways England will review the signage strategy to ensure that vehicles wishing to exit at Shab Hill have plenty of notice to perform this manoeuvre in a safe and timely manner.  | N  |
| 329    | Traffic and Transport | Objects to the proposed route from the Brockworth bypass to Shab Hill junction due to the lack of planning for an increase in volume of traffic the scheme will create in Brockworth.                           | Highways England has undertaken significant traffic modelling work to forecast the impact of the scheme on the surrounding highway network, including in Brockworth. The traffic forecasts show there is no detrimental impact in terms of network performance in Brockworth as a result of the scheme. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  | N  |
| 330    | Traffic and Transport | Suggestion that users of the Country Park need to be discouraged from using the lane as free parking so double yellow lines (and appropriate monitoring) should be introduced at the far end of the lane.       | The management of the lane within the Crickley Hill Country Park is outside the remit of Highways England. Such matters are the responsibility of GCC, as the local highways authority; however, Highways England is working with GCC regarding local roads affected by the scheme.  | N  |
| 331    | Traffic and Transport | Concern that Shab Hill junction will be unable to handle large volumes of traffic coming off the A436, increasing journey times towards Cirencester.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. Shab Hill junction has been designed to accommodate predicted 2041 traffic flows, including HGVs. As such journey times between the A436 and Cirencester will not be adversely impacted by the junction. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).   | N  |
| 332    | Traffic and Transport | Concern that major congestion will affect northbound traffic and it would be more suitable to have one large island under the A417.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The traffic modelling also shows that as a result of the scheme, there would be a decrease in traffic on the A436 as vehicles would redistribute to the A417 following improvements to the road. The Shab Hill junction has been designed to accommodate predicted 2041 traffic flows, including HGVs. It has been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 333    | Traffic and Transport | Concern about the proposed design not including more lanes for trucks.  | This section of the scheme consists of three lanes from Brockworth to the Shab Hill junction, one of these lanes being a crawler lane for slow moving vehicles. Travelling down the escarpment from Shab Hill to Brockworth consists of two lanes. All other sections of the scheme consist of two lanes in each direction.  | N  |
| 334    | Traffic and Transport | Suggestion of reducing traffic congestion by investing in more use of rail freight, better public transport and reducing the need to travel by introducing variable speed limits to help maintain traffic flow. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 335    | Traffic and Transport | Highlights the danger of traffic being forced to accelerate uphill on a short slip-road to join the busier road.  | The new slip roads at Cowley and Shab Hill have all been designed to the latest standards for a dual carriageway. Vehicles would therefore be able to join and leave the national speed limit A417 safely at these junctions.  | N  |

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|--------|-----------------------|--|--|--|
| 336    | Traffic and Transport | Concern that residents of Cold Slad will have to travel considerably further to join the road to Gloucester and will encounter difficulties at the new roundabouts at Shab Hill and the A40/Cheltenham junction.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.  | N  |
| 337    | Traffic and Transport | Concern that the route to the Air Balloon roundabout from the A417 from Gloucester will have an increased journey time.  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  | N  |
| 338    | Traffic and Transport | Comments that the proposed route from Brockworth bypass to Shab Hill junction seems very sensible. Concern about traffic from the A40 and Severn Springs that heads down the Brockworth bypass towards the M5. The scheme appears to force this traffic up the new A436 to use the Shab Hill junction, which will become a pinch point with heavy traffic on the Birdlip junction. | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436 as vehicles would redistribute to the A417 following improvements to the road. Traffic travelling between the A436 and the M5 can do so via the new A436 link road, Shab Hill junction and the A417. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 339    | Traffic and Transport | Suggestion that enclosure of the route into a green tunnel will improving driving conditions in the winter season.   | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.  | N  |
| 340    | Traffic and Transport | Concern that research shows that putting in new routes to try and reduce journey times can lead to increased traffic flows.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 341    | Traffic and Transport | Concern that there is not enough consideration of alternative forms of transport.  | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 342    | Traffic and Transport | Suggestion that during construction priorities need to be signage for drivers who are waiting in traffic, being, re-routed, and on closed roads. There needs to be a web page link which contain information on the building schedule and progress or delays.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced an Outline ES Appendix 2.1 EMP (Document Reference 6.4) and a draft Traffic Management Plan as part of the DCO application which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, to identify any potential mitigation measures required for the local   | N  |

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|--------|-----------------------------------|--|---|--|
|        |                                   |  | road network as a result of the scheme and will continue to engage with the relevant authorities during construction.   |  |
| 343    | Walking, Cycling and Horse Riders | Support of the green bridge, however, concern that cyclists, walkers and horse riders may not work well together. Suggests the green bridge should be gated to stop motorcyclists having access.   | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change and how Highways England is delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access including crossing points for cyclists and pedestrians. Matters of enclosures will be agreed at the detailed design stage.  | N  |
| 344    | Walking, Cycling and Horse Riders | Support of the proposed green bridge and suggests ensuring it is wide enough for multi-user routes, and safe passage for all vulnerable road users.  | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).<br><br>Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on the change.<br><br>Highways England is delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access including crossing points for cyclists and pedestrians. | Y  |
| 345    | Walking, Cycling and Horse Riders | Support for the proposed green bridge as the scheme would provide easier pedestrian access to Crickley Hill in comparison to the existing dangerous access.  |   |  |
| 346    | Walking, Cycling and Horse Riders | Support for the proposals as it allows safe passage of walkers on the Cotswold Way and a link between Barrow Wake and Crickley Hill Country Park.  |   |  |
| 347    | Walking, Cycling and Horse Riders | Considers that the green bridge is a vanity project which would lead to nowhere, and objects to the cost of the bridge in comparison to the poor historic levels of investment in walking facilities in the area.  |   |  |
| 348    | Walking, Cycling and Horse Riders | Concerns raised that the scheme of a green bridge is over elaborate, and a normal foot bridge would suffice.   |   |  |
| 349    | Walking, Cycling and Horse Riders | Suggestion that a green bridge or similar is required to provide footpaths from Ullenwood and South Hill to access the west side of the new A417.  |   |  |
| 350    | Walking, Cycling and Horse Riders | Concern about the green bridge's proximity to the Woodland Trust site, due to its popularity as a walking area.  |   |  |
| 351    | Walking, Cycling and Horse Riders | Concern that there are no bridleways running up to the proposed location [of the green bridge] which could cause an increase in non- motorised traffic across Crickley Hill, which could impact the nature reserve.  |   |  |
| 352    | Walking, Cycling and Horse Riders | Support for the proposals, but concern that unless properly connected with bridleways on either side, access will be restricted for cyclists and horse riders. Suggestion that proposals will also encourage cyclists to use the route when traversing the Cotswolds from Leckhampton Hill to Cranham. |   |  |
| 353    | Walking, Cycling and Horse Riders | Support for the proposals to allow passage of non-motorised vehicles, with concern that there are varying requirements for surfacing. Suggestion that cyclists using the cycle tracks beside the road should be able to use the bridge to cross from one side to the other.                            |   |  |
| 354    | Walking, Cycling and Horse Riders | Considers the green bridge should provide a crossing for horse riders as it would be the first time in decades that riders could safely cross the A417.  |   |  |

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|--------|-----------------------------------|---|---|--|
| 355    | Walking, Cycling and Horse Riders | Support for proposals for safe free movement, but concern that the Cotswold Way link to the green bridge goes up the escarpment quite steeply which would be inaccessible for some users and should be reconsidered.  |   |  |
| 356    | Walking, Cycling and Horse Riders | Suggests that the numbers of people using the Cotswold Way be surveyed alongside the green bridge proposals, as most visitors drive to Crickley Hill Park.  |   |  |
| 357    | Walking, Cycling and Horse Riders | Suggestion that there should be a public trail from Shab Hill to the green bridge to mitigate the impact of the scheme.   |   |  |
| 358    | Walking, Cycling and Horse Riders | Concern that horse riders will ruin footpaths, and force construction of paths to become wider to accommodate horses, reducing the space available for wildlife.  | Current proposals for the Air Balloon Way include a segregated path, the design of which has been influenced by key stakeholders such as Sustrans and the British Horse Society. Further consideration of the design of this route will be given at the detailed design stage of the project, in consultation with these stakeholders and GCC. For the horse-riding element, it is proposed to provide a softer surfacing which would be suitable horses. The exact specification for this would be confirmed during the detailed design stage. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access including crossing points for cyclists and pedestrians.   | N  |
| 359    | Walking, Cycling and Horse Riders | Comment that there should be provision of protected crossing points at junctions for cyclists and pedestrians.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access including crossing points for cyclists and pedestrians.   | N  |
| 360    | Walking, Cycling and Horse Riders | Suggestion that a footbridge or underpass crossing is needed from Dog Lane to Crickleigh Farm. Suggestion that accesses need to be created to the green bridge from the end of Dog Lane and to the bridleway that starts at Grove Farm.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a Grove Farm underpass, providing a new safe crossing of the A417. An assessment has been undertaken and shared with the WCH TWG as to why further provision of a grade separated crossing further west of the Grove Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds.  | Y  |
| 361    | Walking, Cycling and Horse Riders | Suggestion that loss of the Air Balloon public house will result in loss of parking facilities for walkers visiting the area.   | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon pub is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme. Additional parking is proposed as part of the scheme and includes a smaller area of parking for disabled users off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. | N  |
| 362    | Walking, Cycling and Horse Riders | Support for the provision for cyclists to ride up from Brockworth to Birdlip on cycle tracks separate from public roads to allow cyclists from Cheltenham and Gloucester to travel to the Cotswold Hills safely. Supportive of this proposed PRow as currently cyclists use a dangerous road from the Witcombe to Birdlip.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 363    | Walking, Cycling and Horse Riders | Concern that the proposals are not clear on the pedestrian-only nature of the Dog Lane to Cold Slad connection. Request that Cold Slad and Dog Lane feature gates or bollards to allow maintenance vehicles only, to ensure the safe flow of pedestrians, cyclists and horse riders and discourage the creation of a rat run between the A436 roundabout and the A46. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a new bridleway connection between Dog Lane and Cold Slad which both carry public access rights as existing highways (local routes). Matters such as surfacing, signage and enclosures will be agreed at the detailed design stage.  | N  |

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|--------|-----------------------------------|--|---|--|
| 364    | Walking, Cycling and Horse Riders | Requests that pedestrian routes are connected to safe, onwards routes to centres in Cheltenham and Gloucester.   | GCC is the responsible authority for Public Rights of Way in Gloucestershire. The provision of walking routes from the A417 Missing Link area to Cheltenham and Gloucester is beyond the scope of the scheme, which seeks to mitigate and enhance routes which are affected by the scheme.  | N  |
| 365    | Walking, Cycling and Horse Riders | Suggestion that money should be spent on cycling and pedestrian provision with the aim of reducing road transport.   | The A417 Missing Link 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. The government has set a cost allocation for this scheme of £250 - £500 million in the context of competing demands for investment in other transport schemes and public services. The scheme includes proposals which would improve and increase safe connectivity for walking, cycling and horse riding and which is legally secured in the DCO. This is set out in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). | N  |
| 366    | Walking, Cycling and Horse Riders | Support for the proposals as makes roads safer for horse riders and walkers.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 367    | Walking, Cycling and Horse Riders | Suggestion of the provision of facilities such as refreshments and toilets for walkers, cyclists and horse riders near the site of the current Air Balloon pub coming off the junction of Leckhampton Hill.  | While the suggestion is noted, the provision and maintenance of refreshment and toilet facilities is outside of the scope of this scheme and beyond the remit of Highways England.  | N  |
| 368    | Walking, Cycling and Horse Riders | Support for the proposed non-motorised vehicle routes north and south of the A417 from the Witcombe underpass.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 369    | Walking, Cycling and Horse Riders | Suggestion that the new scheme should include safe horse, pedestrian and cycle paths alongside the road junction and through the underpass, enabling minimally diverted travel from the Shab Hill/Rushwood Kennels to Ullenwood/Coberley direction.                            | Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley overbridge. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.  | Y  |
| 370    | Walking, Cycling and Horse Riders | Concern over loss of footpath, track and bridleway near Rushwood Kennels as diversions will significantly increase journey times and there will be no crossings for non-motorised traffic which will have to cross the new A436/A417 road junction and underpass at Shab Hill. | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | Y  |
| 371    | Walking, Cycling and Horse Riders | Support for the proposed route from Brockworth bypass to Shab Hill junction as it would give the 1000 employees at National Star the opportunity to travel to work via walking or cycling meaning a reduction in the amount of daily traffic in the area.                      | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 372    | Walking, Cycling and Horse Riders | Suggests a cycle lane from Brockworth bypass to Shab Hill junction.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) submitted as part of the scheme proposes increased access rights along both Dog Lane and Cold Slad along with a new bridleway connecting these two routes. This would greatly improve east-west connectivity for walkers, cyclists and horse riders along routes which have no traffic or a lightly trafficked. That route would connect into existing and proposed routes to the Shab Hill area.   | N  |
| 373    | Walking, Cycling and Horse Riders | Suggestion that there needs to be adequate space at crossings for mobility scooters to wait and there should be no obstructions such as styles, kissing gates and horse styles to allow free passage of mobility scooters.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out safe crossings for different users. Details such as enclosures will be agreed at the detailed design stage.  | N  |
| 374    | Walking, Cycling and Horse Riders | Suggestion that the highest classification consistent with conditions, width etc. should be adopted e.g., restricted byway, bridleway.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That seeks to provide increased access for WCH through reclassifications where appropriate, and provision of new routes.   | N  |

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|--------|-----------------------------------|---|---|--|
| 375    | Walking, Cycling and Horse Riders | Comments that cycling along the route to Birdlip Hill towards the Air Balloon Pub is not safe and would like to see improved cycle routes provided.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out safe proposals for cyclists.   | N  |
| 376    | Walking, Cycling and Horse Riders | Suggestion that there should be a cycle path from Witcombe/ Brockworth to the A436 to provide a safe route from Witcombe to the A436 for cyclists and to provide an essential missing link route for leisure and commuter cyclists in the future.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out safe proposals for cyclists within the scope of the scheme, including at Ullenwood roundabout and the A436 connection to the A417.   | N  |
| 377    | Walking, Cycling and Horse Riders | Concern over absence of details regarding safe crossing places for non-motorised traffic and the lack of any plan for cycle paths or horse access, which are indicated on plans as 'potential' so may not be implemented. Suggestion that a scheme for suitable access for non-motorised traffic should be an integral part of the planning process.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity for walking, cycling and horse riding.   | N  |
| 378    | Walking, Cycling and Horse Riders | Suggestion that there should be a pedestrian crossing over the A436 for the realigned Gloucestershire Way.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for a Gloucestershire Way crossing which will accommodate the diversion of the Gloucestershire Way, and connections to and from the A436 where it meets the A417.  | N  |
| 379    | Walking, Cycling and Horse Riders | Suggestion that there should be further consideration of a non-motorised vehicle route around the new A436 roundabout as crossing the slip road from Shab Hill junction would be an issue which could be mitigated by a traffic light-controlled crossing. Suggestion that a route for horse riders is required between the road from Leckhampton towards Rushwood which avoids the roundabout. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for a Gloucestershire Way crossing which will accommodate walkers, cyclists and horse riders in this area, and connections to and from the A436 at Leckhampton Hill and to Shab Hill and beyond.   | N  |
| 380    | Walking, Cycling and Horse Riders | Requests that the Gloucestershire Way feature pedestrian-controlled traffic lights where the route crosses from Gloucester to Oxford near the current Air Balloon.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for a Gloucestershire Way crossing which will accommodate walkers, cyclists and horse riders in this area, and connections to and from the A436 at Leckhampton Hill and the Ullenwood roundabout.  | N  |
| 381    | Walking, Cycling and Horse Riders | Suggestion that there should be provision of a shallower gradient up the hill for cyclists, on a cycle track separated from the main road. Support for proposals that show this on the north side of the new road but concern that this should be reflected on the south side of the road.  | Taking into account feedback received to the 2019 consultation, the gradient on Crickley Hill will be changed from 10% to 8%, whilst ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.   | Y  |
| 382    | Walking, Cycling and Horse Riders | Request that there should be segregated cycling lanes from Dog Lane, to the new A436 roundabout.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity with a new bridleway connection between Dog Lane and Cold Slad, allowing access to the Ullenwood junction. This route is lightly trafficked or traffic free and therefore segregation is not considered necessary.   | N  |
| 383    | Walking, Cycling and Horse Riders | Suggestion raised that the proposed green bridge development should not allow access for cyclists.  | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).<br><br>Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and | Y  |



| Row ID | Topic                             | Matters raised in response to 2019 statutory consultation in relation to the 'climbing the escarpment' section of the scheme | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------------------|--|---|--|
|        |                                   |  | protected local wildlife. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  |  |
| 384    | Walking, Cycling and Horse riders | Suggestion that asphalt should be used to make the repurposed A417 accessible for wheelchair users.                          | Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed. Suggestions put forward by GCC and other interest groups have been included as a commitment in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). The concerns in relation to the importance of this finish for disabled uses are noted and will be discussed with Gloucestershire Council as part of ongoing discussions.  | N  |
| 385    | Walking, Cycling and Horse Riders | Concern over what facilities are being provided for the disabled and families with pushchairs.                               | <p>Following the removal of the green bridge from the scheme (see section 7.4 of the Consultation Report (Document Reference 5.1) for more detail) Highways England has proposed two new crossings, the Cotswold Way crossing and the Gloucestershire Way crossing. These would be accessible from both sides for people with restricted mobility, pushchairs and wheelchairs. In addition, the current A417 from north of Barrow Wake to the junction with Stockwell would be repurposed as a restricted byway. A significant length of the byway from the Barrow Wake underpass almost as far as the Golden Heart Inn would be suitable for those with disabilities.</p> <p>Due to the steep natural topography of the AONB landscape in these areas rest areas would also be provided on some steeper routes to assist users with restricted mobility. The carpark at Barrow Wake would include a ramp to enable wheelchair users to access the byway. At the Golden Heart end, car parking would be provided adjacent to the Golden Heart Inn and a disabled car park would be provided adjacent to the turning to Stockwell.</p> | Y  |

Appendix Table 7.1B - Summary of matters raised by section 47 consultees in relation to the 'Shab Hill to Cowley junction' section of the scheme and the Highways England response

| Row ID | Topic                 | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|--|--|
| 1.     | Air Quality           | Concerns that the proposals would worsen air pollution for the villages to the east of the scheme, including Cowley   | An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement (ES) Chapter 5 Air Quality (Document Reference 6.2). The assessment takes into account the impact of the scheme during both construction and operation and concludes that it would not have a significant effect on air quality. One receptor was modelled in Cowley (receptor 59) and is predicted to have an increase of <math><0.1\mu\text{g}/\text{m}^3</math> of NO <sub>2</sub> concentration to 7 ug/m <sup>3</sup> . This change is considered to be not significant and total concentrations are well below the air quality objectives.  | N  |
| 2.     | Air Quality           | Questions whether there will be a net reduction in CO <sub>2</sub> , Nitrous oxide and particle emission.   | CO <sub>2</sub> emissions are reported in ES Chapter 14 Climate (Document Reference 6.2). The scheme is estimated to lead to an increase in CO <sub>2</sub> emissions over a 60-year operational period (2026 – 2085). The assessment is based on regional emissions across the whole Affected Road Network. It is considered that the emissions from the scheme in isolation would not have a material impact on the ability of the UK Government to meet its carbon budgets.<br><br>The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2). The assessment takes into account the impact of the scheme during both construction and operation and concludes that it would not have a significant effect on air quality concentrations at assessed receptors. The scheme is estimated to lead to an increase in total emissions of NO <sub>x</sub> and particulates.  | N  |
| 3.     | Air Quality           | Considers that a 'hidden' benefit of the scheme might be that it reduces air pollution in Cheltenham as commuters from north of Cheltenham would be encouraged to use the M5 and A417 to get to the A417 rather than travel through Cheltenham. | There are a number of receptors modelled in Cheltenham, which is also designated as an AQMA. The air quality assessment reported upon in ES Chapter 5 Air Quality (Document Reference 6.2) has predicted both increases and reductions in pollutant concentrations depending on location. The largest increase in the AQMA is 0.5ug/m <sup>3</sup> for NO <sub>2</sub> concentrations. This change at receptor 22 is considered to be not significant. The highest predicted NO <sub>2</sub> concentration in the AQMA is 31.6ug/m <sup>3</sup> . The assessment takes into account the impact of the scheme during both construction and operation and concludes that overall, it would not have a significant effect on air quality.   | N  |
| 4.     | Anti-Social Behaviour | The public would like to see the Barrow Wake viewpoint improved, especially with regard to the anti-social behaviour that occurs in the area.   | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council (GCC). However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 5.     | Anti-Social Behaviour | Suggestion that access to Barrow Wake should be made narrower to prevent anti-social use and ensure maintenance as a viewpoint safe for all.  |  |  |
| 6.     | Biodiversity          | Questions if the planting and maintenance of verges will be wildlife friendly and if it will introduce alien or invasive species.   | The planting design for the scheme focusses on planting priority habitats; lowland broadleaved woodland, lowland calcareous grassland, scattered trees and native species rich hedgerows to create replacement and additional habitats in the local area. These habitats will be in keeping with the Area of Outstanding Natural Beauty (AONB) and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. Road verges will be calcareous grassland including native species of benefit to wildlife. Highways England has produced an ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. Calcareous grassland verges will be created and managed and monitored in accordance with prescriptions described within the Environment Management Plan which will include identification and control of invasive species. | N  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|--|--|
| 7.     | Biodiversity | Support for the new environmental habitats along the Shab Hill to Cowley junction section.   | Highways England acknowledges the range of views expressed, including those received in support of the section between Shab Hill and Cowley junction   | N  |
| 8.     | Biodiversity | Concern that legionella disease may be a risk beside balancing ponds, and this should be mitigated against. Suggestion that measures should be put in place to prevent issues with rodents.  | The Health and Safety Executive (HSE) provide the following information on Legionella: Legionella bacteria are widespread in natural water systems, e.g. rivers and ponds. However, the conditions are rarely right for people to catch the disease from these sources. Outbreaks of the illness occur from exposure to legionella growing in purpose-built systems where water is maintained at a temperature high enough to encourage growth, e.g. cooling towers, evaporative condensers, hot and cold-water systems and spa pools used in all sorts of premises (work and domestic). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Checks for pests (including unwanted rodents) form part of the management plan including checks and appropriate remedial action within newly created and restored habitats.   | N  |
| 9.     | Biodiversity | Suggestion that Alternative 1 would be a more appropriate route as it would reduce the environmental impact, particularly on the two adjacent SSSIs.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road. The design of the scheme has sought to reduce impact on the SSSIs. Detail of impact assessment and mitigation with regard to statutory designated sites is provided in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 10.    | Biodiversity | Concern that the underpass is "wildlife friendly" as it also contains a road. If the wildlife friendly underpass is separate from Shab Hill junction then it needs to be clear in the consultation booklet.                          | There is no longer a public right of way under Shab Hill underpass and badger fencing will be installed to actively discourage wildlife from accessing the road network. Specific underpasses for wildlife will be constructed to provide safe crossing points underneath the new road for wildlife, distinct from underpasses for traffic. Three badger culverts will be created at Shab Hill junction south, Shab Hill side road (B4070) and south of Stockwell overbridge. An underpass specifically for bats will be created nearer the Witcombe end of the scheme to offer bats a safe crossing point based on their current movements. The Stockwell and Cowley overbridges will also provide safe crossing points for wildlife.   | Y  |
| 11.    | Biodiversity | Concerns that the 2 crossings in this section, Cowley Lane Overbridge and Stockwell Farm Overbridge, do not appear to offer wildlife access across the road and it is not clear if these bridges are just for use by Stockwell farm. | Following changes to the scheme since the 2019 statutory consultation the two overbridges at Cowley Lane and Stockwell Lane will include minimum three-metre-wide grass verges and native species rich hedgerow on one side and both sides respectively in order to maintain habitat connectivity for many species such as bats, barn owls, badger and other small mammals, within the currently arable landscape. Cowley Lane over bridge is a public highway and Stockwell overbridge (the southernmost bridge) is a farm access track and bridleway only.   | Y  |
| 12.    | Biodiversity | Suggestion of demonstrating how net biodiversity gain and restoration of ecological networks will be achieved.   | As part of the scheme, it is proposed to plant new broadleaved woodland, calcareous grassland, scattered trees and native species rich hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. Overall, there is a gain of 9.59ha of broadleaved woodland, 72.88ha of calcareous grassland and 5.5km of native species rich hedgerow. The 37m wide Gloucestershire Way crossing comprising two native species rich hedgerows, and 25m width of calcareous grassland as well as the Gloucestershire Way crossing and greened bridges at Cowley and Stockwell aim to reduce fragmentation of habitats. Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme. Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off- | N  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|---|--|
|        |              |  | site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) submitted with the DCO.  |  |
| 13.    | Biodiversity | Concern that construction will have an impact on biodiversity and disrupt the overall gain.  | Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 14.    | Biodiversity | Understands that disruption to wildlife will occur during construction. However, the benefits to wildlife upon completion outweigh this.   |   |  |
| 15.    | Biodiversity | Objection to the scheme due to the impact it will have on areas which are of great significance to wildlife by bringing traffic closer to habitats and woodland/grassland inhabited by badgers, rabbits, swifts and swallows. Belief that no amount of mitigation will be sufficient to protect badgers from the road traffic. | Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced an ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).<br><br>Following ecological surveys to map badger territories, bat flight paths for example, mitigation measures will be put in place to include three badger culverts under the A417 where it was identified that the new road alignment crossed badger territories, A bat underpass, the Gloucestershire Way crossing, and Stockwell and Cowley overbridges to provide safe crossing points for wildlife. The Gloucestershire Way Crossing is approximately 37m wide comprising a 25 m width of calcareous grassland and two species rich hedgerows to provide essential mitigation for bats as well benefitting other wildlife. Badger fencing as well as tree and hedgerow planting will help guide wildlife to these crossing points. | N  |
| 16.    | Biodiversity | Concern as the lane from the current Cowley roundabout to the village of Cowley has an abundance of wildlife on. Concerns that increasing the traffic on the lane impact the lives of the nature that crosses across this lane between the woods and fields here.  | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners. In addition, more hedgerow habitat will be planted along this lane to increase habitat for wildlife.  | Y  |
| 17.    | Biodiversity | Concern that the proposals will negatively affect the previously untouched native woodland, hedgerows and wildlife.  | Highways England will seek to avoid and reduce impacts on wildlife. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which includes details of the mitigation and enhancement measures, such as planting hedgerows and habitat restoration. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Highways England will seek to translocate any important hedgerows affected by the scheme to other areas of habitat creation. The landscape planting will seek to connect areas of previously isolated woodland so ensuring connectivity of habitat for wildlife. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) show areas of new and retained habitat. Details of impacts and mitigation provided are included in ES Chapter 8 Biodiversity (Document Reference 6.2)  | N  |
| 18.    | Biodiversity | Objection to Alternative 2 as the preferred A436 link road, as it will affect Ullenwood which exhibits a diversity of wildlife.  | Highways England will seek to avoid and reduce construction impacts on wildlife and designated habitat such as ancient woodland. The potential loss of ancient woodland at Ullenwood has been avoided completely by altering the location of the roundabout and associated linking roads. A suitable buffer zone between the works to construct the Gloucestershire Way crossing and Ullenwood will be implemented during construction. Additional tree planting will be planted on the southern border of Ullenwood to provide a buffer of planting between the new road and the woodland.   | Y  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|---|---|--|
| 19.    | Biodiversity | Suggestion that overbridge at Cowley should allow net gain for wildlife.  | Cowley Lane overbridge will include a 3 metre wide grass verge with a native species-rich hedgerow in order to maintain habitat connectivity for many species, within the currently arable landscape.   | N  |
| 20.    | Biodiversity | Is concerned about any protected flora and fauna which may be present along the section of road from Shab Hill to Cowley junction.  | Botanical surveys have been carried out in areas of species rich grassland across the scheme. Where loss of priority grassland is unavoidable, topsoil will be retained and used in areas of habitat creation in other areas of the scheme to preserve the seedbank. In particular this refers to a meadow to the north of Shab Hill. Details of habitat survey and mitigation are provided in ES Chapter 8 Biodiversity (Document Reference 6.2) and ES Appendix 8.4 Botanical Assessment (Document Reference 6.4).<br><br>Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 21.    | Biodiversity | Concerns raised about the impact on local wildlife, as there has been a significant loss in bird species in the area. Support for the continuation of the work done at Stockwell Farm with regard to tree and hedge planting. | Breeding bird surveys and wintering bird surveys were carried out in order to assess the impact to birds which are included in ES Chapter 8 Biodiversity (Document Reference 6.2). As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. Overall, there will be a gain of 9.59ha of broadleaved woodland, 72.88ha of calcareous grassland and 5.5km of native species rich hedgerow to provide opportunities for breeding birds including ground nesting species.   | N  |
| 22.    | Biodiversity | Support of Alternative 2 as the preferred A436 link road as it will allow for the conversion of agricultural land to be changed to a wildlife corridor.   | The support for Alternative 2 for the A436 link road is noted. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 23.    | Climate      | Concerns that the scheme is inappropriate given the climate crisis and suggestion that it should be planning ahead to accommodate and encourage alternative forms of travel.  | "The net-zero ambition is set out in recent amendments (July 2019) to the Climate Change Act 2008. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. Highways England recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.<br><br>Highways England 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. This assessment is reported in ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations." | N  |
| 24.    | Climate      | Concerns as to how Alternative 2 addresses climate change.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road. An assessment of the effects of the scheme in relation to climate change is provided in ES Chapter 14 Climate (Document Reference 6.2).  | N  |
| 25.    | Consultation | Suggestion of involving local villagers to see if they think pollution will be created near their homes   | Carrying out pre-application consultation is a statutory requirement of the Planning Act 2008. Highways England consulted with the relevant local planning authorities - GCC, Tewkesbury  | N  |

| Row ID | Topic              | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|---|--|--|
|        |                    |   | Borough Council and Cotswold District Council - about the plans for the consultation and had regard to their comments, as set out in Chapter 5 of the Consultation Report (Document Reference 5.1). The Consultation Report (Document Reference 5.1) has been prepared to demonstrate that Highways England met the requirements of the legislation and that Highways England has had regard to the comments received during consultation. Materials published as part of the consultation included the Preliminary Environmental Information Report, which included information on a preliminary assessment of the effects of the proposed scheme on local air quality. Further assessment will be included within the EIA and reported in the ES that will be. The Planning Inspectorate will consider whether Highways England has met its statutory consultation duties when it determines whether or not to accept the DCO application for examination.   |  |
| 26.    | Consultation       | Concerns that the proposed section of road from Shab Hill to Cowley junction was moved in closer proximity to Cowley Village without suitable consultation or impact assessment.  | Highways England consulted on two possible route options (Option 12 and Option 30) for the scheme in February and March 2018. These options were selected following extensive investigation of possible route options and they were assessed against the scheme's vision and objectives, and a range of engineering, economic and financial criteria. Overall, the consultation feedback in 2018 demonstrated a high level of support for Option 30, which was evidenced in the Report on Public Consultation (March 2019). Highways England considers that Option 30 presents the best opportunity to deliver a landscape-led highways improvement scheme, which meets all of the key objectives of the scheme and delivers a return on investment. The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 and Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information. | N  |
| 27.    | Economics          | Alternative 2 as the preferred A436 link road appears to be the most cost-effective option.   | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.   | N  |
| 28.    | Economics          | Concerns that with budget constraint, the environment and community impacts will be of secondary concern to the designers, and builders. Therefore, suggests demonstrating what protection will be in place to ensure a full budget assessment is made and protected through the stages of the build.       | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including proposed environmental mitigation and enhancement measures.   | N  |
| 29.    | Economics          | Concerns that the current proposals are not economically viable.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO. The adjusted Benefit Cost Ratio (BCR) has been calculated for the scheme to be 2.51. This means that for every £1 spent on the scheme, £2.51 is generated in economic, environmental and social benefits. Based on the DfT's Value for Money Framework, the scheme is in the 'medium value for money' category. In economic terms, this indicates that the forecast benefits of the scheme would significantly outweigh its costs.  | N  |
| 30.    | Engineering Design | Objection to Alternative 2 as this means effectively having seven lanes of traffic in close proximity, and further incursion into 'green' land which should be avoided. Believes that Alternative 1 would tie in better with the B4070 to Stroud, especially if use can be made of existing infrastructure. | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |
| 31.    | Engineering Design | Suggests including a road link from new dual carriageway going up Crickley Hill within the proposal for Alternative 2.  | A review of this has been undertaken which concluded that an appropriate layout would not be possible to achieve safely. Due to horizontal curvature and the level difference between the A436 and the proposed section of the A417, road gradients in excess of 10% would be likely.  | N  |
| 32.    | Engineering Design | Support of the overall proposed route from the Brockworth bypass to Shab Hill junction, however there are concerns that the movement between A417 (west) and A436 is unnecessarily long.  | This would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation.   |  |

| Row ID | Topic              | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|--|--|
| 33.    | Engineering Design | The scheme appears to force traffic up the new A436 to use the Shab Hill junction, which will become a pinch point with heavy traffic on the Birdlip junction. Suggests that a slip road be taken down the hill from the new roundabout to join the downward side of the road. | The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill.  |  |
| 34.    | Engineering Design | Concerns about increase in distance caused by doubling back within the proposed route. Therefore, query as to whether there is an option of facilitating direct access to the existing A436 from the route within Option 30  |  |  |
| 35.    | Engineering Design | Suggests separating the junctions for Birdlip and A436 so a bottleneck is not created. There was also a further suggestion of having the possibility to have a motorway style junction where the current Air Balloon roundabout is.  | The proposed Shab Hill junction layout is one of a number of junction layouts considered during development of the scheme and has been designed to accommodate the traffic flows that have been predicted to use the junction. The current layout has been tested to ensure that it does not create a bottleneck for traffic for Birdlip and the A436. It would not be feasible to provide a grade separated ('motorway style') junction at the Air Balloon roundabout. A review of this was undertaken during design development however it was concluded that this would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417, road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. | N  |
| 36.    | Engineering Design | Strong support for the proposed section of the road from Shab Hill to Cowley junction, which is believed to be less intrusive and offer a better engineering solution.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Highways England considers that Option 30 represents the best opportunity to deliver a landscape-led highways improvement which delivers a return on investment.  | N  |
| 37.    | Engineering Design | Concerns about Alternative 2 as it requires too much newly built road and more land lost to tarmac. Suggestions made to make a junction in the vicinity of the Air Balloon roundabout and remove Shab Hill junction.   | The proposed Shab Hill junction layout is one of a number of junction layouts considered during development of the scheme. It would not be feasible, without significant impacts, to provide junction at the Air Balloon roundabout. A review of a junction in this location was undertaken during design development however it was concluded that this would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417, road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. Whilst it is acknowledged that there would be roads running parallel a significant amount of mitigation would be provided to limit impact.  | N  |
| 38.    | Engineering Design | Suggests including a snow policy, as in the winter snow is a problem and creates drifts.   | Highways England is aware of issues in relation to inclement weather conditions, including snow. Careful consideration of methods to mitigate issues with drifting snow will be reviewed during the later stages of design of the scheme. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N  |
| 39.    | Engineering Design | Suggests there needs to be 4 lanes for the section of road from Shab Hill to Cowley junction.  | The route between Shab Hill and Cowley junction would have a total of four lanes, two in each direction. This would provide adequate capacity for the predicted traffic flows.   | N  |
| 40.    | Engineering Design | Support of Alternative 2 as the best option for the A436 link road as it utilises some existing routes.  | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.   | N  |
| 41.    | Engineering Design | Suggestions that the A436 link road should be designed to meet the capacity now and in the future.   | The A436 link between Shab Hill and Air Balloon roundabout would have a total of three lanes, one in each direction plus a southbound climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The proposed arrangement would provide adequate capacity for the predicted traffic flows both when it opens and 15 years after   | N  |

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|--------|--------------------|---|---|--|
|        |                    |   | opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit.  |  |
| 42.    | Engineering Design | Suggestion that the proposed section of road from Shab Hill to Cowley junction should be future proof by including 4 lanes going up the Hill and 3 lanes going down the hill. There are further suggestions that the bridges should be built wide enough, to accommodate possible future lanes. | Highways England recognises the comment in relation to future proofing of the route. The route between Shab Hill and Cowley junction would have a total of four lanes, two in each direction. This would provide adequate capacity for the predicted traffic flows over 15 years after opening which is in accordance with current design standards and a well-established balance between traffic capacity and economic benefit. | N  |
| 43.    | Engineering Design | Concern as the proposed plans for the A436 link road are seen to be unclear.  | The A436 Link Road would link the new Ullenwood junction and the eastern roundabout at Shab Hill junction. The link would be single carriageway and have two lanes in the southbound direction including a climbing lane, and one lane in the northbound direction.   | N  |
| 44.    | Engineering Design | Support for the extended A436 gap between Shab Hill junction and Air Balloon roundabout as it will absorb existing peak time traffic.   | Highways England acknowledges the range of views expressed, including those received in support of the extended A436 section between Shab Hill junction and the Air Balloon roundabout to absorb existing peak time traffic queues.   | N  |
| 45.    | Engineering Design | Concerns that the dumbbell junction at Shab Hill is relatively small.   | Shab Hill junction has been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is in accordance with current design standards.   | N  |
| 46.    | Engineering Design | Support for Alternative 2, however, concern over which side of the road will be impacted on the current road up to the air balloon roundabout and if Dog Lane will be affected when the road is widened.  | The proposed route would be widened to the south of the existing road. Dog Lane would remain unaffected by the proposals.   | N  |
| 47.    | Engineering Design | Strong support for the proposal to move the junction with the A436 from the Air Balloon to Shab Hill, because it would be less intrusive.   | Highways England acknowledges the range of views expressed, including those received in support of the relocation of the A436 junction from the Air Balloon to Shab Hill.   | N  |
| 48.    | Engineering Design | Suggestion of the use of special fencing to mitigate lights distracting drivers between the A436 link road and A417.  | Highways England recognises the concern that the lights from the traffic on the A436 will distract drivers on the A417. To avoid any dazzling effects from headlights suitable screening would be provided in sensitive locations.  | N  |
| 49.    | Engineering Design | Support for Alternative 2 because of the reasons for its proposal and the walking opportunities it creates from Ullenwood and over South Hill to the Gloucestershire Way  | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 50.    | Engineering Design | Belief that the principle of the scheme is so critical that alternatives to the A436 link road would be supported as a fallback.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 51.    | Engineering Design | Support for the proposed design for the section of road from Shab Hill to Cowley junction as the simulator showed the road curves were smooth and sweeping allowing 70 mph to be maintained throughout the journey. Therefore, showing the proposed scheme benefits drivers.                    | Highways England acknowledges the range of views expressed, including those received in support of the design of the section between Shab Hill and Cowley junction.   | N  |
| 52.    | Engineering Design | Suggestion that overbridges can provide safe passage for agricultural vehicles, but these must be of sufficient size.   | The proposed overbridges would be able to accommodate all likely agricultural vehicles wishing to use them.   | N  |
| 53.    | Engineering Design | Concern as to whether the A436 will remain a single carriageway and suggestion that a 3-lane road would be most suitable. Suggestion that a roundabout is essential at the junction of the A436 and the Leckhampton Road.   | The A436 link between Shab Hill and Air Balloon roundabout would have a total of three lanes, one in each direction plus a southbound climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. At each end of the link roundabouts would be provided at the junction with existing roads including Leckhampton Hill and the existing A436.                                     | N  |
| 54.    | Engineering Design | Concerns that the A436 seems to have been treated as less important than it should be in the whole scheme.  | Highways England recognises the importance of the A436 within the scheme and has carefully considered options for its design. This is reflected in the decision to consult upon different options for the A436 link road as part of the 2019 statutory consultation. The proposed scheme would improve the connectivity of the A436 to the A417 by removing congestion at the Air   | N  |



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|        |                    |   | Balloon roundabout. Full access to the A417 corridor would be possible via the proposed A436 link and Shab Hill junction.   |  |
| 55.    | Engineering Design | Suggestion that the new junction within Alternative 2 would require extensive roundabout structure with the loss of countryside or a very tight connection as the route from the A40 to Gloucester is widely used by heavy vehicles.  | The proposed location of the Ullenwood junction falls partly within the existing location of the junction with Leckhampton Hill. Whilst this would require some clearance of existing woodland, significant mitigation including extensive woodland planting is proposed. The Air Balloon roundabout has been designed to easily accommodate large goods vehicles, and full access to the A417 corridor would be possible via the proposed A436 link and Shab Hill junction.  | N  |
| 56.    | Engineering Design | Concerns over the route as infrastructure is already in place for Alternative 3 which would be cheaper.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | Y  |
| 57.    | Engineering Design | Suggestion that the current A417 up the hill is retained, therefore removing the need for the A436 extension to run alongside the new A417 and so there would be no need for a roundabout at Shab Hill. The length of the new A417 would be in a cutting between the Air Balloon roundabout and Cowley junction meaning it is less visible and there would be less traffic noise. | Highways England recognises the suggestion to provide a link between the uphill section of Crickley Hill to the A436. A review of this has been undertaken which concluded that an appropriate layout would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417, road gradients exceeding 10% would be likely. This would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. Separating the existing A417 from the proposed A417 would require a junction to be provided where the two diverge to accommodate the westbound traffic from the A436 traffic crossing over or under the proposed A417. This would create significantly more impact than the proposed solution. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill.   | N  |
| 58.    | Engineering Design | Concerns that there must be adequate appropriate points for emergency service vehicles to access the opposite carriageway.  | The proposed design would reduce the likelihood of incidents occurring in the first place however the dual carriageway arrangement would also provide increased resilience for emergency vehicles attending incidents as the additional space would enable emergency vehicles to pass stationary traffic more easily. In addition, the relatively close spacing of the proposed junctions would allow emergency vehicles to access the opposite carriageway more easily as well as enabling access from local roads. This would comply with the requirements of HE design standard IAN 68/06 which specifies that the distance between emergency access/egress points should not exceed 5km.  | N  |
| 59.    | Engineering Design | Concerns that the proposed design for Shab Hill to Cowley junction is over the top and will require unnecessary land take and deep excavation.  | <p>The route between Shab Hill and Cowley junction would have a total of four lanes, two in each direction. The design of Shab Hill and Cowley junctions has been designed in accordance with Highways England design standards and requirements which dictate the layout and size of the junctions. The design of this route has been optimised to provide adequate capacity for the predicted traffic flows over 15 years after opening, which is accordance with current design standards and a well-established balance between traffic capacity and economic benefit.</p> <p>Because the route is within a landscape plateau area, landscape earthworks have been utilised rather than tree screening which would be out of character with the landscape here. South of the proposed junction at Shab Hill, the proposed scheme includes mitigation design including 'sinking' the main road alignment and adding significant landscape earthworks in the form of false cuttings. These landscape earthworks will act to provide visual screening, noise reduction for villages to the east of the route.</p> <p>Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. Cowley junction is largely at grade however significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening, noise reduction for villages to the east of the route. Where possible the cutting has been minimised to reduce surplus excavated material that will require off-site disposal.</p> | N  |

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| 60.    | Engineering Design | Suggestion that the design should reduce or limit the need for installation of artificial lighting within the AONB as the Cotswolds ONB management plan 2018-2023 contains policies relating to maintaining tranquillity.              | The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies. Responding to the scheme's setting within the Cotswolds AONB, the scheme including Shab Hill and Cowley junctions will not be lit, to reduce the amount of light spillage to the Dark Skies area.   | N  |
| 61.    | Engineering Design | Support of Alternative 2 as the preferred A436 link road as it causes the least disruption to the landscape, heritage and communities whilst providing opportunities for enhancement.  | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 62.    | Engineering Design | Support for the proposals for Alternative 2 as Alternative 3 would have resulted in a rat-run through Ullenhall for which the road is not wide enough and which would affect Cotswold Way.   | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 63.    | Engineering Design | Objection against the name 'Cowley' when talking about Cowley junction as it is confusing for visitors, due to Cowley and the junction being a good distance apart, as well as anyone visiting Cowley comes off and goes via Elkstone. | Highways England acknowledges the objection to using the name 'Cowley' when talking about Cowley junction. The name originates from the original name of the existing Cowley roundabout. Whilst the junction is known as Cowley junction there would be no reference to Cowley on road signs which would remove confusion to users.   | N  |
| 64.    | Engineering Design | Support for the proposals for Alternative 2 as running alongside the A417 will result in least environmental disruption whereas Alternative 3 would have scarred the landscape and had environmental implications.                     | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 65.    | Engineering Design | Suggestion that adopting alternative 3 as the preferred A436 link road would be beneficial as it would avoid the stretch of road which is unsuitable for heavy traffic.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | N  |
| 66.    | Engineering Design | Considers that the most important issue is road safety due to the number of accidents and fatalities that have occurred between Shab Hill and Cowley junction.   | One of the primary aims for the scheme is to reduce the number of serious accidents and associated fatalities and injuries currently occurring on the existing A417 between Brockworth bypass and Cowley.   | N  |
| 67.    | Engineering Design | Support for the parallel A436 link road option 2 as it won't open new route corridors in the sensitive landscape and will be well screened by proposed woodland.   | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 68.    | Engineering Design | Hopes that the road from Cowley roundabout to Brimpsfield can be improved, as it is a very dangerous bend as the road goes up the hill.  | The proposed scheme would improve junction safety within the extents of the scheme however issues on the existing network outside the limits of the scheme would not be addressed as part of the scheme. Improvements to the road between Cowley roundabout and Brimpsfield would be the responsibility of the local highway authority GCC.   | N  |
| 69.    | Engineering Design | Suggests that the existing Birdlip bypass route should be used as an alternative to the A436 link road, which will mitigate the use of further land on the AONB.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | N  |
| 70.    | Engineering Design | Suggestion that Cowley residents should use Elkstone Hill for Cirencester/Swindon and this section should be part of the scheme.   | The issue in relation to junctions on the A417 south of Cowley was raised at a number of consultation events where stakeholders have raised similar concerns. These junctions are outside the A417 scheme boundary and therefore have not been considered for enhancement as part of the scheme design. Highways England has noted the feedback received and will monitor the impact of the scheme at these junctions through its Post Opening Project Evaluation process. This process will identify if there is a need to undertake any subsequent action at these junctions. | N  |
| 71.    | Engineering Design | Concern over visibility as Shab Hill is higher than the Air Balloon public house and visibility in fog reduces on ascent of Crickley Hill.   | Highways England recognises the concern over visibility in fog on ascent of Crickley Hill. Road markings would include cats' eyes to emphasise road layout and road signs would also be retroreflective to enhance visibility during hours of darkness. A Maintenance and Repair  | N  |

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|        |                    |  | Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.  |  |
| 72.    | Engineering Design | Objection to the movement of the cutting near Stockwell Farm.  | <p>The Scheme Assessment Report (Document Reference 7.4) produced as part of the option selection stage sets out how the identification, sifting and appraisal of landscape led solutions for the route resulted in two options, Option 12 and Option 30, being taken forward to non-statutory public consultation held in 2018.</p> <p>Following a further landscape study and the results of the 2018 public consultation, several amendments were made to Option 30 to develop the design in line with the landscape-led approach to the scheme. This included an amendment of the route near Stockwell for a better landscape fit. It was this route which was formally announced in the Preferred Route Announcement made in March 2019 following the non-statutory public consultation.</p> <p>Highways England has progressed the scheme design based on this route. The options assessment process is also set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2).</p> | N  |
| 73.    | Engineering Design | Suggestion that the road to Birdlip coming off the roundabout should be moved away from adjacent properties and an existing road that runs under the current A417 should be used.              | As a result of comments received during consultation the B4070 and western roundabout has been moved further north to mitigate the effects of the scheme on local properties. This would place the roundabout and associated section of the B4070 in a cutting to screen the roundabout and traffic from the properties.   | Y  |
| 74.    | Engineering Design | Concerns that properties at Shab Hill will be inaccessible during flooding or snowfall and that mitigation measures should be put in place.  | Highways England recognises the concern that properties at Shab Hill will be inaccessible during flooding or snowfall. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities on the proposed A417 and Shab Hill junction however maintenance of the local road network would be the responsibility of the local authority GCC. The proposed drainage system for the scheme has been designed to accommodate runoff associated with a 1:100-year storm event plus additional capacity to account for climate change. This mitigate the likelihood of a flooding event as a consequence of the scheme.   | N  |
| 75.    | Engineering Design | Belief that services such as. fibre-optic broadband should be maintained.  | Highways England recognises the concern that services such as fibre-optic broadband should be maintained. During construction of the scheme full access to utilities would be maintained. Any temporary disruption to any services would be discussed with affected landowners and appropriate temporary measures agreed.  | N  |
| 76.    | Engineering Design | Suggestion that an electric gate should be installed at the top of the Shab Hill access road to ensure safety for children.  | Highways England actively engages with local landowners directly affected by the scheme using clear statutory procedures. Specific mitigation solutions would be agreed on a case by case basis as appropriate. Where a specific safety risk is identified appropriate control measures would be provided.   | N  |
| 77.    | Engineering Design | Suggestion that there should be public input on the location of traffic signs near the Shab Hill junction.   | Highways England recognises the suggestion that there should be public input on the location of traffic signs near the Shab Hill junction. The location of signs for the scheme have been designed in accordance with current design standards which prescribe positioning of signs however where scope to adjust the locations and sizes where particular issues are identified Highways England would endeavour to address these sensitively.  | N  |
| 78.    | Engineering Design | Suggestion that wooden signage should be incorporated into development to direct to residential properties. Concern that galvanised steel crash barriers should not be included in the scheme. | Highways England actively engages with local landowners directly affected by the scheme using clear statutory procedures. Specific mitigation solutions would be agreed on a case by case basis as appropriate. Galvanised safety barriers would need to be provided in locations where a significant risk to vehicles has been identified however, they would be only be provided where necessary.  | N  |

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| 79.    | Engineering Design | Support for Alternative 2 as it reduces environmental pressure on Barrow Wake and allows for better alignment of the green bridge. Considers that Alternative 3 would have had a big visual impact and put pressure on Ullenwood Lane, unless it was closed off at one end which in turn, would be a huge inconvenience to the National Star college.   | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 80.    | Engineering Design | Suggestion that both these new links should be constructed with a rolled unsealed macadam surface.  | Details of the type of surfacing would be confirmed during later stages of the scheme.  | N  |
| 81.    | Engineering Design | Illustration provided of surfacing recommendations.   | The illustration of surfacing recommendations has been reviewed by Highways England and are noted. The detailed design of Public Rights of Way would be considered by Highways England and its contractor, and agreed with GCC, during the detailed design stage of the project should the DCO be granted.  | N  |
| 82.    | Engineering Design | Concern that the new Shab Hill exit is complicated and it is unclear how traffic leaving the southbound or northbound A417 will cross the eastbound traffic from Birdlip. Concern over the Shab Hill exit joining the A436 which is by a 180-degree left hand bend slip road and two roundabouts.   | The Shab Hill junction consists of two roundabouts, one for the A417 northbound traffic and one for the A417 southbound traffic and these allow traffic flows to cross over with the delay minimised. All of these junctions have been designed in accordance with current guidelines and standards.  | N  |
| 83.    | Engineering Design | Concern over the proposed plans at Cowley junction as traffic leaving and joining the Option 30 A417 has to negotiate a sharp bend at speed. Suggestion that the junction should be bigger with longer slip roads off and onto the main carriageway, the exit towards Golden Heart Inn should be moved to the other side of the A417 and both exits should be moved apart.                                      | The layout of Cowley junction has been designed in accordance with Highways England design standards to a higher standard than that required. The merge and diverge arrangements are consistent with a high level of provision when compared to that required for the traffic flows predicted to be using the junction. Both the proposed eastbound and westbound diverges would incorporate an auxiliary lane which would enable vehicles to leave the mainline before slowing down safely. The associated merges would be direct tapers which have been designed to a higher standard to provide a longer taper to enable vehicles to reach a safe speed more easily. | N  |
| 84.    | Engineering Design | Suggestion that speed cameras should be incorporated.   | Highways England acknowledges the suggestion that speed cameras should be installed on the route however, speed cameras are currently not proposed to be installed as part of the scheme. Once the scheme is open measures relating to speed control would be reviewed by the maintaining authority on an ongoing basis and appropriate measures implemented should an issue be identified.   | N  |
| 85.    | Engineering Design | Suggestion that the width of the A436 section may need to be increased to provide a crawler lane up the incline since for HGV's. Suggestion that design should allow for safe overtaking such as inclusion of a central reservation.  | The A436 link between Shab Hill and Air Balloon roundabout would have a total of three lanes, one in each direction plus a southbound climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The level of traffic proposed to be using this section of the A436 does not justify a dual carriageway arrangement. However, in order to provide safer segregation between opposing traffic lanes it is now proposed to provide a widened central hatched marking.  | N  |
| 86.    | Engineering Design | Suggestion that Alternative 1 would be a more appropriate route as it would allow greening of the disused road and would remove the need to build a new link road to Shab Hill and the need for a grade-separated junction.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | N  |
| 87.    | Engineering Design | Wishes to raise the issue that Birdlip experiences frequent snow drifts during winter.  | Highways England is aware of issues in relation to inclement weather conditions, including snow. Careful consideration of methods to mitigate issues with drifting snow will be reviewed during the later stages of design of the scheme and the existing snow drift fences will remain where possible. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.  | N  |
| 88.    | Engineering Design | Concern that the design of Cowley junction will result in rat-running. Considers that there is no need to have a junction at Cowley when the interchange at Shab Hill is only a few hundred metres away, and which provides access to the local road network. Access to the re-purposed A417 can be provided through connecting the existing feeder road from Brimpsfield to the Cowley roundabout. Access from | The objection to a junction at Cowley is noted. The proposed junction would provide a safe means of access to Stockwell, the proposed parking area for access to the Air Balloon Way as well as local access for Brimpsfield.<br><br>The proposed A417 would substantially reduce the level of rat-running through Birdlip and Brimpsfield as a result of reduced congestion and more reliable journey times on the A417.   | Y  |

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|        |                    | Cowley to Birdlip can be maintained via Brimpsfield and Stockwell, on the current roads.  | The proposed junction layout at Cowley would a higher standard than that currently operating at the Highwayman Inn due to improved merge and diverge lanes. Following on from the 2019 public consultation, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.  |  |
| 89.    | Engineering Design | Concerns over Cowley junction encouraging rat-running through Cowley wood, with a suggestion of a cattle grid, height restriction or narrowing of the entryway to discourage vehicle use on the road through Cowley Wood. | An aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. A private means of access would be provided would however be provided for nearby properties and access for walking, cycling and horse riding (WCH) would also be maintained once this road has been closed off to motor vehicles. To provide connectivity between the access and the detrunked section of the A417 just north of the proposed roundabout a footway would be provided.  | Y  |
| 90.    | Engineering Design | The section of road from Shab Hill to Cowley junction replaces a single roundabout with three. There are concerns that this is a needless use of tarmac which will further pollution in the area.                         | An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2). Roundabouts are an efficient and safe method for ensuring congestion is avoided at junctions which in turn ensures pollution is minimised.   | N  |
| 91.    | Engineering Design | Concerns around the ease of building a cutting and keep the Crickley Hill section of the A417 open.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. This would result in a reduction of cutting depths of up to 11m. In addition, the horizontal alignment has been modified to improve buildability and would also enable traffic flow on the existing A417 to be maintained during construction.                   | Y  |
| 92.    | Engineering Design | Suggestion that the A436 between the A417 and the A40 should also be a dual carriageway.  | The A436 Link Road would link the new Ullenwood junction and the eastern roundabout at Shab Hill junction. The link would be single carriageway and have two lanes in the southbound direction including a climbing lane, and one lane in the northbound direction. This would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening which is a well-established principle and provides balance between traffic capacity and economic benefit.   | N  |
| 93.    | Engineering Design | Suggestions of removing land access to Barrow Wake car park because this road does not lead to any properties that require access.  | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. GCC who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered GCC and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate. | N  |
| 94.    | Engineering Design | Suggestion that this route should either be significantly improved through to the A40 or a major re-alignment in a less intrusive area (maybe tunnelling) should be considered.   | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and  | N  |

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|--------|--------------------|---|--|--|
|        |                    |   | environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   |  |
| 95.    | Engineering Design | Concern about the proposed design for the section of road from Shab Hill to Cowley junction Suggestion that the major road should be closer to the existing ground level with the link road between the east and west roundabouts in an underpass and the eastern roundabout closer to the existing levels. This will lessen the impact on the landscape.   | Highways England recognises the concern about the elevated section of the proposed A417 in the vicinity of Shab Hill junction. Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route additional landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Because the route is within a landscape plateau area landscape earthwork have been utilised rather than tree screening which would be out of character with the landscape here.<br><br>Since the 2019 Consultation exercise the design has be further modified to lower the vertical alignment between Shab Hill junction and Cowley lane. The extent landscaping earthworks has also been increased to improve visual screening. To conceal the link between the east and west roundabout of Shab Hill junction the bridge span has been reduced too. | Y  |
| 96.    | Engineering Design | Suggestion that the half clover leaf layout would integrate into the landscape better than a dumbbell junction or a grade separated roundabout with 2 bridges.  | The half clover leaf arrangement would provide a more compact arrangement and enables the extent of the slip roads to be reduced compared to a diamond layout typified by a dumbbell arrangement.  | N  |
| 97.    | Engineering Design | Suggests that the side of the escarpment could be utilised as a green route towards the new green bridge, screened from the retained carriageway.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. A route for pedestrians, cyclists and equestrians is proposed along the escarpment up Crickley Hill adjacent to the proposed A417. This would include a connection between Dog Lane and Cold Slad however no vehicular access would be permitted on the link between Cold Slad and Dog Lane. A link to the proposed Cotswold Way crossing would also be included. Appropriate landscaping and screening would be provided along the route to enhance it.   | Y  |
| 98.    | Engineering Design | Concern over severance of minor unclassified roads 50853 and 50944 as road type makes them most suitable for all users.   | Highways England recognises the concern over severance of minor unclassified roads UC50853 and UC50944. The route between the remaining northernmost end of the UC50944 north-west and the easternmost end of the western part of the UC50853 would be connected to run alongside the western edge of the proposed A417 adjacent to the earthworks.  | Y  |
| 99.    | Engineering Design | Suggestion that a new short link should be constructed between the remaining northernmost end of the 50944 north- west to join up with the easternmost end of the western part of the 50853, running alongside the southern flank of the new A417 dual carriageway for a short distance. Suggestion that a new link road should be constructed between the westernmost end the eastern part of the severed 50853 to where the proposed tarmac link to the southernmost end of the northern part of the severed 50852 enters the northern roundabout of the proposed Shab Hill Interchange, running along the northern flanks of the new A417 and the northern Shab Hill Interchange roundabout. Suggestion that this link should be integrated into the new Restricted Byway on the eastern side of the proposed Shab Hill Interchange - so that non-motorised recreational traffic is not forced to use the tarmacked sections of the Interchange. | In addition, as a result of consultation the design has been amended to also connect the section of UC50853, to the east of the scheme, to the access road to Rushwood Kennels via the access to Basin No 8, adjacent to Shab Hill junction. This would then provide connection to the eastern section of UC50852.   |  |
| 100.   | Engineering Design | Concern that the Cowley junction is disproportionate in size as the connected local road is single track.   | A junction at Cowley has been included to provide access to Brimpsfield and other local communities. The junction would also provide access to the Air Balloon Way, from which the Cotswold Way crossing and Gloucestershire Way crossing could be accessed, as well as Birdlip Village for walkers and cyclists via Ermine Way. It would also serve the Golden Heart Inn and Stockwell. The junction at Cowley has been designed in accordance with current design standards which focus on safe operation and take account intended traffic flow. The single track roads in the vicinity of the junction would have a 7.5T weight limit which would restrict large goods vehicles using them.  | N  |

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| 101.   | Engineering Design | Concerns that maintaining the existing roundabouts in locations adjacent to the new road alignment would be problematic to managing traffic flow.  | Whilst free flowing junctions would provide superior traffic flow characteristics they would not be economically justified in this instance. They would also have significantly more environmental impact. All proposed roundabouts including those at Cowley, Shab Hill and A436/Leckhampton Hill are all new. They have been designed to accommodate predicted 2041 peak hour traffic flows would perform within accepted parameters.  | N  |
| 102.   | Engineering Design | Suggests while vertical alignment for alternative 2 cannot be resolved, it could be mitigated by the loop and alignment of the bridge (Variant of alternative 1).  | Highways England recognises concerns over the length of the route between the A417 and the A436. A review of a more direct route was undertaken during design development; however it was concluded that this would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417 road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill.   | N  |
| 103.   | Engineering Design | Suggests using green bridges at all crossing for the section of road from Shab Hill to Cowley junction.  | All crossings from Shab Hill area to the Cowley end of the scheme would be greened. This includes additional planting to Cowley and Stockwell overbridges which has been incorporated since the 2019 statutory consultation. Cowley overbridge would have two 3m wide grass verges one with a native species rich hedgerow; and the Stockwell overbridge would comprise two 3m wide verges with two native species rich hedgerows to connect into existing tree lines offering landscape and ecological connectivity.  | Y  |
| 104.   | Engineering Design | Suggests removing the roundabout at Leckhampton Hill and instead incorporating extra lanes for traffic leaving the first exist of the A436 link road.  | The traffic modelling undertaken by Highways England to assess the scheme shows that, with the scheme in place there would be a decrease in traffic on the A436. The amount of traffic passing through the proposed A436/Leckhampton Hill junction would also decrease considerably compared to the existing junction, as the A417 traffic would no longer pass through this junction. This would free up junction capacity and reduce delays for all movements. The proposed junction has been refined during scheme development to accommodate predicted 2041 traffic flows including HGVs and checked to ensure it would perform within accepted parameters and therefore would not experience congestion during normal operation. The exit from the roundabout on to the A436 towards Shab Hill junction would have two lanes. | N  |
| 105.   | Engineering Design | Concern that there is limited benefit in a junction at Cowley roundabout and access to Brimpsfield should be incorporated here.  | A junction at Cowley has been included to provide access to Brimpsfield and other local communities. The junction would also provide access to the Air Balloon Way, from which the Cotswold Way crossing and Gloucestershire Way crossing could be accessed, as well as Birdlip Village for walkers and cyclists via Ermine Way. It would also serve the Golden Heart Inn and Stockwell.   | N  |
| 106.   | Engineering Design | Suggestion that 2 overbridges for Stockwell and Cowley are unnecessary.  | The Cowley Lane bridge would however maintain connectivity between Stockwell and Cowley for local traffic hand both Cowley Lane and Stockwell Farm Access bridges would also provide connectivity between a number of public rights of way as well as enabling access for Stockwell Farm between their parcels of farmland.  | N  |
| 107.   | Engineering Design | Concern about the entrance and exit lanes into Grove Farm needing to allow for slowing down and speeding up of traffic.  | Highways England recognises concerns relating to safe access to the group of properties on Crickley Hill including Grove Farm and Crickley Hill Tractors. Since the 2019 consultation exercise the mainline design has been modified to include maximum gradients of 8% which enables an alternative access arrangement to be provided. The proposed access to Grove Farm would now be from Cold Slad Lane via a new underpass.  | Y  |
| 108.   | Engineering Design | Suggestion that if the old A417 is retained for local traffic the new road could be in a cutting for its whole length between the Air Balloon and Cowley junction thus reducing the visual impact and the traffic noise. | An aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. It is therefore proposed to repurpose the existing A417 to provide a walking, cycling and horse riding route, with some vehicular access at the eastern end of the existing A417 to provide access for local residents at Stockwell and the Golden Heart inn. To mitigate the visual impact of the section of the route between Crickley Hill and Cowley junction, additional landscape earthworks in the form of false   | Y  |

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|        |                    |  | cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Because the route is within a landscape plateau area landscape earthwork have been utilised rather than tree screening which would be out of character with the landscape here. Since the 2019 consultation, the design has been further modified to lower the vertical alignment between Shab Hill junction and Cowley lane. The extent landscaping earthworks has also been increased to improve visual screening.  |  |
| 109.   | Engineering Design | Concern that the eastbound uphill section, lane 3 merges into lane 2 immediately before the Shab Hill traffic merges into lane Suggestion to merge lane 3 into lane 2 immediately after the deceleration lane leave for the off-slip. Alternatively suggests making the climbing lane into a lane drop at this junction.   | At Shab Hill junction the design has been modified since the 2019 statutory consultation to ensure the merge from lane 3 to lane 3 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 200m further east. This would therefore separate the manoeuvres and ensure safe operation of the road. The layout of Shab Hill junction has been designed in accordance with Highways England design standards. The merge and diverge arrangements are consistent with a high level of provision when compared to that required for the traffic flows predicted to be using the junction. The proposed westbound diverge would incorporate an auxiliary lane which would provide vehicles with additional distance to leave the mainline safely before slowing down. The associated merges would also incorporate auxiliary lanes which have been designed to a higher standard to provide a longer distance to enable vehicles to reach a safe speed before merging. | Y  |
| 110.   | Engineering Design | Raises concerns that the eastbound 'crawler' lane is ended prematurely which could cause conflict with other vehicle movements. Suggestion that the crawler (or third) lane is not terminated until at least 1000 metres beyond the Shab Hill interchange in the easterly direction. Suggestion that uphill sections should feature longer and wider slip roads for merging traffic, to allow more time to merge uphill where vehicles may struggle to build speed to match much faster traffic. | The climbing lane would extend to Shab Hill junction beyond the point where the gradient would summit. At Shab Hill junction the design has been modified since the 2019 statutory consultation to ensure the merge from lane 3 to lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 200m further east. This would therefore separate these manoeuvres and ensure safe operation of the road. The termination of the crawler lane is fully compliant with Highways England design standards. The proposed layout would provide sufficient opportunity for slower vehicles to reach an appropriate speed before vehicles merge from the eastbound merge of Shab Hill junction.   | Y  |
| 111.   | Engineering Design | Suggests having a main A436 link road through Alternative 3 because it is more direct. A secondary narrower route along the line of Alternative 2 was also suggested to assist in preventing traffic and reducing congestion.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |
| 112.   | Engineering Design | Concern as there is no acceptable option for the A436 link road.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |
| 113.   | Engineering Design | Suggestions that widening the current road and smooth bends with a 50mph speed limit.  | Highways England recognises the suggestion, however this would not achieve the desired improvements in safety and traffic capacity. Congestion at the existing Air Balloon roundabout would also be a particularly challenging issue to resolve. Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 114.   | Engineering Design | Suggestion of a single carriage way as it seems safer, and would make navigating the road simpler from the main carriageway.   | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 115.   | Engineering Design | More details regarding the gradient of the section of road from Shab Hill to Cowley junction have been requested.  | The gradient of the road between Shab Hill and Cowley junction would have gradients varying between 0 and 1.8%.  | N  |



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| 116.   | Engineering Design | Suggestion of building a side lane within the section of road from Shab Hill to Cowley junction. This is to enable traffic travelling from Seven Springs towards Cirencester to bypass the Air Balloon roundabout therefore increasing traffic flow through time.   | The proposed scheme would remove the A417 through traffic from the new Ullenwood junction which has been designed to accommodate predicted traffic flows up to 15 years after opening and would therefore provide adequate capacity for traffic travelling from Seven Springs.   | N  |
| 117.   | Engineering Design | Concerns that the Cowley Road junction should be kept open to retain access to Highgate Farm for large farm equipment.  | There are no plans to close Cowley junction however, access to Cowley via Cowley Wood Lane would be removed. Access to Highgate Farm would be still possible via the proposed Cowley junction using the existing lane to Elkstone. During construction full access would be maintained.  | N  |
| 118.   | Engineering Design | Suggestion of using Shab Hill /Stockwell as a route, as long as the road is sunk, and the excavations used as Bunds to protect Birdlip village and school from the noise.   | Highways England recognises the suggestion of using arisings from excavations for bunds. South of the proposed junction at Shab Hill, the proposed scheme includes mitigation design including 'sinking' the main road alignment and adding significant landscape earthworks in the form of false cuttings. These landscape earthworks will act to provide visual screening and noise reduction for villages in the vicinity of the route. Because the route is within a landscape plateau area landscape earthwork have been utilised rather than tree screening which would be out of character with the landscape here.   | N  |
| 119.   | Engineering Design | Objection against a road through Nettleton Bottom and the bypass Birdlip as it is expensive and an unnecessary use of public money. Suggestion of using the access to Birdlip which is currently there and making it a one-way system at the school.  | One of the primary aims for the scheme is to reduce the number of serious accidents and associated fatalities and injuries currently occurring on the existing A417 between Brockworth bypass and Cowley. The proposed scheme would considerably improve safety. It is not proposed to open up the existing section of Ermin Street to vehicular traffic due to concerns over rat-running and the associated impact on residences and other properties including the primary school.   | N  |
| 120.   | Engineering Design | Concerns that the three-lane section of the A436 link road is unnecessary, cause additional landscape and habitat loss, and will be dangerous because there will traffic overtaking at high speeds up the hill.   | The A436 link between Shab Hill and Air Balloon roundabout would have a total of three lanes, one in each direction plus a southbound climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. Climbing lanes help to relieve driver frustration and provide a safer overtaking environment. This is particularly the case for climbing lanes on single carriageway roads. Studies have indicated that the presence of a climbing lane on a single carriageway road can be expected to reduce the accident rate by about 25%. However, in order to provide safer segregation between opposing traffic lanes it is now proposed to provide a widened central hatched marking.  | N  |
| 121.   | Engineering Design | Suggests using appropriate signage on the A417 that warns of the sharpness of the bend from the A417 onto the B4070 and A436 at Shab Hill.  | The design of the diverge loops from the A417 have been designed in accordance with current Highways England design standards which identify the safe operation of roads as one of the key principles of design. The radius of the diverge loops would fully comply with these design standards however appropriate signage would be provided to inform drivers on the slip roads at Shab Hill junction.   | N  |
| 122.   | Engineering Design | There is an understanding of the logic of Alternative 2 but considers it vital that the road layout is engineered so that that amount of stop/start time approaching the roundabouts is minimised. There is a further understanding that the Seven Springs road carries a lot of maximum weight lorries and this design introduced two new roundabouts. Suggestion that the road design needs to be wide enough to prevent rollovers. | Highways England recognises the suggestion that there should be traffic lights on roundabouts at peak times. The roundabouts on the scheme have been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design standards. This will ensure that queueing at roundabouts would be minimal during normal operation which would reduce stop start time. The roundabouts have been designed to operate as safely as reasonably practicable and would cater for large goods vehicles. Roll-over incidents tend to be more common on non-circular roundabouts however whilst the roundabouts on the scheme are circular, they have been designed to encourage safe speeds when entering the roundabout which would reduce the likelihood of roll-over incidents. | N  |
| 123.   | Engineering Design | Suggestion of a free-flowing junction rather than a roundabout for the section of road from Shab Hill to Cowley junction.   | The roundabouts at Cowley, Shab Hill and A436/Leckhampton Hill are all new roundabouts that have been designed and assessed with the predicted 2041 peak hour traffic flows. All of the new junctions can accommodate these traffic flows while being as free flowing as possible for a junction.  | N  |

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| 124.   | Engineering Design | Concern that if traffic light control is not provided at peak times Cold Slad residents will have poor access/egress into the lane.  | The roundabouts on the scheme have been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design standards and would not require traffic light control within this period. The amount of traffic passing through the new A436/Leckhampton Hill junction will decrease considerably as a result of the scheme as the A417 will no longer pass through this junction. This will free up junction capacity and reduce delays for all movements. In addition, the junction has been redesigned as part of the scheme development to accommodate predicted 2041 traffic flows including HGVs.  | N  |
| 125.   | Engineering Design | Suggestion that the scheme should be designed flexibly so that in the medium and longer term it can be adapted easily to allow for future change.  | The A417 Missing Link has been designed to accommodate road traffic in the form of cars and lorries. Highways England acknowledge the comment however for the foreseeable future some form of road transport will be required for moving people and goods around Gloucestershire and the country. As part of the work undertaken by Highways England an assessment of alternative modes was undertaken. The outcome from this was that only a shift in rail would achieve the same outcomes as the scheme due to the dominance of long-distance trips on the A417 Missing Link.<br>As part of the scheme connectivity for walkers, cyclists and horse riders has been a key consideration. The proposed networks would encourage cycling and would include the Air Balloon Way and a route along Dog Lane which would be connected to Cold Slad Lane via a bridleway adjacent to the mainline. | N  |
| 126.   | Engineering Design | Suggestion that access to the kennels could be provided as a left turn off this new link road rather than via another short access road off the Shab Hill roundabout.  | Highways England recognises the suggestion that access to the kennels could be provided as a left turn off the A436 new link road rather than via another short access road off the Shab Hill roundabout, however right turn manoeuvres to and from the junction would be hazardous. Providing the access via the roundabout at Shab Hill junction would be significantly safer as speeds on the roundabout would be significantly lower making access to and from the access easier and safer.  | N  |
| 127.   | Engineering Design | Suggests that signage and weight restrictions be provided along local roads to prevent HGVs accessing narrow lanes directed by Satnavs.  | Appropriate signage is proposed to discourage 'rat-running'. This would include 7.5T weight limits on minor single track roads which would prohibit use by HGV's. Highways England's stance is that through traffic, including larger vehicles, should use the A417.   | N  |
| 128.   | Engineering Design | Suggestion of having non-standard roundabout priorities on two small roundabouts either side of dual carriageway as standard priorities would lead to unnecessary delays.  | The roundabouts on the scheme have been designed to provide adequate capacity for peak predicted traffic flows over 15 years after opening which is accordance with current design standards.  | N  |
| 129.   | Land Ownership     | Concern about the landowners and farmers and how the proposed design from Shab Hill to Cowley junction will affect their livelihood.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation would be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase. The landowner in question would be entitled to make a claim for compensation under the Land Compensation Act 1961.   | Y  |
| 130.   | Land Ownership     | Recognises that while no one wants to see farmland lost to a new road, some sacrifice is needed to meet the objectives.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Land impact in relation to the scheme has been agreed and discussed with all landowners impacted.   | N  |
| 131.   | Land Ownership     | Concerned about the position of new link impact on local communities and environment of Cowley and Coberley as it is too close to the village of Cowley and surrounding area bringing significant risk of noise and environmental impact. Therefore, suggests demonstrating what compensation is included due to the impact upon the quality of life of local communities. | The environmental effects of the scheme have been assessed in the ES (Document Reference 6.2) in accordance with Design Manual for Roads and Bridges methodology, which includes consideration of the impacts on local communities and residential properties. Mitigation is proposed within the scheme to avoid or reduce adverse effects where feasible and these are secured through the DCO. Such measures are listed in the Register of Environmental Actions and Commitments (REAC) table within ES Appendix 2.1 EMP (Document Reference 6.4). Highways England has engaged with landowners directly affected by the scheme and specific   | N  |

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|--------|------------------------------|---|---|--|
|        |                              |   | mitigation solutions or compensation for affected landowners would be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase.  |  |
| 132.   | Landscape and Visual Effects | Considers that given the topography, Alternative 2 will be least damaging to the AONB landscape.  | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 133.   | Landscape and Visual Effects | Concerned that Alternative 2 as the preferred A436 link road will affect ancient woodland at Ullenwood. The plans show that a portion of Ullenwood is within the indicative scheme boundary.  | Following revisions to the scheme boundary since the 2019 statutory consultation, the scheme would no longer require land, or associated removal of trees, affecting the ancient woodland at Ullenwood.   | Y  |
| 134.   | Landscape and Visual Effects | Alternative 2 as the preferred A436 link road makes sense as it uses as little agricultural land as possible.   | Highways England acknowledges the range of views expressed, including those received in support of Alternative 2 for the A436 link road. Highways England is proceeding with Alternative 2 for the design of the A436 link road.  | N  |
| 135.   | Landscape and Visual Effects | Concern over the lack of screening on the elevated road at Shab Hill. Suggestion that evergreen trees species such as hollies and holm oaks should be included as well as the deciduous species in the proposals. Suggestion that the Gloucestershire branch of the Royal Forestry Society should be involved with the tree planting stage. | The concern over the lack of screening and additional planting to visible areas is noted. The high wold is characteristically lacking in tree planting which allows for long distance views across the landscape. To maintain this characteristic of the Cotswolds AONB, tree planting, Cotswold stone walls and landscape earthworks would be situated in strategic places to screen and integrate the proposed scheme into the landscape. Further information on the landscape design is provided in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). The suggestion to engage with the Royal Forestry Society during the planting stage is noted. | N  |
| 136.   | Landscape and Visual Effects | Suggestion that the A436 link road is sunken down lower to lessen its negative impact on the landscape.   | Lowering the A436 link would result in the earthwork cutting slopes being required to encroach significantly more into adjacent landowners' property. There would also be a large increase in excavated quantities which would lead to a significant increase of export and disposal of material required off site. An assessment of the effect of the scheme, including the A436 link road, on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 137.   | Landscape and Visual Effects | Concern that there will be an increase in light pollution from vehicles for local residents and wildlife.   | Modern car headlights are directional, resulting in much less light spill than in the past. However, light spill from vehicles would be screened through the implementation of false cuttings (landscape earthworks), Cotswold stone walls and tree planting.   | N  |
| 138.   | Landscape and Visual Effects | Suggestion of taking the section of road from Shab Hill to Cowley junction off the escarpment and further away from Birdlip village as it will be good from a landscape and intrusion/noise perspective. In addition, cuttings along this section create the opportunity to increase grassland and geological interest.                     | The mainline from Shab Hill to Cowley Junction has been moved off the escarpment and is further away from Birdlip village than the existing A417 that is being detrunked. Cutting slopes along the escarpment have been proposed to be bare rock face that will have naturalised planting encouraged. In terms of impacts to tranquillity, Figure 11.1 Study area, sensitive receptors and baseline assessment noise contour map (2026) and Figure 11.2 Operational noise contour map (2041) show the beneficial difference in noise levels in Birdlip.   | N  |
| 139.   | Landscape and Visual Effects | Suggests mitigating the visual impacts the route would not be placed so far eastwards, needs to be sunken and out of sight with landscaping and tree screening.   | Through the use of landscape earthworks and stone walls in lengths of the road that are not in cutting, the road will be sunken into the landscape. Please refer to ES Figure 7.2 Visibility (Zone of Theoretical Visibility with HGVs) and Viewpoints (Document Reference 6.3) for the extent of visibility of higher vehicles. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7).                                | N  |
| 140.   | Landscape and Visual Effects | Suggestion of including more green bridges where bridges are already proposed to prevent disconnection of farming operations.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. Following the 2019 statutory consultation, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. Highways England has engaged with affected landowners throughout the   | Y  |

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|--------|------------------------------|--|--|--|
|        |                              |  | scheme development and has sought to accommodate requests where possible, including regarding private means of access.   |  |
| 141.   | Landscape and Visual Effects | The proposed design for the section of the road from Shab Hill to Cowley junction will be a huge scar on the landscape.  | Through the use of landscape earthworks and stone walls in lengths of the road that are not in cutting, the road will be sunken into the landscape. Please refer to ES Figure 7.2 Visibility (ZTV with HGVs) and Viewpoints (Document Reference 6.3) for the extent of visibility of higher vehicles. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7).  | N  |
| 142.   | Landscape and Visual Effects | Concern that the proposed design for the section of road from Shab Hill to Cowley junction would result in the loss of countryside. However, as it is believed that the loss of countryside is necessary, suggestion of adequate compensation by means of the nature corridor. | ES Chapter 12 Population and Human Health (Document Reference 6.2) includes an assessment of the effects of the scheme on agricultural land. The ES (Document Reference 6.2) sets out the mitigation measures proposed within the scheme to minimise adverse effects of the scheme, including habitat creation and wildlife connectivity, as set out in ES Chapter 8 Biodiversity (Document Reference 6.2). Increased planting along the proposed main carriageway and on the Stockwell and Cowley overbridges has been introduced since the 2019 statutory consultation to address this.  | Y  |
| 143.   | Landscape and Visual Effects | Concern over the blight on the beauty and tranquillity of Coldwell Bottom and suggestion that improving the existing A417 with Option 12 would have been more appropriate.   | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information. Through the use of landscape earthworks and stone walls, Highways England has sought to reduce the landscape and visual impact of the scheme from Coldwell Bottom. An assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 144.   | Landscape and Visual Effects | Suggestion of tree planting wherever possible to be able to recreate tree-lined roads which are similar to other parts of the Cotswolds.   | Highways England recognises the suggestion for more tree planting to create tree-lined roads similar to those in the wider Cotswolds area has. In designing the scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape. This includes designing the planting so that it integrates into the landscape. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) sets out the landscape design for the scheme. Increased planting along the proposed main carriageway and on the Stockwell and Cowley overbridges has been introduced since the 2019 statutory consultation to address this.  | Y  |
| 145.   | Landscape and Visual Effects | Suggestion of using cutaways, drystone walls and trees to reduce the impact the development will have on the AONB, to reduce both visual and noise impact a deeper cut is needed around Stockwell Farm overbridge east side area, as well as 'quiet' tarmac.                   | In terms of landscape design, measures such as landscape earthworks, drystone walls and substantial woodland, tree and hedgerow planting would be included in the scheme to integrate and visually screen the route within the AONB landscape. The landscape proposals for the scheme are set out in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). With regard to measures for noise, the scheme design includes the use of cuttings, earth bunding, Cotswold stone walls and a low noise road surface to reduce noise impacts during operation. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7). | N  |
| 146.   | Landscape and Visual Effects | Highlights the emphasis on climate change and the importance of trees, which should be retained and not removed.   | There has been an effort to retain as much existing tree and vegetation planting within the scheme boundary as possible, refer to ES Figure 7.9 Retained Vegetation (Document Reference 6.3).  | N  |
| 147.   | Material Assets and Waste    | Preference for Alternative 1 for the A436 Link Road as it would require less earthworks than Alternative 2.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |

| Row ID | Topic                     | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|---------------------------|---|--|--|
| 148.   | Material Assets and Waste | Concern that it is not clear how materials produced by the road cutting will be reused with the added suggestion that this should be locally.   | Highways England has sought to limit the effect of the construction on the environment as far as is practicable. To assist with this, Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use. Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved. Discussions are ongoing to determine whether any limited surplus material now arising could be re-used off-site with local landowners or on other projects within the region to minimise the requirement to transport this material. Where possible, Highways England would also seek to source material locally. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2). Highways England has also produced a Materials Management Plan as part of a wider ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment will be managed.                        | Y  |
| 149.   | Material Assets and Waste | Suggestion that Birdlip village and the surrounding roads should not be available to store equipment or construction materials or for the use of construction traffic and construction personnel. | There would be three construction compounds including two main compounds and a third compound for material processing (crusher) and stockpiling. The main compounds would be located at Chainage (Ch) 0+000, located in the adjacent fields to the westbound carriageway and Ch 5+500 located in the adjacent fields to the proposed Cowley junction on the eastbound carriageway. To reduce the distance between the major excavation area and the location where the material would be processed, the material processing (crusher) and material stockpile compound would be located in the fields on the south side of the new alignment of the A417 between Ch 2+300 and Ch 2+600. To facilitate movement of material to and from this compound, a temporary Bailey bridge crossing over the existing A417 would be required at Ch 2+100. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) as part of the DCO application which outline how the impact of construction on the environment, the road network and local communities will be managed. Construction traffic and personnel would be managed by the contractor in alignment with these plans. | N  |
| 150.   | Noise and Vibration       | The section of road from Shab Hill to Cowley junction is a good route and takes any noise away from the surrounding villages.   | Highways England acknowledges the range of views expressed, including those received in support of the design of the section between Shab Hill and Cowley junction.  | N  |
| 151.   | Noise and Vibration       | Suggestion that there should be tree planting east of the current Air Balloon public house along the road to reduce traffic noise for properties on the A436.                                     | With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.<br><br>The new road will include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers have been incorporated to further reduce noise effects. The results of the assessment are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures included by Highways England to mitigate adverse noise effects.   | N  |
| 152.   | Noise and Vibration       | Support raised for the A436 link road option 1 as there would be less lanes of traffic resulting in reduced noise impacts.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |
| 153.   | Noise and Vibration       | Support for the proposals to route the link road next to the main road as this constrains noise in one place.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 154.   | Noise and Vibration       | Belief that the design to access Birdlip would reduce traffic noise for the village.  |  |  |

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|--------|---------------------|--|---|--|
| 155.   | Noise and Vibration | Support raised for the proposed cuttings due to the reductions in noise from the proposed alignment.   |   |  |
| 156.   | Noise and Vibration | Suggestion of mitigating noise measures along the route should not be at places so far eastwards. All noise mitigating measures should be well sunken and quiet tarmac should be used with limit speeds of 50mph and tree screening along the route. | The noise impacts at the villages to the east of the scheme within the study area, which includes Cowley and Coberley, have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts, including low noise road surfacing. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.  | N  |
| 157.   | Noise and Vibration | Suggestion that local students and school pupils could be involved in ideas for planting including sound barriers.   | Opportunities for further engagement and inputs to the design of the scheme will be available at the detailed design stage, when Highways England and its contractor, once appointed, would work with GCC, local communities and other stakeholders to finalise their scheme for construction. This could for example, involve local design competitions and involve school children.   | N  |
| 158.   | Noise and Vibration | Questions whether houses in Cowley village are eligible for noise abatement compensation.  | ES Figures 11.3 and 11.4 are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These noise impact figures also show the noise level change contours for the village of Cowley. Noise changes of less than 1dB(A) would occur at the centre of the village (negligible change). At the very western extremity of the village there would be slightly larger noise increases of less than 3dB (not significant) for a few properties. The relatively small magnitude of potential noise change at Cowley does not indicate impacts that would be normally associated with compensation under the Land Compensation Act.  | N  |
| 159.   | Noise and Vibration | Concern that the increase in road noise will have a detrimental impact on Cowley village and will impact the character of the AONB. Concern that there was no noise assessment for Cowley. Information on mitigation required.                       | The noise impacts at the villages to the east of the scheme within the study area, which includes Cowley and Coberley, have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts.<br><br>ES Figures 11.3 and 11.4 are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These noise impact figures also show the noise level change contours for the village of Cowley. Noise changes of less than 1dB(A) would occur at the centre of the village (negligible change). At the very western extremity of the village there would be slightly larger noise increases of less than 3dB (not significant) for a few properties. The new road will include a lower noise surface and specific noise mitigation in the form of earth bunding and Cotswold stone walls to act as noise barriers, to further reduce noise effects on residential receptors and the AONB. This is also set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2). | N  |
| 160.   | Noise and Vibration | Concern that the village of Coberley is not included within the environmental sound impact assessment. Coberley is believed to be one of the villages which will be affected by noise impacts.   | The noise impacts at the villages to the east of the scheme within the study area, which includes Cowley and Coberley, have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts.<br><br>ES Figures 11.3 and 11.4 are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. The assessment shows that for the village of Coberley, the entire western and central part of this village will be subject to a negligible effect of typically less than 1dB with the scheme in operation in the Future Year (2041). The eastern part of Coberley will also be subject to noise decreases as a direct result of traffic flow reductions on the A435 because of the A417 scheme. Cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme.   | N  |

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|--------|---------------------|---|---|--|
| 161.   | Noise and Vibration | Concern that the scheme does not include measures to reduce or mitigate the increased level of resulting noise pollution in stretches of the road, other than the missing link itself, such as Cowley roundabout to the Cricklade junction.   | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme, within which these locations are situated, was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026) and just over 0.5dB(A) in the long term (2041). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB.   | N  |
| 162.   | Noise and Vibration | Concerned about the knock-on effect of the new road system on the villages along the A419 such as Ampney in regard to noise.  |   |  |
| 163.   | Noise and Vibration | Belief that road noise in Baunton already blights residents due to the volume of traffic and noisy road surface, and this will not be addressed by the scheme. The proposals will increase the volume of traffic and exacerbate existing noise issues.  |   |  |
| 164.   | Noise and Vibration | Suggestion that the concrete section of the A419 should be re-surfaced without delay and the noise created by traffic travelling along it must be within acceptable levels. Suggestion of dealing with the noise on the A419 before dealing with the improvements to the A417 corridor due to the completion of the A417 improvements which will cause an increase in speed and volume of traffic, worsening the current noise level. |   |  |
| 165.   | Noise and Vibration | Concern that the missing link project will lead to the increase in traffic volume on the A417 and therefore increase the amount of noise pollution.   | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. Overall, the scheme will lead to more residential properties experiencing a noise decrease compared to those experiencing an increase. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).  | N  |
| 166.   | Noise and Vibration | Concerns about whether the use of cuttings to reduce height will reduce noise because there is a doubt as to whether this will be cut in deep or for a long enough stretch of road. Therefore, there is a suggestion that trees and other measures such as noise reducing road surfacing are considered to reduce noise. There were further suggestions that trees to be planted in the area around the Cowley Lane Over-bridge area. | The noise impacts of the scheme during construction and operation have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.  | N  |
| 167.   | Noise and Vibration | There is concern that there is not enough noise mitigation on the east side of the road facing Cowley, 200 yards before and 100 yards after the Stockwell Farm overbridge. It is believed that the noise here could have a detrimental effect on Cowley.  | ES Chapter 11 Noise and Vibration (Document Reference 6.2) shows noise mitigation screening along the entire length of the proposed scheme from Shab Hill junction to Cowley junction. The screening has been optimised in terms of height and extent as far as is practicable and effective. ES figures 11.3 and 11.4 are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These noise impact figures also show the noise level change contours for the village of Cowley. Noise changes of typically less than 1dB(A) would occur at the centre of the village (negligible change). At the very western extremity of the village there would be slightly larger noise increases of less than 3dB (not significant) for a few properties. The new road will include a lower noise surface and specific noise mitigation in the form of earth bunding and Cotswold stone walls to act as noise barriers, to further reduce noise effects on residential receptors and the AONB. This is also set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2). | Y  |
| 168.   | Noise and Vibration | There is concern that Shab Hill junction will not mitigate the noise levels caused by traffic.  | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate   | N  |

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|--------|---------------------|---|--|--|
|        |                     |   | adverse noise effects. The scheme design around the proposed Shab Hill Junction includes the use of earth embankments and stone walls to reduce noise impacts during operation. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design.  |  |
| 169.   | Noise and Vibration | Would like to see sound barriers or trees planted at Shab Hill junction to mitigate noise pollution impacting Shab Hill Farm.   | The scheme design around the proposed Shab Hill Junction includes the use of earth embankments and stone walls to reduce noise impacts during operation. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.  | N  |
| 170.   | Noise and Vibration | There is concern that there will be major noise pollution due to the A436 link road and its proximity to the main A417 dual carriageway.  | The effects of the scheme in relation to noise during operation have been assessed in detail for an area covering at least 600m from new and altered roads and within 50m of other affected roads (including the A436), based on the forecast traffic flows using the road in the opening year and a future assessment year (+15 years after opening). This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. ES figures 11.3 and 11.4 are noise change maps which show both adverse and beneficial impacts due to the proposed scheme.  | N  |
| 171.   | Noise and Vibration | Considers that as the A417 is moving closer to homes, and traffic volumes are increasing on the A436, SOAEL levels will increase to unacceptable levels, as set out in WHO policy. Suggests the scheme is an opportunity for Highways England and the Local Authority to work together to make a positive change for residents of the A436. | The noise impacts of the scheme during construction and operation have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). This assessment was carried out with reference to statutory and policy requirements. ES Figures 11.3 and 11.4 are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. The A436, north of the proposed scheme - which is closest to the realigned highway, would be subject to negligible noise changes as a result of the scheme.  | N  |
| 172.   | Noise and Vibration | Suggests minimising the noise generated by adopting a minimum noise surface and minimum noise transmission to paths close to the road by use of banks generated from spoil available from the online section.   | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. The noise impacts of the scheme during construction and operation have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2).  | N  |
| 173.   | Noise and Vibration | Concerned that the modelling of noise pollution does not adequately predict or cover the actual impact assessment. Suggests designers address the noise issue through cutting and guaranteeing sufficient depth not to impact the noise and environment of the local areas.   | The noise impacts of the scheme during construction and operation have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2) which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The effects of the scheme, in relation to noise during operation, have been assessed over a wide area based on a three-dimensional road noise model and forecast traffic flows using the road. The effects of the scheme in relation to noise during operation have been assessed in detail for an area covering at least 600m from new and altered roads and within 50m of other affected roads, based on the forecast traffic flows using the road in the opening year and a future assessment year (+15 years after opening). The assessment is based on predicted noise levels using the highly validated Calculation of Road Traffic Noise (CRTN) method. This assumes slightly adverse wind conditions (i.e. wind blowing from the road to the receptor) to give a noise level at each location representative of the noise exposure. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. | N  |
| 174.   | Noise and Vibration | Concerns over the proximity of the new route to Ullenwood and the impact that this will have on noise pollution. Suggestion that proposals should include noise   | The noise impacts of the scheme during construction and operation have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2) which also sets  | N  |



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|--------|--|--|--|--|
|        |  | reduction elements such as dropping the level of the road using embankments, noise reducing tarmac as well as substantial landscaping and tree planting.   | out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of a low noise road surface, cuttings, earth embankments and other physical features to reduce noise impacts during operation. The village of Ullenwood would realise a negligible effect of less than 1dB(A) with the scheme in operation in the Future Year (2041), along its southeast side. Along the northwest side facing onto the A436, properties would be subject to slightly larger noise increases of less than 3dB (not significant).  |  |
| 175.   | Noise and Vibration                                | Belief that an increase in traffic volumes on the A436 will exacerbate the adverse noise and vibration impacts which residents currently experience. Consultee fears for the structural integrity of their home due to the frequency and intensity of vibrations.              | The noise impacts of the scheme during construction and operation have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2) which also sets out the measures that Highways England proposes to mitigate adverse noise effects. ES Figures 11.3 and 11.4 are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. The A436, north of the proposed scheme, would be subject to negligible noise changes as a result of the scheme. The assessment finds that there would be no significant effects in relation to vibration, during operation or construction of the scheme.                 | N  |
| 176.   | Population and Human Health - Business and Tourism | Support for the proposed design for the Shab Hill to Cowley junction section as currently Cheltenham seems out of bounds, and employment for those based in Cirencester, Bisley and the Stroud direction is hindered due to the daily commute.                                 | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 177.   | Population and Human Health - Business and Tourism | Concern as the proposed scheme transects a working farm and carves through previously untouched land.  | ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the potential effect of the scheme on agricultural holdings. Where possible, Highways England has sought to reduce required land take and use areas of poorer quality land in preference to that of a higher quality.   | N  |
| 178.   | Population and Human Health - Business and Tourism | Conditional support raised for the A436 link road if there are no adverse impacts upon the Cotswold Hills Golf Club.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. As set out in ES Chapter 12 Population and Human Health (Document Reference 6.2), the Club would experience a negligible impact as a result of the scheme during construction. ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects. For example, access to the facility would be retained at all times.  | N  |
| 179.   | Population and Human Health - Community Impacts    | Would only have objections should the proposal for Alternative 2 as the preferred A436 link road affect access to and from the village of Elkstone.  | The existing access to Elkstone would not be affected by the scheme.   | N  |
| 180.   | Population and Human Health - Community Impacts    | Concern about how the Stockwell Farmland will be affected and whether the landowner will be compensated for this.  | Any affected landowners will be compensated by Highways England in line with the compensation code. Highways England has worked to ensure access to Stockwell Farm is maintained during both construction and operation of the scheme, minimising potential impacts where possible.  | N  |
| 181.   | Population and Human Health - Community Impacts    | Belief that alternative 3 would cut into Barber Wood, which is a vital community resource for Cheltenham dog walkers.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |
| 182.   | Population and Human Health - Community Impacts    | Belief that effectively replacing the Cowley roundabout a few metres away from its current location means that the objectives set of reducing rat-running and improving the lives of local communities have not been met; traffic will still be able to access the same roads. | An aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Highways England 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 Case for the Scheme (Document reference 7.1). Taking into account feedback received to the 2019 and 2020 public consultation, the Cowley Wood Lane would be stopped up to traffic (with access to local properties only) and would instead provide a WCH route. | Y  |
| 183.   | Population and Human Health -                      | Concerns raised that adequate noise, water and pollution modelling has not taken place, despite the section of road from Shab Hill to Cowley junction being moved closer to Cowley Village.  | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in   | N  |

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|--------|------------------------------------|---|--|--|
|        | Community Impacts                  |   | support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys, associated modelling and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.   |  |
| 184.   | Population and Human Health - PRow | Suggestion that the installation of a pathway from Stockwell junction to the Golden Heart Pub from the repurposed A417, which will encourage visits from tourists from the Cotswold Way.  | The Golden Heart Inn will be accessible from the Air Balloon Way and the surrounding Public Rights of Way network. Vehicle use of the access between Stockwell junction and the Golden Heart Inn would be limited. The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would allow walking, cycling and horse riding from the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond.  | Y  |
| 185.   | Population and Human Health - PRow | Belief that the proposed Stockwell Overbridge will solve the issues walkers face when crossing the A417 to access PRow.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 186.   | Population and Human Health - PRow | Concern about what provision will be made for pedestrians crossing the road due to the Gloucestershire way being re- routed to cross the A436 roundabout.   | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417. WCH groups could also cross the A417 using the safe crossing provided at Ullenwood junction.  | Y  |
| 187.   | Population and Human Health - PRow | Suggestion that the diverted Gloucestershire Way should have higher rights and there should be a Pegasus crossing where the Gloucestershire Way crosses the A436. Suggestion that the BHS are consulted with at a national level regarding the cost of fitting a Pegasus crossing.  | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417. WCH groups could also cross the A417 using the safe crossing provided at Ullenwood junction (without the need for a Pegasus crossing as suggested). ES Appendix 2.1 EMP Annex F Public Rights of Way (PRow) Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. The Plan has been developed in collaboration with a WCH Technical Working Group (TWG), representing local interest groups including the BHS.   | N  |
| 188.   | Population and Human Health - PRow | Suggestion of using Cowley Footpath 24 (ACY24) as access to the proposed green bridge.  | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change and how Highways England is delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting. There will also be a Grove Farm underpass to provide a safe crossing of the A417, which would be connected to PRow including Cowley footpath 24. | Y  |
| 189.   | Population and Human Health - PRow | Concern that the section of road from Shab Hill to Cowley junction severs the existing lane running from Barrow Wake to South Hill via Birdlip Radio station. Suggests a new cycle link between South Hill and Barrow Wakes/ Birdlip should be provided such as a cycle path alongside the road link to Birdlip under the proposed A417 route at the Shab Hill junction/ cycle route linking South Hill to the Cowley Lane over bridge. | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417 in addition to the provision of Cowley and Stockwell overbridges that would allow WCH groups to safely cross the A417. Access to and across Shab Hill junction would also be facilitated through the provision of rights of way joining the highway network. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | Y  |
| 190.   | Population and Human Health - PRow | Suggests the Viaduct at Shab Hill needs a segregated bicycle path especially underneath.  |  |  |
| 191.   | Population and Human Health - PRow | Suggests a pathway be provided alongside the main roads at Shab Hill junction, allowing walkers to pass under the new road to the road link to Birdlip. This will prevent walkers from taking a detour over Cowley Lane Overbridge to Birdlip Radio Station via Stockwell.  |  |  |

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|--------|------------------------------------|---|---|--|
| 192.   | Population and Human Health - PRow | Suggestion that a crossing of at least bridleway status at Shab Hill junction should be provided to link up the PRow and deliver a south west/north east route. Suggestion that the route through the junction could be used as a wildlife friendly underpass.                                      |   |  |
| 193.   | Population and Human Health - PRow | Concern that the Shab Hill junction will be busy and pose a risk to non-motorised traffic travelling between Rushwood and Birdlip. Suggestion that an alternative separated route is developed.   |   |  |
| 194.   | Population and Human Health - PRow | Hopes that a pedestrian pathway can be provided alongside the A436 link road.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes routes alongside the A436 link road within the scheme's DCO boundary.  | N  |
| 195.   | Population and Human Health - PRow | Suggestion of a PRow installed to follow the A436 link road from the A436 roundabout (Grid ref 93530 16125) to the minor road at (Grid Ref SO 94078 15661). Suggestion that this PRow proposal should be a landscaped path away from the carriageway and not a footpath along the side of the road. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes routes alongside the A436 link road and from the Ullenwood roundabout within the scheme's DCO boundary.  | N  |
| 196.   | Population and Human Health - PRow | Suggestion of upgrading the rarely used PRow Cowley Footpath 24 (ACY24).  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes provision for a Grove Farm underpass to provide a safe crossing of the A417, which would be connected to PRow including Cowley footpath 24.  | N  |
| 197.   | Population and Human Health - PRow | Suggestion that the route should include a restricted byway and an ORPA crossing.   | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417 in addition to the provision of Cowley and Stockwell overbridges that would allow WCH groups to safely cross the A417. Access to and across Shab Hill junction would also be facilitated through the provision of rights of way joining the highway network. Working with a WCH Technical Working Group, new sections of Byway Open to All Traffic would be created each side of the crossings to the south east and south west of Shab Hill junction instead of the suggestions made, to help provide more formalised routes that would still facilitate access to all non-motorised users. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. | Y  |
| 198.   | Population and Human Health - PRow | Would like to see any PRow which are affected by the new section of the A417 have underpasses or bridges so that they are not affected by dangerous road crossings, such as those currently exhibited around Birdlip.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes provision for safe crossings of the A417.  | N  |
| 199.   | Population and Human Health - PRow | Concern over the continuation of Public Rights of Way affected by the new route, especially the multi-user green roads.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | N  |
| 200.   | Principle of Development           | Alternative 2 as the preferred A436 link road is a good idea. The proposals mean there will be a local route into Cheltenham and towards Andoversford, which is preferable to having to join the A417 for one junction to get to Cheltenham.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 201.   | Principle of Development           | Support for the proposal as the access to Birdlip is good.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 202.   | Principle of Development           | Fully supportive of the proposed design for the section of road from Shab Hill to Cowley junction.  |   |  |
| 203.   | Principle of Development           | Support for the proposals as they are most suitable environmentally and for cost-effectiveness.   |   |  |
| 204.   | Principle of Development           | Support for the new design because it is much better and safer than current arrangements for entering and leaving the A417.   |   |  |
| 205.   | Principle of Development           | Support for the proposals because the new junction is quite a distance from the existing junction location (A417, A436) and as a result the Birdlip junction (B4070,  |   |  |

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|--------|--------------------------|--|--|--|
|        |                          | A417) will be able to join at a safer location (A417, A436, B470) and all users of the three routes will have superior access.   |  |  |
| 206.   | Principle of Development | Support for the proposals because it is the best option for environmental impact on the AONB.  |  |  |
| 207.   | Principle of Development | Respondent would prefer that a link road does not form part of the scheme.   | The A436 link road is required to retain connectivity between the A426 and the A417.   | N  |
| 208.   | Principle of Development | Objection to the scheme due to the loss of Stockwell farm which is a rural farmstead.  | Highways England 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. Engagement with landowners started during the route options consultation and will be ongoing through the scheme life cycle. Property and land affected by the scheme is subject to compensation in line with the compensation code and Highways England is in ongoing discussions with landowners on this matter.   | N  |
| 209.   | Principle of Development | Preference for Alternative 2 for the A436 link road.   | Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | N  |
| 210.   | Principle of Development | Preference for Alternative 1 for the A436 link road.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |
| 211.   | Principle of Development | Suggests that Alternative 1 should be the preferred A436 link road because it would have the advantage of re-using the current carriageway.  |  |  |
| 212.   | Principle of Development | Suggestion that Alternative 1 would be a more appropriate route as it would require a smaller budget.  |  |  |
| 213.   | Principle of Development | Concerns raised that Alternative 2 would not be good for the environment or traffic.   |  |  |
| 214.   | Principle of Development | Preference for Alternative 3 for the A436 link road  |  |  |
| 215.   | Principle of Development | Hopes that existing infrastructure will also be upgraded alongside the scheme.   | It is unclear what infrastructure is being referred to, however, the scheme would amend existing road infrastructure where necessary to tie into the scheme, such as junctions. The Air Balloon Way, for use as a walking, cycling and horse riding route, is an example of enhanced infrastructure for recreational visitors to the area.   | N  |
| 216.   | Principle of Development | Disputes the benefits of the scheme such as economic benefits, improved safety or reduced pollution.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document reference 7.1) submitted with the DCO application sets out how the benefits of the scheme are balanced against its adverse impacts, and how the scheme complies with the National Planning Statement for National Networks.   | N  |
| 217.   | Principle of Development | Suggestion of re-routing the traffic on to the A417 to Swindon and the A420 which is already a trunk route to Oxford and the east as it would return the A436 to its original use, save money on repairing the A436 and lessen the HGV traffic crossing the Cotswold AONB. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative routes have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 218.   | Principle of Development | Concern that the road infrastructure does not have adequate capacity to deal with the current level of surrounding growth.   | Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. The traffic modelling has taken into account projected growth in the surrounding area, including residential and employment developments and proposed transport network changes. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been assessed and designed to accommodate forecast 2041 traffic flows. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10). | N  |

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|--------|---|---|--|--|
| 219.   | Principle of Development                | Concerns that the link road will not address the majority of issues which led to its proposals and will have a devastating impact on the AONB and its flora/fauna.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 220.   | Principle of Development                | Concern that the proposals have been made based on budgets and that this may not be appropriate for the whole life of the scheme.   | The A417 Missing Link 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. The government has set a cost allocation for this scheme of £250 - £500 million in the context of competing demands for investment in other transport schemes and public services. As such, Highways England is aware that the scheme needs to represent value for money to taxpayers and deliver a return on investment.   | N  |
| 221.   | Principle of Development                | Concern that the level of destruction does not outweigh the outcomes of the scheme.   | The ES (Document Reference 6.2) assesses the impact of the scheme on the environment and sets out the proposals within the scheme to mitigate adverse impacts. Where adverse impacts would still occur, despite mitigation, this is identified. The Case for the Scheme (Document reference 7.1) submitted with the DCO application sets out how the benefits of the scheme are balanced against its adverse impacts, and how the scheme complies with the National Planning Statement for National Networks.<br>The DCO application will be subject to independent Examination, in which the benefits and the adverse impacts of the scheme will be considered against the National Policy Statement for National Networks and other relevant policy. This will inform the decision that will be made by the Secretary of State for Transport as to whether to grant the DCO.   | N  |
| 222.   | Principle of Development                | Suggestion that Route 12 is a more appropriate route. Concern that there is no alternative route in the event of a closure of the new road.   | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. Highways England recognises the concern over access in the case of emergency events requiring road closure. The proposed design would reduce the likelihood of incidents occurring, and the dual carriageway arrangement would also provide increased resilience for emergency vehicles attending incidents as the additional space would enable emergency vehicles to pass stationary traffic more easily. In addition, the relatively close spacing of the proposed junctions would allow emergency vehicles to access the opposite carriageway more easily. This would comply with the requirements of Highways England design standard IAN 68/06 which specifies that the distance between emergency access/egress points should not exceed 5km. | N  |
| 223.   | Principle of Development                | Suggestion that some budget should be spent on the mitigation of rat-running through local villages.  | 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. Highways England 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 Transport Report (Document Reference 7.10).  | N  |
| 224.   | Road Drainage and the Water Environment | Concerns about surface water runoff especially considering the flooding of Little Witcombe in 2007. Belief that all drainage should be inspected and improved as the scheme will result in more water entering the system.                        | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction. It is not expected that the scheme would cause an increased risk of flooding in Little Witcombe.  | N  |
| 225.   | Road Drainage and the Water Environment | Concerns that there is a lot of agricultural land within the area from Shab Hill to Cowley junction, therefore there is a suggestion that the water tables need to be taken into consideration and to ensure there are no problems in the future. | The drainage systems are designed to manage surface water and ensure no increase in flood risk to surrounding properties and land in the 1% chance flood event including a 40% increase to allow for future climate change. A groundwater conceptual model informed by site  |  |

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|--------|---|--|---|--|
|        |   |  | investigations has been used to undertake a robust assessment of groundwater quality and flows. Following the assessment, no significant negative impacts on groundwater quality and flows were identified.   |  |
| 226.   | Road Drainage and the Water Environment | Concern that recent works undertaken on the A436 have resulted in large puddles forming during bad weather with no effective drainage. A further belief that vehicles travel at high speed on this section of road, which presents a safety issue and makes it hard to cross the road on foot. These problems will be exacerbated if there is an increased volume of traffic as a result of this scheme. | The scheme is designed not to increase flood risk to properties in events up to and including the 1 in 100-year rainfall event. This includes an allowance of 40% to allow for future increases in rainfall due to climate change. The new A417 scheme will not make any pre-existing flooding issues on local roads worse in these events.   | N  |
| 227.   | Road Drainage and the Water Environment | Concerns that the lakes proposed within the scheme will not prevent Cowley Village from being flooded.   | The watercourse through Cowley is the River Churn. The tributaries affected by the scheme are from 1) Ullenwood Cricket Club/National Star College through Coberley and 2) Shab Hill through Coldwell Bottom. The basins and outfalls contributing to the River Churn catchment are those at the A436/Leckhampton Hill roundabout and near the new Shab Hill junction. These drainage systems and basins are designed to not increase the flood risk to downstream communities up to and including the 1 in 100-year event, taking in to account a 40% allowance for climate change. There is actually a small decrease in the total area contributing to the River Churn catchment as a result of the scheme. Please refer to ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) for more information. | N  |
| 228.   | Traffic and Transport                   | Support for the proposed design for the section of the road from Shab Hill to Cowley junction to become a dual carriageway because it will be a huge step forward, and the motorway-style slip road is a much safer option.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 229.   | Traffic and Transport                   | Support for Alternative 2 as the preferred A436 link road because it reduces the rat run through Brimpsfield.  |   |  |
| 230.   | Traffic and Transport                   | Support for the proposal of replacing the roundabout with a new roundabout as it avoids the dangerous T-junction at the top of Leckhampton Hill  |   |  |
| 231.   | Traffic and Transport                   | Support for Alternative 2 as the preferred A436 link road because it appears to be the best way to maintain traffic flow on both the A436 and A417.  |   |  |
| 232.   | Traffic and Transport                   | Supportive of the proposed design for the section of road from Shab Hill to Cowley junction as the simulator showed when driving from Brockworth to Cowley roundabout the journey time was halved, therefore showing the proposed scheme benefits drivers.   |   |  |
| 233.   | Traffic and Transport                   | Considers that the design to access Birdlip is a clever safety solution as the existing junction has always been a death trap.   |   |  |
| 234.   | Traffic and Transport                   | Support for alternative 2 as the preferred A436 link road. Belief that the improved A436 roundabout will provide better access from Leckhampton Hill.  |   |  |
| 235.   | Traffic and Transport                   | The proposed design for the section of road from Shab Hill to Cowley junction will make it easier to join the A417 from Birdlip. The removal of the dangerous turn leading South will also improve accessibility leaving the A417 into Birdlip.  |   |  |
| 236.   | Traffic and Transport                   | Support of the proposed design for the section of road from Shab Hill to Cowley junction as it will remove the traffic from Birdlip village, helping to reduce pollution, noise and hazards.   |   |  |
| 237.   | Traffic and Transport                   | The proposed design for the section of road from Shab Hill to Cowley junction will reduce the collisions and hopefully save lives.   |   |  |
| 238.   | Traffic and Transport                   | Support for Alternative 2 as the preferred A436 link road because it will reduce the traffic congestion and journey times for those travelling through Nettleton Bottom and the A436 roundabout.   |   |  |
| 239.   | Traffic and Transport                   | Support for Alternative 2 as the preferred A436 link road because it will provide accessibility to Cheltenham via Leckhampton Hill or the A436 and A435. This will also ensure that additional burden is not placed on the A46 Shurdington Road.   |   |  |
| 240.   | Traffic and Transport                   | Support of the proposed design for the section of road from the Shab Hill to Cowley junction as it reduces traffic on the through route.   |   |  |
| 241.   | Traffic and Transport                   | Support for the proposals as the Shab Hill junction will be secluded from view with an underpass for the link road. Support for the proposals for Cowley junction as the   |   |  |

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|--------|-----------------------|--|---|--|
|        |                       | half clover leaf layout utilised an existing underbridge. Support for proposals to reinstall avenues on the approaches of Stockwell Farm and Cowley Lane overbridges.  |   |  |
| 242.   | Traffic and Transport | Concern that during construction there is likely to be an increase in traffic on the old Birdlip Hill that runs down to the Witcomes road. Belief that there should be a constant measure be put in place to ensure that this traffic is limited and not speeding. Suggestions of traffic calming measures towards the bottom.   | Highways England is committed to keeping the A417 open to traffic, however acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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. | N  |
| 243.   | Traffic and Transport | Suggests that the preferred A436 link road should be speed-limited and signage should not direct traffic from the A417 this way.   | Signage and speed limits for the scheme would be in accordance with national highways standards.  | N  |
| 244.   | Traffic and Transport | Traffic calming schemes, in addition to the current light up signs and slow road markings would be welcomed as part of the scheme to slow down traffic on the A436.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The proposed scheme provides an upgraded and relocated Ullenwood junction but does not include any further upgrade works to the A436. The provision of traffic calming measures on the A436 and local roads is outside the remit of Highways England. Such matters are the responsibility of GCC, as the local highways authority; however, Highways England is working with GCC regarding local roads affected by the scheme.  | N  |
| 245.   | Traffic and Transport | Concern about the current A417 south bound slip road to the junction for Syde Elkstone and Winstone as it is dangerously short, and occasionally difficult to exit to Syde. Therefore, suggests examining what can be done to improve traffic safety for the junction for Syde Elkstone and Winstone as the proposed scheme will have an impact on the rest of the road. | The issue in relation to junctions on the A417 south of Cowley was raised by stakeholders at a number of consultation events. These junctions are outside the A417 scheme boundary and therefore have not been considered for enhancement as part of the scheme design. Highways England has noted the feedback received and will monitor the impact of the scheme at these junctions through its Post Opening Project Evaluation process. This process will identify if there is a need to undertake any subsequent action at these junctions.   | N  |
| 246.   | Traffic and Transport | Suggestion of including a bigger roundabout with more lanes to mitigate against an increase in traffic flow and longer journey times.  | All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.  | N  |
| 247.   | Traffic and Transport | Suggestion that signposts should be large enough to provide adequate warning for lane changing before junctions.   | Signage for the scheme would be in accordance with national highways standards.   | N  |
| 248.   | Traffic and Transport | Concerns that villages currently have no pavements which becomes incredibly dangerous when trying to walk through the villages.  | The provision of pavements on local roads is under the authority of GCC; however, Highways England is working with GCC regarding local roads affected by the scheme.  | N  |
| 249.   | Traffic and Transport | Concerns that the Cowley junction has no slip roads, and so due to the volume of traffic predicted this could make joining the A417 hazardous especially going south. Therefore, suggestion of including a speed limit on the A417.  | The new slip roads at Cowley and Shab Hill have all been designed to the latest standards for a dual carriageway. Vehicles would therefore be able to join and leave the national speed limit A417 safely at these junctions.   | N  |
| 250.   | Traffic and Transport | Suggests traffic counters on Stockwell Farm's access road to Cowley because this is the quantum of traffic which will likely be using Cowley Wood after works have taken place.  | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with GCC, the local authority, and relevant property owners.   | Y  |

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|--------|-----------------------|--|---|--|
| 251.   | Traffic and Transport | Concern as to why speed of traffic is considered to be so important within the proposed design for the section of road from Shab Hill to Cowley junction.  | The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the north to the south of England via the M5 and M4 motorways. While most of the route is dual carriageway, the three-mile stretch of single carriageway - known as the Missing Link - between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic. The Government's policy, as set out in the National Policy Statement for National Networks, is to bring forward improvements and enhancements to the Strategic Road Network that support further economic development and improve peoples' quality of life. One criteria of the appraisal of the scheme, and the extent to which it would be beneficial, is journey time savings. Please refer to the Case for the Scheme (Document reference 7.1) submitted as part of DCO application for further information. | N  |
| 252.   | Traffic and Transport | Concern that Alternative 2 will cause accidents as traffic joining at Shab Hill on a road junction will be competing with fast moving and heavy traffic along the A417 meaning people will be taking chances to pull out and so more accidents, therefore suggests that the consideration of Alternative 2 must be had against safety. | The new Shab Hill junctions are grade separated and joining the A417 will be via slip roads rather than a road junction. With a slip road, the traffic joining the A417 will be travelling at a speed similar to that of the A417 and so access will be easier and safer than the current situation. All slip roads have been designed to the latest highways design standards for a 70mph dual carriageway.  | N  |
| 253.   | Traffic and Transport | Suggests there be a parking area for walkers in the area surrounding the A436 link road.   | It is not proposed to provide a parking area adjacent to the A436 link road, however parking facilities for walkers would be available at Barrow Wake car park, at Crickley Hill Country Park and in a new area of parking to be provided at the eastern end of the Air Balloon Way.  | Y  |
| 254.   | Traffic and Transport | Would like to see access to the existing car park and viewpoint at Barrow Wake maintained.   | Access to the existing car park at Barrow Wake would be maintained.   | N  |
| 255.   | Traffic and Transport | Concerns that the design will increase journey times to the Golden Heart Public House.   | For vehicles travelling on the A417, there would be a decrease in journey times as a result of the scheme. This is because there would be increased capacity on the road which would reduce congestion and A417 traffic would no longer have to pass through the existing Air Balloon and Cowley roundabouts. This means that for those travelling to the Golden Heart Inn via the A417, a decrease in journey time could be expected with the scheme in place. For those travelling on the A436 in some scenarios there would be an increase in the journey time due to the increased distance required to travel to reach the A417, but there would be other benefits as a result of the scheme, such as improved journey time reliability.   | N  |
| 256.   | Traffic and Transport | Suggestion that speed limits need to be set at a reasonable limit to help people join the A417.  | The new slip roads at Cowley and Shab Hill have all been designed to the latest standards for a dual carriageway. Vehicles would therefore be able to join and leave the national speed limit A417 safely at these junctions.   | N  |
| 257.   | Traffic and Transport | Wishes to highlight that the loop of road at Cowley junction should not feature car parking.   | No car parking provision is included in the scheme design at Cowley junction.   | N  |
| 258.   | Traffic and Transport | Suggestion that Cowley junction could become hazardous for vehicles joining and exiting the A417, especially when travelling at high speeds in poor weather. Suggests that the road between the two junctions be a designated 50mph section to improve safety.   | The new slip roads at Cowley and Shab Hill have all been designed to the latest standards for a dual carriageway. Vehicles would therefore be able to join and leave the national speed limit A417 safely at these junctions.   | N  |
| 259.   | Traffic and Transport | Hopes that merger lanes will be of sufficient length and provide visibility to enable traffic to merge safely from the A436 link road onto the A417.   | Improving safety is one of the key objectives of this scheme. The new slip roads at Cowley and Shab Hill have all been designed to the latest standards for a dual carriageway. Vehicles would therefore be able to join and leave the national speed limit A417 safely at these junctions.   | N  |
| 260.   | Traffic and Transport | Support for any design for the A436 link as long as it stops traffic bottlenecks at Nettleton Bottom.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 261.   | Traffic and Transport | Concerns over safety as slow traffic leaving the new A417 with high speed traffic behind them will result in accidents and this should be mitigated against.   | The new slip roads at Cowley and Shab Hill have all been designed to the latest standards for a dual carriageway. Vehicles would therefore be able to join and leave the national speed limit A417 safely at these junctions.   | N  |



| Row ID | Topic                 | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|--|---|--|
| 262.   | Traffic and Transport | Suggests access roads should be designed to slow approaching traffic to Birdlip as currently there is a problem of traffic speeding.   | Highways England are currently in discussions with GCC on how the proposed new B4070 ties in with the local road network. Part of these discussions involve the route through Birdlip and how this can be managed in terms of speed limits after the scheme is constructed.   | N  |
| 263.   | Traffic and Transport | Suggestion that instead of implementing the proposed scheme, sequenced traffic lights are installed on the existing Air Balloon roundabout, because most delays occur from A417 traffic yielding to the A436.  | Highways England acknowledges that the Air Balloon roundabout is a constraint on the existing A417 and that this is a cause of delays on this section of the road. However, there are other aspects of the road that contribute towards the safety and congestion issues experienced by road users and which contribute to the need for the scheme. The A417 Missing Link currently suffers from a lack of capacity and both Cowley and the Air Balloon roundabouts operate over capacity with current traffic flows. These issues would be exacerbated in the future without any intervention. In addition, the A417 has an above average number of road traffic accidents that result in fatalities or serious injuries and as traffic flows increase this will only worsen. For these reasons, a more significant intervention than introducing signals at the Air Balloon roundabout is required. Please refer to the Case for the Scheme (Document reference 7.1) submitted as part of DCO application for further information.                                | N  |
| 264.   | Traffic and Transport | Suggestion that a direct link to the A40 should be included in the proposed scheme to avoid an increase in HGV movements on the A436 link road. This would reduce the adverse impacts of noise, vibration and pollution for residents on the A436. Implementing this would improve the health and wellbeing of residents living on the A436. | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, including a decrease in the proportion of HGVs, as vehicles would redistribute to the A417 following improvements to the road. No direct link to the A40 is proposed as part of the scheme. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 265.   | Traffic and Transport | Hopes that Alternative 2 as the preferred A436 link road will allow traffic for Cheltenham to follow the road to the Shab Hill Interchange.  | Traffic to and from Cheltenham will be able to access the Shab Hill junction via the A436 link road   | N  |
| 266.   | Traffic and Transport | Suggests that the run-up to Shab Hill junction will incur increased traffic, which may indicate the need for two lanes from Cheltenham roundabout to Shab Hill junction.   | The design of the link road from the new A436/Leckhampton Hill to Shab Hill would be two lanes in this direction to accommodate the predicted traffic flows.  | N  |
| 267.   | Traffic and Transport | Suggestion that there should be suitable signage and barriers on the entrance to single track village lanes to prevent commercial vehicles trying to cut through.  | An aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Signage for the scheme would be in accordance with national highways standards. The provision of traffic control measures on local roads is outside the remit of Highways England. Such matters are the responsibility of GCC, as the local highways authority; however, Highways England is working with GCC regarding local roads affected by the scheme.  | N  |
| 268.   | Traffic and Transport | Concerns about the A436 because it should not be classed as a link road as it is a major highway and therefore it should receive equal importance as the A417.   | The new section of the A436 between the upgraded and relocated Ullenwood junction and the Shab Hill junction is termed a link road because it links the existing A436 with the A417. The term is not intended to indicate any hierarchy and whilst the A436 is not part of the strategic road network, in the context of the scheme it is viewed by Highways England as of equal importance as the A417. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been assessed and designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.  | N  |
| 269.   | Traffic and Transport | A belief that whilst the scheme includes provisions for cyclists/walking, it will increase traffic on surrounding roads where there is a lack of provision or alternative routes for non-motorists (such as B4070, Slad, Leckhampton Hills, A436/A435, and further south on the A417/A419).  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling shows similar but smaller increases in traffic south of the scheme on the A419. The traffic modelling also shows that as a result of the scheme, there would be a decrease in traffic on the A436 and the A435 as vehicles would redistribute to the A417 following improvements to the road. On the local road network, the traffic modelling shows that there would be some decreases in traffic on the B4070 north of Birdlip and on Birdlip Hill/ Ermin Way and some increases on the B4070 south | N  |

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|--------|-----------------------|---|--|--|
|        |                       |   | <p>of Birdlip and on Leckhampton Hill. The extensive network of Walking, Cycling and Horse riding paths in the local area is maintained and added to as part of the scheme; including new crossing points over the A417 at the Cotswold Way crossing, the Gloucestershire Way crossing, the Cowley Overbridge and the Stockwell Overbridge.</p> <p>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). Details about walking, cycling and horse riding routes are reported in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4).</p>  |  |
| 270.   | Traffic and Transport | Concerns that the road at Crickley Hill is not suitable for heavy or fast traffic and further into Cheltenham; there should be concern about increased traffic on Leckhampton Road. | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be an increase in traffic on Leckhampton Hill, however the predicted traffic flows are below the existing capacity of the road. The majority of additional traffic on Leckhampton Hill as a result of the scheme is traffic that has rerouted from the A435. As such, changes in traffic flow further into Cheltenham as a result of the scheme are limited. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  | N  |
| 271.   | Traffic and Transport | Concerns that opposing flows to and from A436 to A417 (west) will cause an issue as they have at J10 M40 to A43.  | <p>The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. All new roads including slip roads, all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.</p> <p>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).</p>  | N  |
| 272.   | Traffic and Transport | Suggestion that the proposals need rethinking to ensure the A436/A40 are free-flowing and join up with the A417, as the A436 carries the bulk of traffic from the A40.              | The choice of Option 30 and Alternative 2 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 273.   | Traffic and Transport | Alternative 2 as the preferred A436 link road will put traffic strain on the Shab Hill junction, with traffic u-turning back towards Gloucester.                                    | All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.   | N  |
| 274.   | Traffic and Transport | Concern that the northern roundabout capacity insufficiency may result in flow conflicts and tailbacks onto A417 mainline, disrupting the flow on this route.                       | All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.   | N  |
| 275.   | Traffic and Transport | Concerns about a misunderstanding of the significance of the A436 and struggles to see how the A436 link road will be used to get to Oxford.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417  | N  |

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|--------|-----------------------|---|---|--|
|        |                       |   | <p>following improvements to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. Traffic heading from west of the scheme to Oxford can do so using the A417 and the existing A436 via the Shab Hill junction and the A436 link road.</p> <p>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).</p>   |  |
| 276.   | Traffic and Transport | There is concern that Alternative 2 as the preferred A436 link road attempts to solve too many problems, and that there will still be bottlenecks of traffic on the A436, especially at Leckhampton roundabout.   | <p>The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.</p> <p>The methodology and results of the traffic modelling are reported in Transport Report (Document Reference 7.10).</p>  | N  |
| 277.   | Traffic and Transport | Concern that Cowley junction will take traffic onto a single lane with no passing places and blind corners. Further concern that the lane will still be used as a rat-run route by traffic wanting to go to Oxford or Cheltenham.   | <p>Following on from the 2019 public consultation events and a review of local roads, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Cowley junction will still provide access to Brimpsfield and communities further west, The Golden Heart pub, the Air Balloon Way and Cowley Village via the Cowley Overbridge. The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be some increases in traffic on the roads towards Brimpsfield and communities further west in the scheme opening year of 2026 but by 2041, predicted traffic flows with the scheme in these locations are forecast to be below traffic flows without scheme.</p> <p>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).</p> | Y  |
| 278.   | Traffic and Transport | Concerns raised that the new Cowley roundabout will encourage greater levels of traffic upon the local road network into Cowley resulting in additional accidents and rat running. Suggestion raised that the Cowley Lane connecting to Keepers Lodge should be converted to a cul-de-sac to provide private access and reduce rat running. | <p>Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with GCC, the local authority, and relevant property owners.</p>  | N  |
| 279.   | Traffic and Transport | Suggestion raised that a slip road rather than a small roundabout at the junction would be preferable due to the traffic flow expected upon the route.  | <p>Slip roads provide access to and from the A417 are provided at both Shab Hill and Cowley junctions. These slip roads are connected to roundabouts that provide access to and from the surrounding road network. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.</p>   | N  |
| 280.   | Traffic and Transport | Concern that on the plans the roundabouts look too small for them to be easily negotiated by HGV's to maintain a good flow of traffic around them.  | <p>All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.</p>   | N  |

| Row ID | Topic                 | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|--|--|
| 281.   | Traffic and Transport | Objection against the Brimpsfield /'Cowley' roundabout because it is no longer necessary. Suggestion of reverting to a simple access as it will only take Brimpsfield traffic, therefore, should be treated the same as the other lead on/off country villages. Suggestion that planners should drive the lanes, and up the A417. | Following on from the 2019 public consultation events and a review of local roads, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Cowley junction will still provide access to Brimpsfield and communities further west, The Golden Heart pub, the Air Balloon Way and Cowley Village via the Cowley Overbridge. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.  | Y  |
| 282.   | Traffic and Transport | Concerns that Alternative 2 as the preferred A436 link road will result in the B4070 becoming the primary route between Stroud and Cheltenham, which will increase traffic on narrow roads and encourage entry onto the difficult Slad Road turning into Stroud. Suggestion that Alternative 3 would somewhat discourage this.    | The choice of Option 30 and Alternative 2 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The B4070 is currently one of the primary routes between Stroud and Cheltenham and would remain so with the scheme. The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be some increases in traffic on the B4070.<br><br>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  | N  |
| 283.   | Traffic and Transport | Concerns that the proposed Shab Hill junction will create another 'choke-point' for traffic, because the B4070 is used significantly as a commuter route to Cheltenham from surrounding areas.  | All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.   | N  |
| 284.   | Traffic and Transport | Concerns about congestion on the A436 to Seven Springs will not be improved, questions what will be done to manage construction needs to be shown.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436 and through Seven Springs roundabout, as vehicles would redistribute to the A417 following improvements to the road. The proposed scheme provides an upgraded and relocated Ullenwood junction but does not include any further upgrade works to the A436. Highways England is committed to keeping the A417 open to traffic, however acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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.<br><br>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 285.   | Traffic and Transport | Concerns over traffic joining at the Shab Hill junction as increased traffic volumes will cause queuing on the new roundabout and link road during rush hour and this will cause more accidents. Suggestion that speed should be restricted to 50mph.   | Improving safety is one of the key objectives of this scheme. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The proposed speed limit for the A436 link road is 60mph.   | N  |
| 286.   | Traffic and Transport | Concerns about traffic congestion caused by traffic queuing at Leckhampton Hill roundabout. Suggests an explanation is needed for how to solve the problem of congestion.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041   | N  |

| Row ID | Topic                             | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------------------|---|---|--|
|        |                                   |   | traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.  |  |
| 287.   | Traffic and Transport             | Suggests consideration needs to be had in managing traffic flows during peak times.   | The traffic modelling undertaken by Highways England assesses peak period traffic and the scheme has been designed to accommodate predicted 2041 peak period traffic flows. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  | N  |
| 288.   | Walking, Cycling and Horse Riders | Suggestion that there should be a Segregated Bicycle Path under the Elevated Viaduct at Shab Hill junction as it creates a safe way for people to go under the A417.  | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417. Cyclists could also cross the A417 using the Cowley or Stockwell overbridges, or navigate the Shab Hill junction via the B4070.  | Y  |
| 289.   | Walking, Cycling and Horse Riders | Support for the proposed design for the section of road from Shab Hill to Cowley junction because it will improve road safety for WCH. In this area in particular Birdlip Hill has problems with non-local car traffic attempting to overtake cyclists travelling in both directions. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 290.   | Walking, Cycling and Horse Riders | Supports the inclusion of overbridges as from a cyclist's point of view crossing the road from the east to the west is maintained.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 291.   | Walking, Cycling and Horse Riders | Query raised seeking to understand what additional mitigation measures will be provided to improve cyclist safety at Cowley junction to deal with increased traffic volumes.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. Users at Cowley junction wishing to cross the A417 can do so without navigating Cowley junction by utilising the existing underpass which is to be retained. A WCH route would also be retained through Cowley Wood Lane.   | N  |
| 292.   | Walking, Cycling and Horse Riders | Support for the proposals as severance appears to be minimal but concern that attempts to reduce the number of crossings to save money must be firmly resisted.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | Y  |
| 293.   | Walking, Cycling and Horse Riders | Concerns that the increased traffic onto Leckhampton Hill will extend damage on the network of WCH routes along the road from the A436 past Ullenwood via Leckhampton into Cheltenham.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area. A safe bridleway connection is proposed to connect Leckhampton Hill to the Ullenwood roundabout and Cotswold Way crossing via Cold Slad but works to the A436 past Ullenwood are otherwise outside of the scope of the scheme.  | Y  |
| 294.   | Walking, Cycling and Horse Riders | Concern that if crossing the green bridge is unsuitable for non- motorised traffic this could be diverted over the Crickley Hill nature reserve.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 295.   | Walking, Cycling and Horse Riders | The 'service road' should be accessible to walkers and cyclists, and a link should be provided from here to the green bridge, so that cyclists do not need to use the new roundabout.   |   |  |
| 296.   | Walking, Cycling and Horse Riders | Suggestion that the Gloucestershire Way should be preserved here.   | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417 in addition to the provision of Cowley and Stockwell overbridges that would allow WCH groups to safely cross the A417. Access to and across Shab Hill junction would also be facilitated through the provision of rights of way joining the highway network. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. | Y  |
| 297.   | Walking, Cycling and Horse Riders | Suggests that the Segregated Bicycle Path could have a Section installed on the Southern Section of the small traffic circle roundabout at Cowley junction then there would be a partial Protected Bicycle Path.  |   |  |
| 298.   | Walking, Cycling and Horse Riders | Suggests the crossing of slip road from Shab Hill to Cowley junction should include an island so people can look at one direction of traffic at a time.   |   |  |

| Row ID | Topic                             | Matters raised in response to 2019 statutory consultation in relation to the 'Shab Hill to Cowley junction' section of the scheme  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------------------|--|---|--|
| 299.   | Walking, Cycling and Horse Riders | Suggestion that Shab Hill junction should have a segregated crossing point for non-motorised users.  |   |  |
| 300.   | Walking, Cycling and Horse Riders | Suggestion that there needs to be east-west access for horse riders and cyclists to connect with the lane going north past Rushwood kennels, which links onto other bridleways.  |   |  |
| 301.   | Walking, Cycling and Horse Riders | Suggestion that the paths at Rushwood Kennels could be connected to the north of the A417 from the Shab Hill junction to the Cowley Lane overbridge to create a safe separate route for non-motorised traffic.   |   |  |
| 302.   | Walking, Cycling and Horse Riders | Suggestion that the new underpass should provide a segregated off-road path to cross the A417.   |   |  |
| 303.   | Walking, Cycling and Horse Riders | Suggestion that the overbridge for Cowley Lane and Stockwell Farm must have a pedestrian pavement to link the footpaths in the area.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes Cowley and Stockwell overbridges with segregated provision for walking, cycling and horse riding which would connect into the wider PRow network in the area.  | N  |
| 304.   | Walking, Cycling and Horse Riders | Suggestion that there should be a safe footpath and cycle path along Leckhampton Road into town.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes segregated provision for walking, cycling and horse riding at Leckhampton Hill where it joins the Ullenwood roundabout and Cold Slad. Areas further north are outside of the scope of the scheme.  | N  |
| 305.   | Walking, Cycling and Horse Riders | Concerns over loss of the existing track running northwards from the Radio Station towards the A436 and Ullenwood as it is currently a popular route for cyclists coming from Leckhampton Hill towards Cranham that avoids any main roads.   | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417 in addition to the provision of Cowley and Stockwell overbridges that would allow WCH groups to safely cross the A417. Access to and across Shab Hill junction would also be facilitated through the provision of rights of way joining the highway network. Working with a WCH Technical Working Group, new sections of Byway Open to All Traffic would be created each side of the crossings to the south east and south west of Shab Hill junction, to help provide more formalised routes that would still facilitate access to all non-motorised users. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. | Y  |
| 306.   | Walking, Cycling and Horse Riders | Concern over how the new tarmac link to the southernmost end of the northern part of the severed 50852 and the new northern roundabout of the proposed Shab Hill Interchange will safely serve the requirements of non-motorised recreational traffic passing under the new A417 at the Interchange. |   |  |
| 307.   | Walking, Cycling and Horse Riders | Concerns about the lack of proposals at Shab Hill junction for walkers, runners, cyclists and horse riders to cross the new route from Birdlip B4070 towards Rushwood Kennels and cattery northwards.  | Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley overbridge. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.  | N  |

**Appendix Table 7.1C - Summary of matters raised by section 47 consultees in relation to the 'repurposing the A417' section of the scheme and the Highways England response**

| Row ID | Topic                 | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|---|--|
| 1.     | Anti-Social Behaviour | Belief that repurposing the existing A417 is an excellent use of the old road. It must be ensured that it does not attract anti-social behaviour, motorbikes and street races.  | The re-purposed A417 would be a Restricted Byway, meaning that it would be open to non-motorised traffic (such as carriages). However, measures to prevent inappropriate use by motorised vehicles would need to be considered at the detailed design and construction stage of the scheme. The use of the re-purposed A417 for illegal activities or anti-social behaviour would be monitored and managed by Gloucestershire police and Gloucestershire County Council (GCC).  | N  |
| 2.     | Anti-Social Behaviour | Suggests that the existing A417 route, if not required, should be removed to prevent anti-social behaviour.   |   |  |
| 3.     | Anti-Social Behaviour | Suggestion that the car park should be relocated at the top of the existing road, so people have to walk down to the viewing point to prevent anti-social behaviour. Suggestion that fly-tipping issues should be addressed.  | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and GCC. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information. | Y  |
| 4.     | Anti-Social Behaviour | Support for the proposals but concern raised that the re- purposed A417 may be used by travellers for extended periods of time if there is parking or space available to park in.   | While Highways England recognises concerns relating to anti-social behaviour, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and GCC. However, the design of the scheme could provide a benefit in relation to this issue. Further to consultation comments received in response to the 2019 and 2020 public consultations, it is now proposed to provide a smaller area of parking for disabled users adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. Following completion of the scheme, the re-purposed A417 would be managed and maintained by GCC, and this includes responding to occupation of the site by travellers.  | N  |
| 5.     | Biodiversity          | Suggestion of making the re-purposed A417 into a wildlife corridor so it cannot be built on in the future.  | The existing A417 will be detrunked and will no longer be open to vehicles except a small section for residential access. The repurposed A417 will form the new Air Balloon Way, a 5m wide walking, cycling and horse riding route. The remaining tarmac will be broken up, removed and replanted to create wider verges of calcareous grassland, trees, hedges and shrubs which will create a wildlife corridor and provide foraging and commuting habitat for bats, barn owls (and other bird species), reptiles, badgers and invertebrates. Environmental Statement (ES) Figure 7.11 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 ES Chapter 8 Biodiversity (Document Reference 6.2).The existing A417 would be de-trunked.            | N  |
| 6.     | Biodiversity          | Highlights the opportunity to enhance biodiversity when repurposing the existing A417.  |   |  |
| 7.     | Biodiversity          | Suggestion that a strip of woodland bordering the road on either side would provide wildlife habitats and enhance user- experience.   |   |  |
| 8.     | Biodiversity          | Support for the proposals but suggestion that visual inter- connectivity is ensured, and wildlife is prioritised with wildlife refuge areas.  |   |  |
| 9.     | Biodiversity          | Considers re-purposing of the A417 to be an excellent idea and can provide compensatory measures, including possible biodiversity net gain.   | Highways England acknowledges the range of views expressed, including those received in support of the project.   | N  |
| 10.    | Biodiversity          | Re-greening the existing route is the best way to balance the environmental damage done by carving into the escarpment. Re-greening for health and leisure pursuits is important, but eco-diversity should be a primary concern. The cost to the environment must be balanced and all opportunities to create new habitats should be taken. | Highways England is working hard to maximise biodiversity improvements on the land that is available. The scheme landscape and planting design focuses on the creation of priority habitat, in particular lowland calcareous grassland. Large areas of calcareous grassland are created to the north of the scheme which link to widened calcareous grassland verges on the new Air Balloon Way to act as habitat stepping stones between the Barrow Wake and Crickley Hill units of the SSSI. Overall, there will be a gain of approximately 72.88ha of calcareous grassland, including road verges of the new A417, which will benefit rare invertebrate species associated with the SSSI and other pollinators in the area. Full details on the assessment on invertebrates and mitigation such as the habitat stepping stones is detailed in ES Chapter 8 Biodiversity (Document Reference 6.2)     | N  |
| 11.    | Biodiversity          | Suggestion that the repurposed A417 should contribute towards tackling the climate crisis by rewilding and supporting pollinators.  |   |  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme                            | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|--|--|
| 12.    | Biodiversity | Suggestion that dry-stone walls could be replaced with trees and hedges to provide habitats for wildlife and stabilise the land.                     | The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This includes restoring and enhancing landscape features, typical to the area, such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. It also includes ecological design features such as creating habitat and wildlife crossings, linking and restoring locally important habitats, as well as providing habitat for rare and protected local wildlife. The landscape-led approach has allowed design interventions on all aspects of the scheme to reduce its impact on the landscape and visual resource, with the careful location and sensitive design of structures and use of locally appropriate materials. This approach is set out in the Design Summary Report (Document Reference 7.7).   | N  |
| 13.    | Biodiversity | Concern that a satisfactory solution should be found to facilitate multi-user routes that are not detrimental to wildlife.                           | Existing verges would be enhanced or replaced to provide wide calcareous grassland verges with hedges and trees which will restore habitat connectivity in an east to west and north to south direction for wildlife, providing foraging and commuting habitat for wildlife. The re-purposed A417 would be wide enough to provide grassland verges with hedge and tree planting to provide safe refuge for wildlife with the walking cycling and horse riding routes restricted to a designated path.  | N  |
| 14.    | Biodiversity | Suggests that the existing A417 be restored for wildlife without the disturbance of PRow users, except where current footpaths cross.                |  |  |
| 15.    | Biodiversity | Concern that the bridge will adversely impact protected species at Stockwell Farm.   | The overbridges at Stockwell and Cowley have been designed to include green verges and native species hedgerows to provide a safe crossing point for wildlife in the area, particularly bats but also badgers and barn owl.  | Y  |
| 16.    | Biodiversity | Highlights the need for wildlife-friendly tunnels situated underneath the new road, to minimise the number of animals dangerously crossing the road. | The use of wildlife culverts as wildlife crossings are included within the scheme design to maintain connectivity for animal dispersal across the landscape and reduce wildlife use of the road. Three wildlife culverts specifically for badgers will be constructed to provide safe crossing points underneath the new road at Shab Hill junction South, Shab Hill side road and south of Stockwell bridge where badger territories are crossed by the new road. There is also a proposed new bat underpass near Dog Lane to maintain foraging routes, and an underpass at Grove Farm will provide a safe crossing point for wildlife also. The Gloucestershire Way crossing and Stockwell and Cowley overbridges will also provide safe crossing points across the new road. Tree and hedgerow planting, badger fencing and Cotswold stone walls will help to direct wildlife to these safe crossing points. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 17.    | Climate      | Concern about how this project contributes to achieving the Carbon Neutral goals which are set by county and the national government.                | <p>The net-zero ambition is set out in recent amendments (July 2019) to the Climate Change Act 2008. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. Highways England recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.</p> <p>Highways England is required by the National Policy Statement for National Networks (NPSNN) to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations. The chapter includes a summary of the relevant legislation and national and</p> | N  |



| Row ID | Topic              | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme                            | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|--|--|
|        |                    |  | local policies that have been used to guide the assessment. The assessment finds that the construction and operation of the scheme would have no likely significant effect on climate.   |  |
| 18.    | Consultation       | Suggestion of consulting with wildlife conservation groups and the information given is acted upon.  | As identified in the Consultation Report (Document Reference 5.1), Highways England has consulted with Gloucestershire Wildlife Trust and Natural England, as well as other relevant local organisations, on issues relating to wildlife. This consultation has helped to inform the assessment of the scheme's impact on wildlife and to inform mitigation proposals.   | N  |
| 19.    | Consultation       | Suggestion of an engagement officer to help publicise and encourage use of the re-purposed A417.   | The suggestion is noted. As set out in ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4), a public liaison officer will be appointed during the construction of the scheme to provide ongoing dialogue with stakeholders and members of the public. Upon completion of the scheme, the re-purposed A417 would be managed and maintained by GCC.   | N  |
| 20.    | Consultation       | Concern that many of the details in the consultation were contradictory e.g. Birdlip and Cowley access.  | Carrying out pre-application consultation is a statutory requirement of the Planning Act 2008. Highways England consulted with the relevant local planning authorities - GCC, Tewkesbury Borough Council and Cotswold District Council - about the plans for the consultation and had regard to their comments, as set out in Chapter 5 of the Consultation Report (Document Reference 5.1). Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020. In response to concerns expressed about some aspects of the proposals, amendments have been made, including to proposals for Cowley Junction and to those affecting Birdlip village. The Consultation Report (Document Reference 5.1) has been prepared to demonstrate that Highways England met the requirements of the legislation and that Highways England has had regard to the comments received during consultation. The Planning Inspectorate will consider whether Highways England has met its statutory consultation duties when it determines whether or not to accept the DCO application for examination. | N  |
| 21.    | Economics          | Hopes that the repurposing of the existing A417 does not lessen in quality or get removed from the scheme in an attempt to reduce overall costs.     | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.   | N  |
| 22.    | Economics          | Concern that re-purposing the existing A417 will not be value for money.   | The cost of re-purposing has been included in the economic assessment of the scheme, which shows that the scheme overall provides good value for money. This is reported in the Case for the Scheme (Document reference 7.1).  | N  |
| 23.    | Economics          | Concern that the green bridge will be expensive, and money should be spent on improving traffic flow instead.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y  |
| 24.    | Economics          | Suggestion raised that the cost of the scheme should be reallocated to improve public transport networks between Cheltenham, Gloucester and Swindon. | Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 25.    | Economics          | Hopes that there will be sufficient budget for the management of the repurposed A417 in the future.  | The responsibility for the management and maintenance of the repurposed A417 would transfer to the local authority following completion of the works. And therefore, budget appropriate budget allocation would be the responsibility of the local authority.  | N  |
| 26.    | Engineering Design | Supports the repurposing of the existing A417 and returning the surfaces to their natural conditions by removing all hard surfacing.                 | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |

| Row ID | Topic              | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|---|--|
| 27.    | Engineering Design | The access to surrounding villages appears good.   |   |  |
| 28.    | Engineering Design | Support of the proposals to re-purpose the existing A417.  |   |  |
| 29.    | Engineering Design | Supportive of repurposing the A417, however, there needs to be available access to the Stroud road through Birdlip Village.  | As part of the proposals for the scheme, access is available to the Stroud road through Birdlip. Repurposing the A417 will create a new traffic-free footpath, cycleway and bridleway route (incorporating significant associated local planting) that will contribute to achieving the A417 Scheme Vision. This includes delivering landscape and wildlife benefits, improving local communities' quality of life and enhancing visitors' enjoyment of the AONB landscape that will contribute to the health of the local economy.   | N  |
| 30.    | Engineering Design | Suggestion that the historic route into Birdlip should be reopened via Ermin Way to improve access for the village and reduce traffic on Shab Hill junction.   | It is not proposed to open up the existing section of Ermin Way to vehicular traffic due to concerns over rat-running and the associated impact on residences and other properties including the primary school.  | N  |
| 31.    | Engineering Design | Suggestion that on the repurposed A417 section the road is kept open for traffic between the Cowley roundabout and the Birdlip to Shab Hill junction link road with a small roundabout at the junction between the retained section and the new link road to minimise delays and preserve business for the Golden Heart Inn. Suggestion that this may reduce the cost of the scheme. | It is not proposed to open up the existing section of the A417 to vehicular traffic due to concerns over rat running. The section of the existing a A417 between the Golden Heart Inn and the turning to Stockwell would be downgraded to a 4.5m carriageway with adjacent Walking, Cycling and Horse riding (WCH) route. This would provide safe WCH connectivity between Birdlip and the Golden Heart Inn. There are no plans to connect this section of road to the Shab Hill to Birdlip link road.  | N  |
| 32.    | Engineering Design | Would like to see the existing A417 retained so that local traffic can continue to use existing connecting roads.  | The suggestion is noted however it is not proposed retain the existing A417 for local traffic. The repurposing of the existing A417 would provide a valuable amenity for visitors including walkers, cyclists and other non-motorised users. The corridor would be enhanced with carefully selected landscape proposals. Routes via Shab Hill and Cowley junctions would provide access for local traffic.  | N  |
| 33.    | Engineering Design | Support that the plan to add natural features to the road will benefit locals and tourists but suggestion that should the route be available to motorised vehicles that speed limit should be kept to 30 mph.  |   |  |
| 34.    | Engineering Design | Suggestion that the existing road should be kept open at least from Cowley junction to the Shab Hill link with two lanes kept open along the length, with a link to the new A436 roundabout. Existing wide grass verges and the redundant third lane should be repurposed.   |   |  |
| 35.    | Engineering Design | Suggestion that the existing A417 should be left for local traffic with the inclusion of a pedestrian or cycle lane and 'green' the road as this would be a more environmentally friendly option than creating an extra stretch of road alongside the new A417 and large roundabout at Shab Hill.  | Approximately 3km of the existing A417 will be detrunked and become a new pedestrian, cycle and horse riding route with additional planting of woodland, trees, hedgerow and species-rich grassland. This route will connect to the existing footpath network linking Barrow Wake down to the Golden Heart Inn. The additional stretch of road i.e. the new A417 route is required as the existing A417 cannot take the capacity of traffic at present and the roundabout at Shab Hill is required as part of the proposals in order to accommodate the traffic numbers. De-trunking the existing A417 brings about environmental benefits and increases access to the countryside for locals and visitors to the area. | N  |
| 36.    | Engineering Design | Suggestion that access into Birdlip village needs to be maintained.  | Access to Birdlip would be maintained and would be provided by the B4070 Link Road between Shab Hill junction and Birdlip.  | N  |
| 37.    | Engineering Design | Suggestion that the road should be left open for movement of local traffic from the villages on one side of the A417 to Stroud; as an emergency route for public services to attend accidents; and in case of road maintenance or closures.  | Concern over access for emergency services to access to the A417 is noted. The proposed design would address the existing safety issues and therefore reduce the likelihood of incidents that require emergency vehicle access happening. The dual carriageway arrangement would also provide increased resilience for emergency vehicles attending incidents as the additional space would enable emergency vehicles to pass stationary traffic more easily. In addition, the relatively close spacing of the proposed junctions would allow   | N  |

| Row ID | Topic              | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme                            | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|--|--|
|        |                    |  | emergency vehicles to access the opposite carriageway more easily as well as enabling access from local roads. This would also assist during maintenance activities.   |  |
| 38.    | Engineering Design | Concern that proposals are a method of deflecting from environmental damage that will be caused, with no means of mitigating against it.             | The ES (Document Reference 6.2) submitted with the DCO application sets out an assessment of the effects of the scheme on the environment and identifies mitigation and enhancement measures designed into the scheme. The information in the ES (Document Reference 6.2) will be considered by the Planning Inspectorate during the Examination of the scheme.  | N  |
| 39.    | Engineering Design | Suggestion that access, lighting, CCTV and ANPR should be incorporated to ensure public safety.  | Following concerns raised about anti-social behaviour at Barrow Wake carpark it is now proposed to route the B4070 via the entrance to Barrow Wake carpark and along the existing road to Birdlip. A small roundabout to be constructed in the current location of the T-junction, which would provide passive surveillance to Barrow Wake and also anti-social behaviour on the road to Birdlip. The roundabout would also act to calm traffic speeds on this section of road as well as deterring use of the road by large goods vehicles. The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies. Therefore the scheme including Barrow Wake Car Park will not be lit, to reduce the amount of light spillage to the Dark Skies area. Proposals for provision of CCTV, ANPR and other measure relating to Barrow Wake Car Park are a matter for GCC, Gloucester Wildlife Trust and the police to agree. | N  |
| 40.    | Engineering Design | Concern over what the 'improved access to Barrow Wake Car Park' will consist of.   | Barrow Wake car park will be environmentally upgraded with new surfacing, car park bays, interpretation features and additional tree planting. The route to the car park will be much shorter due to the rearrangement of the local road system and this will increase natural surveillance of the car park area. The idea of the environmental upgrading is to make this important local feature more attractive for people and families to use.  | N  |
| 41.    | Engineering Design | Suggestion that the surface should be resurfaced with rolled macadam or some other similar surface suitable for non- motorised recreational users.   | Suggestion that both these new links should be constructed with a rolled unsealed macadam surface is noted. Details of the type of surfacing would be confirmed during the detailed design stage of the scheme.  | N  |
| 42.    | Engineering Design | Suggestion that there should be suitable provision for emergency services and air ambulance landing facilities.                                      | The proposed design would reduce the likelihood of incidents requiring the emergency services from occurring, however the dual carriageway arrangement would also provide increased resilience for emergency vehicles attending incidents as the additional space would enable emergency vehicles to pass stationary traffic more easily. In addition, the relatively close spacing of the proposed junctions would allow emergency vehicles easier access as well as enabling access from local roads. This would comply with the requirements of HE design standard IAN 68/06 which specifies that the distance between emergency access/egress points should not exceed 5km. Access to Birdlip would be possible via the B4070 Link Road. There are no plans to provide dedicated Air Ambulance landing facilities as part of the scheme however opportunities to land are available at several locations along the route.                            | N  |
| 43.    | Engineering Design | Suggestion of using the existing A417 as a slip road taking vehicles directly onto the A436 roundabout, as it would be easier for HGV's to navigate. | A review of a more direct route was undertaken during design development however it was concluded that this would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417 road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill.   | N  |
| 44.    | Engineering Design | Query raised as to the proposed width of the green bridge and as to whether bridge crossing would be constructed prior to the new A417 being opened. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y  |

| Row ID | Topic              | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|---|---|--|
| 45.    | Engineering Design | Support for the proposals to keep the route open with suggestion that it should be wide enough for carriage users. Suggestion that horsebox parking should be included at the start of the section to support access.   | The proposed repurposed A417 would be accessible to carriages. Further to consultation comments received in response to the 2019 public consultation, it was proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the Stockwell turning, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  | Y  |
| 46.    | Engineering Design | Support for the proposals but suggestion that access between the green bridge and Cold Slad Lane could be incorporated.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 47.    | Engineering Design | Concern that the proposal for the re-purposing of the existing A417 is too meandering.  | As part of the preferred route the existing A417 would be repurposed as part of wider proposals to provide a network of interconnected Public Rights of Way (PRoWs) and connectivity for walkers, cyclists and horse riders has been a key consideration. As a result of consultation an additional walking, cycling and horse riding (WCH) route has been proposed which would provide connectivity between PRoWs to the east of the scheme and those on the west of the route. This would be provided by a dedicated WCH route via the proposed Gloucestershire Way crossing and would run adjacent to the B4070 link road before connecting with the repurposed A417 at Barrow Wake. In addition, a WCH route is proposed along the escarpment up Crickley Hill adjacent to the proposed A417. This would be provided via Dog Lane and the link to Cold Slad. On the repurposed section of the A417 it is proposed, where possible, to make use of the existing surfacing for the cycle and pedestrian element. Whilst not completely straight it would connect to Cold Slad Lane via the proposed Cotswold Way crossing to provide an attractive route for users. | Y  |
| 48.    | Engineering Design | Suggestion that a minimal proportion of the budget should be spent on repurposing as reduction in use will cause natural to naturally reclaim edges. Concern that the route should not be narrowed as retaining a wide enough area for passage will be difficult. | The proposed repurposing of the A417 would form part of the wider landscaping proposals. As part of these proposals the road would be narrowed and existing hedgerows enhanced with planting however a 5m wide Walking, Cycling and horse riding corridor would be retained. Some of the existing road would be retained to provide local access however it would be downgraded. The corridor would be maintained by the local authority to ensure it does not become overgrown.  | N  |
| 49.    | Engineering Design | Concern over what type of surface will be used.   | It is proposed, where possible, to make use of the existing surfacing for the cycle and pedestrian element of the repurposed A417. For the horse riding element, it is proposed to provide a softer surfacing which would be suitable for horses. The exact specification for this would be confirmed during the detailed design stage. Where the corridor is to be landscaped the existing surface would be removed.   | N  |
| 50.    | Engineering Design | Suggestion that a tunnel should be constructed from the end of the A417 dual carriageway to the dual section of the Brockworth bypass to create a shorter route and avoid disturbing AONB and SSSI.   | Tunnel options have been considered as part of route options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.  | N  |
| 51.    | Engineering Design | Suggestion that provision is made for additional parking for the users of the re-purposed A417.   | Further to consultation comments received in response to the 2019 public consultation, it was proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the Stockwell turning, and other vehicles including horseboxes would have access to a second   | Y  |

| Row ID | Topic                        | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme                  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|------------------------------|--|--|--|
|        |                              |  | parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  |  |
| 52.    | Engineering Design           | Suggests that sections of the repurposed A417 which are retained should not be narrowed.   | The existing section of the A417 between Cowley junction and the Golden Heart Inn would be reduced to 6.0m to encourage lower speeds and facilitate use by pedestrians, cyclists and equestrians. The section between the Golden Heart Inn and the turning to Stockwell would be further narrowed to a 4.5m carriageway with an adjacent Walking, Cycling and Horse riding (WCH) route. This would provide safe. WCH connectivity between Birdlip and the Golden Heart Inn.  | N  |
| 53.    | Engineering Design           | Suggestion that there should be no white markings so as to retain a countryside character.   | No white lining is proposed on this section.   | N  |
| 54.    | Landscape and Visual Effects | Concern about shrubs obstructing the walking/cycling route. It is essential re-purposing A417 includes sufficient measure to prevent this. | ES Appendix 2.1 EMP Annex D Landscape and Ecological Management Plan (LEMP) (Document Reference 6.4) would be produced following the approval of the DCO. ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) would ensure responsibilities and commitments are carried out to support appropriate ongoing management of the landscape and ecological planting.  | N  |
| 55.    | Landscape and Visual Effects | Supports re-purposing the A417 as it makes the route more accessible and allows users to take in the view and landscape                    | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 56.    | Landscape and Visual Effects | Supports re-purposing the A417 as it will improve connection to Crickley Hill and make it safer for walkers.                               |  |  |
| 57.    | Landscape and Visual Effects | Repurposing the existing A417 is a good alternative use; as much open countryside and green space should be utilised as possible.          |  |  |
| 58.    | Landscape and Visual Effects | Support for the proposals as an opportunity for positive action to increase the woodland offer in the region.                              |  |  |
| 59.    | Landscape and Visual Effects | Support for proposals as vegetation and dry-stone walls will suit the Cotswold landscape.  |  |  |
| 60.    | Landscape and Visual Effects | Concern that the money and effort which is spent on repurposing the A417 should be spent on mitigating the impacts to the AONB.            | Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. The de-trunking of the A417 is an integral part of the scheme and has been proposed to bring about further landscape, wildlife and heritage benefit and enhancement to the AONB. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). | N  |
| 61.    | Landscape and Visual Effects | Suggestion raised that the existing A417 should be reverted back to natural grassland.   | The existing A417 will be detrunked and will no longer be open to vehicles except a small section for residential access. The repurposed A417 will form the new Air Balloon Way, a 5m wide walking, cycling and horse riding route. The remaining tarmac will be broken up,  | N  |

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| 62.    | Landscape and Visual Effects | Suggests increasing planting of trees and wild flowers along the re-purposed A417.  | removed and replanted to create wider verges of calcareous grassland, trees, hedges and shrubs which will create a wildlife corridor and provide foraging and commuting habitat for bats, barn owls (and other bird species), reptiles, badgers and invertebrates. ES Figure 7.11 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 ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 63.    | Landscape and Visual Effects | Hopes that the existing A417 can be narrowed, and more trees can be planted.  |   | N  |
| 64.    | Landscape and Visual Effects | Suggestion that planting and pedestrian and bridleway gate access should be incorporated into the repurposed A417.  | The repurposed A417 would include planting and the provision of a route for walkers, cyclists and horse riders. The materials and finishes proposed in the scheme at this stage are indicative and the final materials would be confirmed following detailed design, however the suggestion for gate access is acknowledged.  | N  |
| 65.    | Landscape and Visual Effects | Concerns that the road link to Birdlip carves into the AONB landscape and will destroy habitats.  | Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. As set out in the statutory consultation in 2019, Highways England has taken a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. An assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). | Y  |
| 66.    | Landscape and Visual Effects | Suggestion of green walls and blocks to conserve nature in the area. Plants which cope well with pollution but are not dominating species could be used.  | Cutting slopes along the escarpment have been proposed to be bare rock face that will have naturalised planting encouraged. Proposed noise/acoustic fencing along the scheme have also been proposed to be greened to reduce their visual impact.   | N  |
| 67.    | Landscape and Visual Effects | Concern that the green bridge will not be cost effective, therefore suggestion that money should be spent on mature planting along the re-purposed A417 to create habitat connectivity.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 68.    | Landscape and Visual Effects | Suggestion of investment in tree planting and involving Gloucestershire Wildlife Trust for their ecological impact's advice.  | As set out in the Consultation Report (Document Reference 5.1), Highways England has engaged with Gloucestershire Wildlife Trust throughout the development of the scheme and have been consulted as per the statutory requirement under the Planning Act 2008.   | N  |
| 69.    | Legislation and Policy       | Concerns raised that although the scheme is supported, the local council may not have the economic capability to maintain its condition. Further suggestion raised that funds should be allocated upon other projects and the existing A417 returned to nature. | Following completion of the scheme, the local transport authority, GCC, would be responsible for the ongoing maintenance of the re-purposed A417. Highways England has engaged with GCC on the design of the scheme, including the re-purposed A417, and would continue to engage with the Council as the scheme progresses. The preference for the existing A417 to be returned to nature, with limited expenditure, is noted.   | N  |
| 70.    | Material Assets and Waste    | Suggests that as much of the existing A417 surface and roadway should be used as possible.  | The scheme design has sought to re-use the existing A417 where possible and appropriate, taking into account other considerations such as the aims and objectives of the scheme, highways safety standards, environmental factors, cost and technical feasibility. The Crickley Hill section of the scheme, and the Birdlip link road both comprise of 'online' construction in which existing road infrastructure would be incorporated into the new scheme.   | N  |
| 71.    | Noise and Vibration          | Supportive of re-purposing the A417 as it will make the area quieter for residents.   | Highways England acknowledges the range of views expressed, including the support for the repurposed section to reduce noise impacts.   | N  |
| 72.    | Noise and Vibration          | Suggestion of using a green wall comprised of hedges or trees to mitigate noise impacts on walkers and horse riders on the repurposed A417.   | The effects of the scheme on Public Rights of Way, in relation to noise during operation, have been assessed based on three-dimensional road noise model and forecast traffic flows using the road and the proximity of individual PRow. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts   | N  |

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|        |  |  | during operation. There will be beneficial effects for several PRoW due to the removal of traffic from the existing A417 to the south of Air Balloon roundabout: including parts of the Gloucestershire Way, Cotswold Way, and Gustav Holst Way. In areas to the southeast of Air Balloon roundabout, the incorporated noise mitigation would reduce adverse noise impacts as far as reasonably practicable, however, there would be some residual adverse noise impacts on footpaths around the new alignment, including parts of the Gloucestershire Way between Air Balloon roundabout and Coberley. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation in the UK standard road traffic noise prediction methodology. |  |
| 73.    | Noise and Vibration                                | Suggestion of considering mitigation against noise pollution due to the 24-hour nature of the current and expected traffic along the A419/17 and the expected increase in heavy goods vehicles.          | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5dB(A). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB.  | N  |
| 74.    | Population and Human Health - Business and Tourism | Hopes that a road to the Golden Heart Inn is retained.   | Access by road to the Golden Heart Inn would be available via Cowley junction. The scheme also includes some further parking provision in this area for people wishing to utilise the repurposed A417.  | N  |
| 75.    | Population and Human Health - Business and Tourism | Repurposing the existing A417 is a fantastic idea, as it will encourage use where leaving it abandoned would create a sense of neglect and decay. This will also be a lifeline for the Golden Heart Pub. | Highways England acknowledges the range of views expressed, including the support for the scheme.   | N  |
| 76.    | Population and Human Health - Business and Tourism | Support repurposing the existing A417 as it will become a great place to visit and will boost tourism and the local economy.   |   |  |
| 77.    | Population and Human Health - Business and Tourism | Support of the proposal to re-purpose the existing A417 as it will benefit the Golden Heart Pub through reduced passing traffic blighting the pub and its access.  |   |  |
| 78.    | Population and Human Health - Business and Tourism | Suggestion of maintaining the Air Balloon roundabout to allow users of the A417 to stop and get lunch.   | Wherever possible, Highways England has worked to avoid the need to fully demolish property or businesses during scheme design however the need to demolish the Air Balloon public house is unavoidable given other constraints through this section. The repurposed A417 provides access to the Golden Heart Inn to the south for walkers, cyclists and horse riders and facilities exist at Crickley Hill Country Park.   | N  |
| 79.    | Population and Human Health -                      | Concern as it is unclear how to access Nettleton Bottom and the Golden Heart from Birdlip.   | The Golden Heart Inn would be accessible from the proposed Cowley junction. Access from Birdlip could be achieved along the old Cirencester Road, past Clavell and Hind for users on  | N  |

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|        | Business and Tourism                               |  | foot, cycle or horse riders. Vehicle users would be able to access the area either via Shab Hill junction and the A417 or via Brimpsfield.  |  |
| 80.    | Population and Human Health - Business and Tourism | Is concerned at the lack of support provided for the prospect of loss of income or closure for the Golden Heart Pub.   | The Golden Heart Inn would be fully accessible from the Cowley junction and whilst it would no longer be located directly adjacent to the A417, it could potentially benefit from improvements in the surrounding environment. There are also potential wider benefits in relation to recreational users. Highways England has consulted with the current occupiers and will continue to do so as the scheme progresses.  | N  |
| 81.    | Population and Human Health - Business and Tourism | Considers that every effort should be made to re-open the road between the Golden Heart and Birdlip Village, with a width restriction, as leaving the pub in a cul-de-sac will be hugely economically detrimental. | The scheme does not propose the re-opening of this road for vehicle movements although access would still be possible for walkers, cyclists and horse riders. The Golden Heart Inn would remain accessible by road from the Cowley junction and users could access Birdlip from this point via Brimpsfield.   | N  |
| 82.    | Population and Human Health - Business and Tourism | Suggestion that there should be provision for travellers at Barrow Wake to use the area such as toilet blocks, landscaped picnic areas, wooden shelters and viewing points, a cafe for walkers and drivers.        | While the suggestion is noted, the provision of refreshment and toilet facilities at Barrow Wake car park is outside of the scope of this scheme and beyond the remit of Highways England to provide and maintain.  | N  |
| 83.    | Population and Human Health - Business and Tourism | Suggestion of a roller-skating lane.   | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users. This would allow roller-skating should people wish.  | N  |
| 84.    | Population and Human Health - Business and Tourism | Hopes that there will be parking provisions near the repurposed A417, which may encourage more visitors.   | The scheme proposes additional parking provision in the vicinity of the Golden Heart Inn and junction at Stockwell Lane, which would provide designated parking for horse boxes, disabled users and other WCH users. This would be accessed via the existing A417 and Stockwell Farm, with no through road for vehicles to or from the village of Birdlip (although it would be accessible for pedestrians). Further to engagement with the local community and Parish Council, there would be a smaller car park off the Stockwell Lane junction with the existing A417 (accessed from the east) to serve five disabled spaces only. There would be a further ten parking spaces and three horse box parking spaces near the Golden Heart Inn. These details could be amended at detailed design stage but serve to help redistribute parking in the area and reduce impacts from WCH on the SSSI at Barrow Wake and the Country Park. | Y  |
| 85.    | Population and Human Health - Business and Tourism | Suggestion that the Golden Heart would be a good location to have a car park to access to the re-purposed A417.  |   |  |
| 86.    | Population and Human Health - Community Impacts    | Support of re-purposing the A417 as it will allow leisure usage for the whole community and enable the Birdlip residents access to a safe walking area.  | Highways England acknowledges the range of views expressed, including the support for the repurposed section.   | N  |
| 87.    | Population and Human Health - Community Impacts    | Support for re-purposing the A417 as it will link Birdlip and Cowley up which is currently impossible as the A417 severs these villages.   |   |  |
| 88.    | Population and Human Health -                      | Is pleased that there will be opportunities for recreation as part of the repurposed A417, which will help improve the health and well-being of residents and visitors.  |   |  |



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|        | Community Impacts                               |  |   |  |
| 89.    | Population and Human Health - Community Impacts | Repurposing the existing A417 is an excellent idea but would like to see Brimpsfield included in these plans. Footpaths from Brimpsfield to Birdlip are not cycle friendly- would like to see these upgraded to the same standard as the repurposed section Link road, which would allow children to cycle to Birdlip School from Brimpsfield. | Highways England acknowledges the range of views expressed, including the support for the repurposed section. Unfortunately, it is outside the scope of the scheme to explore opportunities to upgrade footpaths or cycle routes within the wider area. It may be that Gloucester County Council would like to explore further upgrades to compliment the scheme following construction.  | N  |
| 90.    | Population and Human Health - Community Impacts | Suggestion of engaging with schools and communities to plant and adopt certain areas of the re-purposed A417.  | The suggestion of engaging locally and involving local groups in the scheme is noted and welcomed. Highways England will work with their appointed contractor to explore such opportunity should the DCO be granted. Following the repurposing of the A417, maintenance responsibility for this detrunked section will transfer to the local highway authority - GCC - who may also explore such opportunities further.                                   | N  |
| 91.    | Population and Human Health - Community Impacts | Suggestion that there should be discrete rubbish bins to prevent littering.  | Specific details such as rubbish bins, benches etc will be considered during the detailed design stage of the project, should the DCO be granted.   | N  |
| 92.    | Population and Human Health - Community Impacts | Suggests including barriers along the re-purposed A417 to stop travellers from encroaching. As well as including memorial plaques on the roadside for those who were killed.   | The final details around specifics such as barriers and memorial plaques will be considered at detailed design stage between Highways England and GCC.  | N  |
| 93.    | Population and Human Health - Community Impacts | Questions why the existing A417 cannot be retained for use by local communities, rather than spending money on changing its use.   | The existing A417 will be retained as a recreational route and seeks to help contribute to the landscape-led vision for the scheme, with proposed landscape, open access land, and WCH access improvements. With the scheme in place, there is no need for the existing A417 to remain open to traffic, although sections would be retained where appropriate to allow local access to properties.  | N  |
| 94.    | Population and Human Health - Community Impacts | Would like to see the proposals to repurpose the existing A417 maintain good access for residents to prevent isolation.  | The existing A417 will be retained as a recreational route and seeks to help contribute to the landscape-led vision for the scheme, with proposed landscape, open access land, and WCH access improvements. With the scheme in place, there is no need for the existing A417 to remain open to traffic, although sections would be retained where appropriate to allow local access to properties.  | N  |
| 95.    | Population and Human Health - Community Impacts | Concerns that vehicles could use the repurposed A417 to fly-tip, which currently happens along Dog Lane.   | There would be appropriate restrictions to prevent illegal use of the repurposed A417 to be agreed at the detailed design stage.  | N  |
| 96.    | Population and Human Health - Community Impacts | Would like to see the repurposed A417 developed in conjunction with other organisations to provide information on the surrounding heritage and walking routes, to enhance the offer.   | ES Appendix 2.1 EMP Annex F Public Rights of Way PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.                                | N  |
| 97.    | Population and Human Health -                   | Suggestion that Barrow Wake car park should be purchased and expanded/improved for the public.   | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. GCC who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. | N  |

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|        | Community Impacts                  |   | Highways England has offered GCC and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.  |  |
| 98.    | Population and Human Health - PRow | Support of re purposing the A417 as multi-user route is a great safe route for all vulnerable road users.   | Highways England acknowledges the range of views expressed, including the support for the repurposed section.   | N  |
| 99.    | Population and Human Health - PRow | Support of the re-purposed A417 being a route for cyclists, however, suggestion of thinking about the future of the maintenance of the re-purposed A417, so it does not become neglected and unsafe.  | The route is being designed for walkers, cyclists and horse riders in consultation with a number of user groups. Maintenance of the route and other new PRowS is still under discussion with GCC.   | N  |
| 100    | Population and Human Health - PRow | Query if there is footpath access from either end i.e. Golden Heart to Crickley Hill.   | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding from the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond.  | N  |
| 101    | Population and Human Health - PRow | Suggests considering diversions for people on bicycles as well as foot. Suggests signposted safe routes for bicycles from Gloucester and Cheltenham to Birdlip.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC. | N  |
| 102    | Population and Human Health - PRow | Suggests that Shurdington to Ullenwood Green Lane should be made safer for bicycle use then there is a solution for when construction starts.   | The suggested route is beyond the scope of the scheme.  | N  |
| 103    | Population and Human Health - PRow | Suggestion that parts of the route not retained for MPV traffic should be made Restricted Byway.  | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding from the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond.  | N  |
| 104    | Population and Human Health - PRow | Suggests that the existing A417 between Barrow Wake and Stockwell should not become another PRow. walkers instead can use the existing footpaths which currently cannot be used due to a lack of safe crossings over the existing A417.   | The existing A417 will be retained as a recreational route and seeks to help contribute to the landscape-led vision for the scheme, with proposed landscape, open access land, and WCH access improvements. With the scheme in place, there is no need for the existing A417 to remain open to traffic, although sections would be retained where appropriate to allow local access to properties.                          | N  |
| 105    | Population and Human Health - PRow | Hopes that the access points to the repurposed A417 from the green bridge will feature a safe crossing across the B4070. Suggests that, at the eastern end, walkers, cyclists and horse riders can only exit by continuing along the existing A417 through Nettle Bottom which has steep gradients. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including improved connections to, from and along the realigned B4070.  | N  |
| 106    | Population and Human Health - PRow | Better facilities and links are needed with the rest of the route, in order to prevent the repurposed A417 from becoming isolated.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including improved connections to, from and along the Air Balloon Way.  | N  |

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| 107    | Population and Human Health - PRoW | Concern as cannot see a safe way for road cyclists (when the green bridge is unsuitable) to get from Birdlip to Cheltenham/ Charlton Kings.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including improved connections to, from and along the Air Balloon Way and joining routes (and safe crossings of the A417) that can be used by cyclists.   | N  |
| 108    | Population and Human Health - PRoW | Suggests ensuring the re-purposed A417 becomes a green corridor for fauna and flora too. Suggests the re-purposed A417 does not need a segregated section as it should be available and accessible for all.                           | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond. The repurposed A417 would also provide replacement Common Land and there would be associated landscaping to help improve landscape integration and ecological connectivity in the area. | N  |
| 109    | Population and Human Health - PRoW | Suggest linking the re-purposed section to the old Ermin Way in Birdlip as it is a suitable circular route for disabled users and utilises the parking areas. It would also give users options to visit or bypass Birdlip.            | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including a new footpath connection from the Air Balloon Way to the Old Cirencester Road / Ermin Way.   | N  |
| 110    | Population and Human Health - PRoW | Suggestion that Nettleton to Birdlip should be a restricted byway to give access carriage drivers.  | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding (including carriage access) from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond.   | N  |
| 111    | Population and Human Health - PRoW | Suggestion that the re-purposed A417 should be a dedicated cycle lane for commuters.  | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding.   | N  |
| 112    | Population and Human Health - PRoW | Would like to see a footpath leading to the Golden Heart Inn.   | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding (including carriage access) from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond.   | N  |
| 113    | Population and Human Health - PRoW | Raises concerns regarding the accessibility of the repurposed A417 for cyclists and horse riders. Suggests that greater consideration needs to be made with regards to onward routes and connections from the repurposed section.     | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including improved connections to, from and along the Air Balloon Way and joining routes (and safe crossings of the A417) that can be used by WCH groups.   | N  |
| 114    | Population and Human Health - PRoW | Considers that any cycle track should be metalled (tarmac/concrete).  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including for cyclists. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.   | N  |
| 115    | Population and Human               | The plans are not clear whether there is provision for an underpass in the proposals for repurposing the existing A417. People walking from the Barrow Wake car park to the repurposed section have to cross the B4070, which is busy | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and   | N  |

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|        | Health - PRow            | and will only get busier with the introduction of the Shab Hill junction. Suggestion of tunnel or footbridge to separate walkers from B4070.   | horse riding (including carriage access) from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond, without the need to cross the B4070, which would utilise the existing underpass at Barrow Wake.  |  |
| 116    | Principle of Development | Another footpath should not be prioritised over the wellbeing of the local community. Would rather be able to safely dog-walk through the village rather than driving to the re-purposed road.   | The preference for improvements for walking within local villages is noted, however amendments to the local road network in local villages is beyond the scope of the scheme. The proposals for the re-purposed A417 seek to provide an attractive walking, cycling and horse riding link between the Golden Heart Inn near Stockwell and up to Barrow Wake. | N  |
| 117    | Principle of Development | Considers that there are already many bridleways and footpaths in the area and that the re-purposed A417 is not necessary for local people but may be more cost-effective than returning the road to its original agricultural land use. | The proposals for the re-purposed A417 seek to provide an attractive walking, cycling and horse riding link between the Golden Heart Inn near Stockwell and up to Barrow Wake, for use by both local people and visitors.  | N  |
| 118    | Principle of Development | Suggestion that more of a connection to Birdlip would be good to support any local shops/restaurants   | The existing connection between Birdlip village and the A417 via the B4070 would be retained via a re-aligned B4070.   | N  |
| 119    | Principle of Development | Support the proposals but suggestion that retaining some of the existing A417 for a two-way local road would be more cost-effective.   | A small section of the existing A417 at its eastern end, near to Stockwell, would be retained to provide vehicular access for local residents and access to parking.   | N  |
| 120    | Principle of Development | Support for the proposals as long as access to the Golden Heart is retained.   | Access to the Golden Heart Inn would be retained.  | N  |
| 121    | Principle of Development | Suggestion that some money should be left to support artistic activities.  | The provision of artistic activities is outside of the scope of this highways scheme.  | N  |
| 122    | Principle of Development | Support for the proposals as a great opportunity to create a positive legacy if consideration is given to how it will be used.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 123    | Principle of Development | Support for the proposal as it benefits users of the old A417 and provides recreation space where this has previously been blighted by construction of the existing A417 road.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 124    | Principle of Development | Suggestion that retaining the existing A417 as a B road would allow retention of local access.   | Part of the existing A417 would be retained for local access. The rest of the existing A417 would be re-purposed for use as a walking, cycling and horse riding route.   | N  |
| 125    | Principle of Development | Supportive of the proposals for repurposing the existing A417.   | Highways England acknowledges the range of views expressed, including those received in support of the repurposed section.   | N  |
| 126    | Principle of Development | A great place for the less mobile and will be a starting point for going to Crickley Hill.   |  |  |
| 127    | Principle of Development | Supportive of the principle of re-purposing the A417 but preference would have been to return it to agricultural use.  |  |  |
| 128    | Principle of Development | Objects to the proposals for repurposing the existing A417.  | Highways England acknowledges the range of views expressed, including those received in objection of the repurposed section.   | N  |
| 129    | Principle of Development | Suggestion that the existing A417 should remain open for local traffic and as a feeder road to Cheltenham.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N  |
| 130    | Principle of Development | Suggestion that the road should be completely closed to vehicles to prevent further development impacting the AONB.  | Most of the existing A417 would be re-purposed and closed off to motorised vehicles, providing a walking, cycling and horse riding route. However, a small section of road access would be retained to the eastern end of the existing A417 near Stockwell to provide access for local residents, the Golden Heart Inn and parking facilities.               | N  |

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|--------|--------------------------|--|---|--|
| 131    | Principle of Development | Concerned that the part of the road between the Air Balloon and top of the hill is steep, so not very family friendly.   | The topography is challenging in some locations and all reasonable steps have been taken to design accessible routes where possible. For example, the Cotswold Way crossing in this location will have maximum gradients of 5% with rest areas at appropriate intervals. This will help make this area more family friendly.  | N  |
| 132    | Principle of Development | Questions how the repurposing proposals will fit with the existing Barrow Wake path/car park as these sites are parallel.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) identifies how the re-purposed A417 would link with the wider network and to key destinations such as Barrow Wake car park. In summary, the existing access from the north of the car park would be improved to join the Air Balloon Way, which would provide a continuous and traffic free route for walking, cycling and horse riding from the Golden Heart Inn to the Cotswold Way crossing and beyond.  | N  |
| 133    | Principle of Development | Suggestion that the existing A417 should be left as a road to support the needs of less mobile people.   | The repurposed section of the existing A417 would create a traffic free Walking, Cycling and Horse-riding route that would green the existing A417 so that it sits more sympathetically in the AONB landscape. Highways England recognises the need to support less mobile or disabled people and has been engaging with the Disabled Ramblers as part of the Walking, Cycling and Horse-riding Technical Working Group - as evidenced in the PRow Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Further to consultation comments received in response to the 2019 and 2020 public consultations, it is now proposed to provide parking for disabled users adjacent to the turning to Stockwell. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | N  |
| 134    | Principle of Development | Suggestion that the section should be repurposed and returned to nature to compensate the development of the scheme.   | The existing A417 will be de-trunked and will no longer be open to vehicles except a small section for residential access. The repurposed A417 will form the new Air Balloon Way, a 5m wide walking, cycling and horse riding route. The remaining tarmac will be broken up, removed and replanted to create wider verges of calcareous grassland, trees, hedges and shrubs which will create a wildlife corridor and provide foraging and commuting habitat for bats, barn owls (and other bird species), reptiles, badgers and invertebrates. ES Figure 7.11 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 ES Chapter 8 Biodiversity (Document Reference 6.2).   | N  |
| 135    | Principle of Development | Support for the proposals but suggestion that Ermin Way could be restored as a route to Birdlip and for Stroud-bound traffic from the Cowley junction as well as offering potential for a bus route serving Birdlip. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) includes a number of proposals to link the re-purposed A417 into Birdlip. It is not proposed to restore Ermin Way for vehicular traffic due to concerns over rat-running and the associated impact on residences and other properties, including a primary school.  | N  |
| 136    | Traffic and Transport    | Supports repurposing the existing A417 as it will reduce rat running.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 137    | Traffic and Transport    | Suggestion of rather than re-purposing the A417, would be better to stick to existing road with variable speed limits.   | Variable speed limits are only implemented by Highways England as part of smart motorway schemes, which requires Government legislation to approve their use on those specific stretches of road. The Road Traffic Regulation Act 1984 does not allow for variable speed limits and Highways England has no plans to extend their use onto A roads, including the A417. The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.                          | N  |
| 138    | Traffic and Transport    | Suggestion that existing A417 could be kept open as an alternative to deal with capacity issues.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also  | N  |

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|--------|-----------------------|---|--|--|
|        |                       |   | reducing the number of fatalities and those seriously injured in collisions on this stretch of road. Vehicular access on the repurposed A417 will only be possible up to the access for Stockwell Farm and Cowley. North of this section the repurposed A417 will only be accessible for walkers, cyclists and horse riders. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).   |  |
| 139    | Traffic and Transport | Support for the proposal as current traffic is poor and unpredictable; country roads are pot-holed and inadequate to deal with the rat-running; and the scheme will improve commuters from the countryside area.                          | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 140    | Traffic and Transport | Highlights that the link between Birdlip Road and Barrow Wake car park is to be non-vehicular. Questions whether the car park will be retained, and if so, how this will be linked and monitored to ensure this is a safe place to visit. | Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 141    | Traffic and Transport | Suggests that Barrow Wake car park be made more accessible, such as through a more direct entrance from the B4070.  |  | Y  |
| 142    | Traffic and Transport | Concern over the lack of access from Birdlip to Cowley.   | The vehicular journey between Cowley and Birdlip can be made via the A436, Shab Hill junction and the B4070, or via Brimpsfield using the Cowley Lane Overbridge and the southern section of the repurposed A417. An objective of the scheme is to reduce rat-running on local roads. Consequently, during the development of the scheme Highways England made the decision not to connect Ermine Way (the Roman road) to the existing A417 as reconnecting this link could potentially become a rat run for people wishing to avoid Shab Hill junction. Vehicular access on the repurposed A417 will only be possible up to the access for Stockwell Farm and Cowley. North of this section the repurposed A417 will only be accessible for walkers, cyclists and horse riders. Similarly, Cowley Wood Lane will not accommodate through traffic. | N  |
| 143    | Traffic and Transport | Suggests that no reconnection should be made for vehicles through Birdlip Village.  | An objective of the scheme is to reduce rat-running on local roads. Consequently, during the development of the scheme Highways England made the decision not to connect Ermin Way (the Roman road) to the existing A417 as reconnecting this link could potentially become a rat run for people wishing to avoid Shab Hill junction. Similarly, vehicular access on the repurposed A417 will only be possible up to the access for Stockwell Farm and Cowley. North of this section the repurposed A417 will only be accessible for walkers, cyclists and horse riders.   | N  |
| 144    | Traffic and Transport | Would like to see the south-eastern part of the repurposed A417 retained as an access road to Birdlip Village.  | An objective of the scheme is to reduce rat-running on local roads. Consequently, during the development of the scheme Highways England made the decision not to connect Ermin Way (the Roman road) to the existing A417 as reconnecting this link could potentially become a rat run for people wishing to avoid Shab Hill junction.  | N  |
| 145    | Traffic and Transport | Suggestion of ensuring the re-purposed A417 is completely inaccessible to vehicles to be able to safeguard the proposed users which are walkers, cyclists and horse riders.   | Vehicular access on the repurposed A417 will only be possible up to the access for Stockwell Farm and Cowley. North of this section the repurposed A417 will only be accessible for walkers, cyclists and horse riders.  | N  |
| 146    | Traffic and Transport | Concern that the re-purposed A417 will become a rat run if the new road is blocked.   |  |  |
| 147    | Traffic and Transport | Would like to see adequate signage along the repurposed A417 route showing distances to points of interest and facilities.  | Signage and speed limits for the scheme would be in accordance with national highways standards. Highways England would produce a detailed signage strategy at the detailed design and construction stage, in consultation with GCC (the local highways authority).  | N  |
| 148    | Traffic and Transport | Supportive of re-purposing the A417 as it will reduce rat-running through local villages.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |

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|--------|-----------------------------------|--|---|--|
| 149    | Traffic and Transport             | Suggestion raised that a drivable link should be provided from the repurposed A417 to the proposed green bridge.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y  |
| 150    | Walking, Cycling and Horse Riders | Concerns raised that the access to the repurposed section of the A417 from Coberley would require crossing the proposed new section of the A417.         | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding (including carriage access) from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond. Those travelling from Cowley would be able to join the Air Balloon Way via routes safely crossing the A417, such as via the Gloucestershire Way crossing or Ullenwood junction. | N  |
| 151    | Walking, Cycling and Horse Riders | The repurposing of the existing A417 will need to incorporate the removals of the Air Balloon roundabout and pub and retain local access for residents.  | Where necessary, the scheme includes solutions which ensure local access for residents, either via new junction arrangements or via new private means of access.  | N  |
| 152    | Walking, Cycling and Horse Riders | Particularly likes the inclusion of other users such as walkers, cyclists and horse riders on the repurposed A417.                                       | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 153    | Walking, Cycling and Horse Riders | The repurposed A417 will be a welcomed upgrade for walkers.  |   |  |
| 154    | Walking, Cycling and Horse Riders | Support for the proposals with suggestion that alternative modes of transport should be encouraged.  |   |  |
| 155    | Walking, Cycling and Horse Riders | Support of re-purposing the A417 as it would provide a safe cycle route and provide walkers with fantastic views.  |   |  |
| 156    | Walking, Cycling and Horse Riders | Support for the proposals as they provide an additional safe route for walkers, cyclists and horse riders and it will benefit the Golden Heart Inn.      |   |  |
| 157    | Walking, Cycling and Horse Riders | Support raised for the proposed repurposing of the existing A417 route due to the perceived lack of safe cycle areas for children within the local area. |   |  |
| 158    | Walking, Cycling and Horse Riders | Supportive of re-purposing the A417 as it will be returned to nature.  |   |  |
| 159    | Walking, Cycling and Horse Riders | Support for the proposals as the repurposed A417 will link together a number of footpaths and create a whole new recreation area.                        |   |  |
| 160    | Walking, Cycling and Horse Riders | Supportive of re-purposing the A417 as it will become a popular hill climb training circuit.   |   |  |
| 161    | Walking, Cycling and Horse Riders | Suggests a segregated bicycle path along the re-purposed A417.   | The current scheme design proposes a segregated path along the re-purposed A417 to accommodate walkers, cyclists and horse riders. The final detail in terms of surface finishes  | N  |

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|--------|-----------------------------------|---|---|--|
|        |                                   |   | will be worked up by Highways England, its contractor and GCC during the detailed design stage of the project.  |  |
| 162    | Walking, Cycling and Horse Riders | Suggestion of having good lighting e.g. cats' eyes along the re- purposed A417. Suggestion of a bicycle pump station and water refill areas as well as shelters from the sun and wind.  | The suggestions for supporting facilities for cyclists are noted. The final design of the re-purposed A417 will be considered at detailed design stage when these types of facilities could be looked at in more detail.  | N  |
| 163    | Walking, Cycling and Horse Riders | Suggestion of retaining the tarmac surface for the cycle track to discourage cyclists from using the new A417.  | Highways England is working closely with various organisations through a walking, cycling and horse riding technical working group, in the design of the repurposed A417. This engagement is recorded in the walking, cycling and horse riding Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Final design will be confirmed at detailed design stage, but it is anticipated this will include some tarmac.   | N  |
| 164    | Walking, Cycling and Horse Riders | Suggestion that if the re-purposed A417 is given a sealed surface then it should be done not with tarmac but with the material which is used by other authorities such as Nuflex surface.   | The suggestion of a surfacing material is noted. Highways England is working closely with various organisations through a walking, cycling and horse riding technical working group, in the design of the repurposed A417. This engagement is recorded in the walking, cycling and horse riding Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). The detailed design of the route will be finalised between Highways England, its contractor and GCC during the detailed design stage of the project.   | N  |
| 165    | Walking, Cycling and Horse Riders | Suggestion that the plans for re purposing the existing A417 taken every opportunity to provide important gains for wildlife, leisure users and meeting the needs of the local residents.   | The suggestion is noted. The re-purposing of the existing A417 is intended to provide a walking, cycling and horse riding route for local residents and leisure users, while also providing planting and habitat creation for wildlife.   | N  |
| 166    | Walking, Cycling and Horse Riders | Suggestion of ensuring the surface along the re-purposed A417 is suitable for use by horses. Concern as the recent re- surfacing of Dog Lane is slippery and dangerous when going downhill. Suggestion of including clear signage so it is clear horse riders are permitted to use the re-purposed A417 | Current proposals include for a segregated path through the repurposed section of the A417, the design of which has been influenced by key stakeholders such as Sustrans and the British Horse Society. Further consideration of the final design of this route will be given at the detailed design stage of the project, in consultation with these stakeholders and GCC. The detailed design of the section of restricted byway between Dog Lane and Cold Slad will be discussed between Highways England and GCC should the DCO be granted. This would include consideration of restraints for motor vehicles where needed. | N  |
| 167    | Walking, Cycling and Horse Riders | Concern over the lack facilities for the disabled, elderly and families with young children who are less mobile including lack of parking and toilets. Suggestion that retention of the Air Balloon public house would enhance this.  | Highways England recognises the concern raised. The need to purchase and demolish the Air Balloon public house is unfortunately unavoidable, and the provision of other facilities such as toilets is outside of the scope of Highways England to provide. However, the scheme would provide additional parking facilities, including for disabled users, in the vicinity of the Golden Heart Inn to enable easy access to the repurposed A417.   | Y  |
| 168    | Walking, Cycling and Horse Riders | The design of the tracks on the re-purposed A417 need to allow them to be shared safely with cyclists without a conflict of interest. Suggestion of speed restrictions or calming strips to slow cyclists.  | The final design of the re-purposed A417 will be completed by Highways England, its contractor and GCC during the detailed design stage of the project. However, current thinking for this route would see a section of tarmac retained for users of the re-purposed route.   | N  |
| 169    | Walking, Cycling and Horse Riders | Suggestion that more modelling is required for whole-journey impacts on design of non-motorised traffic.  | An aim of the scheme is to reduce rat running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Highways England 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 Transport Report (Document Reference 7.10).  | N  |
| 170    | Walking, Cycling and Horse Riders | Suggestion that there should be a dedicated footpath/cycleway from the A417 Stockwell junction to Golden Heart Inn should be considered. Support for non-vehicular access only.   | The section of the existing A417 from Cowley junction to the Stockwell junction would allow vehicular access for local residents and access to parking provision. However, cycle and pedestrian access would also be provided.  | N  |



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|--------|-----------------------------------|--|---|--|
| 171    | Walking, Cycling and Horse Riders | Suggests that retained sections of the A417 should have appropriate facilities for local bus services- existing or future.   | The existing A417 will be retained as a recreational route and seeks to help contribute to the landscape-led vision for the scheme, with proposed landscape, open access land, and WCH access improvements. With the scheme in place, there is no need for the existing A417 to remain open to traffic, although sections would be retained where appropriate to allow local access to properties.  | N  |
| 172    | Walking, Cycling and Horse Riders | Suggestion that the routes created with bridleway status should be given a well-publicised 'users code' to encourage considerate use by all users.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC. A 'users code' would be outside of the scope of Highways England, but it is working collaboratively with local groups as part of a WCH Technical Working Group who will engage with the Council at the detailed design stage, when such a suggestion could be considered further. | N  |
| 173    | Walking, Cycling and Horse Riders | Suggestion of using the re-purposed A417 to produce a long walkway to Crickley Hill.   | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding between near the Golden Heart Inn and Crickley Hill and beyond.  | N  |
| 174    | Walking, Cycling and Horse Riders | Support the proposals for the green bridge to provide a local amenity. Suggestion that a visitor centre, cafeteria and toilets could be included.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. The development of a visitor facility is outside of the scope of the scheme; however, the scheme does not preclude such development coming forward by a third party.   | Y  |
| 175    | Walking, Cycling and Horse Riders | Hopes that plans for repurposing the existing A417 will be creative in order to enhance the area for walkers, cyclists and horse riders, without attracting anti-social behaviour.   | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding between near the Golden Heart Inn and Crickley Hill and beyond. Highways England is working collaboratively with local groups as part of a WCH Technical Working Group who will engage with the Council at the detailed design stage, when further details will be considered further.   | N  |
| 176    | Walking, Cycling and Horse Riders | Suggestion that it should be checked whether a minor diversion of the Gloucestershire way would prevent a dog's leg in the current route at the top end.   | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would divert the Gloucestershire Way close to its existing alignment.   | N  |
| 177    | Walking, Cycling and Horse Riders | Would like to see a direct walking and cycling route south- eastwards from Birdlip, and between the current Air Balloon roundabout and Birdlip, incorporated into the proposals to repurpose the existing A417.  | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding between near the Golden Heart Inn, Birdlip and Crickley Hill and beyond.   | N  |
| 178    | Walking, Cycling and Horse Riders | Suggestion that there should be access for cyclists to travel from Birdlip towards Leckhampton down the old A417 and across the green bridge, Crickley Hill Country Park then Leckhampton Hill. Suggestion that there should be a cycle route in a South direction to the Golden Heart Inn from Birdlip. | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding between near the Golden Heart Inn and Crickley Hill and beyond, including via Leckhampton Hill with a new section of bridleway that would accommodate the safe access for cyclists near the Country Park.  | N  |
| 179    | Walking, Cycling and Horse Riders | Concern that sustainable travel elements of the scheme have not been promoted. Suggestion that a recreational strategy should be published with greater engagement with recreational bodies.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. The Plan has been developed in collaboration with a WCH Technical Working Group (TWG), representing local interest groups.  | N  |

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|--------|-----------------------------------|---|--|--|
| 180    | Walking, Cycling and Horse Riders | Concern as the re purposed A417 doesn't join up with other cycle paths or bridleways and so won't make a good A>B cycling route. Suggests the re-purposed A417 is too short for a cycle route, too steep for children to navigate. Suggests the re-purposed A417 path needs to offer more.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including improved connections to, from and along the Air Balloon Way. The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding between near the Golden Heart Inn and Crickley Hill and beyond.  | N  |
| 181    | Walking, Cycling and Horse Riders | Repurposing the existing A417 is an exciting idea which looks fantastic in illustrations. However, it must be executed correctly to ensure safety and accessibility to all users. The design must ensure that the scheme is sufficiently wide to allow for cyclists, walkers, and horse riders to all use the space at the same time, allowing for crossovers and ensuring horses do not get spooked. | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including the Air Balloon Way. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding between near the Golden Heart Inn and Crickley Hill and beyond. The route would be 5m wide for the part accommodating WCH. This would include segregated paths for different uses. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC. | N  |
| 182    | Walking, Cycling and Horse Riders | Highlights importance of meadow-like margins being maintained along the repurposed section- these are at risk of being trampled and becoming muddy. Suggests making the verges wide enough for a section to be fenced to allow wildlife to be undisturbed.  |  |  |
| 183    | Walking, Cycling and Horse Riders | Suggestion that segregated cycle paths need to be wide enough for two-way bicycle use.  |  |  |
| 184    | Walking, Cycling and Horse Riders | Suggests an island is constructed for the safety of people on horseback. Segregated bicycle paths need to be safe both day and night; if there are sharp turns then red and white reflective signs should be at bicycle head light height. Cattle grid may need to be installed.  |  |  |
| 185    | Walking, Cycling and Horse Riders | Suggestion to provide enough room for pedestrian and cyclists to have their own space along the re-purposed A417. Suggestion of a natural barrier between the two pathways e.g. a stream/waterfall.   |  |  |
| 186    | Walking, Cycling and Horse Riders | Suggestion of separate routes for cyclists and walkers along the repurposed A417.   |  |  |
| 187    | Walking, Cycling and Horse Riders | Suggestion that there should be a paved cycle path for road bikes.  |  |  |
| 188    | Walking, Cycling and Horse Riders | Support repurposing the A417. However, suggestion of including safe links to and from the repurposed A417, as well as the absence of gates and thought into the nature of the surface. Suggest that if gates are within the plans then they should be able to be safely opened on horseback.  |  |  |
| 189    | Walking, Cycling and Horse Riders | Suggests a segregated Bicycle Path to be installed along the entire length of Barrow Wake car park, and for Barrow Wake to have a separate bridleway as well as a footpath.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including the Air Balloon Way. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding between near the Golden Heart Inn and Crickley Hill and beyond. Users of the Barrow Wake car park could access the Air Balloon Way via the existing access to the north, which would benefit from minor improvements such as widening in places and become a restricted byway. Works within                        | N  |

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|--------|-----------------------------------|--|---|--|
|        |                                   |  | Barrow Wake car park will be restricted to surfacing, landscaping and drainage improvements only.   |  |
| 190    | Walking, Cycling and Horse Riders | The car park at Barrow Wake should be restored back to grassland, which would remove traffic noise, pollution, littering and prevent anti-social behaviour.  | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. GCC who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered GCC and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.  | N  |
| 191    | Walking, Cycling and Horse Riders | Suggestion of an improvement to car-parking facilities to give access for those who are not long-distance walkers to the repurposed route.   | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y  |
| 192    | Walking, Cycling and Horse Riders | Comments raised as to whether cyclists would be able to use the proposed carriageway which should be made safe for cyclists as it's not a motorway. Further query outlined as to why proposed PRow routes as outlined as 'potential' rather than definite.         | There are no proposals to prevent cycling on the new A417, however, the scheme seeks to offer alternatives (e.g. the re-purposed A417 and the Air Balloon Way) which would mean cyclists can pass through the area without cycling on the carriageway should they wish. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including the Air Balloon Way. Opportunities were marked as 'potential' during public consultation as they were still being developed with a range of stakeholders.   | N  |
| 193    | Walking, Cycling and Horse Riders | Need to ensure local residents are not disadvantaged by the new scheme by depriving both walkers and drivers from accessing local services and transport links.  | The existing A417 will be retained as a recreational route and seeks to help contribute to the landscape-led vision for the scheme, with proposed landscape, open access land, and WCH access improvements. With the scheme in place, there is no need for the existing A417 to remain open to traffic, although sections would be retained where appropriate to allow local access to properties. A new bus stop is proposed off the realigned B4070 to help improve a safe stopping place near Birdlip.   | N  |
| 194    | Walking, Cycling and Horse Riders | Support proposals for increasing footpaths and leisure routes with concern that the proposed repurposed path from the Birdlip junction towards the Cowley roundabout does not lead to many other footpaths or country routes but is rather a dead-end for walkers. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area, including the Air Balloon Way and connecting routes to provide potential loops, trails and longer distance trails.  | N  |
| 195    | Walking, Cycling and Horse Riders | Concern that once horse riders and cyclists arrive at the dead end of the re-purposed A417 there will be nowhere to continue their journey off the re-purposed A417.   |   |  |
| 196    | Walking, Cycling and Horse Riders | Support for the proposals with concern that underpasses for non-motorised traffic may present an issue to horse riders if not lit.   | Where appropriate, underpasses would be lit to help ensure the safety of its users. For example, at the Grove Farm underpass Low lux, directional, demand sensitive lighting would be used. The demand sensitive lighting would be available between half an hour after   | N  |

| Row ID | Topic                             | Matters raised in response to 2019 statutory consultation in relation to the 'repurposing the A417' section of the scheme   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------------------|---|---|--|
|        |                                   |   | dawn and until half an hour before sunset between 01 April and 31 October. From 01 November – 31 March, the demand sensitive lighting would be available 24-hours a day   |  |
| 197    | Walking, Cycling and Horse Riders | Query whether the current bridge by Barrow Wake viewpoint will be retained. Considers it would be good to for foot/cycle access from Barrow Wake to Shab Hill road to be retained via the new Birdlip link.   | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding (including carriage access) from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond, without the need to cross the B4070, which would utilise the existing underpass at Barrow Wake. There will also be safe connections to, from and along the B4070 connecting to routes at and near Shab Hill to and from the Barrow Wake area. | N  |
| 198    | Walking, Cycling and Horse Riders | Concern that if the cycle track does not connect with existing cycle paths in the local area, it should not go across the bridge as this would create two areas of development in the AONB. Suggestion that a pedestrian route is not necessary as similar routes in Birdlip have been decommissioned due to lack of use and the Cotswold Way already exists. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the study area.   | N  |

Appendix Table 7.1D - Summary of 'scheme wide' matters raised by section 47 consultees and the Highways England response

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|---|--|
| 1.     | Air Quality  | Objects to the scheme as it would not be carbon neutral or air quality neutral.  | Highways England 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 investment in the national road network has been established by the Government in the publication of the National Policy Statement for National Networks. The National Policy Statement also sets out in paragraphs 5.3 to 5.19, the requirements for any applications for new national road infrastructure to assess the effects of the scheme in relation to carbon emissions and air quality. This assessment is reported in the Environmental Statement (ES) (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 14 Climate (Document Reference 6.2). The Case for the Scheme (Document reference 7.1) sets out how the scheme complies with the NPSNN in this regard. | N  |
| 2.     | Air Quality  | Support for the proposals as they will improve the current environmental situation by reducing fumes of heavy, slow- moving vehicles.  | Highways England acknowledges the range of views expressed, including those received in support of the project.   | N  |
| 3.     | Air Quality  | Concern that the mitigation measures for air quality are not sufficient.   | An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2). The assessment takes into account the impact of the scheme during both construction and operation and concludes that it would not have a significant effect on air quality. Best practice mitigation measures will be implemented via ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) and with measures in place the Institute of Air Quality Management concludes that impacts from construction can be reduced to a legible level. There are no requirements for mitigation during the operational phase as no significant impacts have been predicted.  | N  |
| 4.     | Air Quality  | Query as to whether an assessment has been carried out to determine how vehicle emissions would be influenced by the steepness of the incline when climbing the escarpment, and if this has influenced the design. | An aim of the scheme is to improve air quality and reduce pollution caused by congestion and this has informed the design of the scheme. An air quality assessment has been undertaken for the scheme as reported in ES Chapter 5 Air Quality (Document Reference 6.2). This has taken into account the gradient by comparing the modelled results with the local monitoring data and applying an adjustment where necessary. This allows impacts from vehicle emissions on the steeper gradients to be compared with real world monitoring data. Details of the model verification exercise are provided in ES Chapter 5 Air Quality (Document Reference 6.2).   | N  |
| 5.     | Air Quality  | Concern over increased air and light pollution from construction vehicles particularly for Crickley Hill and Barrow Wake Sites of Specific Scientific Interest (SSSI).   | An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme construction on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2), in which it is concluded that there would not be a significant effect on air quality.<br><br>Highways England recognises concerns regarding the light pollution from construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and a draft Traffic Management Plan as part of the DCO application which outline how the impact of construction on the environment and local communities will be managed.  | N  |
| 6.     | Biodiversity | Hopes that more tree planting will take place in order to mitigate the destruction to the habitat locally, as well as the increase in carbon generated by the scheme.  | The planting design for the scheme focusses on planting priority habitats; lowland broadleaved woodland, lowland calcareous grassland, scattered trees and native species rich hedgerows to create replacement and additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to provide ecological mitigation, improve habitat connectivity and biodiversity, in line with the nature   | N  |
| 7.     | Biodiversity | Highlights the importance of preserving the environment such as any mature trees being replaced with like for like established saplings  |   |  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|---|---|--|
| 8.     | Biodiversity | Requests additional planting along both sides of the proposed route so as to mitigate the environmental impact of the scheme. Hopes that this will be reflected in the final Environmental Impact Assessment.   | recovery network strategy for the area. Overall, there is a gain of 9.59ha of broadleaved woodland, 72.88ha of calcareous grassland and 5.5km of native species-rich hedgerow. Highways England is working hard to maximise biodiversity, through habitat creation on the land that is available within the DCO Boundary. A summary of mitigation and enhancement measures relating to biodiversity can be found in ES Chapter 8 Biodiversity (Document Reference 6.2).   |  |
| 9.     | Biodiversity | Concern that wildlife areas should not be planted with pink primroses, planting should be native, naturalistic and beneficial to wildlife.  |   |  |
| 10.    | Biodiversity | Support for the planting proposed and nature corridors. Considers it should improve the current position and considers that ironically, motorway and trunk road verges are often more ecologically friendly than the farmed fields they replace.              |   |  |
| 11.    | Biodiversity | Suggests considering an underpass along the proposed route and finding out where wildlife crossings are and provide tunnels for them.   | Highways England will seek to avoid and reduce impacts on wildlife during construction and operation of the scheme. Impacts and mitigation are provided in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 12.    | Biodiversity | Suggestion that another wildlife underpass could be incorporated or natural barriers (dry stone walling/ wooden fence barriers/ drainage ditches) to prevent wildlife access to the road.   | Ecological survey data has been used to locate the most appropriate location for mitigation Structures have been included in the design to maintain connectivity for animal dispersal across the landscape and reduce animal fatalities. Mitigation includes the Gloucestershire Way crossing, Stockwell and Cowley overbridges, a bat underpass, three culverts for badgers and a further underpass at Grove Farm which could be utilised by wildlife. The location of species specific structures has been informed by species surveys. Planting of hedges and trees and installation of badger fencing and stone walls will guide wildlife to safe crossing points. As part of the DCO application, Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. |  |
| 13.    | Biodiversity | Concern that there may not have been adequate monitoring of wild animal routes to ensure that the animal friendly passes are in an appropriate position. Concern over loss of the Bluebell Woods as one of the few areas of local ancient woodland remaining. |   |  |
| 14.    | Biodiversity | Concern that more information should be provided regarding wildlife passes.   |   |  |
| 15.    | Biodiversity | Suggests that during construction there needs to be as little disruption to wildlife as possible.   | Highways England will seek to reduce construction impacts on wildlife. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. ES Appendix 2.1 EMP (Document Reference 6.4) will document the roles and responsibilities for an Ecological Clerk of Works (ECoW) to be present during the construction phase of the scheme. Ecologists will also be present during any work implemented under Natural England licences for protected species. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 16.    | Biodiversity | Suggestion of an independent wildlife and conservation expert being permanently on-site during construction.  |   |  |
| 17.    | Biodiversity | Requests a lack of disruption to, or clearing of woodland (particularly at Ullenwood) to enable site access, storage of vehicles etc.   | Highways England has avoided any direct impact on Ullenwood Ancient woodland through scheme design, including moving the location of a material crushing compound away from the woodland. Suitable buffer zones will be implemented near ancient woodland and retained veteran trees. No broadleaved woodland habitat will be lost to provide temporary construction facilities such as compounds or haul roads. Impact on irreplaceable habitat and mitigation measures are included in ES Chapter 8 Biodiversity (Document Reference 6.2)   | N  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|---|--|
| 18.    | Biodiversity | Requests that the scheme does not impact on existing features such as the SSSI and ancient woodland.   | Highways England acknowledges the range of views expressed including those objecting to the land being taken for the scheme. Highways England has followed the mitigation hierarchy to avoid the loss of irreplaceable habitat and designated habitat wherever possible. Highways England has avoided loss of Ullen Wood ancient woodland through the scheme design, including moving the A436 roundabout and reducing the risk of degradation from dust deposition in the construction phase by relocating a material crushing compound further away from the woodland. An impact from increased nitrogen deposition from vehicle emissions has been identified during the operation of the scheme. Compensatory woodland will be planted and woodland management schemes implemented in the areas to be affected to reduce other existing pressures on the woodland. There is an unavoidable loss of 0.14ha of the Barrow Wake unit of the SSSI due to the widening of the A417 and the creation of the B4070 roundabout. All SSSI habitat lost will be compensated for with the creation of additional calcareous grassland adjacent to the SSSI. This replacement SSSI falls within the same habitat created to replace the common land Further details of the assessment of impacts on irreplaceable habitat and the SSSI are included in Chapter 8 Biodiversity (Document Reference 6.2). | Y  |
| 19.    | Biodiversity | Suggestion that proposals should be developed with input from environmental groups, and that this shouldn't be avoided as a means to save money.   | Highways England has worked collaboratively with and consulted with environmental stakeholders such as Gloucestershire Wildlife Trust, National Trust and Cotswold Conservation Board and the statutory authority Natural England throughout the design of the scheme. Please refer to the Consultation Report (Document Reference 5.1) for details on approach to statutory and non- statutory consultation.   | N  |
| 20.    | Biodiversity | Concerned that enforcement after initial mitigation is usually missed and ecology takes a back seat. Suggestion that the contractor needs to be included in the ecology and plan for natural space. Suggestion that local funding and car parking fees could go towards pollution coping plants, larger trees and modern infrastructure. Suggestion of building a small pond and using ecology consultants | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO such as ecological mitigation and subsequent monitoring. Ecology specialists have been part of the design team for the project.   | N  |
| 21.    | Biodiversity | Concern that the construction works will ruin the current verges of the A417 as they have become an excellent environment for wildflowers and wildlife. Suggestion that the new road mirrors this environment.   | Highways England will seek to avoid and reduce construction impacts on wildlife and priority habitats where possible. Areas of particular species richness or with rare orchids have been retained as part of the re-purposing of the Air Balloon Way. All new road verge creation will comprise priority habitat lowland calcareous grassland in keeping with local habitat within the AONB. Overall, there will be an increase of 72.88ha of calcareous grassland across the scheme. Grassland will include species of benefit to invertebrates including pollinators. Details on planting are included in ES Appendix 2.1 EMP Annex D Landscape and Ecological Management Plan (LEMP) (Document Reference 6.4).  | N  |
| 22.    | Biodiversity | Suggests that daffodils (which are native to Gloucestershire) be planted along the banks of the road to enhance the scheme, especially in Spring.  | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains the landscape specifications. Calcareous grassland will be created along all road verges and will include wild daffodils (as the Gloucestershire County flower) and other species beneficial to notable invertebrates in the area such as cowslips.   | N  |
| 23.    | Biodiversity | Suggests considering the impact of newts, as these can hinder the process.   | Great crested newt surveys have been carried out, including population size estimates where newts were found to be present within 500m of the scheme. In addition, data has been received from the local record centres and other planning application information. No great crested newt breeding ponds are to be lost due to the scheme. Details on the impact assessment for great crested newts is included ES Chapter 8 Biodiversity (Document Reference 6.2).   | N  |
| 24.    | Biodiversity | Suggestion of a budget being ring-fenced for the proposed mitigation measures.   | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO such as ecological mitigation.  | N  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|---|--|
| 25.    | Biodiversity | Support the National Trust and Gloucestershire Wildlife Trust in their opinion that" "The current options risk causing significant harm to the landscape; being more visibly intrusive, severing links between delicate wildlife habitats and increasing noise and air pollution." | As set out in the Consultation Report (Document Reference 5.1), Highways England has made changes to the scheme taking into account feedback received in response to the 2019 statutory consultation. Highways England has also engaged with National Trust and Gloucestershire Wildlife Trust. The Case for the Scheme (Document reference 7.1) sets out how the scheme complies with national policy, including in relation to its effects on landscape and ecology.  | N  |
| 26.    | Biodiversity | Support for the proposals with suggestion that it should be ensured that sites have minimal effect on the environment and wildlife in order that they are maintained for the future growth.  | ES Chapter 8 Biodiversity (Document Reference 6.2) provides the impact assessment and mitigation proposed for wildlife and habitat for the construction and operation phases of the scheme. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed.  | N  |
| 27.    | Biodiversity | Objection to the scheme as the land is in a protected Site of Specific Scientific Interest (SSSI) and is part of the Cotswold of Escarpment which by law is protected from development and destruction.  | Highways England 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  |
| 28.    | Biodiversity | Objection to the scheme as planting trees will not mitigate against cutting trees down and destroying ancient farmlands and woodlands, dry-stone walls and a unique ecological environment which the current farmland is set up to sustain.  | Highways England will seek to avoid and reduce impacts on wildlife and habitats during construction and operation of the scheme. An assessment of the effects of the scheme on habitats and species is provided in ES Chapter 8 Biodiversity (Document Reference 6.2), including the details of mitigation proposed to reduce or avoid adverse effects. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife and habitats, will be managed. The commitments set out in the EMP are secured through the DCO.   |  |
| 29.    | Biodiversity | Concern that the proposed scheme should not proceed in the context of the biodiversity crisis.   |   |  |
| 30.    | Biodiversity | Concern that the proposed scheme will cause destruction of habitat as well as concern that the expansion beyond the existing route is damaging just to reduce a minor congestion of 15 minutes at peak times.  | The Case for the Scheme (Document reference 7.1) submitted with the DCO sets out the transport and economic case for the scheme and assesses the compliance of the scheme with national and local policy, including with regard to biodiversity and effects on the SSSI, agricultural land and woodland.  |  |
| 31.    | Biodiversity | Concern that results of surveys assessing impacts of the route on environmental areas have not been available and suggestion that studies on destruction of habitats of birds, newts, badgers, etc. should be conducted.   | Ecological surveys on protected species have been carried out between 2017 and 2020 to inform ecological mitigation required which is detailed in ES Chapter 8 Biodiversity (Document Reference 6.2). Full results of all species surveys, including great crested newts, badgers, breeding and wintering birds are provided in the relevant appendices (Document Reference 6.4). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application which explains how the impact of construction activities on the environment, including wildlife, will be managed. This will include update surveys and pre-construction surveys for species where required. | N  |
| 32.    | Biodiversity | Support for the PEI as considers impact on the environment whilst providing mitigation where necessary.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 33.    | Biodiversity | Clarification sought on the specifics of how the biodiversity net gain will be achieved. It is assumed that the Gloucestershire Wildlife Trust, and National Trust will be engaged to achieve this.  | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.   | N  |
| 34.    | Biodiversity | Suggestion that net biodiversity gain should be committed to using the Net Capital Planning Tool as the scheme holds the potential to be a national exemplar.  | Highways England has worked collaboratively with Natural England, Gloucestershire Wildlife Trust and the National Trust throughout the scheme design to consider the evolving DEFRA Biodiversity Metric 2.0 tool (new version 3.0 to be released in the Spring of 2021) and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.<br><br>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document reference 7.1).       | N  |



| Row ID | Topic        | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|---|--|--|
| 35.    | Biodiversity | Support for the PEI as having adequately covered biodiversity mitigation measures. Concern that populations have declined as a result of recent development and suggestion that this should be considered for the scheme. | The design and assessment of the scheme with regard to biodiversity has been informed by recent ecological surveys as set out in ES Chapter 8 Biodiversity (Document Reference 6.2).   | N  |
| 36.    | Biodiversity | Supports the PEI Report and mitigation measures. States deer and badgers are rare on the existing route; however, this may change with the proposed route.  | Badger culverts have been provided to maintain connectivity for badgers under the new road. In addition, the three greened overbridges, The Gloucestershire Way crossing 37m wide and the Stockwell and Cowley overbridges, both 11m wide will provide additional connectivity for badgers and deer. Planting of hedges and trees and installation of badger fencing and stone walls will guide wildlife to safe crossing points. The impacts and mitigation measures for biodiversity are provided in ES Chapter 8 Biodiversity (Document Reference 6.2).   | N  |
| 37.    | Biodiversity | Suggestion that this should be a green scheme even if this results in higher associated costs.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.   | N  |
| 38.    | Biodiversity | Concern that the PEI Report does not mention mitigation measures for specific species such as badgers. There are many setts in the area, so requests more detail about how the loss of this habitat will be mitigated.    | ES Chapter 8 Biodiversity (Document Reference 6.2) provides survey results, impact assessment and mitigation for badgers. Full survey results are included in the relevant Appendices. Badger culverts have been provided under the road in areas where badger ranges are severed. The Gloucestershire Way crossing, and Stockwell and Cowley overbridges provide additional safe crossing points for badgers. Any active setts within the construction zone will be closed under a Natural England Licence and artificial setts created where required. Pre-construction surveys will be carried out for badgers to update the survey data acquired. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in the EMP are secured through the DCO. | N  |
| 39.    | Biodiversity | Suggestion that an additional green bridge should be included over or under the Shab Hill to Cowley junction section.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. Following the 2019 statutory consultation, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape.   | Y  |
| 40.    | Biodiversity | Concern over impact of night-time light pollution of wildlife.  | Highways England will seek to avoid and reduce construction impacts on wildlife. The final scheme will not be lit. Temporary construction stage lighting will be designed to be sensitive to bats and otters, owls and badgers. As part of the DCO application, Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed.   | N  |
| 41.    | Biodiversity | Suggestion that Option 12 would have been a better route to protect wildlife.   | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 42.    | Biodiversity | Concern that consideration to local wildlife has been insufficient. Suggests that only one artificial bat hibernation site is insufficient.   | Whilst no hibernation roosts will be lost to the scheme, opportunities for enhancements have been considered alongside essential mitigation measures, and provisions of artificial roosts have been made in ES Appendix 2.1 EMP (Document Reference 6.4). The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 43.    | Biodiversity | Suggests that a simpler route could have been proposed which mitigates the impact on wildlife and the environment.  | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | N  |

| Row ID | Topic        | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|---|---|--|
| 44.    | Biodiversity | Support for the creation of flood-pools as it would encourage more nature.  | The support for the attenuation basin areas is noted. The attenuation basins are primarily for flood mitigation and will be mainly dry due to the underlying geology but will be planted with species rich grassland to provide additional habitat for wildlife.  | N  |
| 45.    | Climate      | Concern that there is a huge carbon footprint in excavations.   | The scheme as presented at the 2019 statutory consultation was designed to reduce the current gradient of Crickley Hill from 10% to 7%, which would require a deep cutting and number of retaining walls. Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved. This has removed the requirement for a number of retaining walls and their associated embedded carbon emissions. In reducing the required earthworks and excess material, the revised scheme design has also reduced corresponding construction process emissions and emissions associated with waste management activities (transport, processing and final disposal). | Y  |
| 46.    | Climate      | Concern as construction of the route will cause excessive damage to natural environment, will encourage and increase driving and does not address climate change targets and carbon neutral goals which are set by the central government, county or local district.  | The net-zero ambition is set out in recent amendments (July 2019) to the Climate Change Act 2008. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. Highways England recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.   | N  |
| 47.    | Climate      | Suggestion that the climate emergency should be the priority for all government action and that money could be better used on public transport and renewable energy.  |   |  |
| 48.    | Climate      | Concern that the 2008 Climate Act states that carbon budgets are mandatory targets in the UK and with road transport representing 25% of emissions and uptake of electric cars being only 3%, there is no possibility of compliance with the 2008 climate act if schemes like this are built. Concern that the scheme will not only directly increase emissions but that the money could be better spent on transport schemes which could reduce emissions. |   |  |
| 49.    | Climate      | Concern that the proposed scheme does not address climate change and removes funding for walking, cycling and alternative transport systems, which should be the first priority given the climate emergency.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 50.    | Climate      | Suggestion that there should be as much mitigation against climate change as possible.  | In line with Highways England's Sustainable Development Strategy (2017) and Action Plan, which set out HE's ambition to reduce carbon emissions, and the UK Government's carbon reduction plan targets, Highways England has sought and will continue to seek to reduce greenhouse gas emissions as far as practicable within this scheme, to contribute to the UK's net reduction in carbon emissions and maximise its potential for reducing greenhouse gas emissions. The mitigation measures proposed to avoid, reduce or remediate impacts relating to climate change are set out in ES Chapter 14 Climate (Document Reference 6.2).   | N  |

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|--------|--------------|---|---|--|
| 51.    | Climate      | Concern that no greenhouse gas emission modelling has been conducted and the recent declarations of climate emergencies have not been referred to.  | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2).<br><br>Highways England is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions (paragraph 5.16 - 5.19) and climate change (paragraphs 4.36 - 4.47). This includes an assessment of greenhouse gas emissions and takes into account the impact of the scheme during both construction and operation. This assessment is reported in ES Chapter 14 Climate (Document Reference 6.2). The chapter also includes a summary of the relevant legislation and national and local policies that have been used to guide the assessment. | N  |
| 52.    | Climate      | Concern that there is an absence of Greenhouse Gas (GHG) emission data from the Preliminary Environmental Information Report as well as recent significant changes to climate change strategy at local and national government level and the climate emergency is not being considered.   |   |  |
| 53.    | Climate      | Suggestion that the environmental benefits of the scheme in terms of carbon need to be spoken about, such as reduction in queuing traffic.  | ES Chapter 14 Climate (Document Reference 6.2), Section 14.9 Design, mitigation and enhancement measures, sets out mitigation measures embedded into the scheme design to avoid, prevent and reduce greenhouse gas emissions under the heading 'Impact of the scheme on climate (GHG emissions assessment)'. This section includes benefits of the scheme such as the change in gradient and additional climbing lane, which would assist in reducing the operational carbon footprint from road users due to free-flowing traffic and shallower gradients.   | N  |
| 54.    | Climate      | Suggests considering how to offset carbon emissions during the construction process.  | Highways England is committed to reducing carbon emissions and has considered carbon throughout the stages of the scheme. ES Chapter 14 Climate (Document Reference 6.2) sets out the mitigation measures proposed to avoid, reduce or remediate impacts during the scheme construction. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200-300ha of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.   | N  |
| 55.    | Consultation | Considers that ongoing communication with the public is crucial. Requests that emphasis is placed on the advantages of the scheme, such as the fact that an improved A417 infrastructure will significantly reduce 'rat-running', especially through Brimpsfield and Greater/Little Witcombe (via Witcombe Hill), as these roads were never built for the quantity of traffic currently using them. | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 which sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019, including those regarding rat running.   | N  |
| 56.    | Consultation | Supportive of the proposals and designs. In future consultation questions, suggest starting with a question of are you supportive of scheme.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 57.    | Consultation | Support of the work carried out to date as it shows a willingness to take concerns seriously, this should continue to remove any risk of the proposals failing at public inquiry.   | Highways England acknowledges the positive comments about the statutory consultation. Taking into account feedback received in response to the 2019 public consultation, a further supplementary public consultation was held in 2020 which sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019.   | N  |
| 58.    | Consultation | Concern that the consultation event in Cirencester was inaccessible to disabled people.   | As set out in section 6 of the Consultation Report (Document Reference 5.1), public events were held at 7 locations in the vicinity of the scheme during the 2019 statutory consultation. This included Cirencester Town Council on 11 October 2019. A building accessibility checklist was carried out for all consultation event venues to evaluate their accessibility, including for wheelchair users. An Equalities Impact Assessment has been carried out for the scheme and is submitted with the DCO application (Document Reference 7.8).  | N  |

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|--------|--------------|--|---|--|
| 59.    | Consultation | Supportive of the PEI Report as the maps are very clear and it contains informative research.  | Highways England acknowledges the range of views expressed, including those received in support of the 2019 PEI Report.   | N  |
| 60.    | Consultation | Support of the individual assessments however concern about whether action will be taken as a result of the assessments. Suggestion of holding a further consultation once results are known.  | The PEI Report published at statutory consultation between 27 September and 8 November 2019 was prepared to enable the local community and other stakeholders to understand the environmental effects of the proposed scheme so that they could make an informed response to the public consultation. Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.   | N  |
| 61.    | Consultation | The consultation process (including exhibitions) have been very good and helpful.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 62.    | Consultation | Is concerned that Campaign to Protect Rural England has not been consulted.  | As set out in the Consultation Report (Document Reference 5.1), the Campaign for the Protection of Rural England (CPRE) were consulted as part of the 2019 statutory consultation and the 2020 supplementary consultation, and their response given due regard.   | N  |
| 63.    | Consultation | Suggestion that open data, especially SHP and GIS files should be given to the local communities to allow further analysis of the proposed route.  | Data such as GIS shapefiles has been shared with stakeholders on request. The suggestion to make such information open to the general public is noted.  | N  |
| 64.    | Consultation | Raises concerns regarding the consultation team's lack of knowledge of alternative scheme options.   | The feedback on the consultation team at the 2019 consultation is noted. Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 65.    | Consultation | Suggestion that there should be somewhere to access information relating to the scheme such as a website reporting details of disruption.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. As set out in ES Appendix 2.1 EMP (Document Reference 6.4), a public liaison officer will be appointed during the construction of the scheme to provide ongoing dialogue with stakeholders and members of the public.   | N  |
| 66.    | Consultation | Suggestion that a constant and widespread progress reporting method is set up across all forms of media and social media to keep everyone informed of the progress of the build. This should include positive and negative information on the build and include opportunities offered for the negatives. |   |  |
| 67.    | Consultation | Is concerned that consultation has not been widely advertised, especially in areas such as Leckhampton, Charlton Kings and communities towards Stow who use the A436 to access the A417.   | Section 6 of the Consultation Report (Document Reference 5.1) sets out how Highways England carried out the 2019 statutory consultation, including how consultees were notified and how the consultation was advertised more widely in the community. This included: publication of notices in local and national newspapers; the use of posters in local venues; the issue of media releases and a press briefing at the start of the consultation; pop-up information points in the local area; the use of social media; digital adverts on the Gloucestershire Live website; and, a leaflet drop to all properties within 1 mile of the scheme.<br><br>Carrying out pre-application consultation is a statutory requirement of the Planning Act 2008. The Consultation Report (Document Reference 5.1) has been prepared to demonstrate that Highways England met the requirements of the legislation and that Highways England has had regard to the comments received during consultation. The Planning Inspectorate will consider whether Highways England has met its statutory consultation duties when it determines whether or not to accept the DCO application for examination. | N  |

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|--------|--------------|---|--|--|
| 68.    | Consultation | Concern that the consultation process is deeply flawed.   | Carrying out pre-application consultation is a statutory requirement of the Planning Act 2008. Highways England consulted with the relevant local planning authorities – Gloucestershire County Council (GCC), Tewkesbury Borough Council (TBC) and Cotswold District Council (CDC) - about the plans for the consultation and had regard to their comments, as set out in Chapter 5 of the Consultation Report (Document Reference 5.1). The Consultation Report (Document Reference 5.1) has been prepared to demonstrate that Highways England met the requirements of the legislation and that Highways England has had regard to the comments received during consultation. The Planning Inspectorate will consider whether Highways England has met its statutory consultation duties when it determines whether or not to accept the DCO application for examination. | N  |
| 69.    | Consultation | Concern that Cowley Village is not shown on the relevant maps at consultation as it is the village which will be most affected by the scheme.   | Cowley village is not shown on the main scheme map due to the scale required to show the full extent of the red line boundary of the scheme. However, Cowley village does appear on some figures of the ES (Document Reference 6.2) where the study area for particular topics extends to Cowley, e.g. ES Figure 12.1 Population and Health Study Area (Document Reference 6.3).   | N  |
| 70.    | Consultation | Concern that information provided regarding construction has been too vague in order for comments to be provided.   | Taking into account feedback received in response to the 2019 public consultation, a further supplementary public consultation was held in 2020 with an additional PEI Report. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report clearly outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.   | N  |
| 71.    | Consultation | Concern as the consultation with local community seems to be tactfully crafted to not include demolition or blighting of existing homes and businesses.   | Information on the number of properties to be demolished was provided in the 2019 PEI Report and 2020 PEI Report. Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, although in some cases, this is unavoidable. Engagement with landowners started during the route options consultation and will be ongoing throughout the scheme life cycle.  | N  |
| 72.    | Consultation | Concern as the public consultation events were misleading and residences and businesses have been represented in a way which did not accurately reflect what was present or did not include some parts. | Highways England actively engages with local landowners directly affected by the scheme using clear statutory procedures. Specific mitigation solutions would be agreed on a case by case basis as appropriate. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.   | N  |
| 73.    | Consultation | Suggestion of contacting Elkstone Parish Council more proactively.  | Highways England invited Elkstone Parish Council in writing to participate in the statutory consultation between 27 September and 8 November 2019. Elkstone Parish Council were further invited to participate in the 2020 Supplementary Consultation.   | N  |
| 74.    | Consultation | Concern about the scheme being landscape-led as a tunnel option was not included for consultation despite this being the preferred option for all the stakeholders.                                     | Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 75.    | Consultation | Would like viewing platforms while construction is underway so people can watch the project develop.  | Highways England notes the suggestion for viewing platforms during construction.   | N  |
| 76.    | Consultation | Support for the proposals in that efforts to consult with the public has been undertaken responsibly.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |

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|--------|--------------|---|---|--|
| 77.    | Consultation | Suggestion that a wide range of users should be included in further consultations and working groups to consider Rights of Way in the area. Consultees could include the British Driving Society and the Trail Riders Fellowship. | As set out in the Consultation Report (Document Reference 5.1), and in the WCH TWG Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), Highways England has consulted and engaged with organisations and individuals representing a wide range of users of Public Rights of Way. This has included the Trail Riders Fellowship.  | N  |
| 78.    | Consultation | Suggestion that close working with Gloucestershire police will create a route which tackles the current accident rate.  | As set out in the Consultation Report (Document Reference 5.1), Highways England has consulted with Gloucestershire police on the scheme proposals.   | N  |
| 79.    | Consultation | Support of the consultation report as it shows the scheme is being taken seriously.   | The support for the Consultation Report (Document Reference 5.1) is acknowledged.   | N  |
| 80.    | Consultation | Suggestion that advice should be sought from environmental experts.   | The ES (Document Reference 6.2) reports on the Environmental Impact Assessment carried out for the scheme by environment specialists. The ES reports on how the scheme is expected to impact the environment and identifies mitigation and enhancement measures that have been designed into the scheme. Statutory environmental bodies have been consulted throughout the scheme development and their feedback considered, as set out in the Consultation Report (Document Reference 5.1).  | N  |
| 81.    | Consultation | Suggests consulting with organisations such as Cycling UK, Sustrans and British Cycling with regards to cycling infrastructure.   | As set out in the Consultation Report (Document Reference 5.1) and in the WCH TWG Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), Highways England has sought to consult with a variety of organisations representing the interests of cyclists, including Sustrans and Cycling UK.  | N  |
| 82.    | Consultation | Highlights that the scheme is difficult to view online, but the consultation events have been helpful.  | Highways England notes the positive comments about the events at the 2019 statutory consultation events and has noted the feedback regarding viewing documents online.  | N  |
| 83.    | Consultation | Highlights that Table 8-6 on page 151 and 152 of the PEI Report appears incomplete.   | This feedback is noted. An updated PEI Report was published at the 2020 supplementary statutory consultation. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019.  | N  |
| 84.    | Consultation | Independent bodies, not just government agencies, should be consulted where possible.   | Highways England has consulted a wide variety of organisations on the scheme proposals, including those required under statutory obligation of the Planning Act 2008, but also included non-statutory bodies such as non-governmental bodies, interest groups and the general public. The Consultation Report (Document Reference 5.1) sets out who Highways England has consulted with and how comments have been taken into account in developing the scheme.   | N  |
| 85.    | Consultation | Suggests making public knowledge when the construction management plan will be released and how to influence it.  | Highways England has produced ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. This is available for scrutiny during the Examination of the scheme, during which time members of the public may review its contents and submit representations in to the Examining Authority in relation to it. Highways England has worked with the local highways authority, GCC, 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. | N  |
| 86.    | Consultation | Concern that there has been no information regarding details and periods of road closures.  |   |  |
| 87.    | Consultation | Concern that there should be greater transparency from project managers who are making these decisions.   | The design development process that Highways England has undertaken is set out within ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). The consultation undertaken with statutory bodies, organisations, land interests and the general public is set out in the Consultation Report (Document Reference 5.1). These documents identify how Highways England has taken decisions relating to the scheme design and, will be subject to Examination in public.  | N  |

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|--------|-------------------|---|---|--|
| 88.    | Consultation      | Concern that the PEI Report does not appear within the consultation booklet as it ends on page 21.  | The 2019 PEI Report was not provided as part of the consultation booklet at the statutory consultation as it was a separate document. Printed copies of the 2019 PEI Report were available at the consultation events and deposit points and could also be downloaded from the consultation website.  | N  |
| 89.    | Consultation      | Suggests checking the consultation booklet as some pages are not as described.  | The feedback is noted. Taking into account feedback received in response to the 2019 public consultation, a further supplementary public consultation was held in 2020. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The 2020 supplementary Consultation sought to add further detail to aspects of the scheme that were identified as unclear following the 2019 Statutory Consultation.   | N  |
| 90.    | Consultation      | Concern that there is little information as ecology and noise reports are incomplete and by the time, they are completed consultation will be over.   | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme. | N  |
| 91.    | Consultation      | Concern that consultees cannot form informed opinions when environmental information is still being assembled and impacts are still being identified. Concern that the effects of air pollution arising from the new road on ecological receptors has not been adequately assessed. |   | N  |
| 92.    | Consultation      | The maps presented at the consultation were of poor quality and made it hard to see the specifics of what is being proposed. In the future, OS mapping conventions should be used to ensure everyone can understand what is being proposed.   | Highways England acknowledges the feedback on the statutory consultation materials. The 2020 Supplementary Consultation materials included maps with a greater degree of annotation and detail as well as maps of specific design proposals with a larger scale.  | N  |
| 93.    | Consultation      | To ensure that local 'Green Roads' and PRow's can be enjoyed by all users, Highways England should engage with a variety of groups, including the trail riders fellowship to ensure all users views are taken into account.   | As set out in the Consultation Report (Document Reference 5.1), and in the WCH TWG Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), Highways England has consulted and engaged with organisations and individuals representing a wide range of users of Public Rights of Way. This has included the Trail Riders Fellowship.  | N  |
| 94.    | Consultation      | Support of the recommendations based on previous stakeholder engagement and as modified through the consultation process.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 95.    | Consultation      | Suggestion of involving all relevant organisations such as the Conservation Board, the Wildlife Trust, National Trust and Woodland Trust along with local landowners before, during and after construction.   | Ongoing liaison with all relevant parties will be maintained throughout the construction period.  | N  |
| 96.    | Cultural Heritage | Query as to whether changes to the scheme will be made to reduce the impact on the archaeology of Crickley Hill   | Highways England has taken into account the historic environment throughout the development of the A417 Missing Link and has sought to avoid heritage assets where possible in designing the scheme. The proposed scheme will not physically impact the archaeology present at Crickley Hill. Where buried archaeological remains would be impacted by the scheme, these would be subject to archaeological investigation and recording in advance of construction. This is set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2).   | N  |
| 97.    | Cultural Heritage | Suggestion raised that the scheme should work sensitively with archaeological sites within the area, including Crickley Hill Fort and other important sites.  |   |  |
| 98.    | Cultural Heritage | Requests that archaeological features are not damaged or destroyed, such as those in Emma's Wood.   | As set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2), the heritage asset at Emma's Grove (barrows) would be preserved by the proposed scheme and would be enhanced through the removal of existing vegetation that is damaging the monument. There would be no significant effect as a result of the scheme  | N  |
| 99.    | Cultural Heritage | Concern that the environmental impact on Cowley Village, the listed Cowley Manor and its gardens which have a heritage status have not been properly assessed.  | Cowley and its constituent heritage assets would experience no change as a result of the proposed scheme.   | N  |

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|--------|-------------------|---|---|--|--|
| 100    | Cultural Heritage | Comments that the route from Cirencester to Gloucester via Birdlip and Ermin Street follows a Roman Road. Suggests that Roman heritage may need to be considered.   | Impacts upon archaeological remains, including Roman heritage assets, are assessed in ES Chapter 6 Cultural Heritage (Document Reference 6.2).  | N  |  |
| 101    | Cultural Heritage | Suggestion of a form of monument/public art near the location of the Air Balloon public house following its demolition, such as interpretation boards identifying the historical link with Edward Jenner and the longstanding 'Air Balloon' name of the junction. | Suggestions for a monument or public art have been noted however, they do not form part of the DCO application. Following the 2019 statutory consultation, Highways England decided to name the repurposed A417 'Air Balloon Way' to reflect the history of the location in relation to Edward Jenner and his air balloon flight.   | N  |  |
| 102    | Economics         | Suggests the scheme should not include mitigation measures and it does not matter if the scheme creates more CO2 as it is a sign of economic progress.  | The inclusion of environmental mitigation is essential to Highways England meeting its vision and objectives for the scheme. Furthermore, such measures are essential to the scheme in order to comply with national policy tests set out in the National Policy Statement for National Networks and gain development consent. An assessment of the scheme against such policy is set out in the Case for the Scheme (Document reference 7.1).  | N  |  |
| 103    | Economics         | Objects to the proposed scheme and suggests the money could be spent on improving public health and environmental impacts.  | Highways England 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  |  |
| 104    | Economics         | Support of the proposals to help with Gloucestershire's economic revival.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |  |
| 105    | Economics         | Suggests funding should be guaranteed.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.  | N  |  |
| 106    | Economics         | Suggests more cost-effective options such as widening the current road, as this would be less expensive.  | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. This included an assessment of lower cost, smaller scale options, however none of those options were determined to deliver the required level of benefit to road safety and congestion that is required on this stretch of the A417. Alternative modes of transport have also been considered as part of the option identification and appraisal process Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information, or the Scheme Assessment Report (March 2019) (Document Reference 7.4). | N  |  |
| 107    | Economics         | Suggests that a simpler, cheaper route could have been proposed. This could enable highways repairs to more roads across the County.  |   |  |  |
| 108    | Economics         | Concern about the high cost of the scheme, and suggests money is spent of improving pedestrian, cycle and public transport, as well as developing the local economy to be less dependent on road transport for goods.   |   |  |  |
| 109    | Economics         | Concern that the Government does not have enough money to complete a comprehensive scheme.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.  | N  |  |
| 110    | Economics         | Concern as the cost of the scheme is substantial and the range of the budget shows a lack of thorough planning.   | As the scheme progresses through detailed design and to construction stage, the design will be continuously refined. As this process progresses, risks will be identified, reviewed and costs associated with them refined. As the design proceeds through the more detailed stages, costs associated with these risks will be further refined so that the cost estimate reflects up to date knowledge of the scheme. This iterative process will continue as the scheme progresses to the construction phase to manage the costs in line with the RIS2 cost budget.  |  |  |
| 111    | Economics         | Concerns raised that although the proposed option is considered favourable, the cost of the proposals and potential unforeseeable costs are large and frightening.  |   |  |  |
| 112    | Economics         | Concern that the scheme is a waste of money.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO. The adjusted Benefit Cost Ratio (BCR) has been calculated for the scheme to be 2.51. This means that for every £1 spent on the scheme, £2.51 is generated in economic, environmental and social benefits. Based on the DfT's Value for Money Framework, the scheme is in the 'medium value for money' category. In economic terms, this indicates that the forecast benefits of the scheme would significantly outweigh its costs.   | N  |  |



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|--------|-----------|---|---|--|
| 113    | Economics | Support for the proposed scheme due to the investments ability to deliver public benefits.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 114    | Economics | Concern that the large budget may place the scheme vulnerable to criticism regarding the scale of improvement compared to the cost.   | Following the 2019 statutory consultation, the cost estimate has been updated to reflect the latest design of the scheme. This revised cost estimate has informed the economic appraisal which has been undertaken in line with WebTAG criteria. The adjusted Benefit Cost Ratio (BCR) has been calculated for the scheme to be 2.51. This means that for every £1 spent on the scheme, £2.51 is generated in economic, environmental and social benefits. Based on the DfT's Value for Money (VfM) Framework, the scheme is in the 'medium value for money' category. In economic terms, this indicates that the forecast benefits of the scheme would significantly outweigh its costs. Due to the high scheme cost and the location of the scheme within the Cotswold AONB the scheme must be reviewed and approved by the Department for Transport to ensure the scheme provides VfM. | N  |
| 115    | Economics | Concern that the proposed scheme is too costly at over £2000 per inch, especially compared with the cost of road-building initiatives in other countries such as Spain.   |   |  |
| 116    | Economics | Suggestion that the proposed improvements need to be initiated as soon as possible regardless of cost, as the cost to the economy if the scheme is not implemented will be greater than the cost of the scheme. | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  | N  |
| 117    | Economics | Suggestion that during construction, safety is put first rather than costs.   | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. During the construction of the scheme safety will be a primary concern for both the construction workers and the road users. Details of this will be set out in ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) and this will consider all safety aspects of the construction of the scheme. Traffic management required during the construction will be developed following the latest guidance available.  | N  |
| 118    | Economics | Suggests that money could be better spent into the options of either a tunnel or improved bus services.   | Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Alternative modes of transport have also been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 119    | Economics | Considers that the scheme appears to be a good compromise including value for money.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 120    | Economics | Suggests outlining what guarantees will be in place to ring fence and protect the budget associated with protection and enhancement of the local environment and community                                      | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.  | N  |
| 121    | Economics | Support for the scheme as it will reduce hours spent in traffic, which will improve the economic productivity of the area.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 122    | Economics | Concern that the funding for environmental impact mitigation should be equal to the funding for the construction.   | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.  | N  |
| 123    | Economics | Clarity is sought on the cost of the scheme.  | Following the design changes the costs for the scheme have been updated to reflect the latest design and associated risks. The cost of the scheme is reported in the DCO Application A417 Funding Statement (Document Reference 4.2).   | N  |

| Row ID | Topic              | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|---|---|--|
| 124    | Engineering Design | Suggestion that appropriately size laybys should be included in the scheme.   | Four laybys are currently proposed to be included in the scheme. Two would be positioned on the eastbound carriageway at the start of Crickley Hill and between Shab Hill junction and Cowley junction. A further two would be positioned on the west bound carriageway; one between Cowley junction and Shab Hill junction and one at the bottom of Crickley Hill. These would be designed in accordance with current Highways England design standards to provide an appropriate level of provision.  | N  |
| 125    | Engineering Design | Argues that the short tunnel option would be preferable but understands this has been ruled out.  | Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information. Highways England consulted on two possible route options (Option 12 and Option 30) for the scheme in February and March 2018. These options were selected following extensive investigation of possible route options and they were assessed against the scheme's vision and objectives, and a range of engineering, economic and financial criteria. Overall, the consultation feedback in 2018 demonstrated a high level of support for Option 30, which was evidenced in the Report on Public Consultation (March 2019). Highways England considers that Option 30 presents the best opportunity to deliver a landscape-led highways improvement scheme, which meets all of the key objectives of the scheme and delivers a return on investment. | N  |
| 126    | Engineering Design | Suggestion of using the tunnel option as it is truly landscape led. If this cannot be done, then suggestion of using option 12 as it utilises the existing A417 and reduces the need to cut a new road through an AONB so reduced the damage to the environment.  |   |  |
| 127    | Engineering Design | Suggestion that a long bridge or short tunnel at the Air Balloon public house would help the roads to be kept low in the landscape and help to retain the historic pub and archaeology of Emma's Grove.   |   |  |
| 128    | Engineering Design | Suggests including three lanes within the proposed scheme.  | The route climbing the escarpment to Shab Hill junction would have a total of five lanes, two in the westbound direction and three in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The section between Shab Hill junction and Cowley junction would have two lanes in each direction. This would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening which is a well-established balance between traffic capacity and economic benefit. Providing wider structures would involve significant additional cost and would not be justified under current guidelines. The current design would allow for smart technology to be installed at a later date should future policy decisions warrant it. The proposed roundabouts have been designed to accommodate future predicted traffic flows at opening as well in the design year 15 years after opening.   | N  |
| 129    | Engineering Design | Suggests the proposed A417 needs to have three lanes and have the introduction of smart motorway schemes. Suggests making sure the bridges are wide enough to be able to add an extra lane in the future. junctions and slip roads need to be large enough to accommodate queuing traffic, and roundabouts can accommodate future traffic |   |  |
| 130    | Engineering Design | Suggestion of including additional lanes for lorries on the steep sections of the proposed route.   |   |  |
| 131    | Engineering Design | Suggestion that Cowley junction should be removed as it creates unsafe roads and will offload excessive cars into single lanes roads.   | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners. It is not proposed to remove Cowley junction entirely as it would provide a safe access to Stockwell and Brimpsfield as well as the Golden Heart Inn and parking for access to the repurposed A417. It is proposed that the existing 7.5T weight limit on the surrounding roads to Stockwell, Elstone and Brimpsfield is maintained.   | Y  |

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|--------|--------------------|--|---|--|
| 132    | Engineering Design | Concern that the proposed scheme will negatively impact the AONB, as it will cause visual, noise and air pollution   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). An assessment of the effects of the scheme on air pollution and noise pollution are also made in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 11 Noise and Vibration (Document Reference 6.2) respectively. Mitigation has been proposed where possible to reduce effects of the scheme, as set out in chapters of the ES (Document Reference 6.2) and in ES Appendix 2.1 EMP (Document Reference 6.4).                                  | N  |
| 133    | Engineering Design | Suggestion of a heated road surface, this is ideal along the whole road, but any part of the road would be good.   | It is not currently proposed to heat the road surface. However, technologies which improve road safety are always considered during scheme development.   | N  |
| 134    | Engineering Design | Suggest considering the improvement in safety of the junctions towards Cirencester as currently the junctions are dangerous.                               | The proposed scheme would improve junction safety within the extent of the scheme, however issues on the existing network outside of this would not be addressed as part of the scheme. Highways England does however continually review the safety of its highway networks and aims to improve safety on an ongoing basis through targeted action.   | N  |
| 135    | Engineering Design | Slip roads on the A419 are very short which makes it difficult to enter the road from slow speeds. Is concerned that this will only become worse.          |   |  |
| 136    | Engineering Design | Suggestion that road surfaces need to be quiet, hard-wearing and when wet glare-free and minimal spray.  | Road surfaces would be paved using modern paving materials. These tend to be quieter than traditional surface materials however Highways England propose to use Lower Noise Surfacing (LNS) The characteristics of LNS would provide a balance between operational performance, cost and durability.  | N  |
| 137    | Engineering Design | Suggests road surfaces which do not freeze should be an option to be considered.   | It is not currently proposed to use surfacing which does not freeze however, technologies which improve road safety are always considered during scheme development.  | N  |
| 138    | Engineering Design | Suggestion of ensuring all bridges are long life, low maintenance and high enough for all traffic including double decker buses and HGV's to pass through. | All bridges would have a 120-year design life, in accordance with the Eurocodes and the relevant UK National Annexes. The headroom would be in accordance with the requirements of CD 127 of the Design Manual for Road and Bridges. All bridges would have a minimum headroom equal to or greater than 5.3m in line with CD 127 except for the Grove Farm underpass. The Grove Farm underpass would have a minimum headroom of 4m. This would be acceptable as the structure would span over an accommodation access track that would not be open to public traffic. The provided headroom would be sufficient to accommodate emergency and refuse vehicles.<br><br>The selected construction forms would maximise the use of precast concrete and weathering steel elements, reducing the maintenance requirements. The structures would be integral with their abutments where possible to avoid the use of bearings and mechanical expansion joints, further minimising maintenance requirements. | N  |
| 139    | Engineering Design | Suggestion that the escarpment road could be made deeper and wider.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Whilst the design change from 7% to 8% would reduce the depth of the cutting the width of the road would remain the same. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |

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|--------|--------------------|--|---|--|
| 140    | Engineering Design | Suggestion that the turning to Barrow Wake car park should remain a T-junction rather than changing to a roundabout as this would result in two roundabouts in very close proximity.   | Following concerns raised about anti-social behaviour at Barrow Wake carpark it is now proposed to route the B4070 via the entrance to Barrow Wake carpark and along the existing road to Birdlip. This will however require a small roundabout to be constructed in the current location of the T junction. This would be a safer layout than a T junction arrangement which would not be appropriate due to the prevailing traffic flow directions. Providing a roundabout in this location would also provide passive surveillance to Barrow Wake and eliminate anti-social behaviour on the road to Birdlip. The roundabout would also act to calm traffic speeds on this section of road as well as deterring use of the road by large goods vehicles. The roundabout at the Cowley junction has been provided to delineate the A417 and the existing A417 and would provide a safer layout compared to a T junction. The roundabout would also facilitate construction enabling better and safer management during tie in works. The two roundabouts are located on two different stretches of road therefore would not be encountered within a short distance. | N  |
| 141    | Engineering Design | Suggestion that all roads should be kept as low in the landscape as possible to minimise visual and noise impact. Concerned that the roundabout and proposed alternative 2 for the link road are on elevated sections which is not good for the environment.                       | To mitigate the visual impact of the route additional landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Since the 2019 Consultation exercise the design has been further modified to lower the vertical alignment between Shab Hill junction and Cowley lane. The extent landscaping earthworks has also been increased to improve visual screening.   | Y  |
| 142    | Engineering Design | Support for alternative 2 as the preferred A436 link road as this will reduce or remove rat-running within Elkstone.   | Highways England is proceeding with Alternative 2 for the design of the A436 link road.   | N  |
| 143    | Engineering Design | Suggestion of extending the slip roads to allow a longer entry and exit slip lengths at local traffic junctions, such as Winstone, Duntisbourne Abbots and Duntisbourne Leer due to the expected increase in traffic volumes. The current slip roads are very short and dangerous. | Comments relating to elements of the road network outside the extents of the scheme are noted. The proposed scheme would improve junction safety within the extent of the scheme, however issues on the existing network outside of this would not be addressed as part of the scheme. Highways England does however continually review the safety of its highway networks and aims to improve safety on an ongoing basis through targeted action.  | N  |
| 144    | Engineering Design | Support for the single arc road design.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 145    | Engineering Design | Suggestion that mitigation of construction impacts is critical.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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.   | N  |
| 146    | Engineering Design | Concern that access to Cold Slad will be compromised and design should be reconsidered.  | Access to Cold Slad would be provided using a link to connect it to the new A436 roundabout. This option has been chosen to make use of the existing A417 pavement, thereby avoiding unnecessary construction.  | N  |
| 147    | Engineering Design | Suggestion that suitable clear fencing or dog proof fencing should be incorporated to protect both wildlife and pets.  | Badger fencing and other stockproof fencing would be installed along much of the scheme to prevent wildlife entering the road network. In addition, Cotswold stone walls have been proposed in many locations which would also provide a barrier to the road and wildlife or pets.  | N  |

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|--------|--------------------|---|--|--|
| 148    | Engineering Design | Concern that along the existing route heading from Cirencester towards Cowley roundabout there are a large number of birds that get hit, particularly pheasants, therefore suggestion of preventing these birds from being hit. | Badger fencing would be installed along much of the scheme to prevent wildlife entering the road network. In addition, Cotswold stone walls have been proposed in many locations which would also provide a barrier to the road and wildlife. Hedges and trees will be planted to direct wildlife to safe crossing points such as overbridges, underpasses or badger tunnels.  | N  |
| 149    | Engineering Design | Concern about the little detail of road lighting or surface treatment which is proposed as these have an impact on noise and light pollution.   | The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies/ Responding to the scheme's setting within the Cotswolds AONB, the scheme, including Shab Hill and Cowley junctions, will not be lit to reduce the amount of light spillage to the Dark Skies area. Road surfaces would be paved using modern paving materials. These tend to be quieter than traditional surface materials. Characteristics of the surfacing would provide a balance between operational performance, cost and durability.   | N  |
| 150    | Engineering Design | Concerned about the fragility of the limestone, and whether enough of an angle has been considered for the cutting sides as the steeper the angle the more extra material will be needed.                                       | Extensive geotechnical surveys have been undertaken to establish the engineering properties of the geological strata along the scheme. In the vicinity of Crickley Hill the slopes of the rock cutting have been designed to ensure they remain stable during and following construction. Elsewhere on Crickley Hill, slope stabilisation measures have been proposed to ensure that existing slopes would remain stable. This would include sub-surface drainage.<br><br>In addition, taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020) depth of the cutting and hence excavation of rock would be significantly reduced and would result in a reduction of cutting depths of up to 11m. This would also improve slope stability. | Y  |
| 151    | Engineering Design | Suggestion that average speed cameras should be implemented on the route and it should be considered how broken-down HGV's will be recovered and by who.  | Once the scheme is open measures relating to speed control would be reviewed by the maintaining authority on an ongoing basis and appropriate measures implemented should an issue be identified. Broken down HGV's would be recovered by the appropriate recovery services. Within the scheme four laybys are proposed, two in the eastbound direction and two in the westbound direction. In addition, the slip roads at Shab Hill junction would have hard shoulders. These would allow broken down vehicles to be recovered to a place of relative safety before being repaired or towed away. On Crickley Hill it is also proposed to increase the distance between the safety barrier and the edge of carriageway where space allows to provide space for stricken vehicles to pull off the carriageway in an emergency if it were not possible to reach a place of relative safety.   | N  |
| 152    | Engineering Design | Concern that disruption will significantly impact on the few alternative routes during excavation and construction as the impact on Cheltenham and Stroud may have a major social and environmental effect.                     | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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.  | N  |
| 153    | Engineering Design | Suggestion of signs to Caudle Green at Winstone (the most direct) and Syde off the A417, as currently there is confusion as people have to retrace their journey back down the narrow lanes.                                    | The suggestion to add Caudle Green to the direction signs at the Winstone/Highwayman junction is noted. Signage on other sections of the road network is outside of the scope of the scheme. Highways England however reviews issues on its highway network on an ongoing basis with targeted action where appropriate.  | Y  |

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|--------|--------------------|--|---|--|
| 154    | Engineering Design | Suggestion of including earth banks and walls to prevent snow drifting across the roads.   | Careful consideration of methods to mitigate issues with drifting snow will be reviewed during later stages of design of the scheme. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N  |
| 155    | Engineering Design | Suggestion that cycle tracks should be incorporated along the Stroud Valleys as this would be cheaper.   | This suggestion is not within the remit of the scheme.  | N  |
| 156    | Engineering Design | Concern that the A417 is a vital link for farmers to reach land and access is needed at the Cowley Road junction to and from Cirencester.  | Concern that the A417 is a vital link for farmers to reach land, and that access is needed at the Cowley junction to and from Cirencester is noted. The proposed junction at Cowley would provide full access for farmers and vehicles travelling in both directions on the proposed A417.  | N  |
| 157    | Engineering Design | Suggestion that if Route 30 is to be implemented, cutting through Stockwell Farm must be deep enough and the choice of road surface suitable, to mitigate the effect of both noise and headlights. Suggestion that natural rock walls should be used and covered with wire to prevent rockfall.  | To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction along the route. Because the route is within a landscape plateau area, landscape earthwork have been utilised rather than tree screening which would be out of character with the landscape here. Where natural rock slopes are proposed appropriate measures for mitigating rock falls would be provided. | N  |
| 158    | Engineering Design | Suggestion that Option 12 would create more disruption than Option 30 but would have a more positive long-term effect on safety, ecology and visual impact. Suggestion that although Route 12 would take land from Stockwell Farm and require an overbridge for access, it would not impinge on local residents or livestock; the overbridge could be used to incorporate access from Cowley to the existing A417 for Birdlip; and wildlife would be largely unaffected. | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 159    | Engineering Design | Suggestion that the existing A417 should remain open as far as Shab Hill junction for access to Birdlip, Slad and Witcombe Hill  | An objective of the scheme is to reduce rat-running on local roads. Consequently, during the development of the scheme Highways England made the decision not to connect Ermin Way (the Roman road) to the existing A417 as reconnecting this link could potentially become a rat run for people wishing to avoid Shab Hill junction.   | N  |
| 160    | Engineering Design | Concern that there is no indication as to where the A436 would join the dual carriageway and suggestion that there should be a safe solution along with some alteration to slightly reduce the sharpness of the bend near Emma's Grove.  | The new A436 roundabout would connect to the existing A436 to Seven Springs; Leckhampton Hill; the link to Cold Slad; and the proposed A436 link to Shab Hill junction. The A436 would therefore access the A417 via the proposed Shab Hill junction. The curvature of the proposed new alignment complies with current design standards and as part of the scheme, would improve safety on this part of the A417.  | /A   |
| 161    | Engineering Design | Concern about there is no direct route to Birdlip and Gloucester for Stockwell and Cowley.   | There is currently no direct access from Stockwell to Birdlip village or Gloucester. The new road will improve this as routes will be available via the new A417 using the Shab Hill junction or through Stockwell and Brimpsfield.   | N  |
| 162    | Engineering Design | Concern that access to properties should be ensured at all hours of the day and night.   | During construction of the scheme, full access to properties would be maintained. Any temporary disruption to access would be discussed with affected landowners and appropriate temporary measures agreed.   | N  |
| 163    | Engineering Design | Suggestion that any excess land could be awarded to properties to mitigate against the devaluation.  | The suggestion that any excess land could be awarded to properties to mitigate against the devaluation is noted, however this is not possible under current statutory procedures. Any compensation awarded to affected landowners would be calculated on a case by case basis based on current statutory guidelines and agreed with the District Valuer.  | N  |
| 164    | Engineering Design | Suggests an alternative route which follows the same route but featuring adaptations to the area surrounding the Air Balloon roundabout. This would be less disruptive to both wildlife and the community.   | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.   | N  |

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|--------|--------------------|---|---|--|
| 165    | Engineering Design | Suggests that the cutting of the road be significantly increased to ensure that the impact to views is minimised.   | To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks would act to provide visual screening and noise reduction for affected landowners. Because the route is within a landscape plateau area, landscape earthworks have been utilised rather than tree screening which would be out of character with the landscape here. Since the 2019 statutory consultation, the design has been further modified to lower the vertical alignment between Shab Hill junction and Cowley lane. The extent landscaping earthworks has also been increased to improve visual screening. | Y  |
| 166    | Engineering Design | Highlights the dangerous weather conditions which can develop in this area, especially fog during the Winter. Suggests that this could pose a hazard due to the volumes of traffic using this route.  | Careful consideration of methods to mitigate issues with fog will be reviewed during later stages of design of the scheme. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N  |
| 167    | Engineering Design | Suggestion that surfacing is not required for every recreational route.   | Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed. It is not proposed to surface every recreational route. The type of surfacing would depend on the type and location of the route. For example, the proposal to repurpose the A417 for recreational activity would include soft and hard surfacing to cater for different non-motorised users and the route adjacent to the B4070 would be paved. Elsewhere other routes would remain unpaved.   | N  |
| 168    | Engineering Design | Suggests providing solar panels along the repurposed A417 route.  | The provision of solar panels is outside of the scope of this highways scheme.  | N  |
| 169    | Engineering Design | Concern that LED street lighting and under road heating should be incorporated to reduce the effect of severe weather conditions. Suggestion that one or two wind turbines should be incorporated to provide a green, self-sustaining, energy source which has low running costs, long life expectancy and potential additional revenue source. | The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies and it is therefore not proposed to light the scheme. It is not currently proposed to heat the road surface however technologies which improve road safety are always considered during scheme development. Whilst incorporating wind turbines to provide an energy source for the scheme is interesting it is not proposed to include them as they would not be in keeping with the vision of the AONB.   | N  |
| 170    | Engineering Design | Concern that access/egress from Cold Slad lane will be an issue and suggestion that linking the lane to Dog Lane overcomes this. Concern that this will affect the young and the elderly.   | The suggestion that Cold Slad and Dog Lane should be joined as an alternative access solution is noted. It is not proposed to link Cold Slad and Dog Lane for vehicular access as this would lead to rat-running between the A46 and the A436. Vehicular access for Cold Slad would be via the A436 roundabout. It is however proposed to provide a link for non-motorised users as well as for maintenance vehicles and it would form part of the wider proposals to provide a network of interconnected Public Rights of Way (PRoW).  | N  |
| 171    | Engineering Design | Suggests making all conventional bridges within the scheme green bridges.   | Following the 2019 statutory consultation, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape.  | Y  |
| 172    | Engineering Design | Suggestion that speed limits on sections of this road should be 50mph as this would reduce noise and air pollution as well as increase safety.  | It is not proposed to enforce reduced speed limits as this would not be consistent with the A417 corridor between Gloucester and Cirencester however the proposed scheme would provide improvements in safety and traffic capacity. An assessment of the scheme with regard to noise and air pollution is provided in the ES (Document Reference 6.2).  | N  |

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|--------|--------------------|--|---|--|
| 173    | Engineering Design | Suggests that Shab Hill junction needs to be a cutting, embanked or reduced to a lower level as within the current proposals it is visible and a source of noise pollution.                    | Concern about the elevated section of the proposed A417 in the vicinity of Shab Hill junction is noted. Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Because the route is within a landscape plateau area landscape earthwork have been utilised rather than tree screening which would be out of character with the landscape here.                                 | N  |
| 174    | Engineering Design | Suggestion that CCTV systems and advanced telemetry systems to monitor traffic flows and environmental conditions should be installed.   | As part of the scheme CCTV cameras will be fitted at key locations to monitor traffic flows and accidents. The scheme also proposes a weather station near Shab Hill, Emergency Roadside Telephones (ERTs) in public laybys and traffic counter loops for counting traffic flows. Highways England is also considering the possibility of Automatic Number Plate Recognition cameras.   | N  |
| 175    | Engineering Design | Concern that Cold Slad Lane has been inadequately considered as it is the main exit off the hill.  | Cold Slad would connect to the new A436 roundabout which would connect to the existing A436 to Seven Springs; Leckhampton Hill; and the proposed A436 link to Shab Hill junction and therefore access the A417 via the proposed Shab Hill junction. The proposed scheme would not link Cold Slad and Dog Lane for vehicular access however access would be provided for non-motorised users and for maintenance vehicles and would form part of wider proposals to provide a network of interconnected Public Rights of Way (PRoW). There are no plans to link Cold Slad and Dog Lane for vehicular access as this would lead to rat-running between the A46 and the A436. Providing a direct access to the A417 would not be provided for reasons of safety. | N  |
| 176    | Engineering Design | Suggestion that road lighting should be included for the A436 junction to prevent danger on the sharp corner at the Air Balloon site.  | The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies. Responding to the scheme's setting within the Cotswolds AONB, the scheme including Shab Hill and Cowley junctions as well as the A436 roundabout would not be lit, to reduce the amount of light spillage to the Dark Skies area. However, appropriate signage to inform and warn drivers would be provided at the junction.  | N  |
| 177    | Engineering Design | Suggestion that due to topography, local weather conditions are bad, and this should be accounted for. Concern that the false embankments will have snow drifts forming and blocking the road. | Highways England is aware of issues in relation to inclement weather conditions, including snow. Careful consideration of methods to mitigate issues with drifting snow will be reviewed during the later stages of design of the scheme. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.  | N  |
| 178    | Engineering Design | Suggestion that the road through Birdlip is narrow and badly designed with no footpaths or lighting and measures should be taken to slow traffic down and improve the sightings at junctions.  | Issues on the existing road network outside the limits of the scheme would not be addressed as part of the scheme. Highways England has worked with the local highways authority, GCC, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction.   | N  |
| 179    | Engineering Design | Suggestion that all diversion signs are well lit and are able to be seen during the foggy weather.   | The scheme during operation would not be lit due to preservation of dark skies within the AONB and for the benefit of nocturnal wildlife including rare bat species, however some directional lighting may be used for safety reasons during the construction phase of the scheme. Highways England is aware of issues in relation to inclement weather conditions, including fog. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N  |



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|--------|--------------------|---|--|--|
| 180    | Engineering Design | Suggestion that the project is phased to reduce disruption during construction.   | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which outline how the impact of construction on the environment, the road network and local communities will be managed. It would be very likely that construction would be staged to minimise disruption.   | N  |
| 181    | Engineering Design | Suggestion that the existing A417 is retained rather than repurposed for use by traffic heading to Cheltenham via Leckhampton Hill, as this would reduce traffic pressures on the new scheme.   | The traffic modelling undertaken by Highways England for the scheme uses forecast years of 2026 and 2041 to assist in the design of the scheme to ensure that the A417 Missing Link and the junctions at Cowley, Shab Hill and Leckhampton/A436 have sufficient capacity for the predicted traffic flow. Therefore, the A417 Missing Link and associated junctions have been designed with the predicted 2041 traffic flows. Retaining the existing A417 would not assist Highways England in achieving one of the aims of the scheme which is to reduce rat-running through local communities. Whilst local journeys may have to take different routes, all journeys will still be possible throughout the construction and operation of the proposed scheme.   | N  |
| 182    | Engineering Design | Would like to see consistent mobile phone signal and provision for electric car charging points.  | The provision of mobile phone infrastructure or electric car charging points is outside of the scope of this highways scheme.  | N  |
| 183    | Engineering Design | Suggestion raised that early consideration should be given to coordinate construction with other road projects to minimise disruption upon the road network.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction which would include coordinating with other local road projects planned. | N  |
| 184    | Engineering Design | Would like to see signs along the A417 which direct traffic to the Golden Heart Pub.  | Signage and speed limits for the scheme would be in accordance with national highways standards and Highways England is engaging with GCC, as the local highways authority, on the provision of signage.   | N  |
| 185    | Engineering Design | Concern that the new roundabouts will become new accident blackspots due to their tight turns, as is the case at the existing Air Balloon A417 roundabout. This concern also raised regarding adverse weather conditions, as currently the small size of the Air Balloon roundabout causes lorries to jack-knife in wintry weather. | The new A436/Leckhampton Hill and Shab Hill junctions have all been designed in accordance with standards to accommodate HGVs manoeuvring around these roundabouts. The traffic modelling undertaken by Highways England has fed into the design of these junctions to ensure that they have the required capacity to accommodate the predicted 2041 peak hour traffic flows. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N  |
| 186    | Engineering Design | The proposals are not clear whether there will be access to the minor road parallel and north of the eastbound carriageway to Crickley Farm. Suggests that this would be dangerous.   | It is not proposed to provide access from Cold Slad directly on to the mainline A417 eastbound carriageway. Access would be possible via the proposed A436 roundabout and the A436 link to Shab Hill junction where access would be possible in both directions. Access to Crickley Farm will be via the road to Benthams as it currently is. Access to Grove Farm would be via an underpass connected to Cold Slad Lane.  | N  |
| 187    | Geology and Soils  | Concern that rocks could fall onto the road surface.  | The risk of rock fall has been considered in the preliminary design where steeper rock cut faces are in close proximity to the main carriageway. A rock catch wall has been allowed for at the base of any steep rock cuttings (within the road verge) and an allowance for localised measures including scaling, netting, and bolting has been made.  | N  |

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|--------|------------------------------|--|---|--|
| 188    | Geology and Soils            | Concern that when the original A417 was constructed Route 30 was deemed unsuitable due to underground springs and the geology so this principle should not have changed.   | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.  | N  |
| 189    | Geology and Soils            | Suggests that consideration needs to be had regarding the strength of the rock faces.  | Drainage and rock properties have been considered as part of the drainage design. The proposed scheme, including where there are rock faces, is designed to suitable engineering and safety standards.  | N  |
| 190    | Geology and Soils            | Hopes that efforts to stabilise parts of the rockfaces will be implemented. Highlights that netting to prevent rock falls was used when Crickley Hill was stabilised.  | The previous stabilisation works undertaken as part of the previous construction of the A417 has been noted and considered in informing the preliminary design of the scheme. More generally, ground conditions along the scheme have been fully considered as part of the preliminary design undertaken with the management of geotechnical risks relevant to the proposed route considered in accordance with the technical approval and certification procedures defined in the Design Manual for Roads and Bridges guidance document CD622 'Managing Geotechnical Risk'. This includes desk-based reviews and intrusive/non-intrusive ground investigation works to inform the preliminary and detailed design requirements for the scheme. | N  |
| 191    | Land Ownership               | Concern that although not a landholder that would be subject to the development being built on personal land, residents near the A419/A417 will be affected.   | Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Property and land affected by the scheme is subject to compensation in line with the compensation code and Highways England is in ongoing discussions with landowners on this matter.  | N  |
| 192    | Land Ownership               | Concern that house prices in Cold Slad will be affected during and after the construction and compensation should be awarded.  |   |  |
| 193    | Land Ownership               | Suggests outlining what compensation is to be offered for impact upon lifestyle and property valuation in existing communities.  |   |  |
| 194    | Landscape and Visual Effects | Suggests minimising vegetation clearance and considering wildlife during construction.   | Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. ES Figure 7.9 Retained vegetation (Document Reference 6.3) sets out vegetation clearance on the scheme and efforts to reduce this amount have been made.   | N  |
| 195    | Landscape and Visual Effects | Suggests ensuring the links to the green corridors are safe and wide enough for multi-user routes.   | The scheme and environmental mitigation proposals have been designed in consideration of national guidelines for highways design (the Design Manual for Roads and Bridges) and includes ensuring that the design would be safe and wide enough as multi-user routes. The repurposed section would be able to be used by walkers, cyclists and horse riders, as well as disabled users.  | N  |
| 196    | Landscape and Visual Effects | Suggests that as this is an AONB, the scheme should have the most sensitive construction possible, with the greenest techniques and locally-sourced materials. Supports the proposal to use local materials (Cotswold stone walls etc.). | Highways England recognise the significance and sensitivity of the landscape within the Cotswold AONB and recognises the need to minimise the impact of construction on the environment. To assist with this, Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use. Where possible, Highways England would also seek to source material locally.  | N  |

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| 197    | Landscape and Visual Effects | Suggests planting wildflowers beside segregated bicycle paths, providing bicycle parking so people can enjoy the environment, and signage to tell motorists not to throw litter.  | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains the landscape specifications. Calcareous grassland will be created along all road verges and will include wild daffodils (as the Gloucestershire County flower) and other species beneficial to notable invertebrates in the area such as cowslips. Highways England notes the suggestion of additional bicycle parking provision and signage. The detailed design of Public Rights of Way would be considered by Highways England and its contractor, and agreed with GCC, during the detailed design stage of the project should the DCO be granted.   | N  |
| 198    | Landscape and Visual Effects | Appreciative of the attempts to mitigate the impacts to wildlife and local ecology, but there needs to be clarification over the funds for environmental mitigation.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, such as environmental mitigation.   | N  |
| 199    | Landscape and Visual Effects | Suggests the project should be accompanied by a healthy planting scheme, which is included within the design phase.   | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) set out the planting proposed for the scheme.   | N  |
| 200    | Landscape and Visual Effects | Suggestion of considering the views from the east side of the road as the scheme could have a negative impact on footpaths such as the Gloucestershire Way.   | Views from the east side of the road have been considered as part of the route design. This has included exploring the best engineering alignment within the AONB and the package of landscape design and ecological proposals that will help integrate and visually screen the scheme. Views from footpaths including key Public Rights of Way like The Gloucestershire Way have also been considered in the environmental assessment. This is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 201    | Landscape and Visual Effects | Suggestion that best practice measures should be used; care should be taken to ensure the climbing the escarpment section is not a visual scar; and suggestion that it could be cut into the oolite limestone rather than needing a retaining wall to be constructed each side. | Best practice mitigation design measures have been utilised for this scheme, as part of the design vision that looks to conserve and enhance the special character of the Cotswolds AONB. The scheme will require some retaining walls within the cutting at lower levels to retain clay layers that lie beneath the limestone. Upper layers will include limestone that will also be planted where space allows to reduce visual impact. The scheme will include a range of mitigation design measures including landscape earthworks for integration and visual screening and noise reduction. A programme of new planting including woodland, tree belts and hedgerows will also help reduce visual impact and integrate the new road into the landscape - this is set out in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). | N  |
| 202    | Landscape and Visual Effects | Suggests the planting of large trees to enhance the skyline.  | As a landscape-led scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape throughout the design process, including planting design. New tree planting will take place across the wider site to complement the local character using local and climate change resilient species. Planting will pick up on existing local features such as avenues, groves, coppices and hanging woodland to integrate into the character of the AONB. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) produced as part of the DCO application set out the planting proposed for the scheme.  | N  |
| 203    | Landscape and Visual Effects | Suggestion that no street lighting should be added to preserve natural beauty.  | Highways England recognises that the Cotswolds is a Dark Skies area and has recognised and reflected on the key characteristics of the AONB landscape throughout the design process. It is therefore proposed that there would not be road lighting within the scheme.   | N  |
| 204    | Landscape and Visual Effects | Suggestion that landscaping be implemented after the road is fully open again to reduce length of the build phase and reduce disruption.  | The suggestion is noted. Highways England hopes to start construction of the scheme in late 2023, subject to the outcome of the statutory planning process. The detailed phasing of construction would be determined by Highways England and the main contractor at the next stage of the project (known as 'detailed design'). ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) produced as part of the DCO application set out the planting proposed for the scheme.   | N  |

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|--------|------------------------------|---|---|--|
| 205    | Landscape and Visual Effects | Concern that there is no evidence of how this harm will be reduced, nor appreciation for the level of mitigation needed to balance the extensive new infrastructure in these proposals.   | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.   | N  |
| 206    | Landscape and Visual Effects | Concern that not enough is being done to contribute towards the national tree planting targets.   | There are substantial new areas of planting proposed as part of this scheme including new woodland and tree belts, and trees within new hedgerows. These measures must be justified to address the impacts of the proposed scheme and achieving the project vision. The type of landscape mitigation design must also relate to the character of the landscape. Much of this scheme lies within a high wold landscape character type, where mass tree planting would not be appropriate. In such locations, landscape design measures instead include landscape earthworks with false cuttings to visually screen and integrate the road, as this is considered a more appropriate landscape response. In other landscape character areas north of Shab Hill (Escarpment landscape character), tree planting has been used for mitigation design and Highways England has proposed some substantial areas of tree planting including a new woodland area to the east of the A436 roundabout extending east to Shab Hill; substantial new tree planting around Shab Hill to integrate and screen the junction into the landscape; and, new tree belts and hedgerows that will run along the 6.14km detrunked section. Tree avenue planting is also proposed along the Stockwell Farm and Cowley Lane overbridges. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) produced as part of the DCO application set out the planting proposed for the scheme. | N  |
| 207    | Landscape and Visual Effects | Suggestion that major new tree planting beyond the existing levels should be incorporated into the scheme. The Cotswold native ash is being lost very quickly to die back, and a major planting scheme would be a great opportunity, showing ambition and likely to get support of the Woodland Trust and others. |   |  |
| 208    | Landscape and Visual Effects | Suggests that the proposed route should be a tree lines avenue to contribute towards reforestation.   |   |  |
| 209    | Landscape and Visual Effects | Concern that planting new trees does not mitigate against destroying an established woodland and scarring the AONB.   | In designing the scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape, taking a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. Overall, there will be a gain of 9.59ha of broadleaved woodland, 72.88ha of lowland calcareous grassland and 5.5km of native species rich hedgerow across the scheme. The landscape design is shown in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). The compliance of the scheme with national and local policy, including that relating to AONBs, is set out in the Case for the Scheme (Document Reference 7.1).   | N  |
| 210    | Landscape and Visual Effects | Suggests barriers to prevent glare from headlights impacting minor roads north of Crickley Hill.  | Modern car headlights are directional, resulting in much less light spill than in the past. However, light spill from vehicles would be screened through the implementation of false cuttings (landscape earthworks), Cotswold stone walls and tree planting. Users of Cold Slad lane will also be screened by a barrier along a key section where an impact from headlight glare is anticipated.   | N  |
| 211    | Landscape and Visual Effects | Concern that if there was a true intention to create a landscape-led scheme, a tunnel option should have been included. Concern that the current option has not given sufficient weight to the environmental damage of the AONB.  | Tunnel options have been considered as part of options identification and appraisal; however, they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.  | N  |

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| 212    | Landscape and Visual Effects | Suggests the route feature Cotswold Stone walls. Hopes that Shab Hill junction's bridges will be faced in Cotswold Stone to better merge with the landscape.  | Nearly 11km of Cotswold Stone walls have been proposed within the scheme. Cotswold stone wall facings have been included on abutments of overbridges, however having this material on the bridges themselves would be a safety risk for maintenance and to those driving under the structures.   | N  |
| 213    | Landscape and Visual Effects | Suggestion of planting trees/hedgerows on the existing (and new) central reservations as currently the low traffic barrier from Brimpsfield to Welch Way causes the oncoming traffic head lights to blind cars on the opposite carriageway.                   | Highway safety measures would be designed and finished in accordance with highways safety standards and regulations. The materials and finishes proposed in the scheme at this stage are indicative and the final materials would be confirmed following detailed design. Amendments to the central reservation on sections of the A417 outside of this scheme would be beyond its scope.  | N  |
| 214    | Landscape and Visual Effects | Requests further details regarding the landscaping which will be required.  | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) produced as part of the DCO application set out the planting proposed for the scheme.   | N  |
| 215    | Landscape and Visual Effects | Highlights the importance of Crickley Hill and Barrow Wake as landscapes for both residents and visitors to the Cotswold AONB. Would like to see any disruption minimised during the construction period.   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).<br>Highways England has produced an Environmental Statement (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. | N  |
| 216    | Landscape and Visual Effects | Concern that proposed designs to minimise the visual impact should not be dropped due to budget.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.   | N  |
| 217    | Landscape and Visual Effects | Hopes that the proposed rockfaces will maintain the impression of natural rock. Concern that the impressions shown at the consultation event showed the use of regular stone blocks, which is not indicative of the natural landscape and appears more urban. | The illustrative 3D model used at the 2019 and 2020 statutory consultation events was indicative only. Rock faces and retaining structures would be designed to recognise and reflect the character of the Cotswold AONB, exploring the use of local stone facings and may include areas of colonisation of local species to visually break up the surfaces.   | N  |
| 218    | Landscape and Visual Effects | Suggests including more green bridges within the proposed scheme.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y  |

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|--------|------------------------------|--|---|--|
| 219    | Landscape and Visual Effects | Opposition to the scheme as the route will have adverse impacts on the Cotswold AONB.  | <p>Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).</p> <p>Overall, the scheme would provide several opportunities to enhance the character and special qualities of the Cotswolds AONB in the long term, removing some of the historic effects of the existing A417. However, the scheme would give rise to temporary and short-term effects as a result of the construction phase to a number of special qualities as set out above. A number of these effects would continue into the early operational years, with some enhancements being realised providing a combination of adverse effects and enhancements. Only as the proposed landscape planting matures to a sufficient level and features of the scheme weather becoming more integrated with the landscape, around operational year 15 would more of the effects be mitigated and enhancements realised.</p> | N  |
| 220    | Landscape and Visual Effects | Suggestion that the rigid concrete vertical safety barrier should extend along the central reservation for the entire length of the scheme and should be clad in local stone for landscape mitigation and to achieve the objective of using local materials. | Highway safety measures would be designed and finished in accordance with highways safety standards and regulations. The materials and finishes proposed in the scheme at this stage are indicative and the final materials would be confirmed following detailed design. Where possible, Highways England would seek to source material locally. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2).  | N  |
| 221    | Landscape and Visual Effects | The Cowley Lane overbridge will have an adverse visual impact on a large area of the AONB countryside.   | Highways England 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. In designing the scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape, taking a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. The compliance of the scheme with national and local policy, including that relating to AONBs, is set out in the Case for the Scheme (Document Reference 7.1).   | N  |
| 222    | Landscape and Visual Effects | Concern that Cotswold stone walls by the sides of roads should not be removed.   | Just under 11km of Cotswold stone walls have been proposed along proposed roads and field boundaries. Existing Cotswold stone walls within the scheme boundary that are in disrepair have been proposed to be rebuilt or repaired.  | N  |
| 223    | Legislation and Policy       | Suggests applying National Park standards to the Cotswolds, as this may soon be designated this status.  | The Cotswolds is currently an Area of Outstanding National Beauty (AONB). In designing the scheme, Highways England has recognised and reflected on the key characteristics of the AONB landscape, taking a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. The compliance of the scheme with national and local policy, including that relating to AONBs, is set out in the Case for the Scheme (Document reference 7.1).  | N  |
| 224    | Material Assets and Waste    | Soil and rock being moved elsewhere should be minimised. Excavated material should be used locally, or as part of the scheme wherever possible.  | Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead   | Y  |

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|--------|---------------------------|--|--|--|
| 225    | Material Assets and Waste | Suggestion of considering the need for deep cuttings and complex junction designs in order for less excess excavated materials being required to be transported elsewhere for disposal and less materials being required to be brought in for construction, helping to reduce the amount of traffic on the A417, A435 and A436 as well as other local roads. | of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved.<br><br>The scheme has been designed to reduce the quantity of imported construction materials, alongside reducing the quantities of waste taken off-site by re-using or recycling the available existing materials within the scheme. Based on preliminary design figures, the excavated material would be used as general fill for earthwork embankments and landscaping. Testing would be undertaken during construction to confirm the materials meet the specification requirements, which would be developed in line with the CL:AIRE Definition of Waste: Development Industry Code of Practice. This would ensure excavated material can be used directly within the development, subject to being suitable for use or following site treatment. Any material that does not meet this specification would be disposed of appropriately. Highways England has also produced a Materials Management Plan as part of a wider ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment will be managed. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2).   |  |
| 226    | Material Assets and Waste | Concern that construction materials can be environmentally damaging, therefore questions how this damage will be minimized, and if the site will be fenced to prevent livestock gaining access.  | The scheme has been designed to reduce the quantity of imported construction materials, alongside reducing the quantities of waste taken off-site by re-using or recycling the available existing materials within the scheme. Based on preliminary design figures, the excavated material would be used as general fill for earthwork embankments and landscaping. It is expected that the scheme would achieve a near earthworks balance of cut and fill materials.<br><br>Testing would be undertaken during construction to confirm the materials meet the specification requirements, which would be developed in line with the CL:AIRE Definition of Waste: Development Industry Code of Practice. This would ensure excavated material can be used directly within the development, subject to being suitable for use or following site treatment. As set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2), any waste materials arising from construction would be managed in accordance with the waste hierarchy defined within the Waste Framework Directive. Should off-site disposal in relation to materials be required, the material will be characterised in accordance with the Environment Agency's Technical Guidance WM3.<br><br>During construction, there would be three construction compounds including two main compounds and a third compound for material processing (crusher) and stockpiling. The material processing (crusher) and material stockpile compound would be located in the fields on the south side of the new alignment of the A417 between Ch 2+300 and Ch 2+600. All compounds would be appropriately fenced off. A Materials Management Plan and Site Waste Management Plan have been developed as part of the ES (Document Reference 6.2) to control the storage and movement on materials on site. | N  |
| 227    | Material Assets and Waste | Suggestion that all materials used should have the capacity to be recycled or disposed of in an environmentally friendly manner.   |  |  |
| 228    | Material Assets and Waste | Suggestion that materials should be transported by the most environmentally sustainable method.  |  |  |
| 229    | Material Assets and Waste | Suggestion of reusing the redundant materials to help reduce waste. Suggestion that contractors need to effectively communicate with their workforce the need to need to avoid disruption and waste.   |  |  |
| 230    | Material Assets and Waste | Would like to see materials used from sustainable sources, with the infrastructure and transport used for manufacture and construction to be environmentally friendly, ideally carbon neutral.   |  |  |
| 231    | Material Assets and Waste | Suggests recycling the rock or selling the rock for aggregate to reduce cost of the scheme.  |  |  |
| 232    | Material Assets and Waste | Concern raised that mud would be left on carriageways by HGVs during construction, especially when executing difficult manoeuvres.   | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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. Highways England has also produced a Materials Management Plan as part of a wider ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment will be managed. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2).  | N  |

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|--------|---------------------------|---|--|--|
| 233    | Material Assets and Waste | Suggests using materials such as concrete used as it is lower maintenance.  | The materials and finishes proposed in the scheme at this stage are indicative at this stage. Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed.  | N  |
| 234    | Material Assets and Waste | Suggestion that there should be a high-quality sympathetic finish using Cotswold stone.   | Highways England recognises the characteristic feature of Cotswold stone walling within the sensitive Cotswold AONB landscape and has incorporated the use of Cotswold stone into the scheme design. From preliminary design figures, a 11,061m length of rubble masonry and Cotswold stone walling masonry will be installed to the site perimeter. Should the scheme proceed to construction, there would be a detailed design phase, in which the final quantities of materials would be confirmed.   | N  |
| 235    | Material Assets and Waste | Would like to know where the stone which has been removed to make the cutting will go.  | Following the material re-use assessment, material to be produced on the scheme includes Class 1B and 1C (general fill), Class 2A, 2B, 2C and 2D (cohesive general fill) and Class 4 (landscape fill). The cut and fill and landscaping material assets are likely to be re-used from site won material. Re-using Class 1 and 2 fill for embankments and Class 4 material for landscape bunds would reduce the amount of material required to be sourced from off-site. Detail regarding the material assets required for the scheme and the estimated waste arisings are set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2). Highways England has also produced a Materials Management Plan as part of a wider ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment will be managed.  | N  |
| 236    | Material Assets and Waste | Suggestion that excess material could be offered to local residents for use, e.g. to raise the level of gardens on local properties so that it is recycled. | The preliminary design figures demonstrate the scheme involves a 99% earthworks material recovery rate and material won on-site from excavations is likely to be re-used on site as general fill for embankments and topsoil. Testing would be undertaken during construction to confirm the materials meet the specification requirements, which would be developed in line with the CL:AIRE Definition of Waste: Development Industry Code of Practice. This would ensure excavated material can be used directly within the development, subject to being suitable for use or following site treatment. Any material that does not meet this specification would be disposed of appropriately. Discussions are ongoing to determine whether any limited surplus material now arising could be re-used off-site with local landowners or on other projects within the region to minimise the requirement to transport this material. | N  |
| 237    | Material Assets and Waste | Suggestion that the quarries in the area can be used to supply the building materials.  | The imported manufactured material assets would be sourced from established suppliers who regularly provide materials for similar sized projects. The suppliers have yet to be determined, however, the contractor would ensure that they are suppliers with adequate resources to meet the quantitative needs of the scheme, without having negative influence on their resources. Where possible, Highways England would also seek to source material locally. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2).  | N  |
| 238    | Material Assets and Waste | Hopes that all materials used will be complementary to the surrounding landscape.   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a landscape-led approach to the design of the A417 scheme, in which the Cotswolds AONB landscape has been made a primary consideration in every design decision made. Cotswold stone is being included in the design including a 11,061m length of Cotswold stone walling and rubble masonry which is sensitive to the characteristics of this AONB.   | N  |
| 239    | Material Assets and Waste | Suggestion that excavated fill is used to build the proposed tidal lagoons in Swansea and Cardiff.  | The suggestion is noted. Based on preliminary design figures, the excavated material would be used as general fill for earthwork embankments and landscaping. On this basis, it is expected that the scheme would achieve a near earthworks balance of cut and fill materials. Discussions are ongoing to determine whether any limited surplus material now arising could be re-used off-site with local landowners or on other projects within the region to minimise the requirement to transport this material.  | N  |



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|--------|---------------------|---|--|--|
| 240    | Noise and Vibration | Full mitigation must be applied with the proposed scheme being well sunken, using quiet tarmac and having limited speed limits.   | The noise impacts of the scheme during construction and operation have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2) which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth bunding, Cotswold stone walls and a low noise road surface to reduce noise impacts during operation.<br><br>It is not proposed to enforce reduced speed limits as this would not be consistent with the existing A417 corridor between Gloucester and Cirencester.  | N  |
| 241    | Noise and Vibration | Suggests considering quiet tarmac.  | It is proposed that the scheme would include a lower noise surface as well as other noise mitigation in the form of earth bunding and Cotswold stone walls. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2).   | N  |
| 242    | Noise and Vibration | Concern over the lack of assessment of the environmental factors to the villages east of the proposed scheme. These villages are considered to be poorly represented in the noise and air pollution assessment, however, are considered to be the most impacted, as they lie in the route of the prevailing wind. | The noise impacts at the villages to the east of the scheme within the study area, which includes Cowley and Coberley, have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). The effects of the scheme in relation to noise during operation have been assessed using a three-dimensional noise model which includes detail of cuttings and embankments taken from the engineering drawings, type of road surface and forecast traffic flows for the opening and a future assessment year. The calculation methodology allows for a moderate wind blowing from the road to the receptor. The new road will include a lower noise surface and specific noise mitigation in the form of earth bunding and Cotswold stone walls to act as noise barriers have been incorporated to further reduce noise effects on residential receptors and the AONB.   | N  |
| 243    | Noise and Vibration | Suggest that new sections of the road to be surface in state-of-the-art fast draining and low noise material, and for the road surface to extend to Swindon.  | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. It is not within the limits of the scheme to resurface the road to Swindon, however Highways England does regularly monitor its motorways and A roads and makes improvements when needed.   | N  |
| 244    | Noise and Vibration | Suggestion of mitigating noise pollution by using new low-noise road surface which should be constructed over the existing concrete section around Cirencester.   | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme, within which the locations cited are situated, was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5dB(A). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB. Whilst noise mitigation on the concrete section of the A417/A419 would therefore not be delivered as part of this scheme, Highways England does regularly monitor its motorways and A roads and makes improvements when needed. | N  |
| 245    | Noise and Vibration | Concern that traffic increase will result in noise and other pollution to properties in the south but acceptance that this is necessary for the wider improvement.  |  |  |
| 246    | Noise and Vibration | Suggestion of including the section of the A417/A419 from Latton to Daglingworth within the noise pollution study and concern raised over noise pollution to this stretch of road, due to concrete sections and increased traffic caused by the scheme.   |  |  |
| 247    | Noise and Vibration | Concern about the current A417 bridge over Bentham Lane/ Cirencester road being noisy, therefore suggests the use of noise prevention.  |  |  |
| 248    | Noise and Vibration | Concern that noise mitigation work on the existing concrete sections will be dealt with separately under the national scheme to treat concrete road surfaces and therefore it is likely that this may not be actually dealt with.   |  |  |
| 249    | Noise and Vibration | Concern that the scheme will the noise problem for residents near and downwind of the Cirencester bypass (A417/A419), including Cricklade, Down Ampney and Cerney Wick.   |  |  |
| 250    | Noise and Vibration | Considers that the noise and vibration chapter should consider the whole length of the A417 not just the 'missing link' section.  |  |  |

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| 251    | Noise and Vibration | Disappointment expressed that the current proposals deviate from the findings of the 2018 consultation in terms of the existing concrete road surface on the Cirencester bypass   |  |  |
| 252    | Noise and Vibration | Suggestion that residents who are very close to the A417 in many parishes and towns such as Cirencester need to be given the same consideration as villages such as Birdlip.  |  |  |
| 253    | Noise and Vibration | Concern that road noise is a major issue which will increase from the increased traffic generated by this scheme and that the A417 from Latton to north of Cirencester should be addressed. Concern that this stretch of road was a PFI project expiring in 2026 and whether it will be resurfaced before the expiry of the PFI contract? |  |  |
| 254    | Noise and Vibration | Concern that the PEI does not indicate what actions will be taken to mitigate noise issues or the effect on the existing section of the A417.   |  |  |
| 255    | Noise and Vibration | Concerned that the wider noise impact on residents further afield is being ignored. Suggestion of implementing same principals applied to the proposed scheme to along the route. The principals need to be applied in all the stretches of the road  |  |  |
| 256    | Noise and Vibration | Highlights the points raised in Section 11.2.6 of the PEI Report which states the aims of the government's noise policy. Is concerned that these are not met on the concrete sections of road between Latton and Daglingworth.  |  |  |
| 257    | Noise and Vibration | Objection to the proposed scheme based on no action being taken regarding the existing concrete surface on the A417/A419 between Latton and Daglingworth.   |  |  |
| 258    | Noise and Vibration | Suggestion that additional measures to reduce noise pollution are put in place to protect the villages of Brimpsfield, Syde and Elkstone.   |  |  |
| 259    | Noise and Vibration | Suggestion of ensuring principles which are outlined during construction are kept to.   | A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 260    | Noise and Vibration | Suggestion that noise reduction should be considered during construction.   |  | N  |
| 261    | Noise and Vibration | Concern that construction materials can be environmentally damaging, therefore questions how dust and noise will be kept to a minimum.  | A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Temporary significant adverse noise effects associated with the proposed construction works have been identified as part of the assessment. Mitigation to manage construction noise and vibration impacts is described in ES Appendix 2.1 EMP (Document Reference 6.4),.<br><br>An air quality assessment has been undertaken for the scheme as reported in ES Chapter 5 Air Quality (Document Reference 6.2). The results of the construction dust assessment show that with suitable mitigation implemented though ES Appendix 2.1 EMP (Document Reference 6.4), impacts at sensitive receptor locations can be reduced to a negligible level. | N  |

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|--------|---------------------|--|---|--|
| 262    | Noise and Vibration | Is concerned about the noise pollution on the Gloucestershire Way between Shab Hill and Coberley.  | <p>A noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). To the south-east of the Air Balloon roundabout, the new alignment would result in noise increases around the scheme. The noise increase is assessed as a direct permanent likely significant adverse effect on the section of the Gloucestershire Way long distance footpath between the Air Balloon roundabout and Coberley to the east.</p> <p>All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design.</p>   | N  |
| 263    | Noise and Vibration | Suggestion that noise reduction from PRoW should be considered as many people come to walk in the area.  | The effects of the scheme on PRoW, in relation to noise during operation, have been assessed based on three-dimensional road noise model and forecast traffic flows using the road and the proximity of individual PRoW. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. There will be beneficial effects for several PRoW due to the removal of traffic from the existing A417 to the south of Air Balloon roundabout; including parts of the Gloucestershire Way, Cotswold Way, and Gustav Holst Way. In areas to the southeast of Air Balloon roundabout, the incorporated noise mitigation would reduce adverse noise impacts as far as reasonably practicable, however, there would be some residual adverse noise impacts on footpaths around the new alignment, including parts of the Gloucestershire Way between Air Balloon roundabout and Coberley. | N  |
| 264    | Noise and Vibration | Support for the PEI as having adequately covered noise mitigation measures.  | Highways England acknowledges the range of views expressed, including those received in support of the 2019 PEI report.   | N  |
| 265    | Noise and Vibration | Suggestion of an earth bank or Cotswold Wall on the side of the road after the Winstone turning and before the Highwayman, as currently the traffic noise reverberates all the way across to Missenden, the earth bank should still allow a sight of the Public house so car height would be sufficient. | There are no significant noise effects assessed as a result of the scheme in for the section of existing highway alongside Missenden (several kilometres from the A417). With regard to control of highway noise generally at large distances from the road, noise barriers, such as earth bunds and walls, are only effective within around 300m of the noise source.  | N  |
| 266    | Noise and Vibration | Would like to see the planting of a multitude of plants and trees in order to prevent noise pollution and provide a visual screen.   | With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.  | N  |
| 267    | Noise and Vibration | Raises concerns that the mitigation measures for noise pollution are not sufficient.   | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. Overall, the scheme will lead to more residential properties experiencing a noise decrease compared to those experiencing an increase. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).  | N  |

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|--------|---------------------|--|--|--|
| 268    | Noise and Vibration | Concern over increased noise pollution from construction vehicles particularly for Crickley Hill and Barrow Wake SSSI.   | A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Temporary significant construction noise effects have been assessed for parts of Crickley Hill during the proposed works, although not specifically from construction vehicles. No significant effects from construction noise are identified at the Barrow Wake SSSI. Highways England has produced an ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 269    | Noise and Vibration | Suggestion that details of plans to create noise screening fences in the residential areas next to the A417 (Bentham lane/Dog Lane in the north section and Little Witcombe in the South section) should be published. | ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out the measures included by Highways England to mitigate adverse noise impacts associated with the proposed scheme. The locations of the integrated landscape and noise mitigation are shown on the Figures associated with ES Chapter 11 Noise and Vibration (Document Reference 6.2). A lower noise surface will be used for the proposed scheme. There is no noise screening mitigation specifically proposed for the area of Bentham Lane/Dog Lane in the north section and Little Witcombe in the South section.   | N  |
| 270    | Noise and Vibration | Concern that limited noise work has been done and the noise report has not considered local receptors but focuses on the wider population.   | The effects of the scheme in relation to noise during operation have been assessed using a three-dimensional noise model which includes detail of cuttings and embankments taken from the engineering drawings, type of road surface, forecast traffic flows and average speed for the opening and a future assessment year. The detailed traffic noise model includes all noise sensitive receptors within a minimum of 600m from new or altered roads. The results of the assessment are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures included by Highways England to mitigate adverse noise effects. These include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, have been incorporated to further reduce noise effects.   | N  |
| 271    | Noise and Vibration | There is insufficient information to suggest that noise mitigation measures for Coberley residents will be sufficient.   | The noise impacts of the proposed A417 scheme have been fully assessed within the ES (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts. ES Figure 11.3 operational noise difference contour map future assessment year (2041) and Figure 11.4 operational noise difference contour map (at 1.5m height) future assessment year (2041) (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These figures show that for the village of Coberley, the entire western and central part of this village will realise a negligible effect of less than 1dB with the scheme in operation in the Future Year (2041). However, the eastern part of Coberley will also realise beneficial noise decreases as a direct result of traffic flow reductions on the A435 as a direct result of the A417 scheme. | N  |
| 272    | Noise and Vibration | Hopes that any construction undertaken overnight will not be near residential properties.  | A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). This includes any proposed night-time working and takes into account the likely durations in determining significant effects. The exact details of plant to be used are not known at the moment but best practicable means will be used to minimize noise and vibration impacts including from piling activities. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including noise and vibration, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |

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|--------|--|--|---|--|
| 273    | Noise and Vibration                                | Hopes that full noise pollution surveys will be carried out.   | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. Baseline noise surveys have been carried out as part of the assessment.  | N  |
| 274    | Noise and Vibration                                | Suggests that long-term noise and air pollution remediation should be built into the project.  | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).               | N  |
| 275    | Noise and Vibration                                | Concern that increasing volume of traffic and the road surface should be considered as the current road surface and associated noise is a large blight on the countryside.         | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).               | N  |
| 276    | Population and Human Health - Business and Tourism | Concern that the cricket ground at the base of Crickley Hill County Park will be affected by the new A436/B4070 (Leckhampton Hill) roundabout.                                     | As set out in ES Chapter 12 Population and Human Health (Document Reference 6.2), the Ullenwood Bharat Cricket Club would experience a slight adverse impact as a result of the scheme during construction. There would be a discernible change in attributes and environmental quality during construction activities in close proximity, with a new access and improvements to existing drainage proposed. ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects. For example, access to the facility would be retained at all times.  | N  |
| 277    | Population and Human Health - Business and Tourism | Repurposing the existing A417 will be too secluded to be used regularly for leisure and should be retained for use by traffic.   | As reported in ES Chapter 12 Population and Human Health (Document Reference 6.2), in addition to the new crossing points and new routes, the opportunity in relation to reclassification of the existing A417 for the part referred to as the Air Balloon Way would also facilitate and allow improved conditions for walkers, cyclists and horse riders. The proposals within ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) aim to utilise the repurposing of the A417 to greatest benefit, connecting this route into the existing network and to new proposals such as the Grove Farm underpass, B4070 link and connections to Cold Slad and Leckhampton Hill. The scheme proposes additional parking provision in the vicinity of the Golden Heart which would provide designated parking for horse boxes and other WCH users, encouraging use of the Air Balloon Way. | N  |
| 278    | Population and Human Health - Business and Tourism | Suggestion that retail or a restaurant facility to replace the Air Balloon public house could cater for visitors, such as at Barrow Wake as it is a popular stop-off for families. | The suggestion in relation to a retail / restaurant facility is noted, however the provision of such facilities is beyond the scope of the scheme. However, ES Chapter 12 Population and Human Health (Document reference 6.2) sets out that the Golden Heart Inn would not be directly affected by the scheme and recognises the potential benefits from the improved environment and access via the repurposed A417/Air Balloon Way as a key WCH corridor and recreational trail.   | N  |

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| 279    | Population and Human Health - Business and Tourism | Concern about the impact construction will have on businesses and homes. However, suggestion that attention is paid to helping these businesses and homes.   | Highways England has worked to avoid direct impacts on residential properties and businesses wherever possible. Engagement with landowners started during the route options consultation and will be ongoing throughout the scheme lifecycle. Property and land affected by the scheme is subject to compensation in line with the compensation code and Highways England is in ongoing discussions with landowners on this matter. ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) identifies appropriate mitigation to help reduce or avoid adverse effects. For example, access to businesses and homes would be retained at all times.   | N  |
| 280    | Population and Human Health - Business and Tourism | Concern as the proposed scheme will damage and eradicate the livelihoods of farmers and supporting businesses.   | The potential effect on farm holdings is considered as part of ES Chapter 12 Population and Human Health (Document Reference 6.2). Given the land take required and the nature of the agricultural holdings in the area, the assessment concludes that the majority of holdings will continue to operate. Engagement with landowners started during the route options consultation and will be ongoing throughout the scheme lifecycle. Property and land affected by the scheme is subject to assessment in ES Chapter 12 Population and Human Health (Document Reference 6.2) and Highways England is in ongoing discussions with landowners. Where possible and appropriate, changes have been made to the scheme to accommodate landowner requests, as reported in ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). | N  |
| 281    | Population and Human Health - Business and Tourism | Concern that there will be destruction of natural habitat and an impact on the farming community and the farmers livelihoods. Therefore, suggestion that the planners need to contact farmers to find out their specific needs which are unique to specific areas. |  |  |
| 282    | Population and Human Health - Business and Tourism | The scheme will make a massive difference to commuters and businesses.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 283    | Population and Human Health - Business and Tourism | Is concerned about the effect of the scheme on trade at the Golden Heart Pub. Hopes that clear signage will be provided.   | As reported in ES Chapter 12 Population and Human Health (Document reference 6.2) the Golden Heart Inn would not be directly affected by the scheme. The potential benefits from the improved environment and access via the repurposed A417/Air Balloon Way as a key WCH corridor and recreational trail have been welcomed by the owner of the business. As reported in ES Chapter 12 Population and Human Health (Document reference 6.2), access to the Golden Heart Inn would be retained via Cowley junction along a section of the existing A417. Specific signage for the facility could be discussed at the detailed design stage with GCC.   | N  |
| 284    | Population and Human Health - Business and Tourism | Hopes that motorists will be encouraged to use the Golden Heart Pub instead of the Air Balloon.  |  | N  |
| 285    | Population and Human Health - Business and Tourism | Suggestion for a services facility selling local produce as per the M5.  | The provision of such facilities is beyond the scope of the scheme.  | N  |
| 286    | Population and Human Health - Business and Tourism | Would like to see Birdlip Quarry remain open during and after construction, as it provides a unique facility for motorcycling.   | As reported in ES Chapter 12 Population and Human Health (Document reference 6.2), access to the quarry would be maintained during construction and the scheme would not affect the ability for the current motorcycling activity to continue to operate.  | N  |

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|--------|---|--|--|--|
| 287    | Population and Human Health - Community Impacts | The village of Brimpsfield should be avoided as a diverted route whilst construction is underway. The road cannot handle 2-way traffic, and the single-track lanes have deteriorated over the past 10 years as more large vehicles ignore the restriction signs.   | Highways England is committed to keeping the A417 open to traffic, however, acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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. | N  |
| 288    | Population and Human Health - Community Impacts | Is concerned that insufficient details have been provided regarding the impacts of construction on the local area. Attempts to mitigate issues such as rat-running through Cowley Village, construction site waste management, lighting and noise need to be considered.                                 |  | N  |
| 289    | Population and Human Health - Community Impacts | As many local people as possible should be employed in construction of the scheme and as many local suppliers as possible. Suggestion that it is not awarded to a construction firm outside of Gloucestershire. Local people should benefit from construction as well its completion.                    | Highways England is committed to realising local benefits through their investment projects and should the DCO be granted would work with their appointed contractor, GCC and other organisations to explore employment, supply chain, training and apprenticeship opportunities.  | N  |
| 290    | Population and Human Health - Community Impacts | Suggests considering the schemes impact on human health, both locally and in other parts of the A417/19.   | The potential effects of the scheme on population and human health have been assessed within ES Chapter 12 Population and Human Health (Document reference 6.2). This looks at a number of health determinants and how these may be affected by the scheme. The assessment concludes there would be neutral or positive outcomes during construction and operation.  | N  |
| 291    | Population and Human Health - Community Impacts | Concern as the scheme will negatively impact human welfare in other parts of Gloucester and Wiltshire.   | The potential effects of the scheme on population and human health have been assessed within ES Chapter 12 Population and Human Health (Document Reference 6.2). This looks at a number of health determinants and how these may be affected by the scheme. The government standard for assessment methodology has been applied and the study area for human health extends to the local wards of Ermin, Badgeworth or within the larger District area of Tewkesbury. The assessment concludes there would be neutral or positive outcomes during construction and operation for the local wards considered.   | N  |
| 292    | Population and Human Health - Community Impacts | Concern over the potential environmental impact on the Gloucestershire Girl Guides Association Headquarters which have not been properly assessed.   | The government standard for environmental impact assessment methodology has been applied and the study area does not extend to this receptor.  | N  |
| 293    | Population and Human Health - Community Impacts | Hopes that confirmation can be given as to whether nightshifts will be undertaken during construction. This will minimise the disruption for businesses, travel and local communities.   | The exact programme of works will be fully considered between Highways England and its contractor once they are appointed. It is likely that some night working would be necessary, particularly when tying the existing and new section of A417 together, however, it is unlikely that night working would be a standard practice on the scheme. Disruption from businesses and local people would be managed through ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4).  | N  |
| 294    | Population and Human Health - Community Impacts | Concern that the PEI Report is unbalanced and dismissive of the concerns it raises and immediately seek to answer. Suggestion that further work should be down to assess the human impacts and the consequences of development for those that live and work along or in proximity to the proposed route. | The potential effects of the scheme on population and human health have been assessed within ES Chapter 12 Population and Human Health (Document reference 6.2). This has taken into account feedback received to the 2019 and supplementary 2020 public consultations, and considers the potential impacts for those that live and work along or in proximity to the proposed scheme.   | N  |

| Row ID | Topic   | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|---|---|---|--|
| 295    | Population and Human Health - Community Impacts | Concern as a full impact assessment must be carried out of the topic areas addressed within the scheme before proposed designs are finalised.   | The potential effects of the scheme on population and human health have been assessed within ES Chapter 12 Population and Human Health (Document Reference 6.2). This has taken into account feedback received to the 2019 and supplementary 2020 public consultations, and considers the potential impacts for those that live and work along or in proximity to the proposed scheme.  | N  |
| 296    | Population and Human Health - Community Impacts | Is concerned that the construction period seems unnecessarily long, with large delays.  | ES Chapter 2 The Project (Document Reference 6.2) describes the scheme and construction programme. Highways England has worked with a Taylor Woodrow to help inform the environmental assessment and construction programme with expert knowledge of construction and buildability matters.   | N  |
| 297    | Population and Human Health - Community Impacts | Raises concerns about the impact of construction on access to existing employment and services, particularly hospitals in Gloucester and Cheltenham. Temporary arrangements will need to have resilience to disruption.   | Highways England has worked with the local highways authority, GCC, to identify any potential mitigation measures required for access to existing employment and services, including hospitals as a result of the scheme and will continue to engage with the relevant authorities during construction. ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) identifies appropriate mitigation to help reduce or avoid adverse effects, for example managing construction traffic and routing.   | N  |
| 298    | Population and Human Health - Community Impacts | Is concerned that the scheme will encourage further commuting away from communities such as Fairford into Gloucester and Cheltenham. This could significantly affect the local economies and town centres of smaller villages, along with increasing demand for new housing developments in these areas.  | A summary of the assessment of traffic and economic impact of the scheme is provided in the Case for the Scheme (Document reference 7.1). It identifies that there would be positive economic impacts as a result of the scheme, associated with increased accessibility, safety and reliability of the strategic road network. Development of settlements and housing is determined by the local planning authority; current planning policy in Gloucestershire supports the delivery of the A417 Missing Link to unlock strategic growth in the county. This is also set out in the Case for the Scheme (Document Reference 7.1). | N  |
| 299    | Population and Human Health - Community Impacts | Would like to see provisions to reduce disruption for residents during construction of the scheme. Would like to be kept informed of construction details.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. As set out in ES Appendix 2.1 EMP (Document Reference 6.4) a public liaison officer will be appointed during the construction of the scheme to provide ongoing dialogue with stakeholders and members of the public.  | N  |
| 300    | Population and Human Health - PRoW              | Suggests providing a cycle route between South Hill and Birdlip to compensate for severing the current lane running past Birdlip Radio station.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestion made with a right of way provided in the area.   | Y  |
| 301    | Population and Human Health - PRoW              | Suggests a segregated bicycle path under the A417 at Shab Hill, and a protected junction avoiding the roundabout/ traffic circle at Cowley on the southern side.  |   |  |
| 302    | Population and Human Health - PRoW              | Suggests that with the right approach to protecting and reinstating footpaths we will have new options to walk north from Birdlip and south from Seven Springs across the new A417. This would support many of the walks designed and led by the Cotswold Voluntary Wardens that purposely stick to one side or the other of the A417 simply from a safety point of view. Clarifies that many walks from Seven Springs will be unaffected unless A436 traffic increases. Confirms that from Birdlip they walk to Brimpsfield, Caudle Green, Missenden, Cranham, Sheepscombe, Witcombe. Walks to Cowley, Coberley, Colesbourne start north of the A417. Walks from Crickley Hill would go towards Shurdington & Leckhampton. |   |  |



| Row ID | Topic                              | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|------------------------------------|--|---|--|
| 303    | Population and Human Health - PRow | Suggests the segregated bicycle paths need to be expanded, use islands over the B4036 to allow safe crossing for WCH. Suggests bicycle sign posts with distance in miles.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestion made with a right of way provided in the area. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC. | N  |
| 304    | Population and Human Health - PRow | Concern that the development will truncate PRow, this is a particular problem for horse riders. Therefore, suggestion of linking routes by adding bridleways behind the hedge adjacent to the road and upgrading footpaths so that dead-ends are minimised.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestion made with new sections of bridleway and reclassifications of footpaths where appropriate.  | N  |
| 305    | Population and Human Health - PRow | Suggests maintaining free-flowing traffic on the Cotswold Way National Trail throughout construction as this route is very popular with tourists who plan and spend well in advance of visiting assuming the National Trail is open. Suggests formal temporary rerouting should be coordinated with the Trail Office at the Cotswolds Conservation Board and publicised fully. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Highways England is committed to maintaining access along the National Trail and is collaborating with Natural England to ensure the proposals achieve this and reduce any potential impact or convenience on users.   | N  |
| 306    | Population and Human Health - PRow | Concern that walkers journey begins and ends with a car journey. Suggestion that the footpath shown in the brochure on pg. 18 and 19 as a yellow line of the current roadway from the junction creates the potential to improve access to Barrow Wake car park, there needs to be confirmation of vehicle access also  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and helps to connect Barrow Wake car park to the proposed Air Balloon Way. Vehicles will still be able to access Barrow Wake car park from the B4070.   | N  |
| 307    | Population and Human Health - PRow | Highlights the importance of maintaining pedestrian access along existing footpaths and bridleways throughout construction.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.   | N  |
| 308    | Population and Human Health - PRow | Hopes to see a review of the current pedestrian crossings across the A417. Warning signs are exhibited across the road, but motorists rarely change speeds.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. The scheme will provide grade separated crossings of the existing and proposed new section of A417.   | N  |
| 309    | Population and Human Health - PRow | Concern that there is little mention of cycling within the scheme. Suggestion that cycle routes need to be provided for people who commute by cycling, as the current cross-country roads are suitable for leisure riding, but not for commuting. There has been an increase in cycle commuting in the area e.g. Cheltenham to Stroud.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity for cyclists.  | N  |
| 310    | Population and Human Health - PRow | Support for the principle of replacing PRow that are affected by the scheme and creation of new PRow as part of the scheme, as it will affect existing footpaths and bridleways.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |

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|--------|------------------------------------|--|---|--|
| 311    | Population and Human Health - PRoW | Support of current parking at Barrow Wake and on the access road to it, as well as on the stretch of the old A417 by the school in Birdlip. Suggestion of further parking in the Crickley Hill Country Park, but facilities and access must be maintained during and after construction.   | The provision of additional parking at the Country Park is outside of the scope of Highways England and its scheme for the A417 Missing Link. The scheme proposes additional parking provision in the vicinity of the Golden Heart Inn and junction at Stockwell Lane, which would provide designated parking for horse boxes, disabled users and other WCH users. This would be accessed via the existing A417 and Stockwell Farm, with no through road for vehicles to or from the village of Birdlip (although it would be accessible for pedestrians). Further to engagement with the local community and Parish Council, there would be a smaller car park off the Stockwell Lane junction with the existing A417 (accessed from the east) to serve five disabled spaces only. There would be a further ten parking spaces and three horse box parking spaces near the Golden Heart Inn. These details could be amended at detailed design stage but serve to help redistribute parking in the area and reduce impacts from WCH on the SSSI at Barrow Wake and the Country Park. | Y  |
| 312    | Population and Human Health - PRoW | Presumes that some PRoW will be closed as construction progresses and requests that the public are kept fully informed of closures in advance to prevent any users getting stuck en route. Also requests that alternative routes are offered as soon as possible so that PRoWs aren't lost for too long.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and also includes measures to keep the public informed in relation to any closures/diversions.  | N  |
| 313    | Population and Human Health - PRoW | The single-track road under the existing A417 linking Ullenwood to Shab Hill viewpoint will be cut off by the proposals, currently this is well used by walkers, cyclists and horse riders. Diversions via the green bridge would not be suitable for all of these users.  | The Gloucestershire Way crossing will provide appropriate mitigation for the severance of roads and rights of way in this area. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | Y  |
| 314    | Population and Human Health - PRoW | The proposed scheme will stop motorcyclists from riding on UCR's from Shurdington to Tetbury.  | New sections of Byways Open to All Traffic provide appropriate mitigation for the severance of roads and rights of way in this area used by motorcyclists. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.   | Y  |
| 315    | Population and Human Health - PRoW | Welcomes ideas to have horse riding routes either side of the bypass as it climbs Crickley Hill. Request that particular attention is given to linking the existing Badgeworth bridleway 87 from Witcombe to access the green bridge over to Crickley Hill. It is a lovely bridleway which has not been used since the A417 became too dangerous to cross. | The Cotswold Way crossing will provide appropriate mitigation to link the bridleway over the A417 to Crickley Hill, whilst a new Grove Farm underpass connects the bridleway via other routes to Cold Slad lane. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.   | Y  |
| 316    | Population and Human Health - PRoW | The A436 link road is an upgrade of an existing unclassified road, which is used for many walks starting from Barrow Wake car park. Request that Walking, Cycling and Horse riding users are able to use the new road.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. In the area surrounding the A436 link road, this includes a number of new connections and the proposed Gloucestershire Way crossing will provide a new, grade separated crossing of the A417, allowing access across to Barrow Wake.   | Y  |
| 317    | Population and Human Health - PRoW | The grade segregated crossing for the Cotswold Way over the A417 is welcomed but it is noted that users will still have to cross the A436 at grade, suggestion of providing a footbridge.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. The scheme now includes the proposed Cotswold Way crossing to carry the National Trail, as well as the proposed Gloucestershire Way crossing which will provide a grade separated crossing over the A436 link road and the A417 and carry the Gloucestershire Way.   | Y  |
| 318    | Population and Human Health - PRoW | Several 'Green Roads' are affected by the proposed scheme and should be retained, as these general-purpose carriageways can be used by all users. Suggestion of incorporating these into the schemes PRoW network (see attached maps).   | New sections of Byways Open to All Traffic provide appropriate mitigation for effects such as those described. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.   | Y  |

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|--------|------------------------------------|---|---|--|
| 319    | Population and Human Health - PRow | Would like to see PRow that were originally severed during the previous construction of the A417 reinstated.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. A new Grove Farm underpass would provide a safe crossing of the existing A417, in addition to the proposed Cotswold Way crossing. Historic fragmentation or severance as part of previous schemes has been discussed as part of a Technical Working Group (TWG), and a technical note has been shared with that group to explain why further additional crossings in that area are not being progressed. The WCH TWG Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) helps to outline where constructive discussions have been held, with responses provided to address the concerns and suggestions made by the interest groups. | Y  |
| 320    | Population and Human Health – ProW | Suggestion that gates will be helpful but should be consulted on by the horse riding community.   | Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.   | N  |
| 321    | Principle of Development           | Support of the proposed scheme as the current road restricts movement and causes pollution as people queue on the road.   | The support for the scheme is noted.  | N  |
| 322    | Principle of Development           | Concern that the creation of new junctions will result in developers seeking new opportunities.   | The Government's policy, as set out in the National Policy Statement for National Networks, is to bring forward improvements and enhancements to the strategic road network that support further economic development and improve peoples' quality of life. The A417 Missing Link scheme objectives are consistent with the Government policy in this regard. This is explained in the Case for the Scheme (Document Reference 7.1). Future development proposed in the area is not for comment by Highways England and would be determined by the relevant local planning authority in accordance with the local development plan.   | N  |
| 323    | Principle of Development           | Suggestion that the needs of through traffic are not given priority over the natural environment.   | Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This has resulted in a scheme which meets both transport and environmental objectives, as set out and illustrated within the Design Summary Report (Document Reference 7.7). For an assessment of the effect of the scheme on the landscape, please see ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 324    | Principle of Development           | Supports that a great deal of emphasis has been placed on minimising the environmental and ecological impact of the scheme and hopes that environmental surveys will continue to be conducted.  | Ecological surveys on protected species have been carried out between 2017 and 2021. Information on ecological surveys carried out for the scheme is provided in ES Chapter 8 Biodiversity (Document Reference 6.2). ES Appendix 2.1 EMP (Document reference 6.4) identifies that further surveys would be carried out in the construction stage of the scheme.   | N  |
| 325    | Principle of Development           | Suggests the scheme should be long lasting.   | New strategic roads are economically appraised to a lifespan of 60 years, although individual elements of the scheme (including structures such as bridges) are designed to last longer than this.  | N  |
| 326    | Principle of Development           | Suggestion that the proposed scheme takes into account the next 50-100 years to prevent revisiting and causing disruption in only 20 years' time.   |   |  |
| 327    | Principle of Development           | Eager for the scheme to start quickly- the current road has impacted country roads due to rat runners. Requests that work be done on Cockleford Road, which is a poor-quality, narrow country road running between A417 and A436 and is used by thousands of cars each day. Highlights a dangerous corner by the Green Dragon pub where cars regularly drive into the middle of the road to avoid silt which builds up. | Subject to planning approvals, Highways England expects to start works in 2023. An aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. Highways England is also working with the local highways authority, GCC, to identify any potential mitigation measures required for the local road network as a result of the scheme.  | N  |

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|--------|--------------------------|--|---|--|
| 328    | Principle of Development | Concern about whether the environmental impact of the scheme been measured, and also concerned if public health cost is included and how to offset the damage to public health of sedentary lifestyles.                            | The environmental impact of the scheme has been assessed and this is reported in the ES (Document Reference 6.2). This includes an assessment of the impact of the scheme on local communities in ES Chapter 12 Population and Human Health (Document reference 6.2). The scheme provides for mitigation and enhancement of affected walking, cycling and horse riding routes as set out in ES Chapter 12 Population and Human Health (Document reference 6.2) and ES Appendix 2.1 EMP Annex F ProW Management Plan (Document Reference 6.4). | N  |
| 329    | Principle of Development | Objects to construction of the scheme.   | Highways England 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  |
| 330    | Principle of Development | The proposal is good and needs to be implemented. Once the scheme is completed it will open up this route for use during peak hours for residents in Cheltenham, Gloucester and Cirencester, and improve safety for all motorists. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 331    | Principle of Development | Would like to see the scheme progressing before 2025 to improve the situation for all commuters and residents and prevent any further accidents.   | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  | N  |
| 332    | Principle of Development | Suggestion that all nearby roads with poor road surfaces are repaired as these will become main carriageways during construction.  | Maintenance and repairs to roads surrounding the scheme will continue to be carried out by the relevant responsible authority. The arrangements for the road network during construction of the scheme are set out in ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4).  | N  |
| 333    | Principle of Development | Suggestion that lorries should be banned, and GCC / CDC should not be involved. Suggestion that cost per section should be checked and sections only be completed if needed.   | The A417 Missing Link is part of the strategic road network and lorries would not be banned from using it. Highways England has a statutory duty under the Planning Act 2008 to consult with GCC, Cotswold District Council and Tewkesbury Borough Council as host local authorities of the scheme. The economic assessment of the scheme is summarised in the Case for the Scheme (Document Reference 7.1).  | N  |
| 334    | Principle of Development | Suggestion of developing option 11 whilst and using the existing A417.   | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 335    | Principle of Development | Concerned about whether the project is necessary due to the large amount of money being spent. Therefore, suggestion of whether the money spent on the scheme could be spent elsewhere to try and reduce traffic on the A417.      | The A417 Missing Link 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. The government has set a cost allocation for this scheme of £250 - £500 million in the context of competing demands for investment in other transport schemes and public services.   | N  |
| 336    | Principle of Development | The scheme is a desperately needed improvement to the route into and out of Gloucester.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 337    | Principle of Development | Supportive of the scheme, especially as it will solve the current situation whereby lorries break down due to the steep gradient, leading to congestion and further delays.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 338    | Principle of Development | Suggestion that traffic system at Cirencester Market Place should be reinstated and lights should be installed at Cirencester to Stow Road junction to ease traffic flow.  | The design of local roads in Cirencester is not within the scope of this scheme.  | N  |

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|--------|--------------------------|--|--|--|
| 339    | Principle of Development | Wholly supports the scheme, concern that current timescale of 2024 is too far away given traffic conditions are worsening. Query as to whether anything can be done to expedite construction and completion of the scheme.   | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 340    | Principle of Development | Suggestion of appointing contractors who can be able to manage the size of the project, as well as making sure the details are right. Suggestion of using the simulation to check road sign locations.   | The need for appropriate contractors is noted. Highways England would produce a detailed signage strategy at the detailed design and construction stage.   | N  |
| 341    | Principle of Development | Suggestion of having a construction finance arrangement where the public, through Highways England, own the road after completion.   | Following completion, Highways England will be the responsible authority for the A417.   | N  |
| 342    | Principle of Development | Considers the scheme is a 'massive motorway' that would create construction disruption.  | Highways England 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. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which outline how the impact of construction on the environment, the road network and local communities will be managed.  | N  |
| 343    | Principle of Development | Concern that there has been a lack of consideration into investment in rail freight, public transport or green infrastructure.   | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 344    | Principle of Development | Suggestion that costs of environmental species protection and archaeological provision should in in proportion and should be addressed in a way that is affordable.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.   | N  |
| 345    | Principle of Development | Support of the proposed scheme as it is impossible to modernize road infrastructure without some environmental impact.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 346    | Principle of Development | Is concerned that insufficient consideration has been made with regards to how existing roads can be re-used, and existing junctions be re-modelled, rather than re-building.  | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process, leading to the Preferred Route Announcement in 2019. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 347    | Principle of Development | Concern that construction will bring significant disruption and the risk of this over-running.   | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced an ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction. | N  |
| 348    | Principle of Development | Concern that disruption will be significant and suggestion that 24-hour construction should be considered to ensure completion as soon as possible.  |  |  |
| 349    | Principle of Development | Concern that construction of the proposed scheme will cause major disruption especially on Crickley Hill itself. Suggestion that keeping local residents and regular users off the Crickley Hill route needs to be done in a variety of ways both off and on site. |  |  |
| 350    | Principle of Development | Suggestion raised that although the construction stage of the scheme is a balancing act, the environment and safety need to be a priority.   |  |  |
| 351    | Principle of Development | Concern over the impact of construction works on Bentham and Little Witcombe.  |  |  |

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|--------|--------------------------|--|--|--|
| 352    | Principle of Development | Concern over the siting of construction traffic, site management and overnight working.  |  |  |
| 353    | Principle of Development | Concern that the construction impacts of the scheme are not thought through, suggestion of construction impact mitigation being made more definite.  | An assessment of the construction effects of the scheme, and any required mitigation, is provided in the ES (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application which outline how the impact of construction on the environment, the road network and local communities will be managed.   | N  |
| 354    | Principle of Development | Suggestion that the scheme should be abandoned and plans to reduce motor vehicle use and vehicle miles sought.   | Highways England 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  |
| 355    | Principle of Development | Suggestion that Barrow Wake could include some 'managed rest area' to enhance the area and reduce current anti-social behaviour.   | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police. However, it is considered that the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. It is considered that a potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. | Y  |
| 356    | Principle of Development | Concern that the scheme should be initiated as soon as possible before any delays or issues with funding arise.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 357    | Principle of Development | Entirely supports project regardless of costs, as it is long overdue, and the long-term benefits are massive.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 358    | Principle of Development | Concern as the scheme proposals show little objectivity as they are written in a way which advocates, rather than considers alternatives with sufficient critical assessment.  | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. A summary of this process is provided in ES Chapter 3 Assessment of Alternatives (Document Reference 6.2).  | N  |
| 359    | Principle of Development | Suggestion that work needs to be started on M4 J15 which is currently dangerous.   | Works to Junction 15 of the M4 are outside of the remit of this highways scheme.   | N  |
| 360    | Principle of Development | Concern that the bureaucracy surrounding the scheme seems excessive.   | This comment is noted. Highways England is required to adhere to statutory processes in progressing the scheme.  | N  |
| 361    | Principle of Development | Suggestions relating to other examples of projects that have been well managed, and may be useful to ensure good management of the construction of the A417: M4 Smart Motorway; Kingsbridge bypass in Devon; A40 roundabouts | The suggestions of these developments as examples of good project management is noted.   | N  |
| 362    | Principle of Development | Suggestion that some finance should be reserved for other facets of living and the Government Ministry of Culture and Sport involved.  | The cost allocation for this scheme is set by the Department for Transport. The provision of funding in other Government departments, including for culture and sport, is outside of the scope of this highways project and is not relevant for comment by Highways England.   | N  |
| 363    | Principle of Development | Suggestion that advanced route planning by drivers would ease congestion such as by use of the A435.   | The advanced route planning carried out by individual drivers is outside of the remit of this highways scheme and Highways England.  | N  |
| 364    | Principle of Development | Support for the proposed scheme and grateful for keeping the local communities informed.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |

| Row ID | Topic                    | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------------------|--|--|--|
| 365    | Principle of Development | Objection to the principle of the scheme on the basis that it will bring little or no long-term benefits while causing disruption for residents and wildlife.  | Highways England 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. Highways England has considered the balance of the benefits and impacts of the scheme, within the context of the Cotswolds AONB and the relevant policy tests, namely the National Policy Statement for National Networks. This is set out in the Case for the Scheme (Document Reference 7.1). | N  |
| 366    | Principle of Development | Concern that the PEI has been restricted to the immediate environs of the proposed link and has not considered the impact on the existing network.   | Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and understand its likely effects on traffic and the local road network. A summary of the modelling methodology and results can be found in The Case for the Scheme (Document Reference 7.1) with more detail available in Section 10 and 11 of the Transport Report (Document Reference 7.10)  | N  |
| 367    | Principle of Development | Is concerned that Option 30 was the wrong choice, and that other options may not have been considered.   | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 368    | Principle of Development | Is pleased to see that the proposals have recognised the importance of this area for outdoor recreation and wildlife.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 369    | Principle of Development | Support and appreciation for the proposals to date, considers that the scheme will make a dramatic difference to the environment, pollution levels and congestion, with associated economic benefits. The prospect of a smoother and less congested route to London will encourage respondent to drive an electric car as the journey will be less energy intensive as a result of the scheme. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 370    | Principle of Development | Suggests a collaborative approach for this project and raise the bar and set a new design/construction standard for these type of road schemes.  | Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).                        | N  |
| 371    | Principle of Development | Support for the proposed scheme as it overcomes the challenges which are currently faced by users of the A417, local people, landscape and its wildlife.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 372    | Principle of Development | Objects to the principle of the project on environmental grounds and disputes that it will reduce pollution and bring economic benefits. Considers we should not invest in new large roads as evidence shows this results in more traffic and noise.   | Highways England 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  |
| 373    | Principle of Development | Support raised for the mitigation measures outlined in the PEI Report.   | The support for the mitigation measures outlined in the PEI Report is noted.   | N  |
| 374    | Principle of Development | Considers that, provided the scheme remains landscape-led, minimises impacts and benefits the Cotswolds AONB, it could be a future model for road projects.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 375    | Principle of Development | Objection to the overall scheme.   | Highways England 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  |
| 376    | Principle of Development | Concern that much of the research has been completed using maps and images rather than actually getting on the ground and looking at where the impacts will be made by the changes you are proposing.  | The design of the scheme, and the assessment of its effects on the environment and local communities, has been informed by site visits and surveys carried out by the relevant specialists. Engagement with the local community, relevant local authorities, interest groups and landowners has also been carried out by Highways England throughout the development of the scheme, as reported in the Consultation Report (Document Reference 5.1).                             | N  |

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|--------|--------------------------|---|---|--|
| 377    | Principle of Development | Concern that project funding is contributed by tax-payers money so local opinion should have greater consideration.   | The Consultation Report (Document Reference 5.1) sets out how Highways England has complied with its statutory duties under the Planning Act 2008 to consult with the local community, persons with affected land interests, statutory bodies and other relevant organisations. This report also sets out how Highways England has had regard to the comments provided through consultation.  | N  |
| 378    | Principle of Development | Support for proposals to reduce the bottleneck between the M5 and M4. Concern that current off-road routes for crossing this road should be retained.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. As set out in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4), Highways England proposes to maintain continued access, and where possible bring improvements, to walking, cycling and horse riding connectivity within the scheme.   | N  |
| 379    | Principle of Development | Support for the development of the scheme as soon as possible due to its bad safety record. Considers that to date, time has been wasted talking about the scheme and not getting on with it, and in the time that has elapsed, increased regulation has made the scheme harder to implement - such as wildlife regulation and engineering standards.                 | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020. Highways England is required to adhere to statutory processes in progressing the scheme.   | N  |
| 380    | Principle of Development | Suggestion that Gloucestershire needs better infrastructure such as a high-speed rail link between Tewkesbury, Stroud, Gloucester and Cheltenham and a stop at the airport. It would bring benefits in terms of carbon removal.   | The wider infrastructure needs of Gloucestershire in relation to rail and aviation is beyond the remit of Highways England and lies outside of the scope of this highways scheme.   | N  |
| 381    | Principle of Development | Consider the cost of protesters.  | The possible risk of protest during construction is noted by Highways England.  | N  |
| 382    | Principle of Development | Concern that there is little information regarding construction impacts or mitigation.  | Information of the effects of the scheme during both construction and operation, and proposed mitigation are provided in the ES (Document Reference 6.2). Preliminary information on construction effects and mitigation was provided in the 2019 PEI Report and 2020 PEI Report.   | N  |
| 383    | Principle of Development | Support for the scheme as it will improve the safety of what is an accident blackspot and save lives.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 384    | Principle of Development | Suggestion that the scheme should be reconsidered based on safe and efficient travel for people and goods using the travel technologies and methods available now and in the future.  | The Government's policy, as set out in the National Policy Statement for National Networks, is to bring forward improvements and enhancements to the strategic road network that support further economic development and improve peoples' quality of life. The A417 Missing Link scheme objectives are consistent with the Government policy in this regard. This is explained in the Case for the Scheme (Document Reference 7.1) submitted as part of the A417 Missing Link DCO application. | N  |
| 385    | Principle of Development | Concerned that the scheme is old-fashioned and no different to the current. Concern over the lack of innovative and strategic planning. Suggestion that it should be considered how the scheme is going to fit in or improve the current situation and concern that despite restriction by government policy, more efforts should be shown to create a better scheme. | Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).                                       | N  |
| 386    | Principle of Development | Suggestion that Barrow Wake could be transformed in an amenity area for tourists and locals.  | The provision of an amenity area at Barrow Wake is outside of the scope of a highways scheme, however it is considered that the design of the scheme near Barrow Wake could provide a benefit in relation to reducing current links issues of anti- social behaviour and in providing walking, cycling and horse riding links.  | N  |
| 387    | Principle of Development | Support for the proposals but concern that they may not actually materialise.   | A commitment to deliver the A417 Missing Link is stated in the Government's Road Investment Strategy 2 (RIS2).  | N  |



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|--------|---|--|---|--|
| 388    | Principle of Development                | Opposition to the scheme expressed due to its location in an area of special landscape character. To adversely impact landscapes and landmarks such as the Air Balloon public house erases the collective memory of those who have used the area in previous years. Concern expressed that similar schemes in the southeast of the country have been put into tunnels. | Highways England 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. Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.  | N  |
| 389    | Principle of Development                | Objection to the scheme of the A417 as improvements to the existing network will serve to encourage additional road users. Enforcement of speed limits upon the existing networks should be explored.  | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. This included an assessment of lower cost, smaller scale options, however none of those options were determined to deliver the required level of benefit to road safety and congestion that is required on this stretch of the A417. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information, or the Scheme Assessment Report (March 2019) (Document Reference 7.4). | N  |
| 390    | Principle of Development                | Support for the proposals as it will have a positive impact on traffic flowing from the Swindon direction to Cheltenham and Gloucester and will be positive for wildlife and enjoyment of the countryside.   | Highways England 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  |
| 391    | Principle of Development                | Support raised for the proposed A417 project due to the adverse consequences of traffic delays upon the local economy.   | Highways England 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  |
| 392    | Principle of Development                | Suggests spending money on improving rail connections across Gloucestershire.  | Highways England has undertaken considerable route selection and option appraisal work to get to this stage. As part of this work an alternative mode assessment was undertaken to establish if a non-highway scheme could have been progressed to meet demands required in this area. However, this work demonstrated that a public transport scheme was not viable in this location. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information, or the Scheme Assessment Report (March 2019) (Document Reference 7.4).                          | N  |
| 393    | Principle of Development                | Concern that the scheme does not consider the Sustainable Transport Hierarchy.   | Highways England has undertaken considerable route selection and option appraisal work to get to this stage. The Government's policy, as set out in the National Policy Statement for National Networks, is to bring forward improvements and enhancements to the strategic road network that support further economic development and improve peoples' quality of life. The A417 Missing Link scheme objectives are consistent with the Government policy in this regard. This is explained in the Case for the Scheme (Document reference 7.1).   | N  |
| 394    | Principle of Development                | Support for the scheme due to the overdue nature of the works. Suggestion raised that the A417 dual carriageway should have connected to the motorway in the first instance.   | Highways England 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  |
| 395    | Road Drainage and the Water Environment | Suggestion of tree planting being used as a measure to control excess water near the carriageway. While use of drainage basins is good suggestion of a natural pond area being created for wildlife and recycled water for public toilets. Trees will also help with noise, drainage and air quality protection.   | It is not considered that tree planting would be sufficient to manage the volume of road surface water run-off. Drainage basins enable storage of a greater volume of run-off and serve to filter and treat the water quality through allowing sediment within the run-off to settle before it is returned to the surrounding watercourses. Trees are not able to manage these water volumes or provide water quality benefits. Tree planting is proposed in the scheme for landscape and ecological mitigation as set out in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). | N  |

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|--------|---|---|--|--|
| 396    | Road Drainage and the Water Environment | Suggests consideration needs to be had to surface water and drainage to avoid opportunities for sheets of water to run sideways across the carriageway. | The effects on the repurposed A417 in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction. Drainage and flood attenuation basins have been included in the design of the scheme.  | N  |
| 397    | Road Drainage and the Water Environment | Concern about extreme levels of rainfall and flash flooding becoming more common as well as the existing drainage and soakaways                         | It is not expected that the scheme would increase the occurrence of flood events and climate change factors have been included into the scheme design and its flood risk assessment. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.   | N  |
| 398    | Road Drainage and the Water Environment | Would like to see the creation of drainage basins, which will improve wildlife particularly around the Barnwood basin.                                  | The design of infiltration basins will depend on many factors including local infiltration characteristics. The primary function of these basins is to manage the quality and quantity of surface water run-off entering watercourses. Infiltration basins won't have permanent water, but a wet forebay may be included, whereas basins located on impermeable ground could include a permanently wet bottom. The local landscape context at each location will also inform the choice of whether the basins hold some water permanently. The primary function of these basins is not to provide aquatic ecological habitats, although this is something that may be possible on those serving local roads, provided the maintaining authority (GCC) is in agreement.   | N  |
| 399    | Road Drainage and the Water Environment | Would like to see drainage basins able to hold water permanently in order to increase diversity of habitat.   |  |  |
| 400    | Road Drainage and the Water Environment | Would like to see drainage along the existing A417 improved, as maintenance currently is poor and leads to flooding.                                    | Drainage and flood attenuation basins have been included in the design of the scheme. Proposals for improvements outside the area of the scheme are not within the remit of this DCO application. Maintenance and monitoring measures will be outlined in ES Appendix 2.1 EMP (Document Reference 6.4). Once the contractor appointed, longer term maintenance and monitoring programme will be developed  | N  |
| 401    | Road Drainage and the Water Environment | Hopes that groundwater issues will be considered, particularly the risk of pollution.   | The highway drainage design includes measures to manage the quality of surface water run-off. These treatment solutions may include, but are not limited to, swales, grass channels, treatment strips, filter drains, soakaways, infiltration basins or settlement basins. Each highway drainage catchment and outfall are assessed using standard guidance methodologies to ensure water quality characteristics and spillage risk are within acceptable limits taking in to account the sensitivity of the receiving groundwater and watercourses. Where necessary, this results in additional or enhanced treatment measures being included in the highway drainage design. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction. | N  |
| 402    | Road Drainage and the Water Environment | Suggestion that it should be ensured that surface water drainage is given a very high capacity and dispersal margin.                                    | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.   | N  |

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|--------|---|---|---|--|
| 403    | Road Drainage and the Water Environment | The proposed drainage basins should be properly maintained and monitored in the future to ensure they are fulfilling their purpose and not causing adverse impacts 'downstream' from toxic effluents.   | Drainage and flood attenuation basins have been included in the design of the scheme. The new highway drainage systems including basins will be maintained by the respective adopting road authorities. For the main A417 this is Highways England, and for local roads it will be GCC. Appropriate water quality monitoring will be undertaken to monitor potential impacts. Maintenance and monitoring measures will be outlined in ES Appendix 2.1 EMP (Document Reference 6.4). Once the contractor is appointed, a longer term maintenance and monitoring programme will be developed  | N  |
| 404    | Road Drainage and the Water Environment | Suggestion of more artistic thoughts on water drainage such as waterfall/pond as these would enhance the natural environment.   | The details will be developed during later stages of design. This may include a cascades, weirs or similar features as this would provide a flood management function however this would need to be integrated with ecological/habitat requirements.  | N  |
| 405    | Road Drainage and the Water Environment | Concern that there should be no open culverts near any properties and that all drainage should be via underground pipes.  | The drainage infrastructure would be provided such that any risk to safety that has been identified has been eliminated or adequately controlled.   | N  |
| 406    | Traffic and Transport                   | Hopes that the impact of the scheme on other communities just beyond the immediate area of the scheme will be considered in further detail. Concern over the potential for additional traffic that the scheme will generate for other routes and also impact the access to and from local communities. Highlights that the volume and speed of traffic along the A436 can become dangerous with the route's steep hills and poor visibility, which impacts local communities such as Hilcot, Upper Dowdeswell, Withington, Foxcote, Kilkenny and Andoversfield. | 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. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. It shows that as a result of the scheme, there would be a decrease in traffic on the A436, including a decrease in the proportion of HGVs, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling undertaken has covered the wider communities and the methodology and results of the traffic modelling is reported in Transport Report (Document Reference 7.10). The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 407    | Traffic and Transport                   | During construction, A417 traffic should not be forced through the villages of Brimpsfield and Birdlip.   | Highways England is committed to keeping the A417 open to traffic, however, acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, GCC, 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 concerns and suggestions made are appropriate and will be considered as part of the future iteration of ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) at the detailed design/construction stage of the scheme. | N  |
| 408    | Traffic and Transport                   | Suggestion that the amount of plant movement needs to be closely restricted and suggests there needs to be recycling and re-purposing of plant.   |   |  |
| 409    | Traffic and Transport                   | Concern about how much of the existing route up Crickley Hill will be disrupted due to construction of the scheme. Suggestion of dynamic signs on all the approach roads  |   |  |
| 410    | Traffic and Transport                   | Suggestion that deliveries should be avoided at busy times of day and question whether a diversion route could be put in to prevent impact to commuters.  |   |  |
| 411    | Traffic and Transport                   | Supports construction of the offline section will be done without disruption, however concerned about daytime closures once the cutting destroys the line of the current road at Air Balloon as major diversions of traffic through Cheltenham will gridlock the town and surrounding areas. Therefore, suggests encouraging M4 traffic bound for M5 (& vice versa) to travel via Almondsbury, & Midlands traffic to take M40 to Oxford & A34 to get to M4 (& vice versa).  |   |  |
| 412    | Traffic and Transport                   | Concern that disruption caused by construction will temporarily increase traffic flows and rat-running through the local villages and on local road network.  |   |  |

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|--------|-----------------------|---|---|--|
| 413    | Traffic and Transport | Suggestion that large lorries should be banned from passing the escarpment section during key construction phases as a potential breakdown would be particularly disruptive.  |   |  |
| 414    | Traffic and Transport | Construction should consider timing of construction and movement of materials. It is a critical route which already experiences queues and lengthy delays, so consideration should be given to the times of day and which days/weeks will have most impact on motorists - such as bank holidays, school holidays. |   |  |
| 415    | Traffic and Transport | Suggestion raised that additional signage should be adopted upon the M4 and M5 during construction to limit disruption upon the local road network.   |   |  |
| 416    | Traffic and Transport | Suggestion of consideration to disruption to the already very busy road structure and the potential for an increase accidents.  |   |  |
| 417    | Traffic and Transport | Concern that disruption of the scheme has been underestimated.  |   |  |
| 418    | Traffic and Transport | Suggestion that an appropriate Travel Plan should be written to ensure adequate management of lorries.  |   |  |
| 419    | Traffic and Transport | Suggestion that construction traffic should not use the B4070, Leckhampton Hill to Cheltenham or the route to Birdlip Radio Station via South Hill.   |   |  |
| 420    | Traffic and Transport | Request that disruption to the A436 link route is minimised as it provides the A40/M40 link to the M5 and is heavily used.  |   |  |
| 421    | Traffic and Transport | Concern that road safety has not been addressed particularly around Witcombe and this will likely get worse during the construction process.  |   |  |
| 422    | Traffic and Transport | Suggestion that there should be continuous surveillance of traffic usage to reintroduce a scheme with as little concrete as is necessary and provisions for this should be made in contractor plans.  | Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 423    | Traffic and Transport | Concern as the proposed scheme may create modal shift from public transport to car journeys.  | The traffic modelling undertaken by Highways England takes into consideration the impact of the scheme, and other infrastructure schemes in the region, on rail demand. The traffic modelling shows the A417 scheme will not result in a substantial mode shift from rail to highway. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  | N  |
| 424    | Traffic and Transport | Suggests including rumble strips on local road network to reduce traffic speed, repairs to the limited number of passing places and weight limits and associated enforcement.   | The design and maintenance of the local road network is under the authority of GCC; however, Highways England is working with GCC regarding local roads affected by the scheme.   | Y  |
| 425    | Traffic and Transport | Concern that Cowley Village is and will be an area for rat-running.   | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with GCC, the local authority, and relevant property owners.          | Y  |

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|--------|-----------------------|---|--|--|
| 426    | Traffic and Transport | Would like to see traffic restrictions further afield, towards Cirencester.   | The introduction of traffic restrictions on other sections of the Strategic Road Network is outside of the scope of this scheme.   | N  |
| 427    | Traffic and Transport | Suggestion of a safer bus stop for school buses coming into Birdlip to allow for safe turning, currently buses reverse at the bend into Ermin Street to turn around.  | Highways England acknowledges feedback received in response to public consultation, which has suggested the relocation of the school bus stop in Birdlip. Concerns have been expressed about the safety of current turning movements by the school bus, and suggestions have been made about potential alternative locations for a new bus stop facility. This change has been carefully considered within the land available as part of the scheme and Highways England has discussed opportunities with the Cowley and Birdlip Parish Council and GCC officers. Highways England has offered help to the relevant stakeholders to inform or facilitate any discussions about any changes that might be proposed to the bus stop and its access within or near Birdlip. Highways England will ensure the A417 scheme would not adversely impact the existing bus stop arrangement, or could accommodate a future scenario where the bus stop and its access is improved or relocated if within the DCO (red line) boundary. | N  |
| 428    | Traffic and Transport | Concern that the scheme will result in increased traffic and whether analysis on the impact of the wider route has been undertaken. Question whether J11A of the M5 and J15 of the M4 will be fit for purpose or whether some remodelling is required to analyse the impact on the route capacity from M5 to M4.  | The traffic model developed by Highways England includes the M4, the M5 and the wider strategic road network. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. At a strategic level the majority of this traffic reroutes from the M4 and the M5 resulting in traffic reductions on the M4 between J15 and the M5 and on the M5 between J11A and the M4. The increases in total traffic at M4 J15 and M5 J11A as a result of the scheme are predicted to be limited when compared to traffic at the junctions without the scheme. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 429    | Traffic and Transport | Suggestion that heavy lorries should be restricted.   | Together, the A417 and A419 make up one of the south-west's most important road corridors. They link the M5 at Gloucester (junction 11A) to the M4 at Swindon (junction 15). They help south-west businesses connect with markets and opportunities in the midlands and north, and they attract investment for Gloucestershire and its neighbours by linking them to London and the south-east. Considering the importance of this corridor to the economy of the south-west and the strategic nature of linking the south-west with the midlands and the north, in particular the ports on the south coast, there is no scope for restricting lorries on this or other dual carriageways.   | N  |
| 430    | Traffic and Transport | Suggestion to include additional facilities and access points to encourage improvement and usage of public transport links between Swindon, Cirencester, Gloucester and smaller villages.   | Highways England is engaging with GCC over how the proposed scheme links with the local transport network, including public transport routes.  | N  |
| 431    | Traffic and Transport | Suggestion that benefit of autonomous vehicles in reducing traffic congestion needs to be considered  | The traffic modelling has been undertaken based on the current guidelines from the Department for Transport. This guidance considers likely growth in traffic over the next 60 years, but with driverless vehicles still being an unknown technology no account of them is currently made.   | N  |
| 432    | Traffic and Transport | Concern that there are a number of 90-degree junctions without slip roads e.g. the Syde/Winstone/Elkstone junction; the Centurion garage junction; and the Duntisbourne Leer junction. Due to the expected increase in traffic volume getting onto the A417, the junctions will become very hazardous. Therefore, suggestion of applying a speed limit from Cowley to the Syde turning. | The issue in relation to junctions on the A417 south of Cowley was raised by stakeholders at a number of consultation events. These junctions are outside the A417 scheme boundary and therefore have not been considered for enhancement as part of the scheme design. Highways England has noted the feedback received and will monitor the impact of the scheme at these junctions through its Post Opening Project Evaluation process. This process will identify if there is a need to undertake any subsequent action at these junctions.  | N  |

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|--------|-----------------------|--|--|--|
| 433    | Traffic and Transport | Concern that the scheme will increase traffic using the A417 and A419, with estimated doubling of traffic and significant increase in HGVs.                          | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic is forecast to increase by between 30% and 40% on the A417 south of Cowley junction with HGVs as a proportion of all traffic forecast to decrease. On the A417 south of the Elkstone junction traffic is forecast to increase by between 20% and 30% with the scheme with HGVs as a proportion of all traffic also forecast to decrease. Further south towards the A419 the increases in traffic as a result of the scheme are lower still with comparable changes in HGV proportions. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 434    | Traffic and Transport | Concern that the route is the only one for heavy goods vehicles to get to the M4 east, therefore suggests this route needs minimal congestion.                       | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417 for all vehicles. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.  | N  |
| 435    | Traffic and Transport | Suggestion that the abandoned former A417 section through Witcombe/Bentham could be used to mitigate the effect on local traffic.                                    | The section of the existing A417 through Witcombe/Bentham is retained as part of the scheme. The section of the existing A417 south of Air Balloon roundabout towards Cowley roundabout is repurposed for walking, cycling and horse riding as part of the scheme. Access to the A417 for Witcombe/Bentham traffic is provided via the A46 to the west and via the B4070 to the east.  | N  |
| 436    | Traffic and Transport | Suggestion of traffic calming measures or partial blocking of the Elkstone to Cockleford lane to prevent traffic leaving the A417 looking for a quicker route.       | The design and maintenance of the local road network is under the authority of GCC; however, Highways England is working with GCC regarding local roads affected by the scheme.  | N  |
| 437    | Traffic and Transport | Suggestion of including traffic calming measures in Birdlip Village and on the approach roads in the form of rumble strips and 20 mph speed limit.                   | The design and maintenance of the local road network is under the authority of GCC; however, Highways England is working with GCC regarding local roads affected by the scheme. The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the B4070 north of Birdlip and a decrease on Birdlip Hill/ Ermin Way to the west of Birdlip. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 438    | Traffic and Transport | Suggestion that traffic flow along the A436 needs to be assessed to determine its origin and destination in order to make sure that traffic is catered for properly. | The traffic model developed by Highways England covers an extensive area to ensure that the origin and destinations of vehicle trips are correctly represented in terms their routing with and without the scheme. The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 439    | Traffic and Transport | Concern that the A436 traffic must not be secondary to the A417 traffic.   | Although it is not part of the strategic road network, the A436 is viewed by Highways England as of equal importance as the A417 in the context of the scheme. The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |

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|--------|-----------------------|---|---|--|
| 440    | Traffic and Transport | Concerns raised that the scheme would result in additional demand which will increase usage of the A417.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  | N  |
| 441    | Traffic and Transport | Support for scheme as Cirencester will become less congested.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 442    | Traffic and Transport | Highlights the importance of access to and from Leckhampton and Charlton Kings, along with Birdlip and other viewing points.                                      | Access between the A417 and Leckhampton, Charlton Kings and Birdlip would be retained under the scheme via the A436, the Shab Hill junction and the B4070. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 443    | Traffic and Transport | Concerned about the volume of traffic which backs up on the A436 at Ullenwood.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. This junction as well as all new junctions, all new roads and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | Y  |
| 444    | Traffic and Transport | Concerned about the impact of traffic on Cowley Village and routes from Cowley to Brockworth during construction and when the road is in operation.               | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners. Highways England will seek to reduce disruption while maintaining highway safety and has produced an ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed.                  | Y  |
| 445    | Traffic and Transport | Suggestion that in twenty years we will have driverless cars which will increase road capacity so future traffic volumes will not justify the cost of the scheme. | The traffic modelling has been undertaken based on the current guidelines from the Department for Transport. This guidance considers likely growth in traffic over the next 60 years, but with driverless vehicles still being an unknown technology no account of them is currently made.  | N  |
| 446    | Traffic and Transport | Hopes that compensation will be provided if overnight road closures are required during construction.   | There is no framework in place for compensation if overnight road closures are required during the construction of the scheme.  | N  |

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|--------|-----------------------|---|--|--|
| 447    | Traffic and Transport | Suggestion that the impact assessment ensures there is neutral impact on the creation of additional traffic flow risk on existing community routes and neutral impact of accidents.         | <p>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. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. This traffic modelling shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. It demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road.</p> <p>The traffic modelling also shows that there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road, and that the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably; freeing up capacity, reducing delays and improving journey time reliability for all movements. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).</p> | N  |
| 448    | Traffic and Transport | Suggests considering the increased mileage and travel pressure for local residents within the PEI Report and the proposed mitigation measures.  | <p>The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. While some journeys for local residents may have an increased journey distance, they would benefit from safer junctions onto the wider road network, reduced delays and improved journey reliability provided by the scheme. By virtue of the improved travel conditions and increased accessibility for all users with the scheme in place, local residents would overall benefit from improved journey times and reduced severance. The methodology and results of the traffic modelling are reported in Transport Report (Document Reference 7.10). The effects of the scheme on population and human health are assessed and reported upon in ES Chapter 12 Population and Human Health (Document reference 6.2); also.</p>  | N  |
| 449    | Traffic and Transport | Is concerned that the scheme will result in a bottleneck further down the route towards Gloucester and the M5 junction 11a, along with the roundabout at the Ermin Street and A46 junction. | <p>The traffic model developed by Highways England includes the M5 and the wider strategic road network. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. At a strategic level the majority of this traffic reroutes from the M4 and the M5 resulting in traffic reductions on the M4 between J15 and the M5 and on the M5 between J11A and the M4. The increases in total traffic at M5 J11A as a result of the scheme are predicted to be limited when compared to traffic at the junction without the scheme. The traffic modelling also shows decreases in traffic on the A46 south of the A417, Ermin Street and Cirencester Road as a result of the scheme.</p> <p>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).</p>  | N  |
| 450    | Traffic and Transport | Is concerned that the scheme will encourage further commuting, which could increase rat running.  | <p>Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects all traffic including commuter trips. This traffic modelling shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. It demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).</p>  | N  |



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|--------|-----------------------|---|---|--|
| 451    | Traffic and Transport | Hopes that resources can be allocated for traffic calming and other mitigation measures for communities just beyond the immediate area of the scheme, which have not necessarily been directly considered within the proposals. | The design and maintenance of the local road network is under the authority of GCC; however, Highways England is working with GCC regarding local roads affected by the scheme.   | N  |
| 452    | Traffic and Transport | Query as to whether re-purposing the A417 will remove a detour that could be used in case of accidents or road closures?  | The increased capacity provided by the scheme and the diversion away from the upgraded and relocated Ullenwood junction mean that the A417 could operate with one lane closed in the event of accident or breakdown: reducing the need for local diversions. Any significant and planned road closures requiring strategic diversions would utilise other roads on the strategic road network.  | N  |
| 453    | Traffic and Transport | Request that it be taken into consideration that people travel between Oxford and Gloucester as well as Swindon and Gloucester.   | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Journey time reliability and safety would also improve on the A436 and traffic volumes would reduce. The traffic modelling undertaken by Highways England shows variations in how the scheme would affect journey times on the A436, depending on the direction and time of travel. For example, journey times for those travelling between Oxford via the A436 and Gloucester/M5 will increase at some times of day, and in some directions, and decrease at others. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).   | N  |
| 454    | Traffic and Transport | Suggests that there needs to be a detailed impact analysis on where the proposed scheme will shift traffic.   | The methodology and results of the traffic modelling is reported in Transport Report (Document Reference 7.10).   | N  |
| 455    | Traffic and Transport | Request that a new class of road is created to re-name the A417 as an expressway with an 'E' prefix.  | The A417 Missing Link would not be an expressway and is being designed to the standards of a dual carriageway A road.   | Y  |
| 456    | Traffic and Transport | Villagers in Cowley would prefer to detour through Brimpsfield, rather than have their own direct connection to the new A417 in order to reduce the impacts of 'rat-running'.   | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with GCC, the local authority, and relevant property owners.  | Y  |
| 457    | Traffic and Transport | Concern that access to Cold Slad Lane would be subject to increased distance which will cause increased pollution.  | <p>Access to and from Cold Slad Lane will be provided at the upgraded and relocated Ullenwood junction. This provides a safer connection to the wider road network than the current connection to the A417. The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. While some onward journeys from Cold Slad Lane would have an increased journey distance, they would also benefit from the reduced delays and improved journey reliability provided by the scheme and shorter journey times for some routes at some times of day. As part of the scheme a connection between Cold Slad Lane and Dog Lane is provided for walkers, cyclists and horse riders but no connection is provided for motor vehicles. As such, any impact to air quality would be limited to that associated with vehicle movements going to and from properties on Cold Slad Lane.</p> <p>The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2); also.</p> | N  |

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|--------|-----------------------------------|---|--|--|
| 458    | Traffic and Transport             | Concern that safety has not been adequately addressed.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate the additional traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 459    | Traffic and Transport             | Support for Option 30 as it will provide a reliable route which should stop traffic rat-running through Caudle Green.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 460    | Traffic and Transport             | Concern that increased traffic at the proposed A436 junction will push the congestion problem further up the road to the existing hotspot at Shurdington Road.  | The scheme has been designed to ensure it meets its objectives to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 461    | Traffic and Transport             | The proposed scheme should also include improvements to the Cowley/Ullenwood junction on the A436 as this is unsafe in its current state.   | Whilst the Cowley/ Ullenwood junction on the A436 is outside the scope of the A417 scheme, the traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A436 is forecast to decrease. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  | N  |
| 462    | Traffic and Transport             | Suggests that, in order to mitigate the impact of accidents along this stretch of road immediately, measures to address this be implemented now, such as lower speed limits, signage, and an awareness of the hazards along this stretch of road. | It is recognised that the existing road has a poor safety record and it is an aim of the scheme to improve this. The new road has been designed utilising the latest highways design standards in order to improve the safety of future road users once the scheme has been completed. However, the provision of measures immediately on the A417 is outside of the scope of this A417 Missing Link scheme. Highways England do however look to monitor and continuously improve road safety on the Strategic Road Network.  | N  |
| 463    | Traffic and Transport             | Would like to see traffic controls considered to minimise any additional travel times.  | The scheme has been designed to ensure it meets its objectives to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417. It is not proposed nor considered necessary to introduce traffic controls as part of the scheme other than at pedestrian crossings.   | N  |
| 464    | Walking, Cycling and Horse Riders | Suggests creating a walker's car park close to the Cowley junction where the carriageway still reflects the earlier use of the old A417.  | The scheme proposes additional parking provision in the vicinity of the Golden Heart which would provide designated parking for horse boxes and other WCH users, encouraging use of the Air Balloon Way.   | Y  |
| 465    | Walking, Cycling and Horse Riders | Concern that the proposed scheme cuts across three unclassified roads which are open to all traffic at present. Request for more information on what is being done to retain these routes and ensure they are available to all users.             | New sections of Byways Open to All Traffic provide appropriate mitigation for effects such as those described. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | N  |
| 466    | Walking, Cycling and Horse Riders | Concern about the number of equestrian users in this area, therefore, suggests ensuring safe passage for all vulnerable road users and consider having discussions with the British Horse Society.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity and has been developed in consultation with a WCH Technical Working Group which includes representatives from the BHS.  | N  |

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| 467    | Walking, Cycling and Horse Riders | Suggest inclusion of well-signposted alternative cycle routes to discourage cycling on the new A417 as this would be a safety risk and affect traffic flow     | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the suggestion made with a right of way provided in the area. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and GCC.  | N  |
| 468    | Walking, Cycling and Horse Riders | Suggests including segregated cycle lanes which have links to existing cycle infrastructure in the area.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity for cyclists.   | N  |
| 469    | Walking, Cycling and Horse Riders | Support improving the WCH network as it offers physical and mental health benefits to locals and visitors  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. The potential benefits of the proposals are considered further in ES Chapter 12 Population and Human Health (Document reference 6.2).  | N  |
| 470    | Walking, Cycling and Horse Riders | Query raised as to whether walking and cycling crossings will be 2 metres in width.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. The width of WCH routes at crossing points have been design in accordance with highway standards.  | N  |
| 471    | Walking, Cycling and Horse Riders | Query raised in regard to the ongoing maintenance and retention of existing bridle paths and tracks.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the maintenance and retention where appropriate of routes, which will be agreed at the detailed design stage between Highways England, its contractor and GCC.   | N  |
| 472    | Walking, Cycling and Horse Riders | Suggestion raised that the walking, cycling and horse riding infrastructure should be provided at an early stage of construction to ensure its deliverability. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and addresses the phasing of works to PRow including early delivery to help maintain connectivity, which will be agreed at the detailed design stage between Highways England, its contractor and GCC.   | N  |
| 473    | Walking, Cycling and Horse Riders | Concern that there are not enough crossing points throughout the scheme.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and sets out multiple crossings of the existing and proposed new section of A417. For example, the Grove Farm underpass, Cotswold Way crossing, Gloucestershire Way crossing, Shab Hill junction, Cowley and Stockwell overbridges, and Cowley junction. | N  |
| 474    | Walking, Cycling and Horse Riders | Hopes that the footpaths and bridleways can be maintained and improved upon to encourage walking in the future.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.  | N  |

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| 475    | Walking, Cycling and Horse Riders | Suggestion that serious attention is given to what the Ramblers Association propose in concert with the consultation booklet as proposals give valid suggestions.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. The Gloucestershire Ramblers have helped to inform that Plan, as part of a Technical Working Group (TWG). The WCH TWG Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) helps to outline where constructive discussions have been held, with responses provided to address the concerns and suggestions made by the Ramblers and other interest groups.  | N  |
| 476    | Walking, Cycling and Horse Riders | Would like to see the green bridge feature barriers to prevent access for motorcyclists.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y  |
| 477    | Walking, Cycling and Horse Riders | Concern that current non-motorised routes are poorly maintained and frequently stop in dangerous places with no link to the next section. Suggestion that this scheme could be an opportunity for an exemplar scheme for non-motorised traffic. | Highways England recognises that there are existing issues with access for walkers, cyclists and horse riders around the existing A417. During the development of the scheme, Highways England has identified opportunities for improvements for walkers, cyclists and horse riders as a result of the developing highway scheme design. These are detailed in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) and include the green bridge, Shab Hill junction, Cowley Lane Overbridge and Stockwell Overbridge. These all provide crossing points which do not require at-grade crossing of the A417 which is the case in the current situation.   | N  |
| 478    | Walking, Cycling and Horse Riders | Suggestion that routes should not include stiles or kissing gates.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and details including features such as enclosures will be agreed at the detailed design stage between Highways England, its contractor and GCC.  | N  |
| 479    | Walking, Cycling and Horse Riders | Would like to see less priority placed on cars and more on the pedestrian.  | The Government's policy, as set out in the National Policy Statement for National Networks, is to bring forward improvements and enhancements to the strategic road network that support further economic development and improve peoples' quality of life. During the development of the scheme, Highways England has identified opportunities for improvements for pedestrians, cyclists and horse riders as a result of the developing highway scheme design. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. | N  |
| 480    | Walking, Cycling and Horse Riders | Hopes that clear routes for cyclists can be provided across the scheme. Suggests a route from Cheltenham to Stroud via Birdlip.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity within the scheme's study area for WCH as outlined in ES Chapter 12 Population and Human Health (Document reference 6.2).  | N  |
| 481    | Walking, Cycling and Horse Riders | Supportive of the scheme as it will be beneficial to residents and visitors and improve road safety.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 482    | Walking, Cycling and Horse Riders | Would like to see a cycle route travelling up the escarpment.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including a new section of right of way to connect Dog Lane to Cold Slad and beyond - offering a cycle route travelling up the escarpment.   | N  |

| Row ID | Topic                             | Matters raised in response to 2019 statutory consultation that apply 'scheme wide'  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------------------|---|---|--|
| 483    | Walking, Cycling and Horse Riders | Query as to whether there will be provision for cyclists.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity including for cycling.  | N  |
| 484    | Walking, Cycling and Horse Riders | Concerned that the B4070 is hard to walk on due to the potholes, verges and general poor condition of the road.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity including to, from and along a re-aligned B4070.   | Y  |
| 485    | Walking, Cycling and Horse Riders | Considers that currently, the Shab Hill road from Birdlip to Ullenwood is an essential cycle link between Birdlip/Cranham/Painswick and Leckhampton Hill. As such, a safe cycle route between Birdlip and across the new Shab Hill junction is required, that doesn't involve cycling on a 60mph slip road. Suggest either a crossing from Birdlip Radio station to Rushwood Kennels via the existing Shab Hill road, or an appropriately wide cycle lane along the new Birdlip link road with a safe way of crossing Shab Hill junction. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity including to grade separated crossing of the A417 in the suggested area, such as the Gloucestershire Way crossing, Stockwell and Cowley overbridges. | N  |
| 486    | Walking, Cycling and Horse Riders | Further information is required regarding the connectivity between PRow's. It is important that the interests of all users are considered when designing these.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.   | N  |
| 487    | Walking, Cycling and Horse Riders | Suggests the scheme should have equestrian access, disabled access and carriage driving access with good widths for the green corridors.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.   | Y  |
| 488    | Walking, Cycling and Horse Riders | Concern that a bridleway known locally as 'the track' which starts in Ullenwood, running past Shab Hill and Birdlip will be cut off by the new road and users will have to make a dangerous crossing. Suggestion that this would be a good place for another green bridge or tunnel.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) of sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, and in the area of concern, for example with a new Gloucestershire Way crossing.   | N  |
| 489    | Walking, Cycling and Horse Riders | Query raised as to whether the new air balloon roundabout will be safer to cross than the existing junction.  | The scheme includes for a new Ullenwood Roundabout in the vicinity of the existing Air Balloon. This includes central islands which would make it safer to cross than the current situation. It should also be noted that traffic levels of the new roundabout will be lower than the existing, as A417 traffic will be on the mainline of the scheme and will not need to navigate the new roundabout.                   | N  |

**Appendix 7.2 Summary of the matters raised by section 42(1)(a) prescribed consultees and section 42(1)(b) local authorities in response to the 2019 statutory consultation and the Highways England response**

## Consultation Report Appendix 7.2: Matters raised by section 42(1)(a)(b) prescribed consultees and Highways England response

Appendix Table 7.2 Matters raised by section 42(1)(a)(b) prescribed consultees in response to the 2019 statutory consultation and Highways England response

| Row ID | Consultee                  | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|----------------------------|--|--|--|---|
| 1.     | Badgeworth Parish Council  | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill junction? | There are concerns about the access in and out of Grove Farm. A service road would be safer than a junction.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8%, rather than 7% as originally proposed, as it climbs the escarpment near Crickley Hill. This has enabled an alternative access arrangement to be provided. The proposed access to Grove Farm would now be from Cold Slad Lane via a new underpass and would no longer directly join the A417 main carriageway.  | Y   |
| 2.     | Badgeworth Parish Council  |  | Access to the green bridge for cyclists from the surface is not defined  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 3.     | Badgeworth Parish Council  | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?      | Alternative 2 would take up a great deal of new countryside into highway land. Alternative 1 uses an existing piece of highway and may be preferred environmentally. However, traffic flows to and from the Seven Springs direction do need to be considered.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road. Further detail on the assessment of alternative options and the rationale for the choice of Alternative 2 is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and Environmental Statement (ES) Chapter 3 Assessment of Alternatives (Document Reference 6.2). An overview of the traffic modelling carried out for the scheme is provided in the Transport Report (Document Reference 7.10), which includes consideration of traffic flows to and from Seven Springs.  | N   |
| 4.     | Brimpsfield Parish Council |  | Green elements of the proposal received positive comments from parishioners, with feedback generally in favour and positive in relation to the section between Brockworth and Shab Hill, the proposed green bridge, Alternative 2 and repurposing the existing A417 section. The Council are supportive of the project as a whole.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 5.     | Brimpsfield Parish Council |  | In relation to Cowley junction, there are concerns regarding a continuation of the current rat run towards Painswick/Stroud areas that may be encouraged by this junction. It is recognised that Brimpsfield might be more inconvenienced by the removal of the proposed junction and therefore, on balance, it is considered that the junction should remain. However, the Parish Council continues to have concerns that the Cowley junction may be used as a rat run for people looking for a short cut towards Stroud on completion of the project and that traffic calming methods and signage to counter this should be established as part of the scheme. | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route will become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners.  | Y   |
| 6.     | Brimpsfield Parish Council |  | Use of alternative routes through Brimpsfield during the construction stage: the Council has real concerns regarding the safety of pedestrians, cyclists, horse riders and other road users due to increase through traffic during the period of construction and this issue must be addressed before the project starts as part of the planning of the construction process.  | Highways England recognises concerns over the disruption to existing Public Rights of Way (PRoW) during the scheme construction. ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) has been submitted as part of the Development Consent Order (DCO) application. This includes ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) which explains how the impact of construction on PRoW will be managed, including closures and temporary diversions. Highways England is working with local walking, cycling and horse riding groups to agree how the effect on PRoW can be managed throughout the design and construction of the scheme. Highways England is committed to work with Gloucestershire County Council and other stakeholders at the detailed design stage to help agree detailed matters such as management during construction. | N   |

| Row ID | Consultee  | Survey question (if relevant)   | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--|---|--|--|---|
| 7.     | Brimpsfield Parish Council                                     |   | The Council would be very interested in any information on financial support for the community to alleviant any negative impacts of the construction project.  | The ES (Document Reference 6.2) sets out the effects that are likely to occur as a result of the scheme and the mitigation measures that form part of the scheme to address these. For example, ES Chapter 12 Population and Human Health (Document Reference 6.2) includes an assessment of the effects of the scheme on community assets within the area, as well as other aspects of land use, accessibility, and human health. It identifies mitigation for any potential adverse effects where necessary. The cost of the scheme includes the cost of the mitigation and enhancement measures. The mitigation and enhancement measures are commitments that are legally secured in the DCO.   | N   |
| 8.     | Cadent Gas   |   | Based on your current proposals this work does not affect Cadent Gas Limited.  | Highways England notes that the scheme is not expected to affect Cadent Gas Limited.   | N   |
| 9.     | Cheltenham Development Task Force (Cheltenham Borough Council) | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill?     | This is along the Option 30 alignment so previous support stands.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 10.    | Cheltenham Development Task Force (Cheltenham Borough Council) | Do you have any comments on our proposed green bridge?                                      | A welcome intervention.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 11.    | Cheltenham Development Task Force (Cheltenham Borough Council) | Do you have any comments on our proposed route from Shab Hill to Cowley junction?           | This is along the Option 30 alignment so previous support stands. The new junction at Cowley appears an improvement. The new junction at Shab Hill appears complex. Whilst the Shab Hill junction arrangement clearly improves the A417 priority, it is likely to pose challenges for Heavy Goods Vehicles (HGVs)'s using the A436 as the route through, from and to the A40. The current layout creates 6 lanes of traffic over the highest point of the climb to Shab Hill.  | Support for Option 30 and Cowley junction is noted. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill. The junction has been designed to accommodate forecast 2041 traffic flows, including for HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. It is noted that providing a grade-separated junction with slip roads will increase the width of the road at this location, but this is required to improve the safety of the junction and reduce congestion and delays.  | N   |
| 12.    | Cheltenham Development Task Force (Cheltenham Borough Council) |   | What gradient is the new section of the A436 is it less in Alternative 2 than 3?   | The gradient of the A436 Alternative 2 will be up to 8%. This would be more than Alternative 3 which would have been in the region of between 5% and 7% depending on the vertical alignment chosen if it had been taken forward as part of the scheme.   | N   |
| 13.    | Cheltenham Development Task Force (Cheltenham Borough Council) | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | The difficulty in understanding the scoring matrix lies in the fact that it doesn't directly measure the scheme objectives. The four scheme objectives, which we fully endorse, on page 3 of the Consultation Booklet are not mirrored in the design matrix on page 16, which reduces all factors to 3 categories with new and not necessarily cross referenced titles. Under any scoring matrix we would expect that scheme objectives of transport & safety and economic growth must achieve a score of 1. We assume that 'traffic' covers much of this score but only achieves a rating of 2 for Alternative 2. Under any scoring approach we fully understand that Alternative 1 would be abandoned given its score of 9 but the marginal difference between schemes 2 and 3 and the complexity of the Shab Hill junction would suggest that further understanding required. | As part of the assessment work undertaken on each of the side road alternatives various aspects were assessed on a scale of 1 to 3 and these covered the scheme objectives. The categories assessed were Traffic, Environment, National Policy Statement for National Networks (NPSNN) compliance, and Engineering Compliance. Within each of these were sub-categories that covered the scheme objectives. The scoring was weighted to differentiate between the impact that each of the alternatives has on the scheme objectives. The results were presented in the 2019 consultation brochure.<br><br>The traffic category included consideration of transport, safety and economic growth. Although Alternative 2 does meet the scheme objectives of improving safety and economic growth (and the outcomes are higher than those for Alternative 1) they are not as high as those for Alternative 3, so it only scored 2. The Shab Hill junction is of the same complexity for both Alternatives 2 and 3 and the design at this junction is deemed to be the most suitable in terms of providing capacity for the traffic flows and reducing the impact environmentally and visually. Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road. | N   |



| Row ID | Consultee   | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|---|-------------------------------|--|--|---|
| 14.    | Cheltenham Development Task Force (Cheltenham Borough Council)                          |                               | Welcome the repurposing and greening of the existing A417.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 15.    | Cheltenham Development Task Force (Cheltenham Borough Council)                          |                               | Given the commitment to produce a CEMP (Construction Environmental Management Plan), we are happy to note that you are following national/best practice guidance.  | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4).  | N   |
| 16.    | Cheltenham Development Task Force (Cheltenham Borough Council)                          |                               | The Preliminary Environmental Information Report whilst comprehensive does not fully reflect the scheme objectives. For the sake of transparency, we would suggest that transport, safety and economic growth should be assessed using the same approach as part of a balanced appraisal.  | An assessment of the scheme in relation to transport and traffic modelling, road safety and wider economic growth is provided in the Transport Report (Document Reference 7.10).   | N   |
| 17.    | Cheltenham Development Task Force (Cheltenham Borough Council)                          |                               | <i>[Cheltenham Development Task Force enclosed a drawing of a further possible route for Alternative 3].</i> This route does not injure ancient woodland passing through what we believe is scrub land. It is only slightly longer than the distance from the A436 roundabout to Shab Hill which is a little less than 1km running parallel to the A417. There is also the additional benefit of heavy traffic no longer travelling circa 1km along the A436 to the current junction.  | As part of the assessment work undertaken on each of the A436 alternatives, various aspects were assessed on a scale of 1 to 3 and these covered the scheme objectives. Highways England has considered the proposal submitted by Cheltenham Borough Council enclosed with the response to the 2019 consultation. Whilst the variation on Alternative 3 proposed by Cheltenham Borough Council would avoid the ancient woodland, the gradients of the vertical alignment would require cutting depths of up to 23m in order to avoid gradients in excess of 8% owing to the level difference between the existing A436 and Shab Hill junction of approximately 60m. This would require considerable cuttings to be engineered with the associated environmental consequences. It is therefore concluded that this alternative would not provide sufficient justification to alter the original conclusion in favour of Alternative 2.  | N   |
| 18.    | Coal Authority  |                               | The scheme is outside of the defined coalfield area so no comments or observations to make. No further consultation with the Coal Authority is required.   | Highways England acknowledges the range of views expressed, including the comments of the Coal Authority.  | N   |
| 19.    | Cotswolds Conservation Board (CCB) (also known as Cotswolds National Landscape, or CNL) |                               | CCB acknowledges that a scheme is needed to improve the 'missing link' section of the A417. We recognise that such a scheme would improve traffic flows and journey times and reduce congestion, air pollution and, most importantly, the number of accidents. Given that this section of the A417 is located entirely within the Cotswolds Area of Outstanding Natural Beauty (AONB), the Board further recognises that the proposed scheme could not be implemented outside this designated area. We very much appreciate Highways England's positive engagement with the Board and other key stakeholders. CCB continues to take a pro-active role in supporting and helping Highways England to enhance and refine the proposed scheme   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Highways England continues to engage with CCB on the matters they have raised including the scheme design. This is reflected in the Consultation Report (Document Reference 5.1) and the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with CCB .   | N   |
| 20.    | Cotswolds Conservation Board (CCB)  |                               | CCB's statutory purposes require us to consider, when reviewing the proposed scheme, whether it: (i): delivers the agreed landscape-led approach, including the agreed vision, design principles, objectives, and sub objectives (and provides the best practical option for doing so).<br><br>One of the design principles for the agreed landscape-led approach is that 'any scheme must have substantially more benefits than negative impacts for the Cotswolds AONB'. This principle closely aligns with the Government's '25 Year Environment Plan' aspiration to embed a 'net environmental gain' principle for development.<br><br>We note that the Preliminary Environmental Information Report (PEI Report) does not provide a comprehensive assessment of the overall balance of adverse and beneficial effects. Whilst recognising the potential | Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).<br><br>Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment (EIA) are reported in the ES (Document | N   |

| Row ID | Consultee                          | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|------------------------------------|-------------------------------|---|--|---|
|        |                                    |                               | <p>beneficial effects of the scheme on recreational opportunities, the Cotswold Way National Trail, reduced traffic intrusion and on habitat creation, the Board is also of the opinion that some of the potential benefits of the scheme may not be as significant as the consultation documents imply. For example, whilst the Board recognises the potential benefits of a green bridge, we consider that Highways England's green bridge proposals are unlikely to deliver the desired ecological and landscape benefits.</p> <p>It is also the Board's opinion that the potential benefits of the proposed scheme could potentially be outweighed by significant adverse effects, resulting in substantial net harm to the Cotswolds AONB. On this basis, the Board is of the opinion that key consideration (i) has not yet been adequately addressed</p>   | <p>Reference 6.2).The information in the ES (Document Reference 6.2) will be considered by the Planning Inspectorate (PINS) during the examination of the scheme.</p> <p>Regarding concerns about the green bridge, following the statutory consultation in 2019, there will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p>  |   |
| 21.    | Cotswolds Conservation Board (CCB) |                               | <p>CCB's statutory purposes require us to consider, when reviewing the proposed scheme, whether it: (ii) sufficiently avoids, mitigates, and moderates adverse effects – and further enhances the natural beauty of the AONB and public enjoyment of it - where possible.</p> <p>CCB has previously put forward a number of proposals that could potentially help to avoid, mitigate and / or moderate adverse effects and also potentially help to further enhance the scheme. Key proposals have been incorporated into the Board's recommendations in the consultation response. CCB considers that it would be appropriate for Highways England to thoroughly consider these recommendations and to provide clear justification for how they propose to address them. We consider that this would be an essential component of demonstrating that key consideration (ii) has been adequately addressed.</p>   | <p>Since the 2019 statutory consultation, Highways England has engaged with CCB in relation to this matter and their recommendations in the 2019 consultation response regarding the design of the scheme and its effects on the AONB, as well as proposals that were put forward by CCB prior to the 2019 statutory consultation. This is set out in the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with CCB .</p>   | N   |
| 22.    | Cotswolds Conservation Board (CCB) |                               | <p>CCB's statutory purposes require us to consider, when reviewing the proposed scheme, whether it: (iii): is fully consistent with the letter and spirit of relevant legislation and national policy.</p> <p>Highways England has a statutory duty to have regard to conserving and enhancing the natural beauty of the Cotswolds AONB (the 'duty of regard'). The expectation of this duty is not only that adverse impacts will be avoided, where possible, but that opportunities will also be taken to enhance the natural beauty of the AONB.</p> <p>National policy relating to nationally important road projects (such as the A417 Missing Link scheme) sets out a number of requirements that Highways England must address. These include considering:</p> <ul style="list-style-type: none"> <li>• the extent to which adverse effects could be moderated;</li> <li>• the scope for meeting the need for the scheme in some other way;</li> <li>• measures to enhance the environment.</li> </ul> | <p>Highways England considers that the scheme fulfils the requirements of the NPSNN, as a scheme which is of a high environmental standard and which includes measures to enhance the environment. The assessment of how the scheme complies with the NPSNN is provided in the Case for the Scheme (Document Reference 7.1). This includes specific consideration within Chapter 7 of the Case for the Scheme (Document Reference 7.1) of how the scheme complies with the NPSNN policy tests for development within an AONB, such as the extent to which adverse effects could be moderated; the scope for alternative development to meet the need for the scheme; and, measures included in the scheme which would enhance the development.</p> | N   |
| 23.    | Cotswolds Conservation Board (CCB) |                               | <p>CCB recognises the urgent need for a scheme to improve the 'missing link' section of the A417. However, it is the Board's view that the proposed scheme does not – at this stage, in its current form and with the information currently provided by Highways England – adequately address the Board's three key considerations [raised under (i) to (iii) in the preceding rows]. On this basis, the Board has no option but to object to the currently proposed scheme.</p> <p>To help Highways England overcome this objection, the Board makes a number of recommendations [within Row IDs 25 to 39 of this table], which could make several significant improvements to the scheme as currently proposed, thereby achieving a variety of better outcomes at overall</p>   | <p>Since the 2019 statutory consultation, Highways England has engaged with CCB in relation to these matters and several key matters raised in CCB's response to the 2019 consultation have now been agreed or removed through changes to the scheme design and further discussion. This is set out in the Statement of Common Ground (see Statement of Commonality (Document Reference 7.3) with CCB .</p>  | Y   |

| Row ID | Consultee                          | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|------------------------------------|--|---|---|---|
|        |                                    |  | comparable cost. CCB requests that, if Highways England chooses not to progress the Board's recommendations, that a robust justification for this is provided.  |   |   |
| 24.    | Cotswolds National Landscape (CCB) | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? | <p>The proposed route from Brockworth bypass to Shab Hill Junction is likely to have significant adverse effects on the Cotswolds AONB. In particular, there are likely to be significant adverse effects associated with the proposed cutting between Cold Slad Lane and Shab Hill Junction.</p> <p>Based on the information provided in the consultation documents, CCB's own calculations (provided by a highly experienced Chartered Civil Engineer) identify that the cost of a cut-and-cover 'tunnel' structure is likely to be broadly similar to - or only slightly greater than - the cost of a cutting.</p> <p>In addition to being financially competitive, the cut-and-cover option would have a wide range of additional, significant benefits. For example, it would: significantly reduce the amount of 'surplus' excavated material; remove the need for - and cost of - installing a green bridge; further reduce landscape, visual and biodiversity impacts and pollution (noise, air and light); increase tranquillity; and enhance the experience of walking on the Cotswold Way National Trail.</p> <p>CCB recommends that Highways England gives further consideration to the potential benefits and viability of having a cut-and-cover 'tunnel' structure instead of a cutting between Cold Slad Lane and Shab Hill Junction and instead of a green bridge.</p> <p>CCB consider that the proposed scheme design requires excavation of a very high volume of material, which could also increase if land stability issues result in a need for a wider, less steep cutting. CCB is also concerned about the visual effect of the proposed cutting and effects on hydrology. A cut and cover design would substantially reduce the amount of surplus material produced and would provide the landscape/ecological connectivity of a green bridge over a larger area.</p> | <p>Taking into account feedback received to the 2019 public consultation, Highways England decided to change the scheme design from a 7% gradient (as proposed in 2019) to an 8% gradient (as proposed in 2020), the cutting which would result in a reduction of cutting depths of up to 11m and there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>CCB supports this change which helps to address their concerns about the cutting and material surplus of the scheme presented at the 2019 statutory consultation. This is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).</p> <p>Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut and cover solution has been discounted, largely on grounds of cost and environmental impact. Highways England has produced a technical file note for CCB and other parties on the benefits versus constraints of a cut and cover tunnel within the AONB, which outlines the optioneering process and provide an evidenced rationale for not progressing a cut and cover tunnel as part of this scheme.</p> <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> | Y   |
| 25.    | Cotswolds Conservation Board (CCB) | Do you have any comments on our proposed green bridge?   | <p>CCB acknowledges that a green bridge could provide a number of potential benefits. However, we consider that Highways England's green bridge proposals are unlikely to deliver the desired ecological benefits.</p> <p>CCB recommends that:</p> <ul style="list-style-type: none"> <li>• If a cut-and-cover tunnel option [as recommended by CCB] is shown to be viable and becomes the preferred option (instead of the proposed cutting between Cold Slad Lane and Shab Hill junction): use the cut-and-cover tunnel option instead of a green bridge.</li> <li>• If a cut-and-cover tunnel option does not become the preferred option: to give further consideration to having a green bridge that covers a considerably longer section of the A417 than currently proposed.</li> </ul> <p>CCB has concerns over the ability of the green bridge to provide the ecological connectivity it is intended for at its proposed size, due to the need to share the space with recreational users and plant lots of habitats into a limited space. CCB considers that a cut and cover design would provide the purpose of the green bridge whilst also resolving other</p>   | <p>As explained in the preceding row of this table, Highways England has considered the points raised regarding a cut-and-cover tunnel option, as suggested by CCB in their response to the consultation, however this has been discounted and does not form part of the scheme design. In addition, there will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. CCB accepts this position, as is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).</p>  | Y   |

| Row ID | Consultee                          | Survey question (if relevant)   | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|------------------------------------|---|--|---|---|
|        |                                    |   | concerns around the cutting/surplus material However, if this is not progressed, the green bridge structure should be considerably bigger in order to meet its intended purpose effectively.   |   |   |
| 26.    | Cotswolds Conservation Board (CCB) | Do you have any comments on our proposed route from Shab Hill to Cowley junction? | <p>CCB has three key concerns relating to the proposed route from Shab Hill to Cowley Junction. These are:</p> <ul style="list-style-type: none"> <li>• the potential adverse impacts of Shab Hill Junction;</li> <li>• the location of Shab Hill Junction; and</li> <li>• the link road from Birdlip to Shab Hill Junction.</li> </ul> <p>CCB's key recommendations in relation to this are set out in the following points a) to d) with supporting information setting out the reasoning for it [see Row ID 26 to 29].</p> <p>CCB recommends that Highways England should give further consideration to:</p> <p>a) alternatives to infilling the head of the Upper Churn Valley at Shab Hill Junction (particularly if a cut-and cover structure and / or relocating the Shab Hill Junction become viable options) and the wider adverse effects of excavating and disposing of large volumes of excavated material on site;</p> <p>Supporting information: CCB has concerns about the effects of the proposed earthworks on the landscape character of the High Wold Valley/Upper Churn Valley Landscape Character Type and on 3ha of lowland calcareous grassland priority habitat, and 1.5ha deciduous woodland priority habitat. CCB considers that there should be less deposition of excavated material in this area and considers a cut-and-cover option could assist with this.</p> | <p>The proposed Shab Hill junction is located within a complex topographical area of the AONB, at the head of Coldwell Bottom valley. A landscape led approach was taken here to utilise the change in topography to reduce the visual presence of highway infrastructure, designing the B4070 and A436 links as an underpass rather than an overbridge with a series of complicated on/off ramps. This design approach also allowed for earthworks to be incorporated including landscape and noise bunds. Geotechnical and engineering issues and solutions have governed the necessity for the proposed vertical alignment of the A417 mainline and junction configuration within this specific area. However, every consideration has been given in order to minimise the noise and visual impacts in this area, including low noise road surfacing, and by maximising noise and visual screening as far as reasonably practicable with the use of earth bunding.</p> <p>The landscape design proposals for Shab Hill valley area have been carefully considered. The High Wold Valley landscape character type (LCT 8C) intersects with the High Wold landscape character type (LCT 12) near Shab Hill. The natural contours of the head of the valley in this location have been used to integrate the junction. The landscape earthworks have then been designed to effectively 'move the head of the valley' eastwards so the natural form of the valley landscape would have a logical end at the point where it meets the A417. These earthworks also incorporate false cuttings along the eastern edge of the road to provide immediate visual screening and integration of the road and junction. Deciduous woodland planting will also be incorporated to enhance screening. This woodland will help with landscape and ecological connectivity by linking several isolated woodland areas east of the junction. The area of woodland replacement planting exceeds that lost in this area. ES Chapter 10 Material Assets and Waste (Document Reference 6.2) provides indicative cut and fill volumes for the scheme based on the preliminary design. Based on preliminary design figures, the excavated material would be used as general fill for earthwork embankments and landscaping. Therefore, on this basis it is expected the scheme would achieve an earthworks balance of cut and fill materials. The reuse of the material will be confirmed during detailed design following testing developed in line with the Contaminated Land: Applications in Real Environments (CL:AIRE) Definition of Waste: Development Industry Code of Practice.</p> | N   |
| 27.    | Cotswolds Conservation Board (CCB) |   | <p>CCB recommends that Highways England should give further consideration to:</p> <p>b) locating and configuring the proposed Shab Hill Junction a few hundred metres further north than in the current proposal;</p> <p>Supporting information: CCB considers relocating the Shab Hill junction north of the proposed location, at the southern end of the proposed cutting, would enable the A436, roundabouts and connecting roads to be at existing ground levels, with the A417 passing underneath in cutting. This would have reduced adverse effects relating to noise and the landscape, whilst allowing for shallower gradients of the A417 and an alignment of the Gloucestershire Way closer to its current route. This could be carried out in combination with a cut-and-cover design.</p>  | <p>The proposed Shab Hill junction itself lies within a complex topographical area of the AONB, with undulating hillside. Geotechnical and engineering issues and solutions have governed the necessity for the proposed vertical alignment of the A417 mainline and junction configuration within this specific area. As designed in the scheme, Shab Hill junction would be located in a localised valley which would require filling, using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route, landscape earthworks in the form of false cuttings would be provided. These landscape earthworks would act to provide visual screening and noise reduction. Moving the junction north, so that the junction is in cut, would lead to a significant increase in excavated volumes requiring disposal off site and would considerably increase the cost. The relocation would also require the demolition of two properties, Birdlip Radio Station and Rushwood Kennels.</p>   | N   |

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|--------|------------------------------------|---|---|--|---|
| 28.    | Cotswolds Conservation Board (CCB) |   | <p>CCB recommends that Highways England should give further consideration to:</p> <p>c) revising the layout and alignment of Cowley Junction (so as to avoid damaging the remains of the Roman settlement);</p> <p>Supporting information: CCB is concerned that the proposed Cowley junction alignment and layout would destroy remains of an important Roman settlement discovered when the present roundabout was built.</p>   | <p>The vertical alignment could be revised such that excavation in the vicinity of the Roman settlement was minimised, however this would require an increase in height of the route over a considerable distance north of Cowley junction requiring embankments likely in excess of 10m in height. It is considered that this would likely result in an increase in significant adverse environmental impacts. The effect of the scheme on heritage assets is assessed and reported upon in ES Chapter 6 Cultural Heritage (Document Reference 6.2).</p> <p>Highways England is proposing to undertake detailed archaeological excavation of the settlement prior to construction, to analyse the finds that are recovered from it, and then publish the results of the investigations. This is secured through ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching Written Scheme of Investigation (Document Reference 6.4).</p> | N   |
| 29.    | Cotswolds Conservation Board (CCB) |   | <p>CCB recommends that Highways England should give further consideration to:</p> <p>d) replacing the proposed Birdlip – Shab Hill link road with a bypass around the south side of Birdlip that connects traffic to and from Stroud with a revised Cowley Junction (thereby removing through traffic from the centre of Birdlip and potentially improving traffic flow).</p> <p>Supporting information: CCB has previously provided Highways England with a proposed alternative to the B4070 Birdlip link road, which would incorporate a bypass to the south of Birdlip and connect with the current A417 to the east of Birdlip and then Cowley junction. CCB considers this would have benefits in reducing traffic in Birdlip village and surrounding area, enable enhanced landscape connectivity between Birdlip and Crickley Hill, enhance the air quality and tranquillity of the Cotswold Way National Trail and the escarpment, enhance biodiversity and SSSI and reduce the scale of infrastructure at Shab Hill junction.</p> | <p>Prior to statutory consultation, through ongoing engagement with CCB, Highways England undertook an analysis of their recommendation for the Birdlip link road, which was shared iteratively with CCB. It concluded that the alternative Birdlip link road did not improve on the scheme that was consulted on at the statutory consultation. Since statutory consultation, Highways England has amended the design of the Birdlip link road (B4070) to use more existing public highway and reduce the landscape impact of this element of the scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p>  | Y   |
| 30.    | Cotswolds Conservation Board (CCB) |   | <p>CCB is not convinced that the proposed vertical alignment best meets landscape and other environmental considerations – especially when considered in relation to the Shab Hill junction and Cowley junction and whether minor roads and access should be aligned over or under the main carriageway.</p>  | <p>Switching the arrangement of the Shab Hill junction so that the mainline would run under the junction would lead to a substantial increase in cutting depths either side of the junction, which would have a significant negative impact in terms of landscape and environmental effects. It would also increase cost considerably. At Cowley junction, an existing underbridge would be re-used to convey the side road under the main carriageway. The scheme would therefore not require realignment of adjacent side roads or the existing dual carriageway section of the A417 south of Cowley junction. An overall summary of how the scheme has been designed taking a landscape-led approach is provided in the Design Summary Report (Document Reference 7.7).</p>   | N   |
| 31.    | Cotswolds Conservation Board (CCB) | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | <p>The currently proposed Alternative 2 option for the A436 link road was devised and put forward by CCB. As indicated in the consultation documents, Alternative 2 performs better, both economically and environmentally, than Highways England's original link road proposal (Alternative 1). However, there is still scope for further reducing the landscape and visual impact of the link road.</p> <p>If the cut-and-cover option is considered to be viable and becomes the preferred option for the section of the A417 between Cold Slad Lane and Shab Hill, then the merits of the proposed route of Alternative 2 (compared to Alternative 3) become less clear cut.</p> <p>CCB's key recommendation in relation to the A436 link road is:</p>  | <p>Highways England notes the preference for Alternative 2. Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.</p> <p>Lowering the alignment of the A436 link road, as proposed, would lead to a large increase in cutting depths and an associated increase in excavated volumes requiring disposal off site. This would also increase cost considerably. A deeper cutting would also have greater landscape and visual effects, with alternative solutions creating a larger overall scheme footprint and areas of land between the two roads which would become islands.</p>  | N   |

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|--------|------------------------------------|--|--|---|---|
|        |                                    |  | <ul style="list-style-type: none"> <li>Give further consideration to altering the alignment of the A436 link road to a lower contour line.</li> <li>If a cut-and-cover option is shown to be viable and becomes the preferred option (instead of the proposed cutting between Cold Slad Lane and Shab Hill junction), review the relative merits of Alternatives 2 and 3 for the A436 link road.</li> </ul> <p>CCB consider that if Alternative 2 is progressed under the current scheme alignment, there may still be scope to improve the exact route of Alternative 2, as there remain concerns about its visual impact and it is considered this could be reduced through following a lower contour line.</p> <p>CCB consider that a cut and cover design, if taken forward, would necessitate a review of Alternative 2 and Alternative 3 as the relative merits of each would be less clear cut, in terms of impacts on landscape, PRoW and ancient woodland.</p> <p>CCB would prefer Alternative 2 to Alternative 1 in either scenario. The significant adverse effects of Alternative 1 means that it should not be brought back into consideration.</p> | Highways England does not propose to review the assessment of alternatives for the A436 link road, including within the context of a cut-and-cover design as proposed by CCB.   |   |
| 32.    | Cotswolds Conservation Board (CCB) | Do you have any comments on our proposals for repurposing the existing A417? | <p>CCB acknowledges the potential benefits that the proposed re-purposing of the A417 could provide, including:</p> <ul style="list-style-type: none"> <li>creating a new route for walkers, cyclists and horse riders;</li> <li>the proposed tree planting, native hedgerows and species-rich grassland;</li> <li>enhanced tranquillity and air quality along this section of the High Wold and Cotswold escarpment.</li> </ul> <p>However, it should also be noted that, under the proposed scheme, none of the land would be reverted to farmland or to the pre-1980s landscape field pattern that is obliquely severed by the current road. Therefore, CCB suggests that further consideration should be given to how the repurposed A417 could integrate more effectively with the local landscape character of the Cotswolds AONB. For example, in some circumstances and / or locations, it may be appropriate to realign the proposed recreational route with pre-existing field boundaries.</p>   | <p>Highways England notes that CCB acknowledges the potential benefits of re-purposing the existing A417. Part of the repurposed A417 would form the proposed 'Air Balloon Way', which would be integrated by works to break up the existing carriageways to create new purpose-built routes for walkers, cyclists and horse riders. Excavated materials will be used to restore former land form to pre-existing topography levels. These sections will then be planted with new woodland to match and integrate with existing woodland areas. Further south between Stockwell and Barrow Wake the existing hedgerow and field boundaries that currently integrate the A417 will be enhanced. New tree and hedgerow planting and calcareous grassland verges will be introduced, particularly along the eastern edge of the repurposed section where there are currently no planted boundaries. Highways England consider that these measures would successfully integrate the route and enhance the AONB landscape.</p> <p>Consideration was given to the best form of repurposing the A417 at Strategic Stakeholder Panel workshops and various options were explored including potentially returning the land or part of the land for agriculture. However, the potential benefits to the walking, cycling and horse riding network for the repurposing emerged as the favoured option. There are greater opportunities to the landscape and local communities compared to restoring the land to agricultural use, such as to create a usable recreational route and plant with locally rare and important habitats.,</p> <p>The route of the existing A417 is a feature in this part of the wold and there are now no logical pre-existing field boundaries that the repurposed route could be 'realigned to' along this section. In addition, reusing the old A417 takes advantage of the favourable contours of the road for all users. In line with this additional car parking will be provided at the Golden Heart Inn with improved access provided from the Inn northwards to the start of the repurposed section (north of the turning to Stockwell). At this location disabled parking and parking for horse boxes will also be installed as users can take advantage of the flatter contours heading northwards.</p> | N   |
| 33.    | Cotswolds Conservation Board (CCB) | Do you have anything you think we will need to consider as we develop our    | A key consideration as the construction plans are developed further should be the agreed landscape-led approach, which should underpin the scheme. A key component of this landscape-led approach should be a comprehensive assessment of the overall balance of adverse and beneficial effects. Given that there is still a lot of data to be compiled and assessed, it is very difficult to gauge this overall balance at this stage.  | Highways England has carried out an assessment of the environmental effects of the scheme, which is set out in the ES (Document Reference 6.2) and which will be subject to Examination by the PINS. This has been prepared in accordance with the requirements of the <i>EIA Regulations</i> and the <i>Planning Act 2008</i> .  | N   |

| Row ID | Consultee                          | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|------------------------------------|-------------------------------|--|--|---|
|        |                                    | construction plans further?   | <p>However, given the significance of the potential adverse effects outlined above, it is likely that the scheme, as currently proposed, would cause substantial harm. It is vital that this assessment is undertaken and discussed with key stakeholders - and the potential to ameliorate harm and maximise enhancement is fully explored – well before the planning application is submitted.</p> <p>CCB's key recommendation in relation to this issue is for Highways England to undertake a comprehensive, quantitative assessment of the overall balance of adverse and beneficial effects across all Environmental Impact Assessment (EIA) topics, both individually and cumulatively. Given the principle of a landscape-led approach for this scheme, this assessment should pay particular attention – and give signification weight - to the topic of landscape and to the other factors that contribute to the natural beauty of the Cotswolds AONB.</p>  | <p>An assessment of the effect of the scheme on the landscape and special qualities of the AONB is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) .In addition, Highways England has considered the balance of the benefits and impacts of the scheme, within the context of the Cotswolds AONB and the relevant policy tests, namely the NPSNN. This is set out in the Case for the Scheme (Document Reference 7.1) submitted .</p> <p>An overview of how the landscape-led design approach has been implemented is provided in the Design Summary Report (Document Reference 7.7).</p>  |   |
| 34.    | Cotswolds Conservation Board (CCB) |                               | <p>This assessment should, where possible, be quantitative. This should include comparing the proposed scheme with the current status and, where appropriate, alternative options (including the recommendations that the Board is making in this consultation response). For example, with regards to:</p> <ul style="list-style-type: none"> <li>• biodiversity, it should quantify losses and gains in area of priority habitats and length of hedgerow (which should also be calculated for historic landscape interest); landscape, it should compare a Landscape and Visual Impact Assessment (LVIA) of the proposed scheme with a LVIA of the current roads - both LVIA's should clearly differentiate between the sensitivity of receptors and the magnitude of effect;</li> <li>• local distinctiveness, it should quantify the losses and gains in the length of dry stone walls;</li> <li>• tranquillity, it should quantify the area of land, length of rights-of-way and number of properties affected by different levels of noise (i.e. decibels and 'effect levels').</li> <li>• archaeology, it should quantify the areas of potential loss (including loss of ploughzone archaeology due to soil handling requirements) and the potential for improved physical preservation should be calculated;</li> <li>• material assets and waste, it should quantify the footprint of the proposed earthworks and landscaping.</li> </ul> | <p>The assessment suggested by CCB is contained in the ES (Document Reference 6.2) submitted with the DCO application, in the following chapters:</p> <ul style="list-style-type: none"> <li>• ES Chapter 8 Biodiversity (Document Reference 6.2) quantifies losses and gains of habitat and hedgerow.</li> <li>• ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) follows <i>DMRB LA 107</i> methodology to assess the likely landscape and visual effects of the scheme against the baseline situation. The current roads form part of the baseline situation. The landscape section of the LVIA assesses likely effects on the landscape character of the area surrounding the scheme, including local distinctiveness, tranquillity and on landscape features such as dry stone walls.</li> <li>• ES Chapter 11 Noise and Vibration (Document Reference 6.2) provides an assessment of the effects of the scheme with regard to noise.</li> <li>• ES Chapter 6 Cultural Heritage (Document Reference 6.2) provides an assessment of the scheme with regard to archaeology and heritage assets.</li> <li>• ES Chapter 10 Material Assets and Waste (Document Reference 6.2), sets out that the scheme is expected to achieve an earthworks balance of cut and fill materials. The preliminary design figures demonstrate that the scheme involves a 99% earthworks material recovery rate and material won on-site would be re-used as general fill for embankments and topsoil.</li> </ul> | N   |
| 35.    | Cotswolds Conservation Board (CCB) |                               | <p>The assessment should clearly and consistently quantify the significance of adverse and beneficial effects. For example, it should specify whether the effects are major, moderate, minor or neutral. The assessment should also explain the changes that would occur as a result of the proposed scheme, objectively and in clear language. It should explicitly relate the findings of the assessment to the scheme vision, design principles objectives and sub-objectives and to the policy tests for each topic and their interactions.</p> <p>The assessment should clearly articulate the effects of the scheme at different points in time. The PEI Report currently provides conflicting definitions of the relevant timescales. For example, paragraph 7.5.18 states that 'the duration will be reported as short term (0-3 years), medium term (3-15 years) and long term (over 15 years)'. This is contradictory to para 7.5.23 (Temporal Scope) which explains that that short term relates to the</p>   | <p>ES Chapter 4 Environmental Assessment Methodology (Document Reference 6.2) sets out the methodology, including temporal scope, of the ES (Document Reference 6.2), which includes the aspects suggested by CCB in their consultation response. It states that the assessment of effects involves comparing a scenario with the scheme against one without the scheme over time. The absence and presence of a scheme are referred to as the 'Do-Minimum' and 'Do-Something' scenarios respectively. The 'Do-Minimum' scenario represents the future baseline with minimal interventions and without new infrastructure.</p> <p>Depending on the environmental topic, the effects are assessed for the 'Do-Minimum' and 'Do-Something' scenarios in the baseline year.</p> <p>The following scenarios have been considered (without the scheme), where relevant, for comparison against the situation with the scheme in place:</p>  | N   |

| Row ID | Consultee                          | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|------------------------------------|--|--|---|---|
|        |                                    |  | <p>construction phase, medium term relates to year one to year 15 of the operational phase and long term if beyond the 15th year of the operational phase. CCB suggests that a more appropriate temporal scope would be:</p> <ul style="list-style-type: none"> <li>• Construction phase (3 years).</li> <li>• Operational phase:</li> <li>• Short term (0-3years from start of operational phase)</li> <li>• Medium term (3-15 years from the start of the operational phase)</li> <li>• Long term (15 years+ from start of operational phase)</li> </ul> <p>The assessment should also be consistent in the way that it addressed permanent impacts that result from the construction phase (which doesn't seem to be the case in the PEI Report).</p> | <ul style="list-style-type: none"> <li>• For assessing construction phase effects, the baseline year represents the conditions prior to construction starting. If the DCO is granted, construction is expected to start in early 2023 and the scheme is expected to be open to traffic in 2026.</li> <li>• Opening year - when the scheme is to become operational, i.e. open to traffic is 2026.</li> <li>• Design year - a future year scenario 15 years after the opening year when mitigation measures are likely to have achieved their desired outcome. For this scheme it is 2041.</li> </ul>  |   |
| 36.    | Cotswolds Conservation Board (CCB) | Do you have any comments on our PEI Report and other proposed mitigation measures?               | <p>CCB's key recommendations in relation to Question 7 are set out in a) to d) below [Row ID 36 to 39].</p> <p>CCB consider that Highways England should give greater consideration to:</p> <p>a) providing a more coherent narrative regarding the interactions between landscape, historic landscape character, habitats and wildlife, and public access, and the implications of these interactions for a landscape-led scheme;</p>   | The Design Summary Report (Document Reference 7.7) sets out how Highways England has taken a landscape-led approach to the scheme, taking into account the special qualities of the Cotswolds AONB and the interactions between them.   |   |
| 37.    | Cotswolds Conservation Board (CCB) |  | <p>CCB consider that Highways England should give greater consideration to:</p> <p>b) the cumulative effects, on the Cotswolds AONB, of the proposed scheme in combination with its forerunners in creating the Swindon to Gloucester Expressway (in line with PINS Advice Note 17);</p>   | ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2) includes an assessment of the effects of the scheme cumulatively. Any other developments that have already been delivered and are currently operational are considered as part of the environmental baseline within the environmental topic chapters of the ES (Document Reference 6.2).  | N   |
| 38.    | Cotswolds Conservation Board (CCB) |  | <p>CCB consider that Highways England should give greater consideration to:</p> <p>c) clarifying exactly how different areas of land within the 'red line' will be used (e.g. what will go where), during both construction and operation, and what the environmental effects of this will be;</p>   | The permanent and temporary land take, including the location of construction compounds and areas used temporarily during the construction have been identified. As set out the Consultation Report (Document Reference 5.1), Highways England has consulted with affected landowners and has provided information to them on the type of land acquisition required for the scheme. This information is also set out in the Land Plans (Document Reference 2.2) .   | N   |
| 39.    | Cotswolds Conservation Board (CCB) |  | <p>CCB consider that Highways England should give greater consideration to:</p> <p>d) highlighting clearly the sheer scale of the proposed scheme, particularly in comparison with major road schemes, involving cuttings and / or tunnels, in (or near) other protected landscapes.</p>   | Volume 2 Plans, Drawings and Sections of the DCO application provides detailed plans for the scheme, including its location, land to be acquired, the extent of individual works, proposals for Public Rights of Way (PRoW) and detailed engineering drawings, including sections. In relation to cuttings, ES Chapter 10 Material Assets and Waste (Document Reference 6.2) provides indicative cut and fill volumes for the scheme based on the preliminary design. A comparison of the scheme against other major road schemes is not provided in the ES (Document Reference 6.2).   | N   |
| 40.    | Cotswolds District Council         |  | Whilst Cotswold District Council has already provided a technical response to the consultation (through its officers), I reaffirm the near unanimous support of Council members for the Highways England proposals to secure a solution to this longstanding issue (based around Option 30).   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 41.    | Cowley and Birdlip Parish Council  | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill junction? | The Parish Council would like to see more information about the safety aspects of the multiple slow speed exits and entrances onto high speed roadways given that these may be congested at times and still includes steep gradients and will be exposed by the high incidence of fog and wind which are prevalent in this area  | The proposed arrangement of the junctions would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit. As a result, the proposed route would be less likely to become congested therefore the associated risk would be diminished. Shab Hill junction would also incorporate parallel merge and diverge lanes which would further reduce risk. These would allow traffic to accelerate before joining or decelerate after leaving the main carriageway. In addition, since the 2019 statutory consultation, the scheme design has been amended to remove the direct access onto the A417 from Grove Farm, as previously proposed and reroute it via Cold Slad Lane and a new underpass. This will | Y   |



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|        |                                   |   |   | be a safer arrangement. In relation to fog and wind, a Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.  |   |
| 42.    | Cowley and Birdlip Parish Council | Do you have any comments on our proposed green bridge?                            | The Parish Council supports the green bridge. We believe the design will enhance the local amenity for people & animals. We consider it is an exciting piece of design that could well become a famous local feature. However, we have concerns that deer might jump over the low wall bordering the bridge onto the road below. Deer frighten easily particularly if chased by dogs. Consequently, we feel the bridge should be wider than 50m to ensure all the environmental benefits are realised   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 43.    | Cowley and Birdlip Parish Council | Do you have any comments on our proposed route from Shab Hill to Cowley junction? | The Parish Council believes that Barrow Wake as a viewpoint and public resource needs to be maintained but as a Family Friendly Safe Area. We believe that there is an opportunity to combine the areas at Crickley Hill Country Park (via the green bridge) to create an area that concentrates on the archaeological, topographical and SSSI aspects of the site to encourage visitors. We also suggest that the proposed new cycle way on the old A417 spine also provides a further purpose for Barrow Wake in terms of parking for cyclists and perhaps the creation of a cycle centre with a 'club house' style building that could provide cycle training facilities for adults and children as well as welfare and refreshments. This centre could be run as a franchise on a commercial basis. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The proposed scheme seeks to improve accessibility of the Barrow Wake area and beyond with the Air Balloon Way and realigned B4070. Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park.                                     | Y   |
| 44.    | Cowley and Birdlip Parish Council |   | Electric vehicle charging points could be provided in the Barrow Wake car park or on the approach road  | While Highways England notes the suggestion, provision of electric vehicle charging points is outside of the scope of the DCO application.   | N   |
| 45.    | Cowley and Birdlip Parish Council |   | The existing access road to Barrow Wake is a blight and a danger to visitors, and locals, alike. Extreme anti-social behaviour is an on-going problem. The access road should either be closed with access to Barrow Wake from the Shab Hill road, or reduced to a single lane with passing places such that car parking along it is impossible.<br><br>The car park itself could be closed at night to prevent anti-social sexual behaviour on the same basis as the nearby Crickley Hill Country Park.  | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake and the environmental upgrading of the Barrow Wake car park area could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, shortening the access road and increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 9.3 and section 10.3 of the Consultation Report (Document Reference 5.1) for further information. | Y   |
| 46.    | Cowley and Birdlip Parish Council |   | The Parish Council has concerns over the design of Cowley roundabout in terms of high speed traffic exiting the A417 onto the roundabout. The Parish Council is also concerned that steps should be taken to minimise the hazards of the speed of traffic that will exit the A417 at either the Shab Hill or Cowley junctions heading towards Birdlip, Cowley or Brimpsfield. They will leave the A417 onto narrow minor roads and so this scheme needs to resolve the current problem of speeding traffic and provide traffic calming measures.  | The proposed arrangement of the junctions, including Cowley junction, would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit. Appropriate safety standards have been incorporated into the design of the scheme. Highways England is in discussion with Gloucestershire County Council over the scheme and works required as part of detrunking the existing A417. These discussions include the potential requirement for measures such as traffic calming on the local road network. The latest position of these discussions is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 47.    | Cowley and Birdlip Parish Council |   | In terms of the narrow lane that links the village of Cowley to the Cowley junction this is extremely dangerous and has limited opportunity for widening. Consideration needs to be given to closing this access road in favour of the alternative access roads to the village.   | Following on from the public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route will become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village)   | Y   |

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|        |                                   |   |  | will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.  |   |
| 48.    | Cowley and Birdlip Parish Council |   | Whilst the current congestion and rat running through Birdlip and Brimpsfield is expected to reduce, the Parish Council will still have a speeding problem with traffic that leaves the new A417 at the Shab Hill junction and approach the village toward the tight bend at the Royal George. The Parish Council requires the scheme to include for speed control measures such as road narrowing, speed warning signs or cameras. The aim should be to discourage traffic leaving the A417 and to reduce the speed of traffic that does. | Highways England is in discussion with Gloucestershire County Council over the scheme and works required as part of detrunking the existing A417. These discussions include the potential requirement for measures such as traffic calming on the local road network. The latest position of these discussions is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 49.    | Cowley and Birdlip Parish Council | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | The Parish Council strongly support Alternative 2 because it is less visually intrusive to the AONB, cost effective and easier to build & engineer particularly when joining and integrating the final construction stages compared to other options.  | Highways England acknowledges the range of views expressed, including those received in support of the selection of Alternative 2.  | N   |
| 50.    | Cowley and Birdlip Parish Council |   | The Parish Council does have concerns over possible safety hazards caused by queuing traffic at the new roundabout at the junction of the A436 and Leckhampton hill and would like to see details as to how these can be minimised.  | The amount of traffic passing through the new Ullenwood junction would decrease considerably as a result of the scheme as the A417 would no longer pass through this junction. This would free up junction capacity and reduce delays for all movements. In addition, the junction has been designed as part of the scheme development to accommodate predicted 2041 traffic flows including Heavy Goods Vehicles (HGVs). The traffic modelling methodology and results are reported in the Case for the Scheme Report (Document Reference 7.1) and the Transport Report (Document Reference 7.10) both . | N   |
| 51.    | Cowley and Birdlip Parish Council | Do you have any comments on our proposals for repurposing the existing A417?                | The Parish Council has campaigned in support of this proposal previously. The conversion of the existing A417 into a route for walkers/cyclists/horses would provide a much-needed resource for sporting and leisure activities to be enjoyed by local people, other Gloucestershire residents and visitors. It would be a benefit to themselves and to the local economy.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 52.    | Cowley and Birdlip Parish Council |   | We suggest that a dedicated extension of the above (separated from traffic) from the Stockwell junction to the Golden Heart Inn would benefit that business at very little extra cost.   | Following the 2020 supplementary statutory consultation, the scheme design has the proposed Public Right of Way (PRoW) continuing along the existing A417 to the new parking area near the Golden Heart Inn. This section of the existing A417 would be downgraded to a 4.5m carriageway with an adjacent WCH route to maintain vehicular access to the facility.   | Y   |
| 53.    | Cowley and Birdlip Parish Council |   | We suggest that the existing layby opposite the Stockwell junction could be utilised for electric vehicle charging points which would benefit motorists 'passing through' the region who could recharge vehicles and take advantage of the hospitality of the adjacent Golden Heart Pub.   | While Highways England notes the suggestion, provision of electric vehicle charging points is outside of the scope of the DCO application.  | N   |
| 54.    | Cowley and Birdlip Parish Council |   | The Parish Council is responsible for providing dog waste facilities. We therefore require the scheme to include for litter and dog waste bins along the repurposed section of the A417 as well as at Barrow Wake and the green bridge. The scheme needs to accommodate the needs of the County/District Council contractor who will have to maintain and empty these bins.  | Matters of detailed design will be agreed between Highways England and Gloucestershire County Council when a contractor is appointed to implement the scheme should it progress. There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 55.    | Cowley and Birdlip Parish Council |   | As the new cycle/footpath is in the middle of the Parish and the Parish Council will be the first point of contact for future questions/issues etc, Cowley Parish Council needs to be consulted on the detailed design. For example, the repurposing of this road is expected to attract substantial use and the access points therefore need to be considered. It is noted that the PRoW that crosses the current A417 from the bottom of Parsons Pitch to  | Highway England have worked to increase accessibility and connectivity for walkers, cyclists and horse riders wherever possible through scheme design. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) provides the details and sets out that matters of detailed design, including surfacing, are to be agreed between Highways England, its Contractor and Gloucestershire County   | N   |

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|        |                                   |  | Stockwell is currently seldom used by walkers as it is hazardous crossing the current A417. This is likely to change with a significant increase in use. The surfacing, access to old A417 route and longer term maintenance of this section of the footpath and others needs to be considered. The authority who is responsible for ownership and maintenance of the new public footpath/cycleway/bridleway needs to be decided as well as access for maintenance and also emergency services.  | Council should the scheme progress to construction, with an opportunity for further engagement and input from other stakeholders with an interest in WCH / PRoW.<br><br>A separate Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with emergencies as well as other maintenance activities on the Air Balloon Way.  |   |
| 56.    | Cowley and Birdlip Parish Council |  | If this proposal is not to be taken forward, then the Parish Council would want the existing A417 route removed and returned to farm land.   | Whilst the comment is noted, the re-purposed A417 forms part of the DCO application and would be delivered as part of the scheme.   | N   |
| 57.    | Cowley and Birdlip Parish Council | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | The Parish Council would not want the existing A417 road to be reconnected to the old road running into and through Birdlip village even as a temporary measure during construction. This is necessary to prevent rat running past the local Primary School & residents even when the main road was closed due to accident or road works.  | It is not proposed to provide a vehicular link to Birdlip from the existing A417 using the old Cirencester Road / Ermin Way.  | N   |
| 58.    | Cowley and Birdlip Parish Council |  | Noise reduction is extremely important to local residents on such a busy road. The plans must include, amongst other necessary measures: the quietest road surface possible and the use of cutting and embankment screens to deflect noise.  | The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, has been incorporated to further reduce noise effects. The results of the environmental impact assessment relating to noise are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures included by Highways England to mitigate adverse noise effects.  | N   |
| 59.    | Cowley and Birdlip Parish Council |  | There should be no lighting on this road due to light pollution marring the beautiful night sky. The clear starlit sky in this area is appreciated widely due to the height of the land and this night view must not be ruined by lighting.  | The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies. Responding to the scheme's setting within the Cotswolds AONB, the scheme (including Shab Hill, Cowley and Ullenwood junctions) would not be lit, to reduce the amount of light spillage to the Dark Skies area.   | N   |
| 60.    | Cowley and Birdlip Parish Council |  | The Parish Council suggests that the speed limits on the sections of the road most impacted during construction are reduced to 50 mph, this would reduce noise pollution at sensitive receptors, increase safety and reduce air pollution.   | Highways England has produced ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4), which sets out that temporary speed restrictions would be implemented during construction in some areas of the scheme to either 30mph or 40mph. A construction noise and vibration impact assessment, including the effects of construction traffic, both on site haul roads and the strategic road network, has been undertaken and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2).   | N   |
| 61.    | Cowley and Birdlip Parish Council | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | The PEI Report is light on details of construction impacts and mitigation. The main construction issues for the local area could be: misdirected site traffic, noise, increased rat running, air pollution from construction vehicles (specifically near Crickley Hill and Barrow Wake), construction site waste management, and lighting. Given the extended period of construction (over 1 year), serious attempts to mitigate effects need to be detailed. The Parish Council has had difficulty in providing detailed comments until the noise and ecology reports are completed.  | The PEI Report contained a preliminary assessment of the effects of the scheme, with an updated assessment published at the subsequent 2020 supplementary statutory consultation in the 2020 PEI Report. This sets out likely environmental effects during construction and operation of the scheme. Highways England has produced the ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which provides a full assessment of the likely effects of the scheme during construction and explains how the impact of construction activities on the environment, including wildlife and on local roads, will be managed. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1) . | N   |
| 62.    | Cowley and Birdlip Parish Council |  | The stated aim of the scheme is to improve the landscape. The Parish Council has the following comments relating to landscape:<br>Cowley Lane: Justification is required for why the lane is raised up on an embankment in order to cross the proposed new road, which results in the A417 road surface being at ground level either side of the lane. The design is not improving the landscape. The new A417 should be totally out of sight when looking west. The level of cut should be increased to ensure that the road, with high sided vehicles is completely out of view when viewing in a southerly direction from the Cowley lane approach. | To lower Cowley Lane bridge further would require the mainline to be lowered. This would result in a significant increase in excavation and additional material which would need to be disposed thereby increasing the environmental impact and cost of the scheme. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks would act to provide visual screening and noise reduction for affected landowners and would also help integrate the overbridge into the landscape. Because the route is within a landscape plateau area landscape earthworks have been utilised rather than tree screening which would be out of character with the landscape here.   | N   |

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| 63.    | Cowley and Birdlip Parish Council |                               | Stockwell Farm over the years have strived to ensure that there are large areas of fenced off tree planting in blocks to improve and maintain the wildlife and habitats. The introduction of a new road through this area must be compensated by having additional planting along both sides of the proposed route. The final Environmental Impact Assessment needs to include for an undertaking that this will be done as part of the scheme, together with detailed drawings. The Mitigation Proposals drawing does not show sufficient tree planting in this area to mitigate the impact caused by the new road. It is important that we can comment on a detailed scheme with completed data. | The landscape design is shown in more detail in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). Woodland planting is included around Shab Hill and along some embankments south of Stockwell Farm. Hedges with standard trees have also been included in the design to help deter wildlife from the road and encourage wildlife like bats and barn owls to fly at height over the road. Overall, there will be a gain of approximately 9ha of broadleaved woodland and approximately 5km of hedgerow planted as part of the scheme.  | N   |
| 64.    | Cowley and Birdlip Parish Council |                               | Shab Hill: Justification is required as to why this large junction is higher than the existing topography. Shab Hill is a prominent, and probably the highest part for the whole scheme. This section of the road must be in a cutting to minimise the impact it will cause when viewed from the east. A clear reasoning behind this is required.  | Shab Hill junction is located within a complex topographical area of the AONB, at the head of Coldwell Bottom valley. A landscape led approach was taken here to utilise the change in topography to reduce the visual presence of highway infrastructure, designing the B4070 and A436 links as an underpass rather than an overbridge with a series of complicated on/off ramps. This design approach also allowed for earthworks to be incorporated including landscape and noise bunds. Geotechnical and engineering issues and solutions have governed the necessity for the proposed vertical alignment of the A417 mainline and junction configuration within this specific area. However, every consideration has been given in order to minimise the noise and visual impacts in this area, including low noise road surfacing, and by maximising noise and visual screening as far as reasonably practicable with the use of earth bunding. In addition, woodland will also be planted mainly along the eastern edge of the junction to provide a wooded setting to the junction area that will integrate it successfully into the landscape in this location. The new woodland areas will merge with existing isolated woodland blocks in the area to deliver benefits for visual screening, integration and wildlife. An assessment of the effect of the scheme on the visual amenity of receptors is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). | N   |
| 65.    | Cowley and Birdlip Parish Council |                               | Noise: The proposal states that assessments include the potential impact on residential areas, and other important areas close to the new road. Cowley is the one residential area that will be impacted the most with the alignment of the new road, and it appears that no assessment has been made, nor are there plans in place to do so in the future. This must be addressed as a matter of urgency. It is not possible to make mitigating proposals for Cowley village if the effects on Cowley are not being assessed.   | The ES Chapter 12 Population and Human Health (Document Reference 6.2) study area and associated assessment is in accordance with <i>DMRB LA 112</i> , and it includes Cowley. Effects on private property and housing are assessed in the chapter, which does state that Cowley would experience a minor adverse change in attributes and environmental quality given the A417 would be redirected east and the new alignment would bring traffic closer to the settlement. Detailed assessment of the indirect/amenity effects are considered in the ES Chapter 5 Air Quality (Document Reference 6.2), ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) and ES Chapter 11 Noise and Vibration (Document Reference 6.2) assessments.   | N   |
| 66.    | Cowley and Birdlip Parish Council |                               | Further data on the impact on air quality is required to comment in detail on potential impacts.   | An aim of the scheme is to improve air quality and reduce pollution caused by congestion. The effects of the scheme on air quality in the Cowley area are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2).   | N   |
| 67.    | Cowley and Birdlip Parish Council |                               | Within the Shab Hill to Cowley junction area, there is a vast array of species who roam freely across the land. The new road will provide a barrier to their free movement. The Parish Council would like to see details of the proposals for underpasses to allow species movement along this length of the road.   | Wildlife culverts are included in the scheme design at Shab Hill, particularly the area of land to the south where badger territories are fragmented. This will enable badgers continued access to their territory and may also be used by other species. Greened overbridges at Stockwell and Cowley will also enable animals to cross the A417. Crossing structures have been included in the design to maintain connectivity for animal dispersal across the landscape and reduce animal fatalities. Mitigation also includes a bat underpass near Flyup bike park, and the Gloucestershire Way crossing north of Shab Hill which will provide additional permeability for a range of species.  | N   |
| 68.    | Cowley and Birdlip Parish Council |                               | The Parish Council considers that there is not enough detail behind the exact cross sections of the road alignment to allow us to determine the  | The proposed landscape earthworks (including false cuttings) have been developed in more detail and are shown in ES Figure 7.11 Environmental Masterplan (Document   | N   |

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|        |                                   |                               | landscape implications. More detailed drawings are required to show exactly where the 'false cuttings' will be.   | Reference 6.3) as contour lines and on the General Arrangement and Section plans (Document Reference 2.6) as engineered slope ticks.  |   |
| 69.    | Cowley and Birdlip Parish Council |                               | It is noted that costs tend to increase during construction. The Parish Council is concerned that the proposed landscape (and indeed biodiversity) elements may be watered down to keep within budget. The term 'where possible' appears throughout the consultation document; this is open to interpretation and allows for the reduction in perceived 'landscape gain'.   | The project has been fully costed within the financial framework established by the <i>Road Investment Strategy 2 (RIS2)</i> . This costing includes the cost of all scheme elements legally secured in the DCO. The cost of the scheme includes the cost of the mitigation and enhancement measures. The mitigation and enhancement measures are commitments that are legally secured in the DCO.  | N   |
| 70.    | Cowley and Birdlip Parish Council |                               | Due to the fact that the proposal sits within the AONB, the Parish Council is concerned that with regard to the need for mitigation of the impact of the road on long distant views and that further assessment needs to be carried out particularly at night time to include the added impact of light pollution. This is particularly important in the area between Shab Hill and Cowley junction.  | An assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). This covers the measures that have been taken to mitigate for the impact of the road on long distance views. Night-time photography was carried out and this is commented on in the Environmental Assessment Chapter above. The scheme will not be lit. The area between Shab Hill and Cowley junction includes significant landscape earthwork proposals that incorporate false cuttings alongside the road through this section. These measures will significantly reduce the visual impact of traffic headlights through this section.  | N   |
| 71.    | Cowley and Birdlip Parish Council |                               | The Parish Council would like to see an assessment of the winter weather that effects this stretch of the A417 due to its height above sea level and its exposure on the edge of the Cotswold escarpment. During the winter months this length of road is routinely covered in thick fog.   | Highways England is aware of issues in relation to inclement weather, particularly during winter. Whilst Highways England cannot control weather conditions, mitigation of effects has been considered. In particular road markings would include cats' eyes to emphasise road layout and road signs would also be retroreflective to enhance visibility during hours of darkness. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N   |
| 72.    | Cowley and Birdlip Parish Council |                               | The Parish Council is concerned that the visual impact of the scheme and adjacent noise and pollution may have a detrimental effect on those public footpaths that are close to the new route.  | As set out in ES Chapter 12 Population and Human Health (Document Reference 6.2) and the ES Appendix 2.1 Annex F PRoW Management Plan (Document Reference 6.4), it is considered that the proposals bring moderate beneficial effects to the PRoW and WCH network, which would be significant to users and the local communities. Noise, visual and air quality effects of the scheme are assessed in the ES (Document Reference 6.2), including in relation to PRoW and users of PRoW.   | N   |
| 73.    | Cowley and Birdlip Parish Council |                               | The Parish Council is concerned that little mention is made of choice of road surface. Local experience of recently laid new roads shows that the difference between the quietest road surfaces and average ones is very large. It is most important that the quietest possible road surface is specified. With the adoption of electric cars, road roar generated by tyres and road surface may become the dominant source of noise. Such a road surface should consider new environmental surfaces such as the use of recycled plastics or vehicle tyres as part of the surface 'mix' | The scheme would use low noise road surfacing (LNS) along the entire A417 mainline, and also along altered highways in connection with the scheme, where the performance of such LNS material will achieve maximum performance and therefore benefit from the use of LNS material.<br>With regard to the use of recycled materials for the new A417 road pavement, a small proportion of existing 'Reclaimed Asphalt Pavement' (RAP) material is permissible for re-use from existing highway materials, but only if it is deemed to satisfy strict conditions as set out in current guidelines (DMRB CM 231). The use of other recycled materials, such as recycled plastics or crumb rubber from vehicle tyres in surface courses is not yet covered with approved DMRB guidelines, although such materials have been trialled as pilot projects on certain projects. However, given the lack of research and proven reliability, specifically in respect to the rate of deterioration of such a surface, along with the high volume of traffic along the A417, use of such material on this project is currently not considered to be practicable, reliable, and ultimately not safe for road users. | N   |
| 74.    | Cowley and Birdlip Parish Council |                               | Highways England has said that it is quite possible, indeed normal practice, to produce a contour map of the sound generated from the new road. This has either not been done, or not been made available. Such a map would be very valuable to alert, or possibly reassure, residents about the impact of the road.  | Noise contour maps were produced for the 2020 PEI Report published at the 2020 supplementary statutory consultation. The noise impacts of the proposed A417 scheme have again been assessed within ES Chapter 11 Noise and Vibration (Document Reference 6.2). Noise contour maps are provided in ES Figures 11.1 to 11.4 (Document Reference 6.3).   | N   |
| 75.    | Cowley and Birdlip Parish Council |                               | It was noted by many who attended the public consultations that the village of Cowley was not even marked on the maps and diagrams which showed   | Cowley village is not shown on the main scheme maps presented at the 2019 and 2020 statutory consultations due to the scale required to show the full extent of the red   | N   |

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|        |                                   |                               | the course of the new route. It thus appears that the impact on the community nearest to this development has not been considered by the planners of Highways England. In fact, enquiries at the public consultation revealed that none of the planners spoken to had ever been to Cowley or seen the roads and houses which might be affected by their proposals.  | line boundary of the scheme. However, Cowley village does appear on some figures of the ES (Document Reference 6.2) where the study area for particular topics extends to Cowley, e.g. ES Figure 12.1 Population and Human Health Study Area (Document Reference 6.3). Cowley lies within the mailing area of local residents consulted and the opinions of residents have been given due consideration. For further information please refer to Appendix A of the Statement of Community Consultation on the consultation website and Chapter 9 of the Consultation Report (Document Reference 5.1).<br>Effects on private property and housing are assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2), which does state that Cowley would experience a minor adverse change in attributes and environmental quality given the A417 would be redirected east and the new alignment would bring traffic closer to the settlement. Detailed assessment of the indirect/amenity effects are considered in ES Chapter 5 Air Quality (Document Reference 6.2), ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) and ES Chapter 11 Noise and Vibration (Document Reference 6.2). |   |
| 76.    | Cowley and Birdlip Parish Council |                               | The Parish Council would like to see how increasing the speed to 70mph from the current 60 mph will impact safety along the A417.   | The proposed route has been designed to the modern highway design standards suitable for a dual carriageway with a 70mph speed limit. The design standards take account of proposed vehicle speeds and offer a safer environment for higher vehicle speeds. The standard of the route would be a vast improvement over the current situation providing segregated carriageways for opposing directions of traffic separated by a safety barrier. The Case for the Scheme (Document Reference 7.1) sets out how the scheme would deliver substantial benefits in relation to reducing road accidents on the A417.  | N   |
| 77.    | Cowley and Birdlip Parish Council |                               | In summary the Parish Council believes that this road is urgently needed for the following reasons: safety; to enhance the local/regional and national road network; to reduce the heavy pollution caused daily by slow-moving or stationary traffic at present; to remove an ugly blight on beautiful countryside by a daily traffic jam; and, to help the economy of Swindon recover following the closure of Honda by encouraging replacement businesses to relocate to Swindon without having their supply route blocked/slowed by the existing A417  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 78.    | Environment Agency                |                               | The EA expresses concern, and has previously raised concern, over the limited amount of baseline monitoring data for both geological and hydrogeological/ hydrology aspects, particularly given that the hydrogeology is complex and poorly understood. This brings uncertainty to any assessment until such site specific information is available.<br><br>Site specific information/data is key for monitoring trends and conceptual understanding and this data is still currently not available to any great degree other than Phase 1 boreholes (8 in number now drilled) and the Water Features Survey. Given the complexity of the hydrogeology in this area, we would have expected this baseline data to have been more advanced at this stage and this is a key concern for us. Ordinarily the PEI Report would have included more of this information in detail and going forward is a potential risk to the project not having enough information.<br><br>The EA has previously raised the importance of the collection of an adequate length of baseline monitoring field data in trying to assess impacts which will also inform mitigation options. An adequate length of baseline data over at least seasonal changes in the hydrologic cycle and preferably over 2 years is important when trying to assess seasonal | Highways England is continuing to progress the groundwater/surface water monitoring and will continue to engage with the Environment Agency on this matter, which is reflected (alongside other associated matters) in the Statement of Common Ground with the Environment Agency (see Statement of Commonality, Document Reference 7.3).<br>The groundwater level monitoring is currently ongoing as part of Part 2A ground investigations and will continue until at least one year post field works. The conceptual model will be refined at detailed design with new data. One year of surface water data will be collected and made available for Examination. It is not anticipated that any further data would affect the conclusions of the ES (Document Reference 6.2), which are based on a conservative approach to mitigation.<br>Details of monitoring are presented in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) and ES Appendix 13.12 Water environment monitoring (Document Reference 6.4).   | N   |

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|        |                    |                               | <p>changes in the hydrology, especially where any potential impacts from the road scheme may have upon the water environment – surface and groundwater.</p> <p>To date little onsite data collection has taken place to support the PEI Report. We understand that there is a phased programme of more detailed site investigation which is ongoing and as new data becomes available this will be incorporated into the hydrogeological conceptual understanding. This data will come at a later date to support this; however it is too late to support the PEI Report. The data presented within the PEI Report does not constitute baseline data and many uncertainties still remain. As time goes on and this data is not available, risks in defining appropriate mitigation become real issues in our view.</p> <p>We hope that by the time of the DCO and Environmental Statement (ES) submission in Spring 2020 enough hydrogeological data is available across the proposed scheme alignment for the length of the scheme otherwise the scheme mitigation may have to be potentially overly conservative in its design to make sure the water environment is not impacted.</p> |   |   |
| 79.    | Environment Agency |                               | Related to the EA's concerns on baseline data, the EA understands that by December 2019, 10 months of groundwater monitoring data will be available from the Phase 1 boreholes (8 boreholes) and up to 6 months of data from the Phase 2A boreholes (52 boreholes). Will all of the 52 Phase 2A boreholes have 6 months monitoring?  | The assessment reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) considers groundwater level monitoring data obtained until the end of October 2020. The majority of the wells were installed by October 2019 and therefore approximately one year or more of groundwater monitoring data has been considered by the ES (Document Reference 6.2), exceeding 6 months. Groundwater level monitoring commenced on completion of each installation and is on-going with completion expected in August 2021. Associated matters are captured in the Statement of Common Ground with the Environment Agency (see Statement of Commonality, Document Reference 7.3). | N   |
| 80.    | Environment Agency |                               | Also drilling into the Oolitic limestone aquifers is notoriously difficult especially when trying to ascertain the location of the water table and how to complete the borehole for groundwater monitoring. To date for Phase 2A we have had no discussions over this with Highways England consultants, Arup. What is the strategy for borehole completion for groundwater monitoring purposes? Depending on how the borehole is completed can influence what strata and aquifer is being monitored.  | The strategy for borehole completion has been shared with the Environment Agency prior to DCO submission. Associated matters are captured in the Statement of Common Ground with the Environment Agency (see Statement of Commonality, Document Reference 7.3).   | N   |
| 81.    | Environment Agency |                               | The deeply incised valleys such as that of the Normans Brook on Crickley Hill down from the Air Balloon public house will greatly influence the movement locally of groundwater flows. These deeply incised valleys create hydraulic lows in the system and the springs are in effect at the base of the hydrogeological system as an outflow into the watercourses. The large spring which outflows from a pipe on Crickley Hill needs to be monitored carefully for its flow component as any alterations to the hydrogeologic system such as from the proposed rock cutting could be seen here or at any other of the springs flows along the escarpment edge.  | Highways England is continuing to progress the groundwater and surface water monitoring and will continue to engage with the Environment Agency on this matter, which is reflected in the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with the Environment Agency. The scheme will aim to improve the tributary of Norman's Brook watercourse channel. The improved channel will address existing flooding issues at the tributary of Norman's Brook/A417 crossing and improve water quality through improved treatment of road drainage. In addition, there will be potential hydromorphological and biodiversity benefits.                                      | N   |
| 82.    | Environment Agency |                               | The Phase 1 boreholes although only 8 in number and limited to certain locations in the scheme have given useful data on saturated aquifer thickness which is around 3.5m in the Inferior Oolite and at depth from the surface of 32mbgl. However, as one travels down Crickley Hill off the plateau top and in effect descending the stratigraphic column where springs emerge as discharges (e.g. the pipe spring mentioned above providing baseflows to the Normans Brook), this contact is in effect the groundwater table intersecting the surface along a spring line so there will be areas in  | Highways England notes the groundwater table intersecting the surface along the spring line. The hydrogeological assessments have considered site specific information on geological setting from exploratory holes and groundwater level monitoring obtained through the completed Phase 1 and Phase 2A investigations. Individual spring catchment areas have been reviewed and springs classification will be presented in the ES.   | N   |

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|        |                    |                               | the road scheme on Crickley Hill which could be right on the water table elevation where spring discharges occur.   |   |   |
| 83.    | Environment Agency |                               | We would have expected to see the word 'karst' used within the PEI Report or the limestones are 'karstic in nature' but there is reference to secondary fractures and fissures, which can be enhanced by dissolution. We would like to understand during the construction of the road how such larger fissure zones and more open void features within the limestone bedrock will be treated? These karstic features will be uncovered in the Oolitic limestones potentially more so in the large rock cutting due to the thickness of rock being removed. However, these may only be apparent during construction and therefore unforeseen until that time. Is there a proposal for dealing with such unforeseen events and what mitigation/ treatments would be provided? | The EIA reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) considers the potential for karst features to be present within the study area.<br>The proposed mitigation includes a requirement for preparation of a protocol, which will set out principles associated with voids treatment during construction. Minimum requirements are outlined in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).   | N   |
| 84.    | Environment Agency |                               | We query the thickness of Great Oolite Limestone within the proposed road scheme area? We can see this is from BGS published sources and it is only the collection of onsite geological data which will prove this thickness. We understand the Great Oolite Limestone to be relatively thin this close to the Cotswolds escarpment.  | ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) considers site specific data obtained from the available Phase 2A ground investigations. These investigations were completed within the areas of mapped Great Oolite limestones and provide information on the encountered geology.  | N   |
| 85.    | Environment Agency |                               | The bedrock geology is covered on the escarpment to the east by land slipped superficial colluvium deposits which are moving downslope under the influence of water and gravity. These landslip deposits are more an issue on the Crickley Hill and at the toe of the hill from both a geotechnical perspective and potential impact on the water environment with the proposals for the realignment of the watercourse and possible interception of springs and wet flushes should banks be excavated and cut back into the slope exposing water features.   | No significant excavations are proposed in the Crickley Hill escarpment area. Slope stability has been considered in the design in accordance with <i>DMRB CD 622</i> Geotechnical design and mitigation measures have been developed in order with it. Surface water surveys are ongoing to further understand the water environment and effects, however this data is not expected to affect the conclusions of the ES (Document Reference 6.2).  | N   |
| 86.    | Environment Agency |                               | The Cotswold escarpment forms a natural surface water topographic divide between the Thames and Severn catchments. How will an assessment be made of this divide? And have enough site investigation boreholes for groundwater monitoring been placed in these locations to assess this effectively?  | The seasonal changes to groundwater divide and their impact on the Source Protection Zone (SPZ) and water balance have been assessed following receipt of full data from groundwater monitoring undertaken within individual aquifer units. This is presented in the Hydrogeological Impact Assessment report (Appendix 13.7 of ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).   | N   |
| 87.    | Environment Agency |                               | From the perspective of a water balance inputs and outflows, we would expect to see a water balance undertaken for this scheme. Will this be undertaken and provided within the Environment Statement as this is also a part of the conceptual model of understanding when assessing water resources?   | The seasonal changes to groundwater divide and their impact on the SPZ and water balance have been assessed following receipt of full data from groundwater monitoring undertaken within individual aquifer units. This is presented in the Hydrogeological Impact Assessment report (Appendix 13.7 of ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).  | N   |
| 88.    | Environment Agency |                               | The EA recommends the use of ConSIM for modelling pollution risk as suggested in the PEI Report, as it can predict the breakthrough of a contaminant directly at the receptor and provide statistical breakthrough concentrations along the contaminant pathway.  | ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) states that the detailed assessments associated with the drainage design and discharges into groundwater: "would be specific to a locale of the point of discharge, which is not relevant to the wider groundwater body due to dilution effects. Depending on complexity and site-specific characteristics the assessment would follow an RDP 20 and/or ConSim methodology. Where required, the detailed assessment will incorporate mitigation measures to reduce the risk to a suitable level. | N   |
| 89.    | Environment Agency |                               | If dewatering is required for construction works and is over 20 cubic metres per day of water, a Permit might be required from the Environment Agency to carry out this activity under the Environmental Permitting Regulations.  | Should dewatering operations be expected to exceed 20 cubic metres per day, a license will be applied for from the EA.  | N   |
| 90.    | Environment Agency |                               | Drainage is a key consideration which has yet to be presented in any detail for the scheme. It needs to reflect the high risks to the water environment and we want to see robust mitigation put in place to protect sensitive receptors in surface and groundwater. There is an opportunity to design an enhanced drainage scheme which has pollution prevention measures built  | The highway drainage design includes measures to manage the quality of surface water run-off. These treatment solutions may include, but are not limited to, swales, grass channels, treatment strips, filter drains, soakaways, infiltration basins or settlement basins and the final solution will be confirmed by Highways England through detailed design.   | N   |



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|        |                    |                               | in such as interceptors on key risk areas and attenuation zones to reduce flows directly to watercourses in case of spills from accidents.<br>The use of SuDS such as swales and soakaways and wetlands in the drainage design and attenuation in the upper and lower parts of the stream catchments should be innovative and exemplar and maximise the wise use of treated water to enhance the landscape and habitat connectivity in a locally appropriate way. We would request that where SuDS are proposed risks to groundwater will need to be fully defined to avoid future pollution risks from these options.   | Each highway drainage catchment and outfall is assessed using standard guidance methodologies to ensure water quality characteristics and spillage risk are within acceptable limits taking in to account the sensitivity of the receiving groundwater and watercourses. Where necessary, this results in additional or enhanced treatment measures being included in the highway drainage design. Where possible, the shapes of the drainage basins and the surrounding landscape and planting have been blended more sympathetically with the surrounding landscape and topography. These designs will be further developed through the design process to ensure the best fit with local topography and levels.     |   |
| 91.    | Environment Agency |                               | We acknowledge the construction mitigation as proposed and understand that the outline CEMP will be provided as part of the Environment Statement. We still believe that defining mitigation ahead of understanding the baseline monitoring and conceptualisation of the hydrogeology will mean that the road scheme mitigation proposed now will have to be more overly conservative in its design as the risks to the water environment are still very much unknown and much uncertainty still exists in our opinion.  | Section 13.5 of ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) sets out the assumptions and limitations of the assessment. It states that the assessment includes the information reasonably required to assess potential environmental effects. The assessments represent a 'reasonable worst-case' and are based on conservative inputs derived from available field or desk study data and published research literature relevant to the study area. Mitigation has been conservative in design, with ongoing data collection to be used to refine the conceptual models to support the detailed design phase. This will form part of the ongoing dialogue with the EA and others. | N   |
| 92.    | Environment Agency |                               | We would expect the CEMP presented in the Environment Statement to have a lot more detail on local site specific risks to the water environment including surface and groundwater.   | The ES Appendix 2.1 EMP (Document Reference 6.4) has been developed further following the statutory consultation and secures the appropriate provisions required for this scheme.   | N   |
| 93.    | Environment Agency |                               | Where piling is undertaken, we would recommend that you follow our guidance note on piling in layered ground: risks to groundwater and archaeology into order to protect the water environment and preserve groundwater resources from these activities. Wherever piling is proposed it is good practice to undertake a local piling risk assessment which identifies local sensitive water receptors and what appropriate mitigation can be implemented to provide maximum protection to the water environment.   | ES Chapter 9 Geology and Soils (Document Reference 6.2) considers the requirement to complete Foundation Works Risk Assessments in accordance with current published guidance.  | N   |
| 94.    | Environment Agency |                               | It is requested during any onsite drilling that no hazardous substances are used in drilling muds/ fluids to protect water. Only clean drilling techniques should be employed into an aquifer of this nature.  | The ground investigation specification produced for Phase 2A ground investigations carried out in 2019 and 2020 required the contractor to use only 'clean water, air or air mist'.   | N   |
| 95.    | Environment Agency |                               | We are in agreement that the assessment of effects of the proposed scheme on surface water and groundwater receptors is currently provisional and is based upon current available information and professional judgement. At this point a precautionary view has been taken. However, these effects could change as the EIA progresses and we acknowledge this. The 'likely significant effects' is more professional subjective judgement and depending on the impact seen on an aquifer of this importance the effects could be more significant should mitigation not be as effective onsite as intended. So mitigation options will need to be robust and reflect the risks to the water environment locally onsite as risks vary depending on the water features and sensitive receptors nearby. However, these effects cannot be fully defined until the local hydrogeological setting is understood through robust monitoring data collection, geological and hydrological. | Highways England has continued to engage with the EA on the assessment since the 2019 statutory consultation, as set out in the Statement of Common Ground with the EA (see Statement of Commonality, Document Reference 7.3). ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) sets out the mitigation proposed within the scheme and how ongoing monitoring data collection is being undertaken to inform detailed design.  | N   |
| 96.    | Environment Agency |                               | The landslide deposits (colluvium mass movement deposits) on the Cotswold escarpment which are moving under gravity downslope contain much water originating from groundwater discharging from springs on the slope. So it is therefore vital that these receptors are understood from baseline monitoring data defining not only their location and origins but also their hydrological characteristics.  | The location of springs feeding into groundwater within landslide deposits has been identified through the water feature survey undertaken. The origin of springs feeding groundwater within landslide deposits has been identified through geological and desk study review and ground investigations to create a conceptual model. The hydrological characteristics of selected springs feeding into groundwater within landslide deposits will be identified through surveys (flow and rainfall) that are  | N   |

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|        |                    |                               | Further site investigation will inform the behaviour of such deposits and groundwater they may contain. Cutting back into these deposits especially at the toe of the slope could release groundwater which was naturally discharging into the Normans brook as baseflows, but this has yet to be quantified as a potential risk from actual site data. Care will have to be taken in not reactivating landslip deposits leading to the instability of these deposits through slope failures. We would want to discuss if hard engineering measures (retaining walls? piling measures? culverting?) are going to be used particularly for the re-routing proposal of the Normans Brook on Crickley Hill. Also, what drainage and infrastructure will be installed to facilitate this as well? | currently being undertaken. Highways England agrees with the request for care to be taken to not reactivate landslip deposits causing instability of deposits leading to slope failure. This issue is considered in the design and has informed mitigation measures proposed. The ground investigations and surveys have been designed with the intention of informing the hydrogeological and hydrological regime. The ground investigation has also been designed to provide information on the character of landslide deposits to inform stability assessments. Highways England continues to engage with the EA on the realignment of Norman's Brook as the design is developed further at the detailed design stage. |   |
| 97.    | Environment Agency |                               | Cambering (bulging) of the escarpment is common where the Lias clays can be found underneath the limestones or at outcrop leading to very hummocky ground which has numerous scarp slope lines visible on the slopes due to landslip. Has the occurrence of cambering been looked at in relation to spring emergence/ groundwater outflows and is there a relationship between the two? i.e. swelling clays?  | A hydrogeological impact assessment has been undertaken to understand the relationship between cambering and spring emergence/groundwater outflow, which is reported in the ES Appendix 13.7 Hydrological Impact Assessment (Document Reference 6.4).   | N   |
| 98.    | Environment Agency |                               | We agree that any works for the green bridge on Crickley Hill has the potential to encounter groundwater which would need to be dealt with during construction leading to possible adverse impacts upon groundwater. Springs are known to discharge in a similar locality to the proposed green bridge and there is a real risk that these will be intercepted by the works.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The EIA reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) considers the potential impacts on the local hydrogeology including the springs in the Crickley Hill area arising from construction of structures. This is reported on in the hydrogeological impact assessment in the ES Appendix 13.7 Hydrological Impact Assessment (Document Reference 6.4).   | Y   |
| 99.    | Environment Agency |                               | Bushley Muzzard SSSI is an important wetland feature which relies on groundwater discharges at various spring horizons in the local geology. The road scheme could influence levels and flows which impact upon the wetland designation and we understand that this will be further explored during the Environment Statement. It is vital that baseline monitoring of such water features is undertaken to inform this assessment.   | Surveys have been undertaken to understand quality and flow and results are reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2). The effects of the scheme on Bushley Muzzard SSSI are considered in the chapter.  | N   |
| 100.   | Environment Agency |                               | We have concerns for the cutting off of spring flows during construction and how this will be effectively managed during works but again understand from the PEI Report that this will be further explored in the Environment Statement. Depending on the location of intended works, the hydrogeological setting will need defining locally on the ground to understand in detail the possible risks to the water environment.   | Highways England has developed a ground and surface water management plan as a part of the ES Appendix 2.1 EMP (Document Reference 6.4) and this considers surface water catchments and aquifers in water management as part of dewatering design.  | N   |
| 101.   | Environment Agency |                               | The geological information to date is mainly based on desk study information from reports and we acknowledge that Phase 1 boreholes have given some insight into the geology, but the Phase 2A&B site investigations are the detailed SI across the proposed scheme linear alignment. The conceptual model will be refined as the data becomes available although time-scales are very tight for this when considering the lead in for the build and the proposed submission of the DCO in Spring 2020. This is a real concern for us.  | At the time of publishing the 2019 PEI Report, DCO submission was anticipated to be Spring 2020, however due to changes made to the design to the scheme and further environmental assessment, a further statutory consultation was held and the target submission date changed. As a result, further environmental assessment, surveying and data collection has been undertaken as reported in the 2020 PEI Report and in the ES (Document Reference 6.2). In relation to geological information, the data used in the assessment is set out in ES Chapter 9 Geology and Soils (Document Reference 6.2)   | N   |
| 102.   | Environment Agency |                               | There are still queries over the location of faulting and the Phase 1 boreholes indicated geology which was not necessarily in already published data. We can see that at the time of writing the PEI Report, the Phase 1 ground investigation had been undertaken, however a factual report was not available and therefore this data was not used to inform this geological   | Interpretations of the Phase 2A ground investigation data (including boreholes and geophysical surveys) have been used to infer revised fault locations. In addition, observations from geological and geomorphological mapping have been used. This has been incorporated into the LeapFrog 3D geological model. Further information   | N   |

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|        |                    |                               | assessment. Going forward the site investigation data from Phase 2A&B site investigations will be crucial in refining the Leapfrog geological model for the scheme.  | from any future ground investigations would be used to further constrain the locations of faulting.   |   |
| 103.   | Environment Agency |                               | We are pleased to note the PEI Report acknowledges that there are potential areas of contamination present across the proposed scheme study area and that further site investigation is required to assess the level of risk to groundwater and hence the scope of any necessary mitigation measures. If an area of filled ground at Grove Farm is likely to be disturbed then this site should be investigated to identify the nature of the infill material and any potential hazards. The same applies to infill sites.   | The 'filled ground' at Grove Farm has been investigated as part of the Phase 2A ground investigation. Infill sites are identified in ES Chapter 9 Geology and Soils (Document Reference 6.2). Where contaminated land risks have been identified (i.e. linkage between the source, pathway or receptor) ground investigation has been specified to further refine the risk assessment and to inform the need for mitigation (if necessary).   | N   |
| 104.   | Environment Agency |                               | Regarding Unexploded Ordnance, as well as airdropped munitions, there is also the risk of finding buried caches of unstable phosphorous bombs or similar materials stockpiled by Auxiliary Units in the event of invasion.   | The risk of buried caches of unstable phosphorous bombs or similar materials in or under old farm buildings or similar structures has been included in the design risk register.  | N   |
| 105.   | Environment Agency |                               | It should be noted that due to the heavily jointed and generally permeable nature of Limestone, spilt or leaked oil or other liquids can potentially and very quickly penetrate deep into the ground and then contaminate groundwater. There may therefore be areas of deep, legacy contamination, as opposed to pollutants being retained close to the source by impermeable geology. This also means that significant dewatering could mobilise contaminated groundwater, potentially affecting abstractions or surface waters.  | ES Appendix 2.1 EMP (Document Reference 6.4) considers the requirement to undertake water quality monitoring within the scheme area, which will help to identify any potential areas impacted by hydrocarbon pollution as a result of historical recorded or unrecorded pollution incidents. This information will allow the contractors to manage their works accordingly and minimise their impact on the water environment. In addition, where construction works will require dewatering, this will be subject to an abstraction licence. An application for such licence requires preparation of a hydrogeological impact assessment, which also considers potential impacts on groundwater dependent receptors. | N   |
| 106.   | Environment Agency |                               | There does not seem to be any definite commitment to installing pollution control points as part of the project surface water drainage scheme? Adoption of these features on motorways and trunk roads has been a success story for Highways England in reducing major pollution incidents resulting from spillages. This would be important both due to the permeable nature of the rock strata and due to increased transport of biowastes as a result of the expansion in anaerobic digestion facilities, with increased risk of spillages of bulk organic waste liquids or slurries.   | The design assumption is that all highway drainage outfalls from Highways England drainage to surface waters will have pollution control devices (isolation shut off valves) to deal with spillages. Outfalls from Gloucestershire County Council highways are not anticipated to be provided with pollution control devices although the A356 link and junctions are anticipated to have a similar provision to Highways England roads.  | Y   |
| 107.   | Environment Agency |                               | The PEI Report does not consider what will have to be done with any site-derived materials deemed to be unsuitable for reuse. At the appropriate point we would expect to be consulted on the detailed arrangements for the reuse, recycling or disposal of bulk construction materials, including discussion on appropriate permit requirements for the treatment or disposal of excavation and construction waste. Where clean, inert material is produced that can be used in construction or land-spreading offsite, we would need to be consulted over the proposals.   | Material unsuitable for reuse is assessed within ES Chapter 10 Material Assets and Waste (Document Reference 6.2). Material Management Plan (MMP) for the scheme has been produced as ES Appendix 2.1 EMP Annex E Material Management Plan (MMP) (Document Reference 6.4) which will be developed further if the scheme progresses into construction. Highways England will continue to engage with the EA.   | N   |
| 108.   | Environment Agency |                               | To date we have provided advice on ecological protection and enhancement in our attendance at the Technical Working Groups, and specific pre-application meetings on water-based ecology. This work is ongoing. We welcome that the issues identified and raised at EIA scoping stage have been incorporated to be further investigated at ES stage, leading to production of a Construction Environmental Management Plan and Handover Environmental Management Plan to ensure mitigation/enhancement features are managed appropriately for the life of the scheme. We also welcome that aquatic invertebrate surveys are referred to and that further detail will be published in the ES. Additionally, potential effects on watercourses and springs will be assessed. | Highways England notes the comments regarding ecological protection and enhancement. Associated matters derived with inputs from the Environment Agency including its biodiversity officer are captured in the Statement of Common Ground with the Environment Agency (see Statement of Commonality, Document Reference 7.3).   | N   |

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| 109.   | Environment Agency |                               | We can make limited comments on the Water Framework Directive (WFD) at this stage as a WFD Compliance Assessment is yet to be undertaken. We would refer you to our advice in our Scoping response.   | A WFD Compliance Assessment has been undertaken and is presented as an appendix of ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).  | N   |
| 110.   | Environment Agency |                               | We are supportive in principle of the proposals for a green bridge as this represents the opportunity to be a truly exemplar scheme and will help contribute to the achievement of net gain for the scheme.<br>We would wish for all opportunities to be taken to deliver ecological enhancement. The green bridge must not be seen as the only focus for this as there exist many opportunities to deliver enhancement and betterment. Such opportunities could include enhancements in the receiving waterbodies and catchments like SuDS, fish barrier removal, opening of culverts (especially the Norman's Brook Tributary), re-connection of habitats and natural flood management (NFM). We recognise that HE's Designated Funds exist and may enable ecological projects in the vicinity, however we still feel, as expressed at the pre-application meetings we have had to date, that enhancement opportunities beyond the site boundary may form part of mitigation measures or off-setting for the scheme itself. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.<br>Opportunities to include enhancements for biodiversity are included within the ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. These commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Associated matters are captured in the Statement of Common Ground with the Environment Agency (see Statement of Commonality, Document Reference 7.3).  | Y   |
| 111.   | Environment Agency |                               | We can make limited comments on flood risk at this stage as a Flood Risk Assessment is yet to be undertaken. Despite being defined as 'Essential Infrastructure' the proposed new route lies entirely within Flood Zone 1 and has no direct physical impact on any 'main river' watercourse or associated floodplain areas.<br>The PEI Report notes the need to potentially extend the study area beyond the 1km buffer to capture potential impacts beyond the initial study area - such as any impacts on the headwaters and baseflow of the Churn, which has also been raised within the document. We would welcome discussion about when such a decision to extend the study area would be made? It is important that the approach is suitably flexible to ensure that mitigation measures can be incorporated if necessary, without causing delays to the scheme or planning process. Therefore, we would advocate a precautionary approach to assessment at this stage.   | A Flood Risk Assessment (FRA) (ES Appendix 13.3 (Document Reference 6.4) has been completed, which has modelled watercourses within close proximity to the proposed layout, and includes climate change allowances, as requested in the EIA Scoping Response. This has been shared pre DCO submission and associated matters are captured in the Statement of Common Ground with the Environment Agency (see Statement of Commonality, Document Reference 7.3).<br><br>The ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) study area comprises a 1km buffer from the site boundary with an extension, where required, to capture potential impacts to receptors beyond the standard study area.<br>The ES Chapter 8 Biodiversity (Document Reference 6.2) study area varies from 100m to 1.5km for species and up to 30km for designated sites. | N   |
| 112.   | Environment Agency |                               | The EA is unclear on how sensitivity of off-site waste management infrastructure has been determined in the PEI Report.   | The assessment of off-site waste management infrastructure has been updated to follow the significance criteria outlined in Table 3.13 of the <i>LA 110 of DMRB</i> .   | N   |
| 113.   | Environment Agency |                               | Please be aware that if "hardcore" or similar materials are to be required for temporary vehicle parking areas or otherwise to improve access, these should be free from contamination by cement asbestos, plasterboard, plastic debris or other materials that can often be incorporated in construction wastes. We would expect a process to inspect and verify waste materials that will be used for such temporary hardstanding.  | ES Appendix 2.1 EMP Annex E MMP (Document Reference 6.4) sets out how to manage resources and the ES Appendix 2.1 EMP Annex H Site Waste Management Plan (SWMP) (Document Reference 6.4) sets out how to manage waste. Waste would be governed by the SWMP, this would manage waste in line with best practice requirements and would be developed by the Main Works Contractor as part of the EMP.   | N   |
| 114.   | Environment Agency |                               | We note that paragraph 10.9.1 of the PEI Report inevitably anticipates a large surplus of construction spoil. We appreciate that precise assessment of volumes is always a challenge for large projects and will have to be refined as details are finalised. There may be Permitting requirements regarding the temporary storage and disposal or reuse of waste materials from the project, and especially if material has to be deposited outside the defined project footprint. You will be aware that other major infrastructure projects will probably generate very large volumes of spoil, putting pressure on the available outlets and there may also be significant demand elsewhere for construction resources (especially for concrete,) from other projects.  | Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has significantly altered the extent of cutting required for the scheme. Based on preliminary design figures, the excavated material would be used as general fill for earthwork embankments and landscaping. It is expected that the scheme would achieve an earthworks balance of cut and fill materials.  | Y   |

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|--------|-------------------------|-------------------------------|--|--|---|
| 115.   | Environment Agency      |                               | You should assess the need for any Permits resulting from the waste treatment processes.   | Permits will be considered for the safe disposal of material as set out in ES Chapter 10 Materials Assets and Waste (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4).   | N   |
| 116.   | Environment Agency      |                               | The commercial waste stream arising from onsite offices, canteens, amenity facilities, security units and vehicle and plant repair and maintenance should be considered, and the Waste Hierarchy applied as far as possible. Items to be considered would include food wastes and packaging, recycling arrangements for office waste, redundant PPE and other equipment, bulbs from floodlighting, and wastes from the operation of vehicles and plant. Dewatering of drains and pits and sewage may also need to be removed from site unless there is permanent access to foul drainage. Vehicle cleaning and wheel washing can generate silt and other polluting materials. The Pollution Prevention Guides will cover the likely issues that will arise.  | As outlined in ES Chapter 10 Materials Assets and Waste (Document Reference 6.2), general office waste /construction worker waste is considered to be minimal and would require off-site disposal or recycling. Waste from packaging from materials delivery to site is considered to be minimal and would be taken back to suppliers for re-use or recycling, sorted and taken off-site for recycling and disposal. ES Appendix 2.1 EMP Annex H SWMP (Document Reference 6.4) sets out how waste during construction would be managed.  | N   |
| 117.   | Environment Agency      |                               | Opportunities to enhance sustainable means of transport such as walking, cycling and public transport, should be capitalised upon through the project. For example the proposals to re-purpose the existing A417 route, which is welcomed. There may also be opportunities around this in the proposals for visitor activity.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the provision within the scheme for walking, cycling and horse riding, including disabled users.  | N   |
| 118.   | Environment Agency      |                               | One of the main mitigations to sequester carbon, reduce flood risk and mitigate high temperatures would be to plant as many trees as possible as part of the project (bearing in mind any relevant landscape considerations). These would of course provide visual and sound screening and help absorb airborne pollutants from road traffic. There may also be scope for natural flood management (NFM) measures on watercourse. As advised at the Scoping stage, we would welcome reference in this section to 'Climate Emergency', and recommend the EIA takes account wherever possible of emerging policy on climate change, such as the current announcements relating to the UK's aspirations for 'net zero' carbon by 2050. We would expect the EIA to cover both climate change mitigation and adaption. We would also seek innovative approaches to the climate emergency through this scheme. | It is estimated that an area of approximately 215ha of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Embodied carbon includes GHG emissions associated with energy consumption and chemical processes during the extraction, transport and/or manufacture of construction materials or products. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible. Areas of tree planting have been designed to maintain connectivity of habitat for protected species. Further detail is provided in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).<br><br>Highways England is required by the National Policy Statement for National Networks (NPSNN) to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. This assessment is reported in the ES Chapter 14 Climate (Document Reference 6.2). | N   |
| 119.   | ESP Utilities Group Ltd |                               | ESP Utilities Group Ltd has no gas or electricity apparatus in the vicinity of this site address and will not be affected by your proposed works. However, there is a gas network nearby, for which an as-laid is enclosed.  | It is noted that ESP utilities group has no apparatus in the vicinity of the order limits.   | N   |
| 120.   | Forestry Commission     |                               | We note that in this application, there remains a proposal to remove an area of presumed ancient semi-natural woodland which is not on the Ancient Woodland Inventory, but which will be treated as ancient woodland. Our advice remains that no presumed ancient woodland should be removed. It is very important to clarify the status of the woodland one way or the other. The Ancient Woodland Inventory is being reviewed so that ancient woodlands over 0.5ha will now be mapped and added to the register. We would be interested to know if it is proposed by Highways England or the landowner to put forward this woodland for inclusion in that review?  | The construction would remove a small part of the northern tip of Emma's Grove woodland. Historical mapping shows that this woodland is not ancient woodland (there are no proposals to put forward this woodland for inclusion in the AWI review); however, it supports a number of ancient woodland indicator species and is a priority habitat. The northern section of the woodland impacted by the scheme is comprised predominantly of old hazel stands and ash, whilst the younger southern section of the woodland dating from approximately 1900 is predominantly beech. Where possible hazel coppice will be translocation with topsoil from the woodland to planting areas on the eastern edge of Emma's Grove woodland.  | N   |
| 121.   | Forestry Commission     |                               | We note that you intend to create new broadleaved woodland habitat, which we welcome. There is a need for accurate information on the total area, location and species choice. We will be very happy to discuss these proposals with the developer. We welcome any opportunities to link woodlands together by creating more woodland or hedgerows, which will   | As set out in ES Chapter 8 Biodiversity (Document Reference 6.2), the scheme will provide a gain in broadleaved woodland of approximately 8ha. Following removal of the green bridge from the scheme (see section 7.4 of the Consultation Report (Document Reference 7.7), the proposed Gloucestershire Way crossing has been incorporated into the scheme design and has provided an opportunity to link woodland   | Y   |

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|        |                     |                               | benefit biodiversity, as will the green bridge. We would be interested to see these plans in relation to assessments of existing wildlife path or flight networks, especially, for example, bat flight routes.   | such as Ullen Wood and Emma's Grove with woodland and hedgerow planting. Details of locations and scale of proposed woodland planting are provided in the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and its functionality as mitigation for species is included in ES Chapter 8 Biodiversity (Document Reference 6.2) and relevant appendices. ES Appendix 2.1 EMP Annex D Landscape and Ecological Management Plan (LEMP) (Document Reference 6.4) includes the proposed species and monitoring and management methods for new woodland habitats. Native and some naturalised species are proposed of local provenance that are appropriate to the area and already present at the site, for example oak, sycamore, beech and alder, although the inclusion of some non-native species and those of provenance further south may be considered with regard to resilience to climate change and replacement of ash.  |   |
| 122.   | Forestry Commission |                               | We note there is a large area of woodland to the north of the site, some of which is ancient woodland, and 40ha of which was only created 20 years ago. These woods are managed by the Woodland Trust and by the Cotswolds Conservation Board. This new woodland was created with biodiversity and landscape in mind, and there are also other new woodlands further east which have been created for more commercial reasons. With this in mind, and particularly in the context of the Climate Emergency being declared throughout the country, we believe that this is a landscape that could absorb and benefit from more woodland creation, for both conservation and production, with good landscape design and according to the principles of the UK Forestry Standard. | Areas of newly created woodland as part of the scheme design are documented within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). Woodland planting would include a diverse mix of species to provide resilience to the effects of climate change, including disease.  | N   |
| 123.   | Forestry Commission |                               | We note there is still a proposal to "remove a small part of Emma's Grove" which is "presumed ancient woodland" though not on the register". The area lost is not quantified. You refer to "a detailed habitat mitigation strategy would be developed to replace any habitats permanently lost" which will "replace and enhance lost habitat". It must be borne in mind that ancient woodland is irreplaceable. You acknowledge this fact but still refer to replacing habitats that are permanently lost; we would like you to clarify that this is not possible for ancient woodland and therefore anything that is proposed would be compensation, not mitigation. We note that the magnitude of the impact will be assessed at Environmental Statement stage.              | The construction would remove a small part of the northern edge of Emma's Grove woodland. Historical mapping shows that this woodland is not ancient woodland; however, it supports a number of ancient woodland indicator species. The northern section of the woodland impacted by the scheme is comprised predominantly of old hazel stands and ash, whilst the younger southern section of the woodland dating from approximately 1900 is predominantly beech. Emma's Grove is therefore assessed as priority habitat lowland deciduous woodland.<br><br>Measures to mitigate or compensate for the impacts are presented within ES Chapter 8 Biodiversity (Document Reference 6.2). Mitigation measures such as translocation of woodland ground flora and coppice stools will be undertaken at Emma's Grove. All habitat loss is assessed, and replanting is assessed as compensation for the loss in accordance with DMRB guidance. Landscape planting is shown on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). | N   |
| 124.   | Forestry Commission |                               | We welcome the commitment to net gain for biodiversity but we have not yet seen sufficient evidence that this will be achieved. It must be recognised that damaging or destroying ancient woodland makes it impossible to achieve net gain. We would encourage you to consider net gain for carbon alongside net gain for biodiversity.  | The scheme has committed to no loss of ancient woodland at Ullen Wood. It is agreed that irreplaceable habitat or designated sites are not included in any scoring for the Department for Environment, Foods and Rural Affairs (DEFRA) Biodiversity Net Gain Metric 2.0 which is being applied to the scheme.<br><br>A gain in priority habitats of species-rich hedgerow, lowland deciduous woodland and lowland calcareous grassland habitat types is achieved but this is not reflected as an overall net gain in the current metric. The new Defra 3.0 metric is awaited and will be applied to the scheme. Highways England is maximising biodiversity opportunities and focussing on the creation of priority habitat, connectivity and local distinctiveness. Within the scheme but is also looking at further opportunities outside of the DCO boundary to deliver Biodiversity Net Gain.   | N   |
| 125.   | Forestry Commission |                               | We welcome the repurposing of the old road to allow walking and cycling and to allow tree cover to develop along the route.  | Highways England notes the support for the repurposing of the existing A417. Planting will include calcareous grassland verges and additional trees along the route.  | N   |

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|--------|---------------------|-------------------------------|---|---|---|
| 126.   | Forestry Commission |                               | We welcome the green bridge proposals, but have concerns that it is not currently planned to be wide enough to achieve the benefits that you predict.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 127.   | Forestry Commission |                               | We welcome your proposals for tree planting for habitat connectivity and for screening but we cannot get a clear picture yet on exactly the area of new planting planned.   | The ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) sets out the landscaping and planting proposals for the scheme.  | N   |
| 128.   | Forestry Commission |                               | <p>We are concerned about the loss of any woodland through the scheme and therefore we would ask that you quantify clearly the area of existing woodland that will be lost and created. We would like to see comprehensive surveys on those woodlands affected, so that the impact on woodland-dependent species can be better assessed.</p> <p>We would also ask that you set out proposed management arrangements in order to ensure that the new woodlands establish successfully over the first few years and are maintained sustainably in the long-term. We would like to see more information about how these woodlands would be designed to best expand existing priority habitat, whilst ensuring that the woodlands are resilient in the face of climate change, plant health threats and – where appropriate – to provide forest and wood products.</p> <p>We draw your attention to the fact that there are young woodlands which fall within the boundary of the scheme which have been supported with grants from the Forestry Commission in the past and are still in obligation. Therefore any financial or legal implications for the landowner should be investigated and resolved. Ideally these woodlands would be expanded and connected to enhance their ecological function and contribution to the landscape. It is also important to note that all woodlands need appropriate management and therefore the access routes to all woodlands need to be maintained where they exist, or even improved where possible and appropriate.</p> | <p>Details of locations and scale of proposed woodland planting are provided in the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).</p> <p>Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1) .</p>  | N   |
| 129.   | Forestry Commission |                               | We note and welcome the intention for the scheme to be landscape-led. Given the impact that a new road will have in an open landscape, we would encourage an ambitious approach to incorporating trees and woodlands into this new landscape, to screen and soften the new road, as well as to achieve net gain for biodiversity and contribute to woodland cover in the face of climate change.  | Highways England has taken a 'landscape-led' approach to the design of the scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7). Planting has been designed with regard to ecological mitigation requirements and in accordance with the <i>Nature Recovery Network plan</i> . Overall, the scheme delivers a gain of approximately 9ha of broadleaved woodland. The planting is shown on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).  | N   |
| 130.   | Forestry Commission |                               | We recommend that you consider the impact of Ash Dieback and the resultant projected loss of ash trees within the current landscape alongside your plans and design woodland and tree planting to ensure that you achieve a net gain in woodland and canopy cover.  | <p>Species selection for new planting would include a diverse mix of native trees of local provenance and characteristic of the local area. The use of some non-native species or native species of provenance between 1 degree and 5 degrees south will be considered where appropriate to provide resilience against the effects of climate change. No ash will be replanted due to the spread of ash die-back disease, however species will be selected that offer similar habitat for lichens and invertebrates and or have similar pollen and nectar production, such as elm.</p> <p>Overall, the scheme delivers a gain of approximately 9ha of broadleaved woodland. The planting is shown on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3)</p> | N   |

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|--------|---|-------------------------------|---|---|---|
| 131.   | Forestry Commission                           |                               | We recommend that you consider and articulate any impacts on the existing woodlands surrounding the proposed route, since they would then be much closer to a highway, with the noise, air and light pollution that would entail. We note the increased woodland planting proposed near Ullen Wood and Barber Wood and would like to see how the new planting will complement these woodlands.  | The effect of the scheme on woodlands is assessed in ES Chapter 8 Biodiversity (Document Reference 6.2). Species selection for new planting would include a diverse mix of native trees of local provenance and characteristic of the local area. The use of some non-native species or native species of provenance between 1 degree and 5 degrees south will be considered where appropriate to provide resilience against the effects of climate change. No ash will be replanted due to the spread of ash die-back disease, however species will be selected that offer similar habitat for lichens and invertebrates and or have similar pollen and nectar production, such as elm. The woodland planting near Ullen Wood will be of similar species and will also include a buffer of smaller trees and woodland scrub species to create a tiered edge to the woodland to benefit biodiversity and also provide protection for the woodland against environmental stresses. Woodland planting is shown on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). | N   |
| 132.   | Gloucestershire Police and Crime Commissioner |                               | <p>The proposals around upgrading the A417 at Brockworth and Cowley are noted – we do not have any comments to offer on the various options. However, it is important that we draw your attention to the consequences of upgrading this section of road as it will place additional demands on the Constabulary. We are committed to delivering the PCC’s Police and Crime Plan, specifically in this case, the Safe and Social Driving priority which seeks to make the roads in Gloucestershire safe for all to use. Undoubtedly, this upgrade to the A417 will be a positive contribution to that priority.</p> <p>You should be aware of “Operation Indemnity”. The team operate on and around the A417 and A419 using ANPR technology to target traveling criminals and uninsured vehicles, supporting road safety campaigns and assisting neighbourhoods to tackle the “Fatal Four” causes of road deaths and injury. We will endeavour to expand the scheme once the upgrade for the A417 is in place.</p> | <p>Highways England notes that Gloucestershire Constabulary do not have any comment on the scheme. An aim of the scheme is to increase road safety, and Highways England notes that the Gloucestershire Constabulary consider that the scheme would be a positive contribution to the Safe and Social Driving priority. The information provided regarding Operation Indemnity is noted.</p> <p>The proposed route has been designed to the modern highway design standards suitable for a dual carriageway with a 70mph speed limit. The design standards take account of proposed vehicle speeds and offer a safer environment for higher vehicle speeds. The standard of the route would be a vast improvement over the current situation providing segregated carriageways for opposing directions of traffic separated by a safety barrier.</p>  |   |
| 133.   | The Joint Councils                            |                               | The Councils fully support the vision of the A417 Missing Link a landscaped scheme that will deliver a safe and resilient free-flowing road whilst conserving and enhancing the special character of the nationally important protected landscape of the Cotswolds AONB.  | Highways England welcomes the support for the vision of the scheme as expressed by the Joint Councils. This is reflected as a matter agreed within the Joint Councils Statement of Common Ground (see Statement of Commonality (Document Reference 7.3)).   | N   |
| 134.   | The Joint Councils                            |                               | It is crucial that the mitigation, compensation and enhancement proposals included within the Development Consent Order (DCO) and its accompanying documentation are delivered by the scheme. A clear mechanism should be in place to ensure that the vision of the scheme is delivered in full so that the landscape and biodiversity elements of the scheme are not diluted by any potential engineering or other project cost increases.   | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, such as the mitigation and enhancement set out within the DCO application documents.   | N   |
| 135.   | The Joint Councils                            |                               | The preparation of an environmental masterplan is welcomed as is the collaborative work on a long-term legacy for the project, that is being led by the National Trust and the Gloucestershire Wildlife Trust, to create a major project based around the scheme to improve access to the countryside and to enhance biodiversity and the historic environment. It is important that the highways proposals are cognisant of that work and take this in to account in the detailed designs of the scheme.   | As set out in the Consultation Report (Document Reference 5.1), Highways England has engaged with key stakeholders and environmental regulators, including the National Trust and Gloucestershire Wildlife Trust, throughout the development of the scheme’s design in order to meet the landscape-led vision for the scheme. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) provides the environmental masterplans for the scheme.   | N   |
| 136.   | The Joint Councils                            |                               | The Preliminary Environmental Information Report (PEI Report) sets out the Scheme Objectives and Sub Scheme Objectives in Table 1-1 and states that “The Scheme will consider appropriate relaxations or departures from highways standards to reduce the environmental impact of the road without compromising safety”. Could Highways England (HE) provide  | As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), Highways England has provided GCC with the departures from standard affecting the GCC highways network. These have been accepted and signed off by GCC in August 2020.  | N   |



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|        |                    |                               | Gloucestershire County Council (GCC) with a list of where relaxations or departures have been provided to reduce said impacts?  |   |   |
| 137.   | The Joint Councils |                               | It would also useful to understand if the Sub Objectives in Table 1-1 of the PEI Report are pre-emptive of the environmental assessments of the Environmental Statement (ES) and any environmental impacts to be identified so that it is known if these objectives can be achieved?  | Highways England developed the scheme Vision and Objectives at the outset of the scheme, with input from key stakeholders, to inform and guide the development of the scheme and the appraisal of options. They were therefore pre-emptive of the outcome of the ES (Volume 6).   |   |
| 138.   | The Joint Councils |                               | It is acknowledged that some details of the scheme design are not yet available. The potential effects of the scheme have therefore been reviewed based on the information provided in the consultation documentation. In delivering a successful design, the interplay of mitigation should be a key consideration. This is so any changes in design to address one issue do not adversely alter the effect of other key issues.   | Highways England notes the comment. The Design Summary Report (Document Reference 7.7) sets out how the landscape-led approach to the scheme has been implemented, with due consideration given to the interplay between different aspects of the Cotswolds AONB environment, when designing the scheme and its mitigation.   | N   |
| 139.   | The Joint Councils |                               | <p>The Councils fully support that the scheme will deliver Biodiversity Net Gain (BNG), acknowledging the high biodiversity value of the surrounding sites and habitats and the Government's 25 Year Plan. The need for achieving BNG is also set out in Local Policy.</p> <p>Robust evidence should be provided to show that the scheme delivers BNG within the red line boundary and that this net gain is related to the context of the site and is permanent. A commitment to the Department of Environment, Food and Rural Affairs (DEFRA) 2.0 metric and a proposed level of net gain is recommended, a minimum of 10% would be reasonable. In applying the metric, it is also important to consider not just net gain in simplistic numerical terms but also to consider connectivity and local distinctiveness. Fine details in species mitigation plus appropriate landscaping and aftercare management will be important.</p>                     | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures.</p> <p>For further information, please refer to the Case for the Scheme (Document Reference 7.1). The position of the Joint Councils and Highways England on this matter is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).</p> | N   |
| 140.   | The Joint Councils |                               | The documentation refers to the gradual slopes back from cuttings being returned to agriculture – these slopes (which could be constructed from low fertility material gained from the cuttings) could provide a good opportunity to create species rich grassland. Natural re-colonisation should also feature strongly where possible. We would recommend that calcareous grassland is established on the new/ changed embankments and cuttings. Using topsoil should be avoided except possibly where trees must be planted so they grow well for landscape and ecological reasons e.g. for the connectivity for bats. We hope that no or minimal dressings are used to make this happen, such as what was done for Weymouth Relief Road (Dorset County Council). If any seed mixtures are used (they may be needed sparingly in a few places) they should be appropriate mixes and sourced locally if possible, ideally from hay meadows in the region. | <p>Species-rich calcareous grassland would be created on the gradual slopes back from the cuttings and re-colonisation would be encouraged where possible. The request for minimal or no dressings to be used has been noted and it is confirmed that no fertilizer will be used for grassland creation. It is intended to use only material from the site with no additional topsoil or dressings for grassland creation as per the Weymouth relief road case study. Seed mixes will be of local provenance if available and will include food plants for notable invertebrates in the area. Habitat creation will be undertaken in consultation with local organisations such as the Gloucestershire Wildlife Trust and Glorious Cotswold Grasslands.</p> <p>New areas of calcareous grassland would be managed to create new species-rich communities that would enhance the character of the existing the AONB Landscape. Please refer to ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) for further information.</p>  | N   |
| 141.   | The Joint Councils |                               | The long-term management of any areas of habitat creation is crucial to the success of BNG. By whom and how will these areas be managed? If the land is handed back to the original owners, how will its long-term management be guaranteed and monitored?  | <p>ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) sets out how the landscape design and ecology mitigation measures including habitat creation would be delivered and managed.</p> <p>Following completion of construction, the main works contractor would undertake management and monitoring of newly created habitat according to the agreed LEMP for an initial five-year period. Following the establishment period, after the first five</p>  | N   |

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|        |                    |                               |  | years monitoring would consist of annual checks with recommendations made to ensure the maintenance is adjusted to suit the establishing planting and habitats. The LEMP would be subject to a process of ongoing review and amendment during the lifetime of the scheme to ensure it remains relevant. Review requirements shall follow Highways England's 'Landscape Management Handbook'. This states that the landscape and ecological management plans should be updated annually and formally reviewed every five years. Discussions are ongoing with certain landowners in relation to the potential use of Section 253 Highways Act 1980 agreements in order to manage areas of long-term essential mitigation. The LEMP (which is updated as the scheme progresses) could include details of these if they are in place at the time of writing. Similar agreements for long-term maintenance may be reached with other parties but Highways England will assume responsibility until such agreements are in place. |   |
| 142.   | The Joint Councils |                               | It is noted that this area of the Cotswolds is susceptible to severe weather and suffers from frequent snow events during the winter. It would be good to understand whether protection against drifting and the provision of any snow fencing has been considered during the preliminary design phase to ensure that wherever possible the carriageway remains free from drifting snow. GCC would be keen to know whether a Safety Risk Assessment in accordance with GG 104 has been undertaken and what the results of that assessment are and whether all the identified issues have been considered in said assessment. | The suggestion of including snow fences to prevent snow drifting across the roads is noted. Careful consideration of methods to mitigate issues with drifting snow will be reviewed during later stages of design of the scheme. A number of Risk Assessments (RAs) in accordance with DMRB standard GG104 have been undertaken however RAs in relation to snow fencing have not been undertaken. It is expected that these would be undertaken during later stages of design. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 143.   | The Joint Councils |                               | Given rapidly changing technologies, CDC would like to know if any consideration has been given to future proofing the route? For example, laying ducting so that wireless electric car charging could be installed in the future?   | The design of the route has been undertaken to provide predicted traffic capacity for up to 15 years after opening. Provision for new technologies is under constant review across the network however it is not proposed to provide ducting for electric car charging, at this time, along the route.  | N   |
| 144.   | The Joint Councils |                               | GCC would like to explore opportunities to provide and improve active travel facilities at locations in Cheltenham and Gloucester where the scheme is likely to affect traffic flows.  | Provision of active travel facilities in locations outside of the boundary of the scheme, such as Cheltenham and Gloucester, are outside of the scope of the DCO scheme to deliver. Highways England acknowledges the request of GCC regarding this matter and is in discussions with GCC regarding funding for projects linked to the scheme (but which are outside of its extent) through Designated Funds.   | N   |
| 145.   | The Joint Councils |                               | A417 Mainline: Has HE considered designing an arrester bed at the bottom of Crickley Hill as an additional safety measure for the long steep (greater than 5%) gradient?   | An assessment of arrester bed provision has been undertaken and it has been concluded that an arrester bed should not be provided. In particular, there are no existing incidents that have been recorded with runaway vehicles, even with the steeper existing gradient. Any arrester bed would also need to be located on a right-hand curve and would require the removal from the scheme of a proposed layby. These factors mean that if an arrester bed was provided there would be potential for it to be used inappropriately, either by vehicles mistakenly entering it or using it as a layby. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 146.   | The Joint Councils |                               | Crickley Hill: It is stated that the cutting to accommodate the proposed mainline alignment on Crickley Hill will be up to 25m high. It is not clear whether the proposals include safety measures such as fencing or barriers of a suitable height and design for people or mammals at the top of the cutting each side of the carriageway, particularly since there are a number of existing and proposed walking, cycling and horse riding (WCH) routes in the area which could bring people in proximity to the edges of the scheme.   | Where there is a hazard identified in relation to cutting slopes identified, appropriate control measures would be provided to protect users and mammals. These may include fences, walls and hedges. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 147.   | The Joint Councils |                               | Shab Hill junction: It is not clear whether there is provision for WCH groups to cross the proposed Shab Hill junction. It is currently believed that there is no WCH connection through the junction. This will be particularly important for the proposed road link to Birdlip, which will link up with the repurposed   | Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past   | Y   |

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|        |                    |                               | A417 which is being explored for potential WCH use. Regarding this, GCC request that the repurposed A417 is downgraded to a Restricted Byway suitable for WCH groups and reduced to 6m in width from Golden Heart Inn through to the new link road to Birdlip, with a 3m wide tarmac surface retained for cyclists, carriage drivers and walkers and a softer strip 3m wide for equestrian use, possibly using a surfacing product such as "Flexipave" suitable for horses to use.   | Shab Hill Barn and use Cowley overbridge. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.<br>The re-purposed A417 as the Air Balloon Way would involve a restricted byway classification with minimum 5m width for WCH.<br>Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed. Highways England will consult with Gloucestershire County Council and refer to the latest guidance for cycle infrastructure design from the Department for Transport. Suggestions put forward by Gloucestershire County Council and other interest groups to date have been included as a commitment in the ES Appendix 2.1 EMP Annex F PRoW Management Plan (Documents Reference 6.4) . |   |
| 148.   | The Joint Councils |                               | Grove Farm Access: This left in, left out junction located at approximately Chainage 1+350, is on the 7% down gradient of the mainline and is in a particularly vulnerable location, on dual carriageway halfway through a series of left-hand and right-hand curves. It is good to see that a parallel diverge taper has been provided, but GCC would urge HE to consider trying to eliminate this turning movement altogether.   | Following the amendments to the scheme design since the 2019 statutory consultation, Highways England has removed the access from Grove Farm to the mainline A417 from the scheme. This has sought to improve safety and accommodate design changes to the mainline. An alternative access is provided by the Grove Farm underbridge. The Joint Councils support this design change, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | Y   |
| 149.   | The Joint Councils |                               | Green Bridge: The Councils welcome the inclusion of a well-designed green bridge to enable biodiversity and non-motorised users (NMU) linkages, and as a key element of the landscape mitigation proposals. The current proposals show a green bridge of approximately 50m wide. It is felt that 50m is relatively narrow to enable safe WCH links, while enabling biodiversity connectivity. Please ensure there is an adequate width for the safe passage of all users. Can HE confirm that the location of the green bridge is fixed and that the potential effects of the green bridge have been assessed as part of the PEI Report? Will there be any requirement to light the green bridge or underneath it and what are the edge protection requirements? | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 150.   | The Joint Councils |                               | Shab Hill junction / Mainline: On reviewing the Engineering Plans, it is noted that the climbing lane ends in the immediate vicinity of the southbound entry merge taper at the junction of Shab Hill. There is a concern that with traffic merging from the right could potentially cause side swipe type accidents. Consider relocating the end of the climbing lane to ensure that this hazard is removed or provide a parallel merge to the slip road to move the slip road merging manoeuvres further away from the climbing lane merges.   | The climbing lane would extend to Shab Hill junction until after the gradient has summited. This is fully compliant with Highways England design standards which prescribe the criteria for termination of the crawler lane. At Shab Hill junction the design has been modified to ensure the merge from Lane 3 to Lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 220m further east. This would therefore separate these manoeuvres and ensure safe operation of the road reducing the probability of congestion issues. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | Y   |
| 151.   | The Joint Councils |                               | Cowley junction: During previous discussions with HE, GCC have questioned the need for the northbound exit at this junction, we understand that this has been raised by a number of people during the consultation events. GCC would urge HE to revisit the requirements for this junction. If this junction remains, then we would question whether the junction with the old A417 needs to be a roundabout. Traffic figures provided are low and a roundabout seems unnecessary. Other similar left in, left out junctions along the A417 towards Cirencester do not have roundabouts  | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners. Highways England considers that a roundabout at this location helps with the construction phasing of the scheme. These matters are now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).                     | Y   |

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| 152.   | The Joint Councils |                               | Cowley junction/Shab Hill junction: Has full consideration been given to stopping sight distance to all the looped slip roads at these junctions, particularly the East Cowley junction which has standard verges in a cutting?  | Highways England confirm that site stopping distance in accordance with standards would be provided on the connector roads. The landscaping proposals indicated would be refined to ensure visibility is compliant with requirements. Due to minor road flows Cowley junction has been designed in accordance with the requirements for compact grade separated junctions. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 153.   | The Joint Councils |                               | The A436 is also provided with a climbing lane heading from the new A436 roundabout in a southerly direction towards Shab Hill junction. It runs parallel with the mainline of the A417. As the mainline emerges from the deep cutting and the A436 starts to dip towards Shab Hill junction this could mean that dazzling from oncoming traffic may be an issue, particularly immediately following completion or at least until any landscape planting has established itself.   | Highways England notes the concerns relating to potential dazzling from oncoming traffic as the mainline emerges from the deep cutting and the A436 starts to dip. Appropriate anti-dazzle measures would be provided to ensure dazzling does not occur. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 154.   | The Joint Councils |                               | <p>A high proportion of the scheme is new carriageway, offline of the existing A417. In terms of what GCC's local road network will be in the future they fall into one of the following categories:</p> <ul style="list-style-type: none"> <li>Existing A417 to be de-trunked and retained as highway.</li> <li>Existing A417 to be re-purposed, re-engineering and become a WCH asset.</li> <li>Careful design will be required to ensure that these routes do not look like old roadways. HE/GCC should also agree what the management proposals of the old A417 are going forward.</li> <li>Will/should this route be lit?</li> <li>New carriageway connections from the existing local road network to the A417.</li> </ul> <p>GCC is keen to fully understand what the extent of the assets associated with each of the above categories that will become local network would be in the future. Can HE provide GCC with a schedule of the lengths and associated assets contained in those lengths, along with a proposal as to what additional funding through commuted sums would be provided to undertake the additional maintenance liability of all these additional assets? Currently there is CCTV equipment at Nettleton Bottom, a weather station at Birdlip, the Barrow Wake underbridge, traffic counting equipment and statutory undertakers' plant in the re-purposed section, what are HE's proposals?</p> | Highways England is in discussion with GCC regarding the proposals for the ongoing management and maintenance of the de-trunked highway, and other assets. Please refer to the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) for the latest position reached in these discussions.  | N   |
| 155.   | The Joint Councils |                               | Site compounds have been identified in the PEI Report but are not shown on plans. It is important to show the site compounds for members of the public and stakeholders to understand the location and any potential impacts. Clarification is required as to whether the compounds have been included in the preliminary assessment. All compounds and other temporary land take need to be subject to assessment, evaluation and a programme of mitigation if necessary.   | <p>In recognition of feedback relating to the consultation materials, site compounds were included within the General Arrangement plans provided at the 2020 supplementary consultation.</p> <p>All compound locations have been assessed within the Environmental Impact Assessment reported in the ES (Document Reference 6.2). Details of all required temporary and permanent land take is provided and Highways England has consulted with affected land interests as set out in the Consultation Report (Document Reference 5.1). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which sets out the mitigation for the scheme.</p> | Y   |
| 156.   | The Joint Councils |                               | Could construction traffic damage minor roads that are being used? Are there mechanisms that can be put in place to repair any local roads damaged by additional traffic during construction? GCC would be keen to understand what traffic management considerations have been given to the areas of the scheme that interact with the existing A417 as inevitably there will be a migration of traffic away from the A417 and a probable increase in  | Highways England has produced ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) and ES Appendix 2.1 Annex F PRoW Management Plan (Document Reference 6.4), which sets out how the impact of construction on the environment, the road network and local communities will be managed. For example, as part of the construction works a condition survey of all construction routes will be undertaken prior to construction starting. Once the construction works are complete a condition  | N   |

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|        |                    |                               | traffic on the local road network. GCC would welcome joint discussions with HE about agreeing a construction traffic management plan. Full assessment of all construction related impacts will be required – including haul roads, storage depots, new drainage routes/pipes etc.   | survey will be undertaken and any damage to the roads beyond normal wear and tear will be repaired.   |   |
| 157.   | The Joint Councils |                               | Will there be any control of lighting resulting from construction works or works compounds? The construction process will be lengthy and therefore these impacts should be considered.  | Restrictions on lighting during construction is detailed within ES Appendix 2.1 EMP (Document Reference 6.4).   | N   |
| 158.   | The Joint Councils |                               | The PEI Report describes that there is potentially a large volume of surplus material and GCC are keen to ensure that the amount of this material that needs to be transported within or out of the county is minimised and that GCC will work closely with HE to ensure the minimal effect on the environment.   | Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved.   | Y   |
| 159.   | The Joint Councils |                               | Street Lighting Confirmation is requested on the lighting to be used as part of the scheme. It is also thought that all these lighting elements should be scoped in to the LVIA.<br>GCC supports the Dark Skies initiative and on rural roads where accidents are very low or nil, GCC would consider not illuminating the majority of that Highway. However, in accordance with BS/EN 5489 and BS/EN13201, any "Conflict Zone (roundabouts etc)" on the proposed new Highway that is to be maintained by GCC would be illuminated to the appropriate levels as stated in the aforementioned documents. The illumination of any Conflict Zones or any part of Highway as required, would be undertaken with LED Luminaires with Glare and Obtrusive Light Control that complies with Glare Classes G*5 and G*6 in accordance with BS EN 13201-2.<br>The statement that there will be no street lighting provided at any of the side road junctions is supported by CDC who argue it is key in reducing the potential impacts of the scheme in the landscape, as dark skies are an important component of the character of the Cotswolds AONB and the Dark Skies initiative. They would like to question what mechanisms are in place to ensure that lighting does not become incorporated into the scheme at a later date when additional health and safety audits have taken place?. | In ES Chapter 2 The Project (Document Reference 6.2) it is confirmed that, due to the AONB context and environmental sensitivity, the scheme would not have road lighting. This matter remains under discussion with the Joint Councils as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 160.   | The Joint Councils |                               | Traffic: GCC and their consultants have been overseeing and reviewing the SATURN model (developed for the scheme) over a number of years and reviewing the traffic figures and impact of the scheme as a whole, and not just on the 'missing link' scheme itself. Changes were made from the initial Stage 1 model (completed for the Option Sifting) to incorporate further detail, and incorporate all anticipated network changes and committed development, particularly on a local level within the County.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 161.   | The Joint Councils |                               | The recent consultation documents do not detail the traffic impacts to a level that are required for a full detailed response. Information that is required for a full view in terms of the traffic would include the following: <ul style="list-style-type: none"> <li>• Predicted changes in traffic flows for both the scheme itself, and the connecting strategic routes (A417, A46, A436, A435 etc.);</li> <li>• Traffic impacts on the local roads and routes, and confirmation of proposals for the repurposed A417 (road closure) in terms of walking and cycling provision;</li> <li>• Traffic flows for both the opening year and appropriate future years;</li> <li>• Journey time savings delivered for the route, and any implications for key connecting routes;</li> <li>• Predicted accident savings delivered by the scheme; and</li> </ul>  | Since the 2019 statutory consultation, Highways England has continued to engage with GCC in relation to the traffic modelling undertaken for the scheme, including providing updated information where relevant following changes to the scheme design. Matters raised by GCC in their 2019 consultation response and subsequent discussions are now broadly agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Highways England will continue to engage with GCC as any further queries regarding traffic modelling arise. | N   |

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|        |                    |                               | <ul style="list-style-type: none"> <li>Full assessment of the implications for air and noise impacts (the PEI Report advises of no significant impact to local air quality, and a benefit for some/adverse impact for other properties &amp; PRoW).</li> </ul>  |  |   |
| 162.   | The Joint Councils |                               | GCC are particularly concerned that the scheme minimises traffic impacts on alternative and parallel routes, specifically any potential rat-running the villages of Birdlip and Cowley. The current layouts are such that careful consideration needs to be given to the access arrangements for both Birdlip and Cowley, so that they are accessible to the local residents and adjacent communities, but not designed in such a way as to prove attractive to through traffic. For example, the road link to Birdlip will potentially be an improved road-link compared to the current provision, and could potentially be a route down to Brockworth, Hucclecote, Barnwood and residential sites to the east of central Gloucester.  | As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), it is agreed between the Joint Councils and Highways England that the scheme would overall reduce rat running for local communities who currently experience the issues. For example, the scheme would reduce the overall level of traffic passing through Birdlip, Elkstone and the A435 and A436.  | N   |
| 163.   | The Joint Councils |                               | Previous iterations of the model have highlighted concerns regarding possible increases in traffic, particularly for the central area of Cheltenham and routes to and from the scheme. The final model runs will enable a full picture to be assessed in terms of impact for Cheltenham and Gloucester, but at present all of the required modelling data is not available.   | Since the 2019 statutory consultation, Highways England has continued to engage with GCC in relation to the traffic modelling undertaken for the scheme, including providing updated information where relevant following changes to the scheme design. Matters raised by GCC in their 2019 consultation response and subsequent discussions are now broadly agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Highways England will continue to engage with GCC as any further queries regarding traffic modelling arise.  | N   |
| 164.   | The Joint Councils |                               | GCC require further drawings and detail of the junction at the top of Leckhampton Hill (Leckhampton Hill/A436/A417). The current plans show this junction as a roundabout, but GCC would still like to assess if a signalised junction, or any revisions to the junction layout would make a material difference to the route choices. Therefore, additional model run results are required to inform GCC's view. The form and capacity of this junction is considered critical to influencing the route choice of traffic to/from Cheltenham, and whether traffic routes via Leckhampton Hill or chooses the A436/A435 route in to Cheltenham via Severn Springs. The most recent traffic assessment indicates that southbound traffic on Leckhampton Hill increase significantly, but decreases substantially on the A435, and this is in contrast to our expectation. Furthermore, GCC have requested that reductions in capacity can be considered on Leckhampton Hill in the traffic modelling assessment to evaluate if this could make a difference to the route choice and flows. GCC would consider that the A436/A435 is the appropriate strategic route to encourage traffic on to travelling to/from Cheltenham, as well as the A46 Shurdington Road. | Since the 2019 statutory consultation, Highways England has continued to engage with GCC in relation to the traffic modelling undertaken for the scheme, including providing updated information where relevant following changes to the scheme design. Matters raised by GCC in their 2019 consultation response and subsequent discussions are now broadly agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Highways England will continue to engage with GCC as any further queries regarding traffic modelling arise.  | N   |
| 165.   | The Joint Councils |                               | <i>[The Joint Councils provided a detailed commentary on the PEI Report and associated appendices and figures. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those identifying typographical errors or suggesting minor amendments to the presentation or content of the document.]</i>  | Highways England has taken into consideration the comments of the Joint Councils in developing the subsequent 2020 PEI Report, the ES (Document Reference 6.2) and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of feedback where appropriate, whilst detailed responses to material points raised are provided within this table.   | N   |
| 166.   | The Joint Councils |                               | Upon review of the PEI Report, it is acknowledged that many of the baseline surveys and assessments have not yet been undertaken and that further up-to-date evidence is required on which to base an assessment of the likely effects and the detailed mitigation and enhancement proposals. The ES will need to include the full range of environmental information to provide certainty on the potential effects and the mitigation/ enhancement to address those effects. It is not possible to comment in detail at present in the absence of that data and certainty.   | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Reports outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full EIA are reported in the ES (Document Reference 6.2).The information in the | N   |

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|        |                    |                               |  | ES (Document Reference 6.2) will be considered by the PINS during the Examination of the scheme.  |   |
| 167.   | The Joint Councils |                               | It is stated that the draft scheme design will be informed by consultation and ongoing assessment, which will be subject to 'refinement' prior to submission of the DCO application. It is not made clear what elements of the scheme are fixed and the influence that consultation comments can make on the further design development of the scheme. Councils would welcome that consultation and stakeholder engagement is carried forward through the technical working groups where and when possible to influence the final scheme design.   | The Consultation Report (Document Reference 5.1) sets out how Highways England has sought to consult throughout the development of the scheme and how this has influenced the scheme design. The engagement undertaken specifically with the Joint Councils is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 168.   | The Joint Councils |                               | Landscape Assessment: We welcome the understanding in the PEI Report that landscape, biodiversity and the historic environment are all closely linked and need to be considered both separately and jointly.<br>Regarding the landscape assessment methodology, rather than broad landscape character types, the assessment should report sensitivity, magnitude and impacts separately on, for example, Landscape Character Areas (LCA) 7B and 7C, 8A and 8C, and 18A. This is because their details and characteristics are of a more appropriate scale and location to the scheme than the broad character type.  | The Environmental Assessment methodology in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) states that the ES presents baseline information representing the conditions of the environment for the baseline scenario. The method for assessing landscape and visual effects are based on the principles set out in the DMRB LA107 Landscape and Visual Effects with reference also to GLVIA3.<br>The LVIA does not assess effects on individual landscape character areas (LCA) preferring to use the landscape character types (LCT). The LCTs provide enough detail for a robust assessment of the likely effects on the receptors within the 3km study area for a linear infrastructure project. | N   |
| 169.   | The Joint Councils |                               | The statement "It is notable that there is no right in planning law to a private view. This has been accepted by various appeal decisions determined by the Planning Inspectorate. Therefore, views from private properties will not form part of the ES LVIA." appears contrary to advice within the now superseded IAN 135/10. We assume that impacts on sensitive visual receptors, which include views from residential areas (LA 107), will be assessed and reported, even if these assessments need to be based on professional judgement and are not accompanied by viewpoints taken from private land.   | The 2019 PEI report did not include a full assessment of the potential impacts. However, additional information was prepared for the 2020 PEI Report published at the 2020 statutory consultation. Additional viewpoints were added to the assessment for the 2020 PEI Report published at the 2020 statutory consultation.<br>ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) includes an assessment of visual effects to residential receptors. The ES Appendix 7.7 Visual Assessment Tables (Document Reference 6.4) provides the full assessment.  | N   |
| 170.   | The Joint Councils |                               | Visual Assessment - No viewpoint photographs have been provided within the PEI Report, we would need further discussion on this once available to understand the potential impacts and mitigation from each location.<br>Additional viewpoints would be useful to illustrate views from the PRoW network to the west of the scheme, particularly in locations where beneficial impacts of moving the road corridor may be achieved and where visual amenity may change from a baseline with a road corridor visible in the west to a road corridor visible in the east.  | The LVIA assesses the likely visual effects of the scheme on sensitive visual receptors include community groups (residential areas) using representative viewpoints. The methodology used for this assessment is set out in Section 7.4 of ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). Table 7.6 sets out a summary of how surveyed viewpoints are linked to visual receptors. Views from individual properties have not been assessed as this approach is considered not proportionate for the scale of this scheme.  | N   |
| 171.   | The Joint Councils |                               | No identification or description of potential residential visual receptors has been identified at this stage; we assume the visual assessment process will follow that outlined in LA 107. The PIER suggests that photographs will be provided within the ES, we would also expect cross-sections to be provided from some sensitive or key locations. It is noted that there is no identification or description of potential residential visual receptors. Further design development, mitigation and enhancement opportunities should be considered. The PIER is not clear on where significant landscape and visual effects are likely to occur or the elements of the proposal that are generating these impacts. | Following the Joint Councils' feedback to the 2020 supplementary consultation and further engagement, the methodology of the landscape and visual assessment is considered agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   |   |
| 172.   | The Joint Councils |                               | Given that the geological investigations, which will guide the profiles of the cuttings, are not yet completed it is difficult to assess the landscape impacts of the cuttings and their potential for mitigation and enhancements. The detailed scheme should be based on complete data to ensure that a  | Phase 2A ground investigations are now complete and informed the Environmental Statement (Document Reference 6.2). Phase 2B ground investigations have not been undertaken and are planned for detailed design of the scheme. Detailed design of the cutting will continue post DCO to ensure the best design outcome with the minimal possible landscape and visual effects.   | N   |

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|        |                    |                               | full LVIA can be made. We welcome further discussion on this matter through the technical working groups once investigations are complete.   |   |   |
| 173.   | The Joint Councils |                               | <p>The scheme proposes changes to the PRoW network, for example routing the Cotswold Way across the green bridge and changes at Barrow wake. Has consideration been given to how these changes to and potential enhancements of the PRoW network could impact on surrounding areas? This is particularly important in considering impacts on biodiversity. For example, the Cotswolds Beechwoods Special Area of Conservation (SAC) is already being put at risk by recreational pressures and local authority partners and Natural England have recently commissioned work to assess the nature of the recreational pressures at the SAC and to investigate ways in which these can be addressed. In addition to representative, specific and illustrative viewpoints, an assessment of sequential impacts may be appropriate for users of PRoW routes along their length, particularly the Cotswold Way.</p> | <p>Impacts and effects from recreational pressure on SSSIs are assessed in ES Chapter 8 Biodiversity (Document Reference 6.2). ES Appendix 2.1 EMP, Annex D LEMP (Document Reference 6.4) includes consultation with environmental stakeholders through a Landscape and Ecology Technical Working Group (LETWG). The group shall meet at regular intervals during the construction stage through to end of Construction to provide independent advice on the development of the landscape and ecological detailed design, construction and management of the scheme including the public rights of way (PRoW) network. The impacts to views of PRoW users', including a description of sequential views and likely effects, have been assessed and is provided within ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). Following the Joint Councils' feedback to the 2020 supplementary consultation, this matter is considered agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).</p> | N   |
| 174.   | The Joint Councils |                               | <p>There is also a suggestion that not all PRoW will be accessed due to diversions – clarity is needed on the locations and issues associated with this. GCC request reassurance that where PRoW are diverted by legal orders, that such orders will not leave “dead end” severed PRoW and that all new paths will be made up to a high standard. And that all such PRoW where they leave metalled roads are signposted to GCC's standard – PRoW sign heads can be provided to the contractor at cost, and waymarked where they change direction (plastic waymarks can also be provided at cost).</p>  | <p>Where existing footpaths meet the current A417 and are fragmented they would be stopped up at their northern ends and diverted to connect into a network in order to form PRoWs and avoid direct access onto the new A417. They would join safe crossings of the A417 at Bentham Lane and Grove Farm underpass. This, and all other proposals for stopping up and diversions (as well as new connections) is detailed in the ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). Matters of detailed design including signage will be agreed between Highways England, its Contractor and GCC should the scheme progress to construction.</p>   | N   |
| 175.   | The Joint Councils |                               | <p>It is noted that the roundabout at Cold Slad shows the main carriageway crossing over the top of the roundabout and minor roads, which would appear to increase the landscape impact. A clear reasoning for this option is required.</p>  | <p>Highways England has considered and assessed switching Shab Hill junction so that the junction is above the mainline. However, this alternative layout would:</p> <ul style="list-style-type: none"> <li>• Increase scheme footprint due to deeper cut</li> <li>• Result in a large earthworks surplus which has negative environmental impacts due to increased cut either side of the junction</li> <li>• Result in the potential loss of or harmful impact on Ullenwood ancient woodland</li> <li>• Result in potential loss of Birdlip Radio Station and Rushwood Kennels</li> </ul>   | N   |
| 176.   | The Joint Councils |                               | <p>It is noted that full restoration plans/ schemes will be required to ensure that land occupied by construction compounds and temporary works is restored appropriately.</p>   | <p>Any land that would be required for construction compounds or temporary works would either be fully restored to its current condition or, depending on location, incorporate the scheme design measures required for the scheme.</p>   | N   |
| 177.   | The Joint Councils |                               | <p>The scheme once constructed will change highway use patterns with some local roads becoming more used and others less. This could result in the need to reduce the visual impact of roads where their use has reduced and may increase the need for highway works, such as traffic calming on routes that will become busier. An answer is requested on how these secondary highway impacts will be resolved and by whom and are there appropriate budgets in place for this.</p>   | <p>Highways England is open to discussions with Gloucestershire County Council regarding this matter, which remains under discussion, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).</p>   | N   |
| 178.   | The Joint Councils |                               | <p>A design rationale for how the environmental and highway design of all features, elements, earthworks and structures would be useful. It would be useful to understand the extent to which the horizontal and vertical alignment of the highway and local roads has been developed to provide embedded landscape and visual mitigation measures, or not.</p>  | <p>The design rationale and landscape-led approach to this scheme is set out within the Design Summary Report (Document Reference 7.7) .</p>  | N   |
| 179.   | The Joint Councils |                               | <p>In relation to the zone of theoretical visibility (ZTV) the withdrawn DMRB (IAN135/10) suggested eye level is typically 1.5m, however a 1.75m eye</p>   | <p>The ZTV uses the average person's height of 1.75 with an assumed eye level of 1.6m (consistent with the height the viewpoint photography is taken at). This matter is</p>  | N   |



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|        |                    |                               | height appears to be used, equally, IAN135/10 suggested a 4.5m height for traffic, however a 4.7m Heavy Goods Vehicles (HGVs) height has been used for the ZTVs. Though this would present a worst case scenario, justification for the heights used in production of the ZTVs should be provided and defensible. LA 107 states that separate ZTVs may be required in certain circumstances for a project to facilitate determination of the degree of change resulting from the project.  | considered agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   |   |
| 180.   | The Joint Councils |                               | We would suggest that visibility mapping should be prepared separately to demonstrate the specific visibility of proposed structures and overbridges. Visibility mapping for summer in the fifteenth year after opening would be useful also to consider the effectiveness of proposed mitigation measures. It may also be helpful to prepare separate ZTV's to illustrate the existing situation and the proposed new works in order to facilitate determination of the degree of change.   | Updated ZTVs were provided in the 2020 PEI Report published at the 2020 supplementary consultation to reflect the latest design information and as part of ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). There are two ZTVs, one which indicates visibility of the road infrastructure including the earthworks, bunding and structures (no vehicles) and one that indicates the above and HGV vehicles at year of opening.   | N   |
| 181.   | The Joint Councils |                               | Mapping illustrating the broad topography of the area would be useful on the landscape plans. Mapping of individual LCA, as well as landscape character types should be provided. The mapping of existing visual attractors and detractors as well as visual barriers (such as masts, lighting, landscape features, significant blocks of woodland/vegetation, buildings and topographic features/ridgelines) would be useful to inform understanding of the assessment.   | ES Figure 7.6 Landscape Features and Topography (Document Reference 6.3), includes broad topography for the whole 3km study area and other landscape features. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes both slope ticks and contours to illustrate the proposed landform as it connects into existing (shown in contours) and includes a detailed topographical survey which shows features such as masts. ES Figure 7.4 Landscape Character (Document Reference 6.3) has been updated to include both landscape character type and area boundaries.  | N   |
| 182.   | The Joint Councils |                               | We encourage further development to the scheme design to develop ecological networks. Bridges within the scheme are described as having an element of ecological connectivity, but this is stated as a 2m wide grass verges minimum. The Councils would like to know if this has been proven to be sufficient to provide meaningful connectivity. Further detail is also required on the various bridges, underpasses and culverts on how they will address ecological issues – are they correctly located and designed for the species and habitats that are currently present or which will be created/enhanced?   | Further information on the ecological crossings to be provided as part of the scheme was set out in the 2020 supplementary consultation, following changes to the scheme design, including the removal of the green bridge. In response to the 2020 consultation, the Joint Councils agreed that potential crossing points of risk for animals have been identified and mitigated or improved as part of the scheme with the addition of the Gloucestershire Way crossing comprising 25m width of calcareous grassland and two hedgerows, and provision of hedgerows on the Stockwell and Cowley bridges too to provide improved habitat connectivity. This matter is therefore now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | Y   |
| 183.   | The Joint Councils |                               | Whilst PEI Report Chapter 8 has been undertaken in a competent and professional manner, we do have a concern that the PEI Report is premature with surveys still ongoing. The EIA Regulations at Regulation 12(2) define the PEI Report as containing information which "is reasonably required to assess the environmental effects of the scheme". Therefore, the PEI Report would have needed to contain sufficient information to make an assessment of the environmental effects of the scheme. It is expected that some of the outstanding surveys (Bats, Ancient Woodland) and assessments (Habitat Regulations Assessment (HRA) for effects on Cotswold Beechwoods SAC) would have been completed at this stage so that the significance is known of the extent of impacts on nationally and internationally important constraints. We would welcome that once these surveys and assessments are completed that there is further engagement and collaboration with the Councils through the technical working groups to discuss results and any required changes or mitigation in the scheme design before preparation of the DCO planning application. | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The 2020 PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and assessment are reported in ES Chapter 8 Biodiversity (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme. An updated HRA screening and Statement of Inform Appropriate Assessment have been carried out to assess the significance of any impacts on Cotswold Beechwoods SAC. | N   |
| 184.   | The Joint Councils |                               | It is noted that the PEI Report states there will be impacts on ancient woodland at Emma's Grove and potential impacts at Ullen Wood ancient woodland. There should be "wholly exceptional" reasons for any  | The construction would remove a small part of the northern tip of Emma's Grove woodland. Historical mapping shows that this woodland is not ancient woodland. Impacts on woodland at Emma's Grove and ancient woodland at Ullen Wood are assessed in ES Chapter 8 Biodiversity (Document Reference 6.2) including proposals   | N   |

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|        |                    |                               | development to have impacts on ancient woodland as this is an irreplaceable resource.   | for mitigation. The Case for the Scheme (Document Reference 7.1) considers the scheme's compliance with the NPSNN in relation to effects on ancient woodland.  |   |
| 185.   | The Joint Councils |                               | It is noted that the Cotswolds Beechwood SAC is less than 300m from the scheme, but no detail is given on the HRA in the PEI Report. It is therefore not clear whether significant effects are expected on this site.   | Highways England has completed a Habitats Regulations Assessment of the A417 Missing Link scheme following HRA screening. This report comprises a Statement to Inform Appropriate Assessment (SIAA) for Cotswold Beechwoods SAC, which is the only European site for which Likely Significant Effects (LSE) could not be dismissed.  | N   |
| 186.   | The Joint Councils |                               | We would also like to know if long-term impacts of changes in hydrology, in what is a complex hydrological situation, on biodiversity are fully understood? The PEI Report would indicate that these assessments have not yet been undertaken. Also, have proposals been put forward to mitigate all these potential impacts?   | Impacts and proposed mitigation for aquatic ecology effects due to changes in hydrology are detailed within ES Chapter 8 Biodiversity (Document Reference 6.2) and underpinned by detailed assessments for fish, macroinvertebrates and river habitat, provided as separate appendices to ES Chapter 8 Biodiversity (Document Reference 6.2). ES Chapter 8 Biodiversity (Document Reference 6.2) concludes that negligible adverse impacts are forecast on fish and macroinvertebrates. Ground water modelling included in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), indicates that there will be no change to Terrestrial Ground Water Dependent Ecosystems such as at Bushley Muzzard SSSI.  | N   |
| 187.   | The Joint Councils |                               | Much of the current mitigation and enhancement seems to relate to tree and woodland habitats, consideration should also be given to grassland habitats as these are an important component of the local biodiversity (and in particular the nationally designated sites). The PEI Report section on habitat severance should refer to Nature Recovery networks and how the scheme can contribute positively to those, while also minimising habitat fragmentation.  | ES Chapter 8 Biodiversity (Document Reference 6.2) considers impacts on all habitats within the zone of influence of the scheme including habitats of principal importance such as lowland calcareous grassland and lowland meadow. Implementation of mitigation such as retention of top soil or turf to be used in habitat creation or reinstatement, translocation of valuable habitat as well as protection and management of retained habitats are detailed in the ES Chapter 8 Biodiversity (Document Reference 6.2) and ES Appendix 2.1 EMP, Annex D LEMP (Document Reference 6.4). Such measures will reduce overall effects during construction. However, until fully established construction will result in adverse significant effects on calcareous grassland loss within SSSIs and lowland meadow habitat. Further information on assessment of habitat fragmentation, particularly of the SSSI and mitigation to include creation of calcareous grassland habitat stepping- stones, is included in ES Chapter 8 Biodiversity (Document Reference 6.2) to enable movement of slow dispersing flora and fauna species across the landscape. | N   |
| 188.   | The Joint Councils |                               | The section on climate change in the PEI Report should also refer to changing species and habitat distribution. Are certain key habitats or species that are to be affected by the scheme going to increase in distribution in the local area or be more vulnerable in the local area due to climate change?  | The landscape planting design focuses on connectivity and is broadly aligned to the Nature Recovery Network map of the area. The future baseline acknowledges potential changes in species composition due to climate change and the loss of ash trees due to ash die-back. The planting strategy will also focus on a species diversity and species that fulfil some of the habitat niches that ash provides in order to offer resilience against climate change and environmental stresses.  | N   |
| 189.   | The Joint Councils |                               | At this stage the plans refer to "potential" WCH routes. More certainty around the routes to be proposed in the scheme would be welcomed as the scheme progresses to DCO submission. It is noted there is a lack of any WCH route beneath the A417 as part of the proposed Shab Hill junction to maintain connectivity from Gloucestershire Way to the west of the proposed road following the proposed redirection of the Gloucestershire Way (Cowley Footpath 3 / Coberley Footpath 16 / Cowley Footpath 1) northwards to the air balloon roundabout. | The proposals are as set out within the ES Appendix 2.1 EMP, Annex F PRoW Management Plan (Document reference 6.4) and these include for a Gloucestershire Way crossing. This is considered to provide a safe crossing option and would complement offer linkages to the A436 link road or to wider local routes. Provision for WCH at Shab Hill would be available either side of the grade-separated junction at Shab Hill. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley crossing. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.  | N   |
| 190.   | The Joint Councils |                               | Walking, Cycling and Horse Riders: We strongly support the green bridge proposal to maintain connectivity of the Cotswold Way National Trail and the enhancements to user experience that the bridge will provide. Further detail on the design of the green bridge and WCH facilities is required before the Councils can comment further. In particular, the Councils is  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |

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|        |                    |                               | interested to understand whether the proposed width is sufficient to safely provide WCH links and facilitate habitat connectivity.  |  |   |
| 191.   | The Joint Councils |                               | We are also in support of the provision for WCHs on the Cowley Lane and Stockwell Farm overbridges. Further, GCC request that east of Stockwell Farm, routes of severed restricted byways (including Restricted Byways ACY27, ACY26 and ACY36) are to be augmented by restricted byways linking, for example, to the repurposed road and to the road 50944 at Stockwell Farm to enable all lawful users access across the new bridge (where there should be provision for such users, segregated from the main road), and made up where possible with a rolled stone surface to DRMB standards.   | All proposals for WCH are detailed in the ES Appendix 2.1 EMP, Annex F PRow Management Plan (Document Reference 6.4). That includes reclassifications and new routes to help connect severed restricted byways and unclassified roads in this location, joining them to safe crossings of the A417 such as the Cowley and Stockwell overbridges and beyond. Matters of detailed design including surfacing will be agreed between Highways England, its Contractor and GCC should the scheme progress to construction.   |   |
| 192.   | The Joint Councils |                               | It is understood that the existing lengths of carriageway that will no longer be required will be either removed or reduced to NMU routes. This is to be welcomed, who will manage the NMU routes in the future and what management is proposed? The consultation documentation considers "potential opportunities" to undertake a range of environmental improvements. In order to fully assess the environmental impacts of the scheme as a whole, more certainty will be required at the DCO stage.  | The ES Appendix 2.1 EMP, Annex F PRow Management Plan (Document Reference 6.4) submitted in support of the scheme sets out the proposals for the non-motorised user (NMU) routes.<br>A separate Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with maintenance activities.<br>Matters of detailed design including maintenance would be agreed between Highways England and GCC should the scheme progress to construction.<br>Environmental improvements are set out within the Environmental Statement (Volume 6) in support of the scheme. | N   |
| 193.   | The Joint Councils |                               | In principle, the Councils are supportive of the ideas being developed by some of our partner organisations, such as the National Trust and the Gloucestershire Wildlife Trust, to create a major project based around the scheme to improve access to the countryside and to enhance biodiversity and the historic environment. It is important that the highways proposals are cognisant of that work and take it into account in the detailed designs.   | As set out in the Consultation Report (Document Reference 5.1) Highways England has engaged with key stakeholders and environmental regulators, including the National Trust and Gloucestershire Wildlife Trust, throughout the development of the scheme's design in order to meet the landscape-led vision for the scheme.   | N   |
| 194.   | The Joint Councils |                               | The Councils are concerned by the proposed 250m study area for All Travellers, Communities and Land and Property, and 200m study area for PEI Report Chapter 12 Population and Human Health. We question the rationale for drawing the study area so tightly? We advise that a radius of 500m should be set. HE's intention to include affected communities within the study area is supported.   | The study area used in the ES has been updated since the 2019 PEI Report given the publication of DMRB guidance LA 112. The study area for most receptor groups has now been updated to 500m for all groups with the exception of human health as this extends to the local wards of Ermin, Badgeworth and within the larger District area of Tewkesbury.  | N   |
| 195.   | The Joint Councils |                               | The assessment of community safety during the construction phase should also consider the safety issues associated with slow Heavy Goods Vehicles (HGVs) climbing the Crickley Ridge towards the Air Balloon roundabout when traffic management and potential lane closure are operational. The Councils recognise that a proportion of the workforce will commute into the area; however, we would like to see anticipated workforce numbers by employment type to understand the opportunities available to local small and medium enterprises. We would welcome a commitment from HE to employing locally where possible. Further, will construction workers be accommodated in temporary accommodation on or close to site? The Councils would welcome discussions regarding the agreement of suitable arrangements for accommodating the construction workforce during peak tourism periods. Is there also a collection point(s) for workers before being brought to the site and where will workers park? | The assessment in ES Chapter 12 Population and Human Health (Document Reference 6.2) is in accordance with the DMRB standard LA 112. It sets out at a high level, employment and economy matters during construction. Further information on this matter will be made available once a contractor is appointed, should the scheme be granted; Highways England would engage in further discussions with the Joint Councils on these matters. ES Appendix 2.1 EMP (Document Reference 6.4) considers the safety of the community during the construction phase.   | N   |
| 196.   | The Joint Councils |                               | There is also no reference made to the provision of any mitigation of impacts on commercial property identified (Loss of Air Balloon Public House and Farm Holdings). Further, there is no consideration of the effects on human health in terms of air quality impacts on receptors (Stockwell Farm, The Barn (holiday let), Rushwood Kennels and Cattery and at   | Consideration has been given to commercial property within the ES Chapter 12 Population and Human Health (Document Reference 6.2) in accordance with LA 112. The assessment recognises as part of the scheme's construction, there would be one direct and unavoidable effect on the Air Balloon public house, which would lead to a significant adverse effect on this resource given the total loss as part of construction.   | N   |

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|        |                    |                               | McCarthy Taylor Systems (business) in proximity of the proposed alignment of the A417.   | There would also be a direct and unavoidable effect on Crickley Hill Tractors, which would be lost to the scheme mainline and earthworks, leading to a significant adverse effect.<br>The assessment sets out a design and mitigation hierarchy and provides an assessment of effects on private property and housing, community land and assets, development land and businesses, agricultural land holdings and WCH.<br>It also considers air quality and human health. The assessment of potential effects is in accordance with the appropriate guidance and cross refers to the detailed assessment of air quality impacts on receptors in ES Chapter 5 Air Quality (Document Reference 6.2) for further information.   |   |
| 197.   | The Joint Councils |                               | Will the assessment of driver stress on the proposed A417 be compared against driver stress experienced on the existing A417? This would be our expectation of the assessment of driver stress.  | Driver stress no longer forms part of the assessment as required by DMRB standard LA 112. The methodology of ES Chapter 12 Population and Human Health (Document Reference 6.2) has been agreed with the Joint Councils as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 198.   | The Joint Councils |                               | We welcome that the general approach to Chapter 11 Noise and Vibration of the PEI Report is in line with the standard approach for this type of scheme. The most appropriate methods have consistently been used, along with selected appropriate thresholds for significance and reporting against these thresholds has generally been undertaken.  | The Joint Councils agreement with the approach to assessing the noise effects of the scheme is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 199.   | The Joint Councils |                               | GCC would like to raise their continuing concern regarding the noise emitted by the concrete section of road surface on the A417/A419 north of Cirencester, around Cirencester and down to Latton. It is requested that the issue of noise attenuation on that stretch of the road be addressed. Additional traffic will be generated by the scheme and GCC is concerned that the noise levels will further increase. It is important to establish that the proposed new road surface along the scheme will be quieter.  | As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), following the 2020 supplementary consultation, the Joint Councils agree that the potential change in noise on the concrete section of road (The A417/A419 south of the proposed scheme) has been assessed by Highways England, and the change in noise was not found to be significant.  | N   |
| 200.   | The Joint Councils |                               | Three noise important areas are identified as having potentially significant adverse effects. However, no mitigation has been identified to prevent or minimise these impacts. Without justification this is against Policy, and there is a chance that such mitigation may be in conflict with the "landscape led" nature of the scheme. The table entry summary of the noise chapter in Chapter 16 of the PEI Report also worryingly does not make any mention of the identified significant impacts associated with noise. Taken in isolation this underplays the reported noise impacts. | As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), following the 2020 supplementary consultation, the Joint Councils agree that the scheme would result in no adverse significant effects to Noise Important Areas (NIAs) as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). As set out in the 2020 PEI Report, where two NIAs would have been subject to noise increases as a result of the scheme, noise mitigation has now been incorporated to reduce noise to below those levels without the scheme (a permanent likely significant beneficial effect).  | N   |
| 201.   | The Joint Councils |                               | The construction noise assessment is limited to certain areas and activities. There could be the potential for construction noise and vibration effects in other areas. The noise contours show moderate changes in noise at the edge of the calculation area. This suggests that effects could occur outside of the calculation area as currently defined. We would like this to be noted going forward in the ES.  | As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), following the 2020 supplementary consultation, the Joint Councils consider that the construction noise assessment within the 2020 PEI Report was appropriate and resolves concerns raised in response to the 2019 PEI Report. This is the approach subsequently taken in the ES.   | N   |
| 202.   | The Joint Councils |                               | Regarding mitigation, we would like to recommend that noise mitigation should avoid the use of artificial features such as acoustic fencing.   | The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, incorporated to further reduce noise effects.<br>Whilst every endeavour has been taken to incorporate earth bunding into the noise mitigation design, there are instances where there are inevitable constraints and practicalities which do not permit this mitigation approach. In virtually all these instances, artificial noise screening measures have had to be adopted due to the lack of intervening ground coverage between road and noise sensitive properties. In all instances where this does occur i.e. for Noise Important Areas (NIA), the noise barriers are relatively short in length. This matter is now agreed with the Joint Councils | N   |

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|        |                    |                               |  | as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   |   |
| 203.   | The Joint Councils |                               | Is there also potential to use recycled materials for road surfaces?   | A small proportion of existing 'Reclaimed Asphalt Pavement' (RAP) material is permissible for re-use from existing highway materials, but only if it is deemed to satisfy strict conditions as set out in current guidelines (DMRB CM 231). The use of other recycled materials, such as recycled plastics or crumb rubber from vehicle tyres in surface courses is not yet covered with approved DMRB guidelines, although such materials have been trialled as pilot projects on certain projects. However, given the lack of research and proven reliability, specifically in respect to the rate of deterioration of such a surface, along with the high volume of traffic along the A417, use of such material on this project is currently not considered to be practicable, reliable, and ultimately not safe for road users.  |   |
| 204.   | The Joint Councils |                               | The model is underestimating monitored concentrations within Cheltenham and that only one diffusion tube has been used to verify the model in this location. What is being done to improve confidence in the results for the next stage of work?   | The methodology for the air quality assessment contained in ES Chapter 5 Air Quality (Document Reference 6.2) is a matter that is now agreed in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Traffic data provided for the PEI Report was different to that used in the EAR and the traffic data has changed the Affected Road Network (ARN). Therefore, the ARN for the ES is different. Further information on the definition of the ARN is included in Section 5.6 of ES Chapter 5 Air Quality (Document Reference 6.2).<br>Where the ARN is within the AQMA, concentrations have been predicted and are reported in Table 5-8 of ES Chapter 5 Air Quality (Document Reference 6.2). The model performs well and is in line with best practice Defra guidance with no significant over or under prediction.   | N   |
| 205.   | The Joint Councils |                               | Also, it would be useful to note which scenario of the Pollution Climate Mapping (PCM) model was used to obtain the information on roadside NO2 concentrations. Additionally, it would be good to note which version of the PCM model was used i.e. which reference year. If 2015 was used to enable data for the base year to be obtained, it may be useful to mention that there is an updated version of the model available using reference year 2017.   | The methodology for the air quality assessment contained in ES Chapter 5 Air Quality (Document Reference 6.2) is a matter that is now agreed in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).<br>Predicted roadside NO2 concentrations were obtained from Defra's PCM model for the years 2015 (2015 reference year baseline projection, no CAZ or CAZ plus scenarios) and 2026 (2018 reference year). In the study area Defra PCM mapping indicates no exceedances in 2015 at road links in the ARN. In 2026 Defra PCM mapping indicates all links would still comply with EU limit values.  | N   |
| 206.   | The Joint Councils |                               | We note that information on baseline conditions for PM10 and PM2.5 is not included. The reason given is that there are no Air Quality Management Areas (AQMA) for these pollutants in the study area and the air quality criteria are all met. However, according to PEI Report Figure 5.3, the affected road network extends into Birmingham AQMA which is designated for exceeding the 24-hour mean PM10 objective. We note that an assessment of PM10 and PM2.5 will be included in the ES, however it is unclear how the assessment of PM2.5 will be undertaken. | The methodology for the air quality assessment contained in ES Chapter 5 Air Quality (Document Reference 6.2) is a matter that is now agreed in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).<br>Traffic data provided for the PEI Report was different to that used in the EAR. The traffic data has changed the Affected Road Network (ARN). Therefore, the ARN for the ES is different. Further information on the definition of the ARN is included in Section 5.6 of ES Chapter 5 Air Quality (Document Reference 6.2).<br>The updated ARN does not extend into the Birmingham AQMA. For particulate matter (PM10 and PM2.5), there are no AQMAs designated for an exceedance of UK AQOs and limit value thresholds in the study area. Impacts to PM10 and PM2.5 were scoped out of further detailed assessment through the EIA Scoping. Where relevant, PM10 has been considered in the construction dust assessment. | N   |
| 207.   | The Joint Councils |                               | Regarding the results of the assessment, there is no information on how the results were bias adjusted or annualised. The results are also provided for receptors within the immediate vicinity of the scheme. However, it would also be useful to have a summary of results for the more extensive wider study area.  | Scheme specific monitoring was annualised, and bias adjusted, with results provided in the scoping report. Results for the full study area are provided in ES Chapter 5 Air Quality (Document Reference 6.2).<br>As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), following review of the 2020 PEI Report, the   | N   |

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|--------|--------------------|-------------------------------|--|---|---|
|        |                    |                               |  | Joint Councils agree that the scheme would not have a significant adverse effect on air quality and would lead to improvements at the Birdlip AQMA.   |   |
| 208.   | The Joint Councils |                               | It is also queried over whether the inclusion of locally and non-designated ecological sites is to be included in the air quality assessment as these are currently not present in the PEI Report and how they will be assessed. Could some further explanation be provided?   | All designated habitats as defined by DMRB standard LA105 have been included in the assessment. They have been assessed by including points in the dispersion model to calculate the impact at the habitat locations. The methodology for this process is outlined in Section 5.4 of ES Chapter 5 Air Quality (Document Reference 6.2).<br>As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), following review of the 2020 PEI Report, the Joint Councils agree that the scheme would not have a significant adverse effect on air quality and would lead to improvements at the Birdlip AQMA.   | N   |
| 209.   | The Joint Councils |                               | Regarding Chapter 6 Cultural Heritage of the PEI Report, it is acknowledged that there is a significant amount of assessment and survey work that still needs to be completed following the PEI Report. It is considered that the PEI Report as it presently stands does not give a good appreciation of how much will be required from a cultural heritage perspective. Councils would welcome further engagement and collaboration through the technical working groups to continue to discuss cultural heritage matters and any required changes or mitigation in scheme design following assessment and survey work.   | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The 2020 PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2).<br><br>Highways England has continued to engage with the Joint Councils and Historic England regarding surveys, the potential cultural heritage impacts of the scheme, and proposed mitigation. This is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). | N   |
| 210.   | The Joint Councils |                               | With the scheme being undertaken under DMRB, it is concerning that the method does not outline the division and interlinks between buried archaeology, built heritage and historic landscape. We have a concern that this is not sufficient for a landscape-based design approach and requires significant expansion. Regarding the PEI Report ASTs, it is suggested there should be a more holistic approach that draws out historic landscape and historic/archaeological connectivity at landscape-scale. There also needs to be inclusion of non-designated built and landscape heritage. It is also thought that there is not enough information presented to ascribe Large Adverse as the overall effect. There also seems to be some confusion about impacts to setting. Changes within a setting are what cause impacts to significance. | LA106 no longer makes the specific distinction between archaeology, historic buildings and historic landscape, which was present in the superseded DMRB Vol. 11 Section 3 Part 2. ES Chapter 6 Cultural Heritage (Document Reference 6.2) considers impacts on archaeology, historic buildings, and historic landscape character. The assessment includes designated and non-designated assets.<br>The mechanism of changes to setting affecting significance is noted and well understood.   | N   |
| 211.   | The Joint Councils |                               | It should also be noted that the setting of a heritage asset is not necessarily limited to an area which is visible from that asset. The concept of setting relates to a more complex and subtle relationship and it is important that setting issues are not considered simply because there is no visibility. It is important to also take note of any noise or other character change issues that could impact on the setting of heritage assets and how these would be mitigated.  | The assessment of effects on heritage assets and their settings is reported in ES Chapter 6 Cultural Heritage (Document Reference 6.2). It considers setting to consist of visible/audible and non-visible/audible elements that may contribute to the significance of heritage assets. The assessment has been undertaken based on this understanding and is informed by the noise assessment undertaken for the scheme as reported upon in the ES Chapter 11 Noise and Vibration (Document Reference 6.2)..   | N   |
| 212.   | The Joint Councils |                               | We would also like to raise our continuing concern of the use of a 1km buffer, which was specifically dismissed in the Scoping Opinion. DMRB Guidance LA106 Cultural Heritage Assessment (Sept 2019) states that "The study area should include the settings of any designated or other cultural heritage resource in the footprint of the scheme or within the zone of visual influence or potentially affected by noise." It is requested that this Guidance is followed. It is noted that Leckhampton Hillfort and barrow   | Following the 2019 statutory consultation, the Zone of Theoretical Visibility and noise modelling data for the scheme was reviewed against known heritage assets, as well as a further site visit, to identify those assets beyond 1km that could be affected by changes to their setting. One asset was identified in the process, Leckhampton Hillfort and barrow, and this is included in the baseline for the assessment. This was described in ES Chapter 6 Cultural Heritage (Document Reference 6.2) of the 2020 PEI Report published at the 2020 supplementary consultation. As per the Joint Councils' response to the 2020 consultation, this matter has now been agreed in the   | N   |

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|        |                    |                               | should be added to the assessed receptors as this is included in the landscape assessment.   | Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  |   |
| 213.   | The Joint Councils |                               | Also, compounds, spoil storage areas, and false cutting embankments need to be subject to geophysical survey and trial trenching if ground disturbance is anticipated.   | Areas of likely direct impact to buried archaeological deposits will be subject to trial trenching.  | N   |
| 214.   | The Joint Councils |                               | Portable Antiquities Scheme data needs to also be included in the desk-based assessment as there are concentrations of detecting finds within the red line boundary south of the Cowley roundabout and also within the wider study area between South Hill and Coberley.   | Portable Antiquities Scheme data has been incorporated into the baseline as set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2). Following the publication of the 2020 PEI Report and the Joint Councils' response to the 2020 supplementary consultation, this matter is now agreed as set out the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   |   |
| 215.   | The Joint Councils |                               | Regarding Chapter 9 Geology and Soils of the PEI Report, the summary of geology and geomorphology impacts is considered to be appropriate. The methodology for the assessment of construction impacts is considered to be appropriate. The methodology for the assessment of operational impacts is considered to be appropriate.  | This is a matter agreed between the Joint Councils and Highways England, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 216.   | The Joint Councils |                               | It is noted that ground investigation works were on-going at the time of writing. These should be used to inform the ES when they become available. It is also noted that a full Agricultural Land and Soil Resources Report, along with a full Agricultural Land Impact Assessment will be completed.   | Highways England used available ground investigation up to 1 June 2020 to inform the 2020 PEI Report, published at the 2020 supplementary consultation. Ground investigation works were ongoing at time of writing the 2020 PEI Report and the results of these works have been used to inform the Environmental Statement. This is a matter agreed in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). An assessment of the scheme on agricultural land is provided in ES Chapter 12 Population and Human Health (Document Reference 6.2). | N   |
| 217.   | The Joint Councils |                               | Regarding previous ground investigations, it is noted that the scope of works presented for each investigation is within the study area. It would also be useful to summarise the scope of investigations within the site boundary if there are substantial differences. It is noted that the majority of the previous investigations were undertaken over 20 years ago. Some discussion around the uncertainty of using historical data, especially in relation to contamination testing, should be included. | The geo-environmental assessments in ES Chapter 9 Geology and Soils (Document Reference 6.2) have been informed by test results from the recent Phase 1 and Phase 2A ground investigations. The historical data have been considered in the conceptual model and relevant information has been presented in the assessments.   | N   |
| 218.   | The Joint Councils |                               | The potential contaminants listed in Table 9-13 of the PEI Report (namely hydrocarbons) may present a nuisance to nearby residents, workers and recreational users through odour. This should be discussed.  | The inhalation of potential contaminants by nearby residents, workers and recreational users has been included as a potential pathway in the conceptual site model. Where hydrocarbon contamination is encountered during construction works, this will be dealt with in accordance with ES Appendix 2.1 EMP (Document Reference 6.4), which will set out remediation strategy and procedures for dealing with unexpected contamination. This calls for completing risk assessments and implementation of appropriate health and safety measures.  | N   |
| 219.   | The Joint Councils |                               | Regarding the proposed mitigation measures in relation to site clearance, it is not expected that there will be much excess material from this stage. Should this mitigation be in the earthworks row?   | Section 10.9 of ES Chapter 10 Material Assets and Waste (Document Reference 6.2) sets out the design, mitigation and enhancement measures proposed at different stages of the project. Regarding site clearance, mitigation, table 10-16 outlines how materials will be handled, in accordance with CL:AIRE Definition of Waste, and further detail on the ES Appendix 2.1 EMP (Document Reference 6.4).   | N   |
| 220.   | The Joint Councils |                               | It is expected that the monitoring section in the ES would cover monitoring required under a Materials Management Plan (MMP) if it is thought this will be used for the scheme.  | A Materials Management Plan has been produced as part of the ES Appendix 2.1 EMP Annex E MMP (Document Reference 6.4).   | N   |
| 221.   | The Joint Councils |                               | We would disagree with the preliminary construction assessment that no significant impacts are anticipated during construction. PEI Report 10.10.4 states the import of secondary materials "could potentially have an effect  | Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with   | Y   |

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|        |                    |                               | on material sources". Also, the potential disposal of 837,332 m <sup>3</sup> of soil could be significant. We would like this to be considered again.   | near balance of material now to be achieved. As set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3), the Joint Councils now consider that, based on the updated assessment in the 2020 PEI Report, the effects of the scheme with regard to materials and waste would be slight and impacts would not be significant.   |   |
| 222.   | The Joint Councils |                               | We welcome that the general approach to Chapter 13 Road Drainage and the Water Environment of the PEI Report is in line with the standard approach for this type of scheme. The most appropriate methods have consistently been used, along with selected appropriate thresholds for significance and reporting against these thresholds has generally been undertaken. | This is a matter agreed between the Joint Councils and Highways England, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 223.   | The Joint Councils |                               | Regarding earthworks and intrusive investigation work, creating new flow paths, construction and/ or storage of materials close to or within flow paths or floodplains extents could also affect flood paths and/ or available floodplain storage which impact on receptors.  | Hydraulic modelling has been undertaken to provide a full understanding of flood extents and inform the design of the scheme. This along with published flood extents has been used when deciding on the storage location of materials. The drainage strategy and identified flood mitigation has been designed to ensure no impact to existing flood risk to receptors as a result of the proposed scheme. Highways England continues to engage with the Joint Councils on matters related to drainage and flooding, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). | N   |
| 224.   | The Joint Councils |                               | We note that there is no discussion on the construction impacts on Norman's Brook flooding during the realignment, only operational impacts. Can clarification be given as to why this is?  | Construction effects of flood risk on the tributary of Norman's Brook are considered in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and mitigation measures are outlined in the ES Appendix 2.1 EMP (Document Reference 6.4). Highways England continues to engage with the Joint Councils on matters related to drainage and flooding, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 225.   | The Joint Councils |                               | Clarification is sought on how the results of the Tracer test mentioned will be used and what implications this has for flood risk in the catchment.  | The Tracer test was completed to ascertain where the watercourse flowing adjacent to the A417 at Crickley Hill. The results identify the correct watercourse to assess the impacts of the scheme upon. A Flood Risk Assessment carried out for the scheme has focused on the area where the tracer test was conducted. Following further engagement with the Joint Councils, the purpose of the Tracer test has been agreed, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 226.   | The Joint Councils |                               | Regarding the potential for embankments to create a barrier for surface water and springs currently recharging to the surface watercourses and redirection of flows to a different catchment, this may also impact on flood risk as well as aquatic ecology.  | Highways England notes this feedback, which is considered in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2). Potential impacts on groundwater resources are considered in ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4).  | N   |
| 227.   | The Joint Councils |                               | Where it is stated that realignment of Normans Brook could cause upstream and downstream impacts on flood risk without mitigation, these risks and associated mitigation need to be detailed going forward.   | Construction effects of flood risk on the tributary of Norman's Brook are considered in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and mitigation measures are outlined in the ES Appendix 2.1 EMP (Document Reference 6.4). Highways England continues to engage with the Joint Councils on matters related to drainage and flooding, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 228.   | The Joint Councils |                               | Clarifications would be welcomed on the extents and methodology of the proposed hydraulic modelling. Table 13-10 of the PEI Report should be revisited following the hydraulic modelling to assess risk to receptors and impact on downstream flood risk given existing downstream flood risk issues.   | Details on the extent and methodology of hydraulic modelling are provided in Sections 13.4 (methodology) and 13.6 (study area) of ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and Appendix 13.3 Flood risk assessment of the ES. Impacts on downstream receptors are assessed. Highways England continues to engage with the Joint Councils on matters related to drainage and flooding, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 229.   | The Joint Councils |                               | It is acknowledged there is limited information regarding the existing road drainage arrangements and water treatment provision. Will this data gap be  | The data gaps have been populated where possible. It is considered that adequate records are available for the existing highway drainage for most of the existing   | N   |



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|        |                    |                               | fulfilled to ensure the existing drainage system is understood, which will determine if the scheme is providing any betterment?   | relevant sections of the A41 in order to carry out the assessment, however data gaps are indicated, and assumptions provided where these exist. This is set out in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).  |   |
| 230.   | The Joint Councils |                               | The suggestion provided by the Planning Inspectorate and Environment Agency in the Scoping Opinion in relation to extending the study area beyond the 1km buffer is acknowledged. It is not clear if this has been adopted/ taken forward to the PEI Report assessment.   | The study area has been extended to reflect comments of the Planning Inspectorate and Environment Agency, where considered necessary, and a detailed justification provided. This is discussed further in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2). This was recognised as resolved within the Joint Councils response to the 2020 supplementary consultation and is a matter agreed within the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).         | N   |
| 231.   | The Joint Councils |                               | Clarity is needed as to what assessment method was used for this report and what will be undertaken for the ES. Also, it is noted that not all of the assessment is professional judgement (if the Highways England Water Risk Assessment Tool is being used) and in the assumptions it states that assessment will be in accordance with LA113 but in the absence of quantitative data how has LA113 been used?  | The assessment methodology in the 2020 PEI Report and ES has been updated to the latest DMRB guidance (LA 113). This was recognised as resolved within the Joint Councils response to the 2020 supplementary consultation and is a matter agreed within the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 232.   | The Joint Councils |                               | Regarding PEI Report Table 13-9 results, the table groups surface waters and assigns them as high importance. It is unclear what these surface water receptors are. These need to be named and Main Rivers, tributaries of Main Rivers, and Water Framework Directive (WFD) Rivers etc. identified. The table also lists the likelihood of species protected under UK legislation and this is assigned as High. Based on the Guidance stated as adopted we argue that this is potentially underrating the significance of effects and therefore should be assigned Very High instead. We would also like clarification on why the likelihood of species protected under UK legislation has not been documented/ considered for operational effects? | Highways England notes this comment. Details on surface waters, main rivers, tributaries of main rivers and Water Framework Directive (WFD) rivers are included in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).  | N   |
| 233.   | The Joint Councils |                               | We believe an indication of how the cumulative impacts as a result of construction phasing and operation will be assessed would be beneficial.  | Cumulative impacts as a result of construction phasing and operation were assessed a precautionary approach of assuming a 'reasonable worst-case' valuation. This is in ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2). Further details on construction phasing and operation will be provided at the detailed design stage of the project, should the scheme receive development consent.   | N   |
| 234.   | The Joint Councils |                               | Clarification would be welcomed on the standard construction practices and the measures beyond standard practice that are stated in the Groundwater assessment. The provision of examples would help this.  | Information on construction practices is included in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and in the ES Appendix 2.1 EMP (Document Reference 6.4). Further details on construction practices will be provided at the detailed design stage of the project, should the scheme receive development consent.   | N   |
| 235.   | The Joint Councils |                               | The PEI Report states that the nature of the groundwater monitoring should be expanded. What parameters are being monitored? What is the method of monitoring and at what frequency?  | Details of monitoring conducted through the Ground Investigation phases is included in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and ES Appendix 13.7. Further monitoring of surface water and springs is also included as Appendix 13.12 Water Environment Monitoring Data. Highways England continues to engage with the Joint Councils on matters related to drainage and flooding, as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). | N   |
| 236.   | The Joint Councils |                               | Regarding the Water Features Survey undertaken during period of recharge, are there observations during low flow periods to confirm the ephemeral nature?   | Observations during low-flow events were captured within the Water Features Surveys. This data has been supplemented with groundwater level monitoring from ground investigations. Further monitoring of surface water and springs is also included as Appendix 13.12 Water Environment Monitoring Data.  | N   |
| 237.   | The Joint Councils |                               | Whilst the statistics on road traffic collisions stated are interesting, does this mean there is a greater or lesser probability of spills and therefore, a heightened risk of pollution?   | Section 13.7 in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) concludes that the frequency of accidental spillages is unlikely to change as a result of the scheme.  | N   |

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| 238.   | The Joint Councils |                               | In the PEI Report it is stated that: "In the ES, project emissions would be reported against the relevant carbon budget periods of the UK Government. This would demonstrate that the proposed scheme would not have a material impact on the ability of Government to meet its carbon reduction targets. Hence there is no likely significant effect on climate". Can this still be said if targets are zero?  | Highways England 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. This assessment is reported in the ES (Document Reference 6.4) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.  | N   |
| 239.   | The Joint Councils |                               | Neither the Scoping Report nor the PEI Report have described how carbon sequestration will be calculated. This is a very specialised subject that is not typically covered in any depth at a project level. It is important that a robust methodology is developed and presented in the ES if it is to be included. It is also unclear how sequestration will be classified. It is presented as included in both capital and operation emissions in the dominant. The ES must make sure not to double count emissions and removals by land use and land-use change. | Emissions associated with ongoing land use change/sequestration have been calculated over the 60-year operational period for 'habitats lost' and 'habitats gained' as a result of the scheme. The scope, methodology, assumptions and limitations are set out in ES Chapter 14 Climate (Document Reference 6.2).  | N   |
| 240.   | The Joint Councils |                               | Assumptions presented for "effects on climate" relate to climate projections, which are more relevant to climate vulnerability and do not clearly relate to the quantification of greenhouse gas emissions (GHG) emissions as presented in the methodology. It is not clear whether assumptions/ limitations are expected relating to calculation of GHG emissions, the basis on which assumptions will be made, and how this will affect the result.   | Section 14.5 of ES Chapter 14 Climate (Document Reference 6.2) outlines the assumptions made in the quantification of greenhouse gas emissions under the heading 'Impact of the scheme on climate (GHG emissions assessment)'. Additionally, Appendix 14-1 Greenhouse gas assessment assumptions, methodology and emissions factors (Document Reference 6.4) presents all assumptions made in the quantification of the capital carbon assessment presented in ES Chapter 14 Climate (Document Reference 6.2).<br>The assumptions relating to the vulnerability of the scheme to climate change are presented separately within section 14.5 of ES Chapter 14 Climate (Document Reference 6.2) under the heading 'Vulnerability of the scheme to climate change (climate change resilience assessment)'.  | N   |
| 241.   | The Joint Councils |                               | It is stated in Chapter 14 Climate of the PEI Report that "A significant effect would occur where the increase in carbon emissions resulting from the proposed scheme would have a material impact on the ability of Government to meet its carbon reduction targets." It is not clear what this will actually mean in practice or how this will be determined, therefore the methodology does not clearly describe how a significant effect will be identified.  | The National Policy Statement for National Networks (NPSNN) establishes the need for nationally significant infrastructure rail and road projects for England and is the primary source of policy guidance relevant to the scheme. Paragraph 5.18 of the NPSNN asserts that an increase in carbon emissions is not a reason to refuse development consent, unless the increase is large enough to have a material impact on the ability of the Government to meet its carbon reduction targets.<br>The DMRB LA114 Climate methodology reflects the NPSNN, stipulating "The assessment of projects on climate shall only report significant effects where increases in GHG emissions will have a material impact on the ability of Government to meet its carbon reduction targets".<br>There is no universally accepted threshold as a test of materiality, and neither the NPSNN nor the DMRB LA114 defines 'material impact'. In isolation, the scheme is almost negligible against the legislated carbon budgets, as shown by the contributions presented in ES Chapter 14 Climate (Document Reference 6.2), section 14.10 Assessment of likely significant effects, under the heading 'Impact of the scheme on climate (GHG emissions assessment)'. | N   |
| 242.   | The Joint Councils |                               | It is noted that Chapter 14 of the PEI Report does not propose mitigation measures. This could be seen as a weakness as it does not demonstrate that mitigation has been embedded into the design – this is typically where the majority of climate mitigation occurs.  | Section 14.9 Design, mitigation and enhancement measures of ES Chapter 14 Climate (Document Reference 6.2) sets out mitigation measures embedded into the scheme design to avoid and reduce greenhouse gas emissions under the heading 'Impact of the scheme on climate (GHG emissions assessment)'.<br>The embedded mitigation and adaptation measures relating to the vulnerability of the scheme to climate change are presented separately within section 14.9 of ES Chapter  | N   |

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|        |                             |                               |  | 14 Climate (Document Reference 6.2) under the heading 'Vulnerability of the scheme to climate change (climate change resilience assessment)'.<br>Intra-cumulative effects have been assessed and is referred to as 'in-combination' or 'combined' effects in the ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2). This was recognised as resolved within the Joint Councils response to the 2020 supplementary consultation and is a matter agreed within the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  |   |
| 243.   | The Joint Councils          |                               | PEI Report Chapter 15 Cumulative Effects: It is not clear whether intra-combination effects are to be assessed.  |  | N   |
| 244.   | The Joint Councils          |                               | Regarding the long list of "other developments", there is no mention of the need for the long list to be consistent with the "other developments" included in the traffic model, which will be utilised to inform the Transport Assessment (TA) for the scheme. There will be a need for consistency between the TA and environmental assessments, in terms of identifying the appropriate zone of influence of the scheme and the temporal scope of the other developments identified.  | The list of 'other developments' used to inform the cumulative impact assessment presented within ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2) has been derived based on the project types identified within DMRB volume 11, section 2, LA 104 Environmental assessment and monitoring (section 3.19 – 3.22) and Planning Inspectorate Advice Note 17 on cumulative effects assessment for NSIPs..  | N   |
| 245.   | The Joint Councils          |                               | The thresholds for the scale of "other development" appear large for the essentially rural area through which the scheme will pass. The zone of influence of the scheme would need to be significant in scale to encounter non-residential developments of 1 hectare or more; developments of more than 150 dwellings; or an overall development area exceeding 5 hectares. The "other relevant factors" in the table add a level of complexity and subjectivity which may influence the other developments included in the short list. It is not clear whether the factors in this category are to be applied to developments that meet (at least) one of the criteria in the previous category in the table (the scale and nature of other development). Or are these factors intended to override the previous category, particularly scale, if the environmental sensitivity of the other development has the potential to cause significant cumulative effects with the scheme? | The thresholds for the long list of development have been derived based on the specific criteria listed in DMRB volume 11, section 2, LA 104 Environmental assessment and monitoring (section 3.19 – 3.22).<br>Based on this long list, all developments which are considered to have the potential for significant cumulative effects were scoped in to the assessment. Of those developments which met the criteria for inclusion in the long list, only three sites were screened out, based on them having already been built out and therefore forming part of the baseline for assessment within the environmental aspect chapters of the ES (Document Reference 6.2). This remains a matter under discussion within the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). | N   |
| 246.   | The Joint Councils          |                               | The list of "other developments" would need to be assembled in consultation with the Councils and agreement reached with all three, as to the location and appropriateness of the short list identified.   | The Joint Councils were consulted prior to the publication of the PEI Report in relation to identifying the long list developments based on the project types set out in DMRB volume 11, section 2, LA 104 Environmental assessment and monitoring (section 3.19 – 3.22), as set out above. The Councils were consulted again following the publication of the 2020 PEI Report in order to update the list for the ES (Document Reference 6.2). This is a matter agreed within the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 247.   | Harlaxton Energy Networks   |                               | Harlaxton Gas Networks Ltd. at this time has no assets in the area and will not be implementing any in the near future, therefore Harlaxton has no comment to make on this scheme.   | Highways England has noted the confirmation that Harlaxton Gas Networks Ltd has no apparatus within the proposed order limits.   | N   |
| 248.   | Health and Safety Executive |                               | The proposed development does not fall within any of the Health and Safety Executive's consultation distances or licensed explosives sites.  | Highways England has noted the confirmation that the proposed development does not fall within any of the Health and Safety Executive's consultation distances or licensed explosives sites.   | N   |
| 249.   | Historic England            |                               | Historic England does not consider that sufficient information has been submitted to provide a clear understanding of the nature and full extent of the potential impacts on the historic environment as required either by the EIA regulations, National Planning Statements or the National Planning Policy Framework.<br>Notwithstanding this need for further information it is already evident to us that the proposed development will have a significant environmental impact, in EIA terms, on the historic environment and that it will cause impacts on a number of designated heritage assets of national importance. In our view proportional and refined information is necessary to address  | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full EIA are reported in the ES. This includes ES Chapter 6 Cultural Heritage (Document Reference 6.2) which considers the effects of the scheme on the historic environment. The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.                | N   |

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|--------|------------------|-------------------------------|---|---|---|
|        |                  |                               | these impacts upon designated heritage assets in their shared landscape setting. The level of carefully considered information that in our view is required is proportional to the severity of the issues we have identified in relation to the proposed scheme, and directly related to the need to assess the overall sustainability of the development. In Historic England's view, the PEI Report does not adequately address all of these considerations.  | Associated matters remain outstanding and under discussion as captured within the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).  |   |
| 250.   | Historic England |                               | <i>[Historic England provided a detailed commentary on the PEI Report and associated appendices and figures. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those identifying typographical errors or suggesting minor amendments to the presentation or content of the document.]</i>  | Highways England has taken into consideration the comments of Historic England in developing the subsequent 2020 PEI Report, the ES and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of feedback where appropriate, whilst detailed responses to material points raised are provided within this table. The latest position between both parties is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3). | N   |
| 251.   | Historic England |                               | The impact of the scheme is difficult to assess with the level of information currently provided. All we can say is that there will be impacts on the Historic Environment some of which will be beneficial, but the majority will be adverse.  | The impacts of the scheme have been assessment in the Environmental Impact Assessment and are reported in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2) .   | N   |
| 252.   | Historic England |                               | We do have concerns with regards to the proximity of the cutting to Emma's Grove. Currently the cutting is about 50m away from the edge of the barrows. We note in Chapter 9 Geology and Soils of the PEI Report that the current design for the cutting may have to be altered if the rock is found to be unsuitable for having steep sides. This may mean an increase in the width of the cutting at the top which will bring the cutting much closer to the Designated Barrows.  | The edge of cutting lies at a distance of 52m from the edge of the scheduled area at its nearest point and will not encroach further towards the barrows. Limits of Deviation for the scheme, taken account of within the assessment, are set out in ES Chapter 4 Environmental Assessment Methodology (Document Reference 6.2).  | N   |
| 253.   | Historic England |                               | Following best practice advice (CIFA 2014, Standard and Guidance for the Historic Environment: Desk-Based Assessment), the DBA should act to inform the strategy being presented in this document, highlighting the character, preservation/condition, potential and significance of the areas affected by the proposed development. We are concerned that the preparation of the PEI Report ahead of the completion of the DBA is counterproductive as it is not based on all the evidence available and may result in an increased risk of unknown archaeological remains being impacted. | Highways England notes and agrees with this comment. Full desk-based baseline data is presented in ES Chapter 6 Cultural Heritage (Document Reference 6.2).   | N   |
| 254.   | Historic England |                               | Geophysical survey results are not included in the PEI Report; this is important baseline data for refining locations requiring archaeological evaluation by trenching. Not undertaking this work is a risk to both timetable and cost of the project.  | Highways England has continued to undertake assessment work and engage with Historic England throughout the pre-application period to share latest data and positions. Associated matters are captured within the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 255.   | Historic England |                               | The results of the Geoarchaeological monitoring of geotechnical investigations, boreholes and test pits, is not yet available. This information when available will feed into requirements for specific locations and transects where purposeful geoarchaeological investigation may be required. For example to resolve unknowns such as Prehistoric deposits and features obscured by colluvium.  | This information is being shared with Historic England when available. Associated matters are captured within the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 256.   | Historic England |                               | Greater integration and enhanced communication between the cultural heritage team and other specialist teams is required; geology, hydrology, and landscape teams. Some locations such as Nettleton Bottom have been flagged up as wet/ waterlogged this should be cross- referenced with potential for archaeology; in particular paleoenvironmental deposits.   | A multidisciplinary approach has been adopted to enable areas of archaeological potential to be identified. As part of this process an archaeological watching brief is being maintained on geotechnical investigations and will be subject to specialist paleoenvironmental review to inform the mitigation strategy.  | N   |
| 257.   | Historic England |                               | We consider that undertaking archaeological evaluation phase of work post consent carries considerable risk and we recommend a more flexible and targeted approach to evaluation is taken. In particular, the applicant may   | Archaeological evaluation has been undertaken since the 2019 consultation, which was monitored by GCC archaeologist, Historic England and Highways England. The results of this will feed into the Overarching Written Scheme of Investigation  | N   |

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|--------|------------------|-------------------------------|--|--|---|
|        |                  |                               | wish to consider advanced work on locations that are critical for the delivery of the project. Adequate time needs to be given within the programme to ensure all phases of archaeological work are completed and allowing for any unexpected discoveries to be adequately mitigated.  | developed at detailed design. This will ensure that appropriate mitigation is put in place for the pre-construction and construction phase. Associated matters are captured within the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).  |   |
| 258.   | Historic England |                               | <p>Historic England recommend that to fulfil the requirements of NPS and NPPF policies and EIA regulations the following surveys will need to be undertaken to inform the Environmental Statement</p> <ul style="list-style-type: none"> <li>• Geophysical surveys of the route corridor and associated infrastructure (compounds, haul roads, etc.)</li> <li>• Cultural Heritage Desk-Based Assessment. Baseline data gathering of the Historic Environment, including designated and undesignated Heritage Assets that will potentially be impacted on.</li> <li>• Trial trenching to ground truth the geophysical survey results.</li> <li>• Settings assessment of all heritage assets impacted by the scheme, using LVIA ZTV data.</li> <li>• Geoarchaeological assessments</li> <li>• Cultural Heritage Settings Assessment</li> <li>• Overarching Written Scheme of Investigation as part of the Construction Environment Management Plan.</li> </ul> | <p>A geophysical survey has been undertaken where land access and ecological constraints have allowed and has informed ES Chapter 6 Cultural Heritage (Document Reference 6.2).</p> <p>A Desk Based baseline has been used for ES Chapter 6 Cultural Heritage (Document Reference 6.2).</p> <p>Trial trenching has been undertaken, which has been monitored by GCC, Historic England and Highways England</p> <p>ZTV and noise data has been used for the settings assessment in ES Chapter 6 Cultural Heritage (Document Reference 6.2). An OWSI is included in the ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and OWSI (Document Reference 6.4).</p> | N   |
| 259.   | Historic England |                               | The green bridge will act as a multi-function space providing much needed connectivity across the landscape. As such its design needs to be based on a thorough understanding of the functions the bridge needs to undertake and the interaction between those functions. The bridge at the moment appears to be too narrow to fully achieve the multiple uses it will have.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 260.   | Historic England |                               | There has been no ZTV (Zone of Theoretical Visibility) to assess Heritage Assets in a wider setting Visibility mapping has been done (Chapter 7 Figures 7.1 -2) but further work is needed.  | The ZTV has been used as part of the assessment reported in ES Chapter 6 Cultural Heritage (Document Reference 6.2).   | N   |
| 261.   | Historic England |                               | There is no noise assessment in relation to the Heritage Assets, noise will be a major factor in determining the impact on the significance of assets close to the road. The scheme predicts a reduction in road noise which would be beneficial to some assets, for example the Church of St Mary at Great Witcombe.  | All heritage assets within the study area have been taken into consideration with regard to noise and vibration impacts, both in relation to construction and operational Noise. Heritage sites that have been identified within the study area include Crickley Hill camp, which will benefit from a significant operational noise reduction - Emma's Grove (round barrows), which will benefit from a 5-10dB noise reduction, and The Peak (Neolithic enclosure) which would be subject to a negligible noise change. This is set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2).  | N   |
| 262.   | Historic England |                               | There is no baseline data from the Historic Environment Record, which is the basis for all assessment work on any development.   | All baseline data is included in the ES Appendix 6.2).Baseline data is set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2), which includes the Historic Environment Record.   | N   |
| 263.   | Historic England |                               | At mitigation stage further evaluation trenching will be needed to establish the significance of archaeology post consent pre-construction to refine the mitigation strategy for the development   | Trenching has been undertaken to inform the overall mitigation strategy, which may include additional trenching or assessment work. Associated matters are captured within the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 264.   | Historic England |                               | Historic Hedgerows/Walls need archaeological monitoring during removal to help date them.  | Highways England agrees with this comment. An OWSI is included in the ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and OWSI (Document Reference 6.4) Associated matters are captured within the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 265.   | Historic England |                               | The effects relating to land contamination, geology and soils and climate change are dealt with in other chapters but not ES Chapter 6 Cultural  | These topics were reviewed and considered in the production of ES Chapter 6 Cultural Heritage (Document Reference 6.2).  | N   |

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|        |  |                               | Heritage (Document Reference 6.2). These issues may have an impact on the Historic Environment and need to be considered as part of the ES.  |  |   |
| 266.   | Historic England                           |                               | The Gloucestershire Way is marked as being diverted away from Emma's Grove. This will reduce the number of potential visitors to the site. The local footpath remains will this be included as part of a circular heritage walk?   | The Gloucestershire Way will now be routed over a new crossing near Shab Hill junction, known as the Gloucestershire Way crossing. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. This is not envisaged to reduce the number of potential visitors to the site and the local footpath network will remain connected and improved as set out in the ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4).   | Y   |
| 267.   | Historic England                           |                               | PEI Report Appendix 9.2: Preliminary Sources Study Report - Chapter 6 - Preliminary Engineering Assessment. Throughout the text there is a presumption that an archaeological watching brief will be needed during construction. This is not yet agreed, and any mitigation may require more extensive archaeological work.  | An Outline Written Scheme of Investigation is included in the ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and OWSI (Document Reference 6.4). This will be subject to review and revision in liaison with Historic England and GCC as the results of evaluation work become available. Proposed mitigation is detailed in the overarching Outline Written Scheme of Investigation and will continue to be discussed with Historic England.  | N   |
| 268.   | Historic England                           |                               | Landslips in area of ridge and furrow stabilisation of this slope will need to be carefully thought about to preserve as much as possible of this historic landscape.  | Any land used by the scheme for engineering or mitigation design works would be designed fully in accordance with its situation and condition to ensure that it will remain in a stable condition.<br><br>In terms of minimising loss of land of historic landscape the scheme will require land areas for the works including new areas of planting to create visual screening and successful integration into the existing scene. This is always a balance between ensuring enough land is taken to ensure that the planting (and sometimes accompanying earthworks proposals) will effectively carry out their required functions against land taken. The project has sought to optimise this balance and thereby reduce the impact on areas of historic landscape as far as practicable. | N   |
| 269.   | Historic England                           |                               | Foundation designs for junction may impact on buried archaeology under colluvium and landslips. Need to investigate for archaeology as well as geotechnical data.  | A geoarchaeological watching brief and interpretation had been proposed for ground investigation (GI) in the Churn Valley area (Coldwell Bottom). This GI will now be undertaken in the detailed design stage and an Outline Written Scheme of Investigation is included in the ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and OWSI (Document Reference 6.4). This will continue to be discussed with Historic England.   | N   |
| 270.   | Historic England                           |                               | All the proposed surveys and investigations will need to be shared with the archaeologists. All of these can help with the identification of archaeological deposits across the scheme. This will allow for better targeted archaeological investigations.   |  |   |
| 271.   | National Air Traffic Service (NATS)        |                               | Whilst our assessment indicates that the final road layout is unlikely to impact our ability to communicate with aircraft we would like the opportunity to better understand the construction methodology around the raised portion at the Shab Hill junction and would appreciate being put in touch with the right people.   | Highways England has noted the confirmation that the final road layout is unlikely to impact NATS ability to communicate with aircraft. The ES Appendix 2.1 EMP (Document Reference 6.4) outlines how construction will be managed. Should NATS have any further queries about construction methodology, Highways England is happy to discuss this further.  | N   |
| 272.   | National Grid Gas PLC                      |                               | National Grid Gas Transmission has no apparatus within or in close proximity to the proposed order limits.   | Highways England has noted the confirmation that National Grid Gas Transmission has no apparatus within the proposed order limits.   | N   |
| 273.   | National Grid Electricity Transmission PLC |                               | National Grid Electricity Transmission has no apparatus within or in close proximity to the proposed order limits.   | Highways England has noted the confirmation that National Grid Electricity Transmission has no apparatus within the proposed order limits.   | N   |
| 274.   | Natural England                            |                               | The NPSNN requires that the scheme shows compelling reasons for its construction in the AONB, with benefits outweighing costs very significantly. The current proposal results in landscape and visual impacts on the Cotswold AONB, impacts on Crickley Hill and Barrow Wake SSSI, losses of irreplaceable ancient semi-natural woodland, losses of Priority Habitats such as calcareous grassland, interference with the hydrological functioning of biodiversity sites and habitats, severance and fragmentation of habitats. The scheme needs to do more than it does at present to compensate for | Highways England has worked collaboratively with a wide range of stakeholders to further develop the scheme proposals, particularly to include high value landscape features and ecological habitats typical of this part of the Cotswolds AONB.<br><br>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to   | N   |

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|        |                 |  | <p>these impacts and deliver biodiversity gain - as committed to by Highways England and their consultants at the Technical Working Groups. It is not only possible to make significant enhancements here, the design of the scheme actively facilitates that process.</p> <p>The priority must be to reconnect habitats to recreate an ecologically functioning landscape. Biodiversity mitigation and enhancement should be planned to contribute towards the local Nature Recovery Network. Biodiversity net gain should be clear and we would recommend the use of the Defra metric 2.0 or the Highways Agency's own calculator. The environmental 'Masterplan' proposals drawn up in partnership between Natural England (NE), Gloucestershire Wildlife Trust (GWT), the National Trust (NT), Environment Agency (EA) and Historic England (HiE) gives a blueprint for how that may be delivered. A draft version of this has been presented to Highways England, and was positively received. The scheme should implement this vision.</p> | <p>improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> |   |
| 275.   | Natural England |  | Cotswold Beechwoods SAC is located to the south-west and west of the scheme (west of Birdlip). This European nature conservation site is suffering from recreational pressure. We advise that an Appropriate Assessment will be required under the Conservation of Habitats and Species Regulations 2017.  | A HRA (Document Reference 6.5) is provided with the DCO application. Air quality, water quality and recreational pressure was considered as part of the screening report. The screening report concluded that Likely Significant Effects could not be dismissed for recreational pressures at the European site as a result of the scheme. A Statement to Inform Appropriate Assessment (SIAA) for the site has been undertaken which concluded that the scheme would have no adverse effect upon the integrity of the European site either alone or in combination with other plans and projects. The SIAA is agreed with Natural England and associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).                         | N   |
| 276.   | Natural England | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? | The scheme proposes a deep cutting between Cold Slad Lane and Shab Hill junction. This will result in direct impacts on Crickley Hill and Barrow Wake SSSI and potentially impact the hydrological functioning of the site. The Environmental Statement needs to be informed by an assessment of these impacts and how they are being mitigated. This should be discussed at the Technical Working Groups in advance of the formal consultation stage. The excavation of this cutting will result in a large quantity of material being generated. The proposals around earth works (and the on-site and off-site end use of the material generated) will need to be clearly explained as a part of the Environmental Statement, with discussions beforehand as a part of the Technical Working Group.   | Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with a near balance of material now to be achieved. ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) has considered hydrological impacts on Crickley Hill and Barrow Wake SSSI.   | Y   |
| 277.   | Natural England |  | The scheme results in the loss of part of Ullen Wood, which is ancient semi-natural woodland and as such classed as irreplaceable habitat. All loss of irreplaceable habitat should be avoided, in line with policy guidance in the National Planning Policy Framework (NPPF). If this loss cannot be avoided then a compensation strategy will need to be agreed.   | Highways England acknowledges the importance of Ullen Woods Local Wildlife Site. The potential loss of ancient woodland at Ullen wood has been mitigated completely by altering the location of the roundabout and associated linking roads. Loss of veteran trees has also been avoided where possible with retained trees being protected in line with arboricultural and Natural England guidelines.   | Y   |
| 278.   | Natural England | Do you have any comments on our proposed green bridge?   | <p>Natural England welcomes the proposed installation of a green bridge. Due to the environmental benefits which would result from this structure NE considers the green bridge to be a critical component of the scheme's design. Natural England advise that:</p> <ul style="list-style-type: none"> <li>The bridge needs to be a minimum width of 80m to provide the necessary space for its intended purpose, as well as to provide landscape connectivity to form a naturalistic physical and visual link between Crickley Hill and Barrow Wake, both key features of the escarpment. T</li> </ul>  | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).</p> <p>The new 37m wide Gloucestershire Way crossing is situated to the north of Shab Hill and comprises 25m width of calcareous grassland and two hedgerows to separate a wildlife zone from a WCH route. Provision of hedgerows on the Stockwell and Cowley</p>  | Y   |

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|        |                 |   | <ul style="list-style-type: none"> <li>It should provide a grassland to grassland connection; providing a calcareous grassland connection between the two sides of the SSSI to facilitate the movement of species. Bridge design and landscaping should be focused towards this aim and should draw upon best practice from around the world.</li> <li>It is likely to increase visitor pressure on Crickley Hill, which is already acute, and a full recreation strategy is required which recognises all the issues and suggests possible mitigation and enhancement options</li> </ul>  | <p>bridges too to provide improved habitat connectivity and permeability for wildlife across the scheme.</p> <p>Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change and how we are delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting.</p>   |   |
| 279.   | Natural England | Do you have any comments on our proposed route from Shab Hill to Cowley Junction? | Shab Hill junction appears to be raised in the current proposals, which would potentially increase its landscape and visual impacts. The designing of this junction needs to take this into consideration the landscape and visual impacts and minimise these. Consideration should also be given to creating boundaries of locally distinct hedgerows as per the proposals for Stockwell Lane overbridge and Landscape Earthworks.  | The junction will be integrated into a local valley landscape at Shab Hill. This location was specifically chosen to reduce the landscape and visual impacts. The junction will be infilled by reusing excavated materials. These earthworks will include false cuttings to provide some immediate visual screening. Large areas of woodland planting will be introduced particularly along the east side of the junction to supplement the earthworks to enhance screening and integrate the junction into the landscape in this area. Boundaries of locally distinct hedgerows will be considered in this area. For the scheme native species rich hedgerow will be doubled in length compared to that lost.  | N   |
| 280.   | Natural England |   | Any infilling at the Shab Hill junction that could impact on the head of the Churn valley and would result in losses of calcareous grassland, a Priority Habitat, would need to be compensated for.  | A National Vegetation Classification (NVC) survey of grassland at Shab Hill found grassland in the valley to be mesotrophic with small relic patches of calcareous grassland on the slopes. Transition to neutral grassland is likely to be due to lack of appropriate management. ES Chapter 8 Biodiversity (Document Reference 6.2) sets out the planting proposed to mitigate effects to calcareous grassland.   | N   |
| 281.   | Natural England |   | <p>Without prejudicing any proposals in a recreation strategy, NE would like to see a public right of way crossing incorporated into the design of the Shab Hill junction. Such a route would allow walkers and riders to safely cross, thereby allowing east – west access between the Gloucestershire Way and the village of Birdlip.</p> <p>As proposed in the PEI Report this junction and the new alignments of the A417 and A436 to the north effectively form a barrier for those travelling east – west i.e. between Coberley and Birdlip. It is understood that the provision of an additional underpass may be possible within the parameters of the junction complex. The creation of such a crossing would negate the need to go via the green bridge (thus reducing pressure at this crossing point by providing an alternative east – west route) and provide a route westwards of the road new alignments which then links into the enhanced PRow network proposed to the south west of the junction.</p> | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley crossing. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings. The proposals as set within the ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). | Y   |
| 282.   | Natural England |   | There is the need for a wildlife crossing point at Cowley junction, in order to prevent habitat fragmentation.   | Stockwell Farm overbridge now includes two hedgerows to improve habitat connectivity. Wildlife culverts to the south of the bridge and north of Birdlip quarry is provided to mitigate fragmentation of badger territory. These provisions improve the permeability of the scheme for wildlife.   | Y   |
| 283.   | Natural England |   | Natural England welcomes the proposal that overbridges are 'greened', in order to contribute towards ecological connectivity as well as providing functional access. We advise that the design draws upon best practice from around the world.   | Highways England acknowledges the range of views expressed, including those received in support the greening of overbridges. The Gloucestershire Way crossing and Stockwell overbridge both incorporate two native species-rich hedgerows and the Cowley overbridge incorporates one hedgerow and a WCH route. This is within the context of wider planting proposals as depicted in the ES Figure 7.11.Environmental Masterplan (Document Reference 6.3).  | Y   |
| 284.   | Natural England |   | The current proposals will result in disjointed habitats and further work is required to ensure the creation of a connected habitat network. The scheme design should maximise the creation of calcareous grassland and mosaic habitat connections into the wider landscape. We want to see that mitigation and compensation for biodiversity losses and the delivery of   | The scheme would deliver significant gains of priority habitats such as lowland calcareous grassland, lowland deciduous woodland and species-rich hedgerows and will also include gains in scrub habitat and woodland buffer planting. Information on habitat losses and gains and biodiversity mitigation and enhancements are included in ES Chapter 8 Biodiversity (Document Reference 6.2). Further details of landscape  | Y   |



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|--------|-----------------|---|--|--|---|
|        |                 |   | biodiversity enhancement and net gain contribute towards the creation of an ecologically functioning landscape. This needs to be properly planned out in line with the Masterplan objectives.  | specifications and biodiversity enhancements are provided in the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) and on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).  |   |
| 285.   | Natural England |   | We note that the current proposal makes no mention of Birdlip Quarry. This area could offer some potential for habitat restoration and net gain, and / or the provision of a recreation destination.   | An area adjacent to the quarry is proposed for habitat creation to provide a mosaic habitat, similar to the quarry, including calcareous grassland. This area will be created specifically for the benefit of reptiles, invertebrates including roman snails, but will benefit other wildlife also. The majority of Birdlip quarry is not within the scheme with the exception of a small area for potential works to close a utility pipeline.  | N   |
| 286.   | Natural England | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | Natural England welcomes the selection of Alternative 2 (the “parallel option”). This option performed the best in terms of environmental opportunities and therefore went the furthest towards delivering the vision of a landscape-led scheme.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 287.   | Natural England | Do you have any comments on our proposals for repurposing the existing A417?                | Natural England supports the principle of repurposing the existing A417 to provide habitat connection and access. However, substantial further work is required to explore options around the use of the current A417, the provision of parking and visitor facilities, and the knock on effects for other environmental assets such as Crickley Hill and Barrow Wake SSSI and the Cotswold Beechwoods SAC. This scheme has the potential to significantly change the way people interact with this part of the Cotswold scarp.  | An assessment of the effects of the scheme on habitats and public access is provided in ES Chapter 8 Biodiversity (Document reference 6.2) and ES Chapter 12 Population and Human Health respectively (Document Reference 6.2). Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).   | Y   |
| 288.   | Natural England |   | Natural England has concerns over recreational pressure and the effects on the SSSI and Cotswold Beechwoods Special Area of Conservation (SAC). Highways England will need to give this full consideration in the Environmental Statement. We would welcome involvement in further discussions.<br>The relationship between the proposed repurposing of the old road to a multi-use trail and the Cotswold Beechwoods SAC will need to be explored. We would welcome the multi-use trail providing an alternative recreational destination that pulls people away from the Beechwoods, but this cannot be assumed. It could be that the multi-use trail has a different clientele and therefore has little bearing on current recreational use of the Beechwoods. Or it could be that the multi-use trail makes the scarp area more attractive as a destination, leading to more people visiting the Beechwoods. | An assessment of the potential impact of new and diverted public rights of way, including the Air Balloon Way, and recreational pressures on the SSSI and SAC is provided within the ES Chapter 8 Biodiversity (Document Reference 6.2) and Habitats Regulations Assessment (Document Reference 6.5), which concludes no likely significant effects.   | N   |
| 289.   | Natural England |   | Parking and the provision of visitor facilities seems vital to the popularity of the proposed multi-use trail. Without these facilities then the draw of the scheme will be reduced, and the number of users seems likely to be smaller. The provision of alternative parking and facilities, ideally at both ends of the proposed trail, seems essential and requires investigation.  | Further to consultation comments received in response to the 2019 and 2020 public consultations, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the Air Balloon Way, near the Golden Heart Inn and Stockwell Lane junction. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  | Y   |
| 290.   | Natural England |   | We very much welcome the repurposing of the existing A417 carriageway as a habitat connection. Natural England’s National Habitat Network Map (available on magic.gov.uk) shows the north and western portions of the current road route as being in a habitat fragmentation layer, where linking habitats should be a focus. We welcome the suggested creation of calcareous grassland along the trail. If the habitat connection value is to be realised then consideration should be given to keeping horse riders, cyclists and walkers on the designated track and off the calcareous grassland (e.g. dividing with a hedge). We understand that the design would need to be worked up and we would welcome further discussions.  | It is the intention that calcareous grassland verges are protected from WCH use. The WCH route to the north of the Air Balloon Way adjacent to Barrow Wake will be separate from calcareous grassland provide as compensation for loss of common land and SSSI habitat. Highways England is committed to discussing this further at the detailed design stage when matters such as surfacing, signage and enclosures would be agreed between Highways England, its contractor and Gloucestershire County Council. Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3). | N   |

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|--------|-----------------|---|--|---|---|
| 291.   | Natural England |   | <p>Natural England has concerns about Barrow Wake car park and the negative influence this has on the area in terms of visual amenity afforded by the views out from the escarpment. Natural England welcomes the proposed reduction of car parking provision at Barrow Wake and restoration to grassland. However, with the reduction of parking here and the potential for this to increase pressures on Crickley Hill car park and this portion of the SSSI, robust modelling of the new infrastructure will be required.</p> <p>The views available from this part of the Cotswolds escarpment are some of the finest in south west England and part of the special quality of the AONB. Enhancing the opportunity for people to enjoy the visual amenity they afford should be a key part of the mitigation measures for the scheme. The removal of the majority of the existing car parking infrastructure will increase the naturalness of this place and deliver a character more in keeping with the natural beauty of this landscape. A more naturalistic character would enhance the sense of tranquillity and openness that can be found here, making it a desirable destination point for a walk or ride rather than a car park with a nice view.</p> <p>Whilst the proposals as set out will enhance the access road to the car park, which NE supports, we advise that the physical character of the existing car park needs to be significantly enhanced. We propose that the size of car park is significantly reduced by up to 85% with the removal of the old carriageway surface and with the remaining sections resurfaced with locally appropriate toppings. For removed sections ground levels should be rationalised and the land used to recreate calcareous grassland to provide connections into existing SSSI habitat. Its current status as Open Access land is unaffected.</p> <p>Natural England understands the although within the red line boundary for the scheme, enhancements to Barrow Wake car park are outside of the scope of the DCO. We note however that policy as set out in the NPS for National Networks (at 5.150 – 5.153) allows the Secretary of State to consider the imposition of appropriate requirements to ensure these standards (environmental enhancements) are delivered. We suggest that the applicant considers the appropriateness for recommending to the Secretary of State that in this instance Barrow Wake car park should be either within the scope of the DCO or subject of a section 106 arrangement with the land owner</p> | <p>Barrow Wake car park will be environmentally upgraded with new surfacing, planting, stone walling and interpretation facilities to create a far more attractive place to visit and experience the AONB landscape.</p> <p>The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate. Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p> | N   |
| 292.   | Natural England | Do you have anything you think we will need to consider as we develop our construction plans further? | At present the focus of the impact assessment (and associated mitigation) is on terrestrial habitats within the boundary of the development. We are concerned that insufficient consideration is being given to potential impacts on the wider catchment. Whilst there are no river or other aquatic protected sites in the area, the need for the terrestrial protected sites to retain their water table is vital. The aquifers and spring line of the scarp will be severely impacted by the new scheme and will disrupt the headwaters of several vale rivers. The impact of this on the terrestrial protected sites needs to be investigated. The disruption caused by the new A417 could be used as a driver and opportunity for river restoration projects downstream of Cheltenham.  | ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) considers the potential impacts on the groundwater dependent terrestrial ecosystems and local hydrogeology including the springs in the Crickley Hill area and headwaters of the Churn and the Frome rivers. ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) also identifies Groundwater Dependent Terrestrial Ecosystems within the study area and assesses the potential impacts that the scheme may have on these groundwater dependent receptors.   | N   |
| 293.   |                 | Do you have any comments on our PEI Report and other proposed   | <i>[Natural England provided a detailed commentary on the PEI Report and associated appendices and figures. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those</i>   | Highways England has taken into consideration the comments of Natural England in developing the subsequent 2020 PEI Report, the ES and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of feedback where appropriate, whilst detailed responses to   | N   |

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|--------|-----------------|-------------------------------|--|--|---|
|        |                 | mitigation measures?          | <i>identifying typographical errors or suggesting minor amendments to the presentation or content of the document.</i>   | material points raised are provided within this table. The latest position between both parties is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  |   |
| 294.   | Natural England |                               | We are pleased to see that the impacts on the Cotswold Beechwoods SAC will be assessed in the Environmental Statement, as we recommended in our response to the Scoping Document.  | The Cotswold Beechwoods SAC is included as one of the receptors assessed as part of the air quality assessment reported upon in ES Chapter 5 Air Quality (Document Reference 6.2).   | N   |
| 295.   | Natural England |                               | With references to PEI Report paragraphs 5.10.13 and 5.10.14, we are pleased to see that the proposal will broadly reduce the impacts of air pollution on the nearby SSSIs and SACs. We note that the impacts of NOx on Hucclecote Meadows SSSI will reduce but will remain above the applicable critical level. We would encourage the applicant to consider if their proposal offers any opportunities for enhanced mitigation that will reduce NOx concentrations to below damaging thresholds.   | The assessment in ES Chapter 5 Air Quality (Document Reference 6.2) predicts no adverse impact on NOx concentrations at Hucclecote Meadows. Mitigation is not required.  | N   |
| 296.   | Natural England |                               | With reference to PEI Report paragraph 5.12.5 we are once again concerned that there is no reference to our own guidance Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (NEA001). We published this document to help competent authorities to better understand Natural England's own approach when applying the Habitats Regulations to these matters in its role as statutory adviser. It must be followed when assessing the impacts of this proposal on SACs that may be affected. We would also strongly recommend that it is followed when assessing the impacts of this proposal on SSSIs that may be affected.  | Assessment of air quality changes on ecological receptors has been carried out in accordance with the requirements of DMRB LA105 which references NECR201. Screening thresholds have been used that are in accordance with NEA001 because this NE document uses (and references) the DMRB approach with regard to assessing the impact of nitrogen deposition from road traffic emissions. The Habitats Regulations Assessment (HRA) is set out in Document Reference 6.5 of the DCO application.  | N   |
| 297.   | Natural England |                               | Natural England welcomes the commitment by Highways England that this will be a landscape-led highway scheme and that 'landscape is a primary consideration in every design decision'. Natural England is pleased to see that a number of aspects of the scheme are seeking to support the statutory purpose of the Cotswolds AONB by seeking to enhance or restore key landscape features and other environmental assets  | The support for the landscape-led approach is noted. The Design Summary Report (Document Reference 7.7) sets out how the landscape-led design has been implemented.  | N   |
| 298.   | Natural England |                               | We support the following aspects of the scheme design and consider them all to be necessary if the policy tests set out in NPS National Networks are to be met: <ul style="list-style-type: none"> <li>Green Bridge: Natural England supports the need for a green bridge and considers it be a critical component of scheme's design. We support all of the intended purposes for the structure.</li> <li>Walking, cycling and horse riding: Enhancing the existing PRow network is critical if the scheme's stated vision to improve the local community's quality of life and visitor's enjoyment of the area is to be realised.</li> <li>Lighting: Natural England welcomes the commitment to avoid street lighting and thereby help lessen the impact of the new alignment on dark skies; one of the special qualities of the AONB.</li> </ul> We advise that the interdependencies between these aspects are critical to the successful delivery of the mitigation measures. The consequences for the loss of one aspect of the design (such as the green bridge) for the other measures would be profound and the potential to fully realise the likely benefits would be lost. This would have the effect of reducing the overall effectiveness of these measures and risk not providing sufficient mitigation within the scheme design to pass the NPS tests. | Highways England has considered the balance of the benefits and impacts of the scheme, within the context of the Cotswolds AONB, and the relevant policy tests, namely the National Policy Statement for National Networks (NPSNN). Highways England considers that the scheme is compliant with the NPSNN. This is set out in the Case for the Scheme (Document Reference 7.1) submitted . <ul style="list-style-type: none"> <li>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</li> <li>The ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) includes a number of proposals which seek to provide safe and convenient walking, cycling and horse riding routes.</li> <li>The support for no street lighting of the scheme is acknowledged. This commitment is part of a landscape-led design approach that is responding to the special qualities of the Cotswolds AONB.</li> </ul> | Y   |
| 299.   | Natural England |                               | Natural England does have concerns about the following aspects [of the scheme]:  | Impacts as a result of recreational visitor pressure and use of the new PRow network is provided in the ES Chapter 8 Biodiversity (Document Reference 6.2).  | Y   |

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|        |                 |                               | a) Detrunking of A417: Whilst we welcome the opportunity to reuse the detrunked section of the A417 for use as a multi-user recreational route, further consideration of the implications of this proposal is required, particularly on the impact of the SSSI as set out above, and the potential for restoring linking habitat.  | In response to consultation and engagement in 2020 and 2021, improved connectivity of calcareous grassland has been provided. Full details of the habitat creation work on the de-trunked A417 is provided within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and in the ES Appendix 2.1 EMP Annex D Landscape and Ecological Management Plans (LEMP) (Document Reference 6.4).<br>Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  |   |
| 300.   | Natural England |                               | b) Shab Hill junction: In order to allow for east – west movement Natural England wishes to see a PRow crossing incorporated into the design of the junction.  | Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley overbridge. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.  | N   |
| 301.   | Natural England |                               | c) Fencing: we note the reference at PEI Report paragraph 2.4.35 to post and rail fencing, additional shockproof treatments and other landscape-led elements such as hedgerows and dry-stone walls. NE accepts the need to guard the carriageway however we would like clarity as to the location of post rail fencing and additional stockproof treatments and the extent to which the visual impact of these will be minimised. We welcome the use of hedgerows and dry-stone walls, the character of which should match that of those features already present in the landscape in the vicinity of the scheme.  | Cotswold dry-stone walls will be predominately used on this scheme as highway boundary features to fit with the landscape-led approach. These features would be used in combination with native hedgerows and fencing.<br>Where appropriate, dry-stone walls would include stockproof treatments (e.g. badger fencing) to rationalise the need to two separate boundaries. These measures would be incorporated at the base of the walls and would not be highly visible. This approach has been taken to avoid the need for a secondary fence that may disturb landscape character. There may be locations where additional post and rail fencing may be required away from the main boundary walls to steer wildlife to crossing points. The location of all boundary treatment is shown on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).   | N   |
| 302.   | Natural England |                               | d) Drainage Design: we note at PEI Report paragraph 2.4.26 that the attenuation basins are assumed to remain dry for most of the time. In total there are 10 such features shown on the Consultation Plan Overall Design document with all but 3 located in the High Wold Landscape Character Type (LCT8). Large ponds, even dry ones, are not a characteristic feature of this landscape. Natural England accepts the need for these basins but advises that they will introduce a new and uncharacteristic feature into this landscape character type. The location and design of the basins needs to be carefully considered in order to minimise their effect; we note 4 are located within the perimeters of the Shab Hill and Cowley junctions and we welcome this. For the remaining 3 basins we would wish to see the landscape and visual effect of these reduced as far as is practical through careful site selection and design noting the creation of artificial bunds and use ponds shapes which cut across the existing land profile should be avoided. | As this stage the design is not prescriptive about the details at each basin as this will depend on many factors including local infiltration characteristics and any requirements resulting from detailed ground water quality assessments. Infiltration basins typically won't have permanent water, but a wet forebay may be included to protect surface water quality in the receiving streams. Basins located on impermeable ground or where there is a requirement to protect sensitive groundwater, could typically include a permanently wet bottom. The local landscape context at each location will inform the choice of whether the basins hold some water permanently. The shapes of the basins and the surrounding landscape and planting have been blended more sympathetically with the surrounding landscape and topography. These designs will be further developed through the design process to ensure the best fit with local topography and levels.<br>Water retention features such as the Dew Pond on Crickley Hill Country Park are not uncommon in the landscape and historically were a very important source of drinking water for livestock in the dry uplands of the Cotswolds.<br>The proposed attenuation basins, particularly the ones outside the junctions, have been re-designed to follow the undulating contours of the land and sit more sympathetically within the landscape. | Y   |
| 303.   | Natural England |                               | The entirety of the scheme is located within the AONB and will result in direct and indirect adverse effects on the landscape, visual amenity and natural beauty of this designation. Without the incorporation of the embedded design measures and the other environmental enhancement measures into the DCO and related section 106 agreements Natural England considers that the policy tests set in paragraphs 5.150 – 5.153 and 5.180 / 184 of the NPS are unlikely to be adequately met. We also advise  | An assessment of how the scheme meets the requirements of the NPSNN, including a consideration of how the development is justified within an AONB, is set out in the Case for the Scheme (Document Reference 7.1) submitted .<br>Highways England has worked collaboratively with Natural England to resolve many of their previous concerns and help develop a scheme that could be generally supported. Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  | N   |

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|        |                 |                               | that consideration should also be given to NE proposals and those of other statutory consultees which would complement those set out in the PEI.   |   |   |
| 304.   | Natural England |                               | Construction compounds and associated satellite compounds have the potential to be the source of extensive adverse landscape and visual effects for the duration of the construction phase. And by extension will lead to adverse effects on the statutory purpose of the AONB. To ease the construction process the compounds are to be located at either end of the new route; NE accepts the justification for this. The design, operation and management of the construction and associated satellite compounds needs careful consideration in order for any adverse effects on the statutory purposes to be minimised. Areas for construction compounds acquired by purchase (compulsory or otherwise) should be restored to priority habitat in line with 'Masterplan' objectives. We look forward to seeing more detailed information in the Environmental Statement. | The landscape and visual impact of construction compounds has been assessed in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). All construction compounds will be fully restored to their former state following construction activities and/or if they form part of the scheme proposals will be undertaken to the agreed design. Habitats will be improved where possible via the restoration process to maximise the benefits for landscape and ecology. This is secured in ES Appendix 2.1 EMP (Document Reference 6.4).  | N   |
| 305.   | Natural England |                               | We note the list of likely landscape and visual effects of the scheme. In addition there will be adverse effects on the natural beauty and hence statutory purpose of the AONB. For clarity NE would wish to see the effects on the special qualities of the AONB listed in order that the ExA can readily understand the extent of these adverse effects.   | The effects on the special qualities of the Cotswolds AONB have been assessed in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2), Table 7.18, and ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2).   | N   |
| 306.   | Natural England |                               | We welcome the commitment to use GLIVA3 as the basis for the assessment methodology and that GLIVA3 will in most cases take precedent over other approaches due to the narrative nature of this methodology.   | Highways England acknowledge the comments on the use of GLVIA3 in combination with DMRB LA 107 as the basis for the landscape assessment methodology.   | N   |
| 307.   | Natural England |                               | Based upon the ZTV diagram the selection of a 3km study area is appropriate, although we note to the east of viewpoint 11 (PEI Report Figure 7.1) the scheme will be potentially visible beyond this distance. We wish to be assured that significant effects will not occur in this location and advise that before this area is scoped out of the ES an appraisal is made through a site visit. We note that further field survey work is intended prior to the submission of the ES.  | Highways England accompanied Natural England on site to explore the potential visibility beyond 3km. Natural England as part of their further 2020 consultation response acknowledged the approach taken for ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) was robust. The ZTV was produced using a 3km study area. It is acknowledged that the scheme will be potentially visible beyond that distance. Further site work revealed that there are only a few viewpoints beyond the 3km study area where views of the scheme may be possible but no significant effects beyond the study area are anticipated. | N   |
| 308.   | Natural England |                               | Natural England welcomes the comprehensive listing of the landscape character areas and types which will be used to inform the baseline conditions for the LVIA.   | Highways England acknowledges Natural England's agreement to the list of landscape character areas to inform the LVIA.  | N   |
| 309.   | Natural England |                               | Natural England welcomes the inclusion of elements of the Cotswolds AONB Management Plan (2018 – 2023) into the baseline.  | Highways England notes the support for this.  | N   |
| 310.   | Natural England |                               | We welcome the inclusion the PRoW assets, areas open access land and the Crickley Hill Country Park into the baseline.   | Highways England notes the support for the inclusion of PRoW assets, areas open access land and the Crickley Country Park into the baseline.  | N   |
| 311.   | Natural England |                               | A key consideration for Natural England will be the effect of the scheme on users of the Cotswolds Way National Trail. It is critical that the scheme design (for both the construction phase and once complete) gives due consideration to the trail to ensure that there is minimal negative impact upon users. Where the opportunity arises improvements to that experience should be made.   | The ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out how rights of way including the Cotswold Way National Trail would be managed during construction and operation, and it will be diverted over the new Cotswold Way crossing to provide a safer and improved route for users to enjoy. Highways England has collaborated with Natural England about the diversion of the National Trail. Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  | Y   |
| 312.   | Natural England |                               | Construction: NE notes the proposed mitigation measures for the construction phase and welcomes these. NE advises a mitigation plan is required for the PRoW network which will be disrupted. During the   | Highways England notes the comments. The ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the provision within the scheme for walking, cycling and horse riding routes. That includes phasing of works to help ensure key routes are maintained, such as the National Trail. The detailed design  | N   |

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|--------|-----------------|-------------------------------|---|--|---|
|        |                 |                               | <p>construction phase a number of PRow will require either the establishment of temporary diversionary routes or in some cases temporary closure. Careful consideration will need to be given for those PRowS used as a route for the Cotswold Way National Trail and the Gloucestershire Way. NE advises that for both of these routes temporary closure(s) would not be an appropriate measure to allow the construction works to proceed safely and that for these two paths diversionary routes need to be identified and agreed with the Cotswolds Way Trail Manager and Gloucestershire County Council. These diversions need to be established, with clear way-marking, prior to the casement of the construction phase and for the Cotswolds Way NT clearly communicated via the National Trail website and other platforms. Close attention should be paid to the advice of the Cotswold Way Trail Manager and representatives of local access groups to ensure that suitable diversionary routes are identified. NE is able to advise in respect of the legal requirements for both the temporary and permanent diversion of the Cotswolds Way NT from the currently defined route.</p> | <p>stage would finalise such proposals once a contractor is appointed, to be agreed with Natural England in terms of the National Trail. Highways England is working collaboratively with Natural England to help progress with the statutory mechanism for the diversion.</p>   |   |
| 313.   | Natural England |                               | <p>Enhanced Dipslope: We agree with the proposals as set out for the enhanced Dipslope, Crickley Hill and Birdlip to Shab Hill Side Road:</p>   | <p>Highways England notes the support for these aspects of the proposals.</p>  | Y   |
| 314.   | Natural England |                               | <p>A417 Steep Cuttings and Retaining Structures: We broadly agree with proposals as set out. We would advise against the use of constructed retaining walls, thus maximising visibility of the exposed geological section. A recreation strategy should be produced to examine existing rights of way and potential new paths to maximise access opportunities for all without compromising the environmental opportunities the scheme affords.</p>   | <p>Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%) removing the need for retaining structures. Therefore the cuttings will be left in their natural state. Consideration of and proposals for existing and new routes with public access are set out within ES Chapter 12 Population and Human Health (Document Reference 6.2) and detailed within the ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). Those documents explain how Highways England proposes to maximise access opportunities for all.</p>  | Y   |
| 315.   | Natural England |                               | <p>We accept the landscape receptors listed in PEI Report Table 7-3 and will use these as a basis for expressing our comments on the conclusions of the LVIA.</p>   | <p>Highways England acknowledges the range of views expressed, including this feedback provided.</p>   | N   |
| 316.   | Natural England |                               | <p>We note the potential for impacts on Crickley Hill and Barrow Wake Site of Special Scientific Interest (SSSI) as a result of this proposal, primarily as a result of the installation of the proposed green bridge. We also note the potential for habitat damage or degradation as a result of works in the SSSI altering the local hydrology and affecting the woodland, including the risk that this will be exacerbated by climate change. Highways England needs to satisfy us that either the proposal does not result in adverse effects on the SSSI, and/or that the benefits of the scheme outweigh any residual impacts.</p>   | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1) .<br/>Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p>   | Y   |
| 317.   | Natural England |                               | <p>Ancient Woodland: We note the anticipated losses of ancient semi natural woodland to the new highway, at Emma's Grove and Ullen Wood, and the additional risk of habitat damage or degradation as a result of the road. Ancient woodland is an irreplaceable habitat. All loss of irreplaceable habitat should be avoided, in line with the NPPF. Highways England needs to satisfy us that it is not possible to avoid the losses of Ancient Semi-Natural Woodland. If it cannot be avoided, a suitable compensation strategy will need to be drawn up. The level of compensation should reflect the amount and nature of the irreplaceable habitat loss. Cumulative losses of ancient woodland should be considered. New planting will take a long time to develop species and structural diversity. This time lag must be taken into account when considering compensation ratios, increasing</p>   | <p>There will be no loss of ancient woodland at Ullen Wood due to repositioning of the air balloon roundabout and new junction. Woodland planting is in particular proposed in a field bordering Ullen Wood which will provide a buffer between the scheme and the ancient woodland. Ullen Wood will be protected throughout construction of the scheme.<br/>The construction would remove a small part of the northern edge of Emma's Grove woodland. Historical mapping shows that this woodland is not ancient woodland; however, it supports a number of ancient woodland indicator species. The northern section of the woodland impacted by the scheme is comprised predominantly of old hazel stands and ash whilst the younger southern section of the woodland dating from approximately 1900 is predominantly beech. Emma's Grove is assessed as a priority habitat and mitigation would include translocation of hazel stools and ground flora to locations within the woodland and to additional buffer planting</p> | N   |

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|        |                 |                               | compensation area to allow for the fact that the condition of the compensatory habitat will be suboptimal for the duration of the scheme. We would also recommend that compensation is considered in a landscape context and makes a contribution towards the aim of delivering a functioning ecological landscape on the back of this scheme.   | around the eastern edge of the woodland. New woodland and hedgerow planting will connect Emma's Grove with Ullen Wood.  |   |
| 318.   | Natural England |                               | Bats: We are pleased that our initial recommendations regarding surveys were followed including use of the Altringham module for infrastructure sites. Various bat species including rare species such as Bechstein's and Barbastelle were identified. However, there are also Myotis species referred to. Any further surveys carried out and subsequent licence application will have to identify these bats to ssp level e.g. Myotis natterii etc. At the moment, there is not sufficient information to inform any licence application assessment.   | The comment regarding the use of the Altringham module is noted. The species identified by the various bat surveys carried out in 2018 and 2019 are detailed within the ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 319.   | Natural England |                               | It is not clear if the "EUROBATS publication No 8, Guidelines for consideration of bats in lighting projects" published in 2018, was or will be considered when lighting schemes for the route are implemented. We would normally expect to have the increase in lighting addressed and mitigated for. However, we need to await the full Environmental Statement before we can comment further. We welcome the confirmation that the scheme will not be lit (PEI Report paragraph 8.9.2).   | The overall scheme will not be lit which minimises potential impact to foraging and commuting bats and potential disturbance to roosting bats due to lighting. Low lux, directional, demand sensitive lighting is proposed at the WCH underpass at Grove Farm. The demand sensitive lighting will be available between half an hour after dawn and until half an hour before sunset between 1st April and 31st October. From 1st November – 31st March, the demand sensitive lighting will be available 24-hours a day. The scheme is assessed on this basis. Details of construction stage lighting is provided in ES Appendix 2.1 EMP (Document Reference 6.4. Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).   | N   |
| 320.   | Natural England |                               | Great Crested Newts: It is difficult to comment with respect to the implications of the scheme for great crested newts (GCN), given that no information on the impacts to habitats being used by newts has been provided within the PEI document, and the survey information discussed does not include enough detail to really understand the population size of newts likely to be affected. At the moment, the survey data is insufficient to inform a licence application and further, updated survey work would be required. If construction works are to start in late 2021, then it is recommended that updated surveys including full population size class assessments and HSI analyses are carried out in spring 2021 on all ponds within 500m of the scheme ahead of the licence application being submitted.<br>This recommendation is based on the assumption that the scheme will involve the highest impacts on GCN habitats, i.e. the permanent loss of core terrestrial habitat and/or aquatic habitat due to planned works; however, a reduced level of survey data may be acceptable if the impacts from works are less damaging than the scenario outlined above. The survey data submitted with the formal licence application should meet the appropriate criteria as stated on the Instructions tab of the GCN Method Statement template once the impacts to GCN habitats have been determined. | Great crested newt surveys have been carried out, including population size estimates where newts were found to be present within 500m of the scheme. In addition, data has been received from the local record centres and other planning application information which indicates that GCN are present within the scheme at a small culvert pond at Bentham - the most westerly extent of the scheme. No great crested newt breeding ponds are to be lost due to the scheme and very little habitat within 250 m of the ponds. A precautionary working method including watching brief by a suitably qualified ecologist will be implemented in all identified great crested newt habitat within 500 metres of the scheme to be agreed with Natural England<br>Details on the impact assessment for great crested newts is included in the ES Chapter 8 Biodiversity (Document Reference 6.2).<br>The ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) would include the provision of shrub and grassland habitat as well as drainage infiltration areas, which will provide ephemerally wet areas suitable for foraging great crested newt. In addition, the EMP will incorporate features beneficial to GCN such as hibernacula and log piles; the location, design and number of these is stipulated within ES Appendix 2.1 EMP Annex D Landscape and Ecological Management Plans (Document Reference 6.3).<br>Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3). | N   |
| 321.   | Natural England |                               | Adder: As recognised the PEI report, adder are known to be present within Crickley Hill SSSI. We recommend consideration of the impacts of the scheme on adders, particularly the potential for impacts as a result of increased footfall at Crickley Hill SSSI and access by horse riders and cyclists. There could also be a potential benefit to adders if the green bridge allows them to disperse into new areas.   | The adder population at Crickley Hill SSSI is documented in the ES Appendix 8.16 Reptile Survey Technical Report (Document Reference 6.4). There will be no impacts on adders within Crickley Hill Country Park due to the removal of the green bridge in that location. Details on reptile survey results, including figures, can be found in the Reptile Report (ES appendix 8.16). ES Chapter 8 Biodiversity (Document Reference 6.2) provides further detail on impacts on reptiles and mitigation measures such as translocation from key reptile sites and habitat creation for reptiles. Further detail of   | Y   |

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|        |                       |                               |   | the reptile mitigation during the construction phase is provided in the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).   |   |
| 322.   | Natural England       |                               | Badgers: Although a summary of the survey results for 2018 and 2019 was sufficient for this preliminary report, further information will be necessary to inform any licence application. Any main sett closure will necessitate the provision of replacement artificial setts prior to the closure of the main setts. Any licences applied for will only be issued for the period 1 July – 30 November in each given year, therefore the various phases of the construction will need to take this in to account. We need to await the full ES before we can comment further on potential impacts and the appropriate mitigation and compensation.  | ES Chapter 8 Biodiversity (Document Reference 6.2) presents results of badger surveys the assessment of impacts and mitigation requirements based on the baseline collected to date. ES Chapter 2 The Project (Document Reference 6.2) includes details of embedded mitigation such as provision of culverts for badgers to prevent severance of territories identified during bait marking surveys. Further detail of the badger mitigation is provided in the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 323.   | Natural England       |                               | <p>The A417 scheme has the potential to negatively impact on the geological interest features of Crickley Hill and Barrow Wake SSSI, but also brings with it opportunities to create new exposures. We welcome the ongoing discussions with ourselves to minimise impacts and maximise opportunities. Providing that the following principles/markers are accepted, we should be in a good position to ensure that there is not only effective mitigation, but there is also and overall gain in terms of extent of exposure and improved access to exposures.</p> <ul style="list-style-type: none"> <li>• Undertaking of detailed assessment of the impact of the green bridge on SSSI geology, avoiding or mitigating damage to geological interest features;</li> <li>• Creation of new permanent exposures to replace sections lost through the construction of the green bridge;</li> <li>• Develop the potential to enhance existing exposures and create new permanent exposures as part of the wider scheme;</li> <li>• Securing long-term safe access to exposures facilitating future investigations and research on the geology of the cutting and surrounding area;</li> <li>• incorporating detailed recording and sampling of temporary sections during the construction phase.</li> </ul> <p>We welcome the proposed undertaking of detailed soils analysis, in particular to identify any Best and Most Versatile agricultural land that would be lost to the scheme (grade 3a).</p> | <p>The assessment of impacts has not identified direct impact on the existing exposures. New exposures of the Leckhampton Member would be created within the cuttings. New exposures will be created not only at the Crickley Hill and Barrow Wake SSSI but also along the scheme alignment in other cuttings. Interpretation boards would be provided as part of the scheme, adjacent to the Cotswold Way crossing. This would be developed at detailed design.</p> <p>To provide further information on the geology at the Crickley Hill and Barrow Wake SSSI and also in areas of other cuttings e.g. Shab Hill, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk assessment. An Agricultural Land Classification survey (ES Appendix 9.6, Document Reference 6.4) has been undertaken to inform the assessment of impacts on Best and Most Versatile agricultural land. Associated matters are captured within the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p> |   |
| 324.   | Natural England       |                               | The Population and Human Health chapter of the PEI Report contains critical information around access and recreation. However, the ES will need to make better use of this information and better integrate it with thinking around the landscape and biodiversity in order to provide a holistic understanding of the implications of this proposal. This is critical if the schemes vision and potential is to be realised. At the present there is no reference to visitor pressures on Crickley Hill park and SSSI or the Cotswold Beechwoods SAC, both of which could be negatively impacted by the current proposals.   | ES Chapter 12 Population and Human Health (Document Reference 6.2) considers likely effects on Crickley Hill amongst other community assets in accordance with the standard LA 112. An assessment of the potential impact of new and diverted public rights of way and recreational pressures on the SSSI and SAC is provided within the ES Chapter 8 Biodiversity (Document Reference 6.2) and Habitats Regulations Assessment (Document Reference 6.5), which concludes no likely significant effects.   | N   |
| 325.   | NHS England           |                               | NHS Gloucestershire Clinical Commissioning group expresses full support for the scheme.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 326.   | NHS England           |                               | Support expressed towards the scheme as it will reduce journey times for NHS emergency services.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 327.   | Public Health England |                               | We welcome the commitment from the applicant to assess the particulate matter (PM10) impacts as a result of the operation of the proposed scheme, and an assessment of human health impacts associated with   | The EIA Scoping Report referred to assessing PM10. However, through the course of the assessment, Highways England considered PM10 and because the baseline particulate levels are so far below the Air Quality Objectives (AQOs) it was concluded   | N   |



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|        |                       |                               | increased particulate matter (PM2.5) from the proposed scheme with reference to the modelled impact on PM10. This will be carried out for the Environmental Impact Assessment.  | there is no need to assess it further and it was screened out. As such, ES Chapter 5 Air Quality (Document Reference 6.2) has not assessed particulate matter (PM <sub>10</sub> or PM <sub>2.5</sub> ), as this was scoped out of further assessment at the screening phase.   |   |
| 328.   | Public Health England |                               | The PEI Report does reference the methodology used to complete assessments for the effects on mental health and wellbeing It is noted that one private property and one business will be subject to compulsory purchase should voluntary agreements not be achieved. The loss of a home or employment are risk factors for negative effects on mental health, which have not been addressed within the PEI Report. We would recommend the use of the broad definition of health proposed by the World Health Organisation (WHO) and we would expect a specific reference to mental health. There should be parity between mental and physical health, and any assessment of health impact should include the appreciation of both. A systematic approach to the assessment of the effects on mental health. The ES should address any mental health impacts and mitigation measures, with specific reference to loss of property due to land take.  | Highways England notes the concerns over the potential impact of the scheme on mental health. ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the impacts on Population and Health and has been prepared in accordance with the latest DMRB standard LA 112.  | N   |
| 329.   | Public Health England |                               | PEI Report Table 12-3 and Table 12-4 are a very generic approach and are not sufficiently focused on human health. It is noted, however, that DMRB and IEMA guidelines will be followed where appropriate.  | Since the publication of the 2019 PEI Report, the ES Chapter 12 Population and Human Health (Document Reference 6.2) has been prepared in accordance with the latest standard LA 112. Section 12.6 sets out the methodology that has been used in the assessment.  | N   |
| 330.   | Public Health England |                               | <p>Baseline data is required on the nature and frequency of NMU use of the existing local road network that may be affected by the construction or operation of the scheme. This will inform an assessment using the DMRB / IEMA guidelines regarding NMU amenity, safety and severance issues. Any traffic counts and assessment should also, as far as reasonably practicable, identify informal routes used by NMU or potential routes used due to displacement.</p> <p>Although a traffic assessment is inherent in the assessment of driver stress and community severance no detail is provided. The lack of a traffic and transport assessment also prevents an assessment of NMU use of the highway network. The construction phase is likely to result in additional use of the local road network by construction workers and HGVs construction traffic. This additional traffic has not been addressed within the PEI Report and hence no assessment of the likely impacts can be completed in relation to: Community severance &amp; amenity; NMU amenity &amp; delay; and road safety</p> <p>Recommendation: The overall risk to NMU and impact on active travel should be considered on a case-by-case basis, taking into account, the number and type of users and the effect that the temporary traffic management system will have on their journey and safety. Any impacts of traffic and transport must include an assessment of the impact on the existing road network. Any traffic counts and assessment should also, as far as reasonably practicable, identify informal routes used by NMU or potential routes used due to displacement.</p> <p>The final ES should identify the temporary traffic management system design principles or standards that will be maintained with specific reference to NMU. This may be incorporated within the Code of Construction Practice.</p> <p>The ES should include a traffic assessment in accordance with the DMRB and IEMA guidelines the traffic assessment should be used to assess the likely effects on community severance &amp; amenity; NMU amenity &amp; delay; and road safety.</p> | <p>As part of the work undertaken by Highways England an assessment of the impact of the scheme on the road network is provided in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10). This provides details on the situation in 2015 (the baseline year for the South West Regional Traffic Model which is the basis of the traffic model used to appraise the scheme), the forecast traffic flows for the 'With Scheme' and 'Without Scheme' scenarios and the results from the economic appraisal of the scheme.</p> <p>An assessment of Walking, Cycling and Horse Riding (WCH) infrastructure use and needs identified opportunities to overcome existing problems and mitigate against introducing new problems. The opportunities are reviewed, and the proposed scheme aims to enhance users experience of the WCH networks. Footpaths, bridleways, unclassified roads etc are included in the networks.</p> <p>Design of facilities and networks takes into account traffic flows, road safety, demand and destinations. The aim is to provide amenities away from busy roads and on to attractive off-road paths and rural lanes. Details can be found in the ES Appendix 12.2 Walking, Cycling and Horse Riding including Disabled Users Review at Preliminary Design (Document Reference 6.4). DMRB GG142 has guided the process used for the assessment and design of WCH infrastructure. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.</p> <p>Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction.</p> | N   |

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| 331.   | Public Health England |                               | The scheme should continue to identify any additional opportunities to contribute to improved infrastructure provision for active travel and physical activity. The developers should explore the acceptability and design of walking, cycling and horse riding routes with local stakeholders and, if feasible, consider providing a range of alternative accessible designs for consideration. It is important to assess the potential of modal shifts to walking, cycling and public transport.  | The ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the provision within the scheme for walking, cycling and horse riding routes, including public rights of way and local routes with public access rights e.g. unclassified roads. Highways England has engaged with various interest groups and organisations relating to walking, cycling and horse riding through a technical working group, as set out in the Consultation Report (Document Reference 5.1) and in the walking, cycling and horse riding Statement of Common Ground.   | N   |
| 332.   | Public Health England |                               | The scoping report does not identify any proposed approaches to monitoring for health and wellbeing. The final ES should identify monitoring requirements, to be determined by the outcome of further detailed survey work and consultation with key stakeholders and the public. This scheme proposes to introduce significant opportunity for local access and opportunities for physical activity and access to the natural environment. The scheme should be used to assess the level of success provided by the engineered solutions and offer recommendations for future design. Highways England already evaluate schemes and the final ES should identify how the success of the scheme, in terms of objectives and sub objectives, will be monitored.  | ES Chapter 12 Population and Human Health (Document Reference 6.2) has been prepared in accordance with the latest DMRB standard LA 112. Proposals for monitoring are covered in Section 12.4 of this chapter. ES Appendix 2.1 EMP (Document Reference 6.4) provides relevant information.   | N   |
| 333.   | Public Health England |                               | PHE would welcome clarification why the Applicant has not considered relevant guidance published by Defra/IGCBN and the World Health Organisation for the assessment of noise impacts on health and quality of life.  | A WebTAG assessment has been undertaken which includes the monetized health impacts of the scheme. This is included in ES Chapter 11 Noise and Vibration (Document Reference 6.2). The DMRB LA 111 methodology has been followed which includes a consideration of effects in terms of LOAEL and SOAEL thresholds. These are based on health and quality of life thresholds of effect as set out in government policy. The methodology used to assess the scheme is set out in Section 11.4 of the ES (Document Reference 6.2).  | N   |
| 334.   | Public Health England |                               | In relation to the noise assessment in PEI Report chapter 11, PHE would welcome further clarity on the criteria used to judge the sensitivity of community facilities and outdoor amenity areas. PHE would also welcome clarity on how the Applicant proposes to convert noise levels into impacts on health and quality of life, including the underpinning scientific evidence. PHE would welcome the use of more up to date evidence on quantifying the impacts of noise on health and quality of life. PHE suggests that the Applicant clarifies the difference between a "significant" observed adverse effect at a receptor (in the context of Noise Policy Statement for England (NPSE) and Planning Practice Guidance Noise terminology) and likely "significant" effects in the context of EIA Regulations terminology. PHE would welcome clarity how the Applicant's approach for identifying "likely significant effects" takes into account both the severity of an effect and the probability of occurrence/number of people affected. | Impacts on population and health are considered within ES Chapter 12 Population and Human Health (Document Reference 6.2) This has been prepared in accordance with the latest DMRB standard LA 112, and the methodology used for the assessment is set out in Section 12.7.<br>Construction noise impacts have been assessed using the DMRB LA 111 criteria relating to LOAEL and SOAEL. Further information on the methodology used to determine construction noise impacts is included in Section 11.4 of the ES (Document Reference 6.2).<br>With respect to traffic noise, since the revision of DMRB the new LA 111 standard no longer includes the traffic noise nuisance assessment, but assessment is made of the significance of noise change and absolute noise levels in terms of LOAEL and SOAEL thresholds which consider adverse effects on health and quality of life.<br>Operational noise impacts have been assessed using the DMRB LA 111 criteria relating to LOAEL and SOAEL to identify the onset of adverse effects on health and quality of life. These thresholds are based on established guidance including WHO criteria relating to sleep disturbance.<br>With regard to the number of people affected by noise, LA 111 does not use the number of receptors affected as a parameter in determining significance. The severity of the effect is determined in terms of the magnitude of change (impact) and the absolute noise level. This is set out in LA 111 and the criteria are reproduced in the ES Chapter 11 Noise and Vibration (Document Reference 6.2). | N   |
| 335.   | Public Health England |                               | PHE questions why the Applicant has not used the most recent WHO Environmental Noise Guidelines to inform the setting of adverse effect levels for operational noise.   | The latest WHO guidance (2018) recommend traffic noise levels below 53dB Lden (i.e. day/evening/night) and 45dB Lnight to avoid adverse health effects. It should be noted that the thresholds for lowest observed adverse effect level (LOAEL) for this assessment are set at lower noise exposures (i.e. more sensitive criteria) to represent the onset of adverse health effects associated with traffic noise.  | N   |

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| 336.   | Public Health England |                               | PHE recommends that the Applicant carefully considers opportunities for reducing noise exposure in Noise Important Area (NIAs) in line with the third aim of NPSE.   | With respect to NIAs, ES Chapter 11 Noise and Vibration (Document Reference 6.2) reports that, as a result of mitigation, these locations would be subject to negligible or significant beneficial effects.  | N   |
| 337.   | Public Health England |                               | PHE welcomes the consideration of additional factors in determining significance of noise and vibration effects but would welcome clarity on how these factors will be used to inform the significance assessment.   | Additional factors to evaluate significance are set out in LA 111, and this significance assessment framework is described in the ES Chapter 11 Noise and Vibration (Document Reference 6.2). In the Assessment section, Table 11-23 describes the significance justification where effects occur and refers to relevant part of the significance criteria and how this has been applied in making that decision.  | N   |
| 338.   | Public Health England |                               | PHE expects the Applicant to frame assessments of significant effects within a health and quality of life context, and not just in terms of noise exposure. As stated in its Scoping Response, PHE recommends the quantification of health outcomes associated with noise exposure, including: annoyance, sleep disturbance and cardiovascular disease, using guidance set out in publications by Defra/IGCB and WHO. In Chapter 12 of the 2019 PEI Report, it is not clear why the study area for Communities in Table 12-2 is different from the study area for the noise assessment.  | The study area for noise is determined using the LA 111 methodology which considers the potential extents of noise impacts that are potentially significant and also areas where they may be a stakeholder expectation that noise impacts are assessed. Similarly, the study area for the Population and Health assessment has been determined through consideration of the potential effects on key receptor groups and the area over which an effect is likely to be experienced.  | N   |
| 339.   | Public Health England |                               | PHE notes that cumulative and in-combination effects have not been assessed at the time of publishing the PEI Report. PHE recommends that due consideration is given to the potential for significant effects arising from cumulative minor or moderate effects, and that a full explanation of the assessment methodology and results is presented at ES stage.   | The assessment of cumulative effects, including the methodology, is set out in ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2). This includes an assessment of cumulative minor or moderate effects.   | N   |
| 340.   | Public Health England |                               | PHE welcomes the intention to use low noise surfaces on all new and altered roads of the scheme and the consideration of landscaping and earthwork barriers. PHE also supports the commitment to monitor the effectiveness of mitigation measures employed by the scheme as part of the project evaluation process and to assess noise levels following the scheme opening.<br>PHE recommends early engagement with affected communities to foster a line of communication and trust between stakeholders and the Applicant. Studies have shown that non-acoustic factors such as trust and perceived fairness can affect the overall effectiveness of mitigation schemes. | Highways England notes the support for these elements of the scheme. Stakeholder consultation events were held at various communities across the scheme area which gave the public the opportunity to discuss their concerns and understand the potential impacts and mitigation associated with the scheme. It also provided Highways England with important feedback on the proposed design. This has informed the design and the environmental assessment, as evidenced in the Consultation Report.   | N   |
| 341.   | Public Health England |                               | PHE notes that an outline Construction Environmental Management Plan will be presented at ES stage, including a variety of mitigation measures which aim to reduce noise at source. The PEI Report states that very high levels of SOAEL exceedances (up to 11dB) are predicted for a number of residences during construction activities. PHE recommends that the Applicant considers very carefully the mitigation requirements of these receptors, together with the potential need for monitoring of health and quality of life outcomes.  | Mitigation measures including a scheme for individual property noise insulation or temporary rehousing are being considered. Construction noise will be managed through the submitted ES Appendix 2.1 EMP (Document Reference 6.4), which will be secured as part of the Development Consent Order.  | N   |
| 342.   | Public Health England |                               | PHE notes that baseline noise monitoring has not yet been undertaken. PHE expects baseline noise monitoring to achieve the aims set out in its Scoping Response.   | In addition to the noise prediction exercise (which is required by DMRB) to assess baseline noise levels, noise surveys were also carried out at 13 locations alongside the scheme. The purpose of this exercise was to provide data on noise climates at a sample of locations for comparison with predicted noise levels. However, the sampled noise measurements can only be taken as a broad indication of the noise level as short sampled measurements are highly variable according to meteorological conditions, traffic conditions and other local noise sources. For this reason the assessment is based on predicted noise levels using the highly validated Calculation of Road Traffic Noise (CRTN) method. This assumes slightly adverse wind conditions | N   |

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|        |                       |                               |   | (i.e. wind blowing from the road to the receptor) to give a noise level at each location representative of the long-term noise exposure. The use of predicted noise levels also allows the comparison of the noise levels with and without the scheme to be assessed under standardised conditions to truly determine the effect of the scheme.  |   |
| 343.   | Public Health England |                               | PHE notes that at the point of publishing the PEI Report, the LVIA baseline data collection has not yet been fully collected. PHE expects the forthcoming assessment to include both visual and aural perceptual components of tranquillity in relation to green spaces and amenity areas. PHE recommends that the Applicant considers innovative ways to preserve tranquillity within a highly valued AONB, through sympathetic mitigation and embedded design measures. Consideration of the effects of noise upon green spaces is especially important given the 24 PRoW potentially affected.   | ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) sets out the baseline for the LVIA and the assessment of the scheme's effects on the AONB, including the special quality of tranquillity. ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out how the scheme would have an effect in relation to noise, including on PRoW. Both of these chapters identify mitigation proposed to reduce or avoid adverse effects.  | N   |
| 344.   | Public Health England |                               | PHE expects the level and method of stakeholder engagement carried out to date to extend throughout the application process, and that the applicant will present findings regarding the effects of noise on health to relevant stakeholders, including noise sensitive receptors impacted by the Scheme in future consultation documents or reports.  | An updated assessment of the effects of the scheme with regard to noise and human health was presented in the 2020 PEI Report published at the 2020 supplementary statutory consultation. Furthermore, as set out in the Consultation Report, Highways England has sought to consult and engage on an ongoing basis, including with relevant stakeholders and persons identified under Category 3 of section 44 of the Planning Act 2008, where the assessment has identified new or updated effects.  | N   |
| 345.   | Royal Mail            |                               | <p>Royal Mail has five operational facilities within 12 miles of the proposed DCO boundary. This section of the A417 is a strategically important distribution route for Royal Mail services, important to mail handling and delivery at the regional and national levels. All Royal Mail vehicles/ services that use the affected sections of these roads are at risk of delays during the estimated 3 year construction period.</p> <p>In exercising its statutory duties, Royal Mail vehicles use all of the adjacent local roads on a daily basis. Any additional congestion on these roads during the construction phase has the potential to significantly disrupt Royal Mail's operations. Royal Mail therefore wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may be adversely affected by the construction of this proposed scheme.</p> <p>Royal Mail fully supports the objectives of the proposed scheme; if congestion, journey delays and accidents can be reduced by the scheme then there will be significant benefits to all road users. However, Royal Mail asks that Highways England fully notes the above and addresses the following comments / requests.</p> <p>1. Royal Mail requests that the DCO application and its supporting documentation include information on the needs of major road users (such as Royal Mail) and acknowledges the requirement to ensure that major road users are not disrupted though full consultation at the appropriate time in the DCO and development processes.</p> <p>2. The DCO application and its supporting documentation should include detailed information on the construction traffic mitigation measures that are proposed to be implemented, including a draft Construction Traffic Management Plan (CTMP).</p> | <p>Highways England notes the information provided by Royal Mail on its operational use of the A417 and surrounding road network.</p> <p>Highways England recognises the concerns of Royal Mail over the disruption to the local road network and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County 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.</p> <p>As set out in Chapter 10 of the Consultation Report (Document Reference 5.1), Royal Mail was notified of the supplementary consultation in 2020, which sought feedback on a revised scheme design.</p> | N   |

| Row ID | Consultee                     | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-------------------------------|-------------------------------|--|---|---|
|        |                               |                               | <p>3. Royal Mail requests that it is fully pre-consulted by Highways England on any proposed road closures/ diversions/ alternative access arrangements, hours of working and the content of the CTMP.</p> <p>Royal Mail is able to supply Highways England with information on its road usage / trips if required.</p>  |   |   |
| 346.   | South Gloucestershire Council |                               | <p>Relevant technical officers have reviewed the information provided. It is concluded that since the scheme is a significant distance from the South Gloucestershire road network, combined with the orientation of the A417, the above scheme is unlikely to have significant implications for the highway network in our area.</p>  | <p>Highways England acknowledges the range of views expressed, including the response from South Gloucestershire Council.</p>   | N   |
| 347.   | Swindon Borough Council       |                               | <p>The missing section of the A417 causes many problems for road users travelling to and from Swindon and beyond. The proposed works would be entirely in Gloucestershire but would have many benefits for Swindon. We therefore concur with the aims of the scheme to improve highway capacity and condition of safety along the A417 between Swindon and Gloucester. We further consider that the scheme will improve connectivity within the region by making journeys more reliable, which will facilitate economic growth and prosperity within the region.</p>   | <p>Highways England acknowledges the range of views expressed, including those received in support of the scheme. The scheme would provide 3.4 miles of new, rural all-purpose dual carriageway for the A417. This scheme will deliver a safe and resilient free-flowing road to facilitate economic growth, benefit local businesses and improve prosperity by the provision of more reliable local and strategic journey times.</p>   | N   |
| 348.   | Swindon Borough Council       |                               | <p>The general design and proposed alignment is considered to be appropriate. Swindon Borough Council therefore has no objection to the design of the scheme. However, we would like to draw your attention that Swindon Borough Council has not been provided with any information related to any projected change in traffic flows along the A417 / A419 corridor as a result of this strategic upgrade. This is pertinent given that the shortening of journey times between the Midlands, London and Southampton via the A419 would make it a more attractive route than the M4 and M5 via Almondsbury.</p> <p>We would therefore request that the impact of the scheme on M4 junction 15 is fully considered as it is anticipated that there would be a significant increase in vehicle movements along the A419 route as a result of the upgrade. As a result of increased traffic flows, it is also anticipated that there may be requirement to upgrade both the A419 and M4 junction 15 over and above any existing planned capacity improvements.</p> <p>Overall we would request that extensive traffic modelling is undertaken on behalf of Highways England to reflect traffic diverting from the M4 / M5 route, together with increased flows generally. The capacity modelling should fully consider M4 J15 and the A346 Marlborough Road corridor.</p> | <p>The traffic model used by Highways England is based on the South West Regional Traffic Model (SWRTM) and covers the wider area including the M4 J15. The traffic modelling predicts that the impact of this scheme would be to increase traffic on the northern approach to Junction 15 by less than four percent in 2041. The traffic model predicts that in 2041 there would be a decrease in traffic of less than one percent on the A436 approach to Junction 15 as a result of the scheme. An analysis of the slip road traffic flows predicts that the westbound off-slip and the eastbound on-slip would have an increase in traffic and that this is a maximum of 11% in any peak period. For the westbound on-slip and the eastbound off-slip the model predicts there would be a decrease in traffic.</p> <p>The traffic modelling undertaken by Highways England predicts there would be a significant increase in traffic on those sections of the A417 immediately outside of the A417 Missing Link section and that this impact decreases as the distance to the A417 Missing Link increases. To the north of Swindon, the traffic modelling predicts there would be an increase of less than nine percent for 2041.</p> <p>The traffic modelling methodology and results are reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10).</p> | N   |
| 349.   | Swindon Borough Council       |                               | <p>Technical consideration should also be given to the condition of highway safety experienced along the entire route given the lack of a hard shoulder or sufficient refuges on the A419.</p>   | <p>The proposed scheme would improve safety within the extents of the scheme, however, issues on the existing network outside of these limits would not be addressed as part of the scheme. Highway England however constantly reviews the safety of the highway networks and aims to improve safety on an ongoing basis through targeted action.</p>   | Y   |
| 350.   | Swindon Borough Council       |                               | <p>Noise attenuation may be required along the A419 at Swindon, particularly to the East of A419 adjoining the New Eastern Villages housing development to attenuate for the increased traffic levels that were not anticipated when the site was allocated. Further noise attenuation may also be required elsewhere as a result of the strategic upgrade to the route.</p>   | <p>An assessment has been undertaken to consider impacts on noise sensitive receptors alongside non-scheme road links not covered by the main study area. Within the ES Chapter 11 Noise and Vibration (Document Reference 6.2), paragraph 11.10.104 and Table 11.24 present those roads where a change in noise level of 1dB or greater (adverse and beneficial) have been identified based upon changes in traffic flow volume and composition. The results from this assessment indicate that the existing</p>   | N   |

| Row ID | Consultee                                   | Survey question (if relevant)   | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|---|---|---|---|---|
|        |   |   |   | A419 highway between Cirencester and Swindon, is not included in the table, as it will realise a negligible noise change i.e. less than 1dB effect from traffic changes along this road, as a direct result of the A419 scheme.   |   |
| 351.   | Swindon Borough Council                     |   | Given the strategic importance of the A417 / A419 corridor, Swindon Borough Council considers the construction of the missing link to represent an excellent opportunity to respectively cement the position of both Swindon and Gloucester within the heart of communications, distribution and smart business in the wider region. We would, however, welcome further dialogue on the matters outlined in related to highway capacity.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 to which Swindon Borough Council was invited to respond.  | N   |
| 352.   | Tewkesbury Borough Council                  |   | Please take this letter as confirmation of Tewkesbury Borough Council's endorsement of the joint response prepared on behalf of Gloucestershire County Council, Cotswold District Council and ourselves.  | Highways England acknowledges the endorsement of the consultation response submitted on behalf of the Joint Councils (of which Tewkesbury Borough Council is a member).   | N   |
| 353.   | Western Gateway Sub-National Transport Body |   | The A417/A419 forms one of 15 strategic route corridors within the Western Gateway area due to the role it plays linking the M4 with M5 and facilitating north / south connectivity. The current pinch point caused by the poor quality highway is identified as a known transport infrastructure deficit within our regional evidence base. As a body we are greatly encouraged that Highways England is working to devise a suitable solution to improve connectivity and highway safety.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 354.   | Western Gateway Sub-National Transport Body | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill junction?      | The proposal to reduce the gradient of the highway and provide two lanes in each direction, with a climbing lane for slow-moving vehicles from Brockworth heading eastwards towards Cowley seems very sensible and is fully supported. Anecdotal evidence provided by stakeholders recognised the safety and congestion issues caused by slow or broken down Heavy Goods Vehicles (HGVs)s climbing the escarpment. These proposals appear to provide a scheme that mitigates these concerns while minimising the environmental impact.                            | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 355.   | Western Gateway Sub-National Transport Body | Do you have any comments on our proposed green bridge?  | Any scheme that separates pedestrians from this very busy highway is to be encouraged to avoid contact with traffic and negate the need for any form of at-grade pedestrian crossing facility.  | As part of the scheme there has been an effort to remove at grade pedestrian crossings of the A417 Missing Link, as well as to provide new routes for walkers, cyclists and horse riders, including disabled users.   | N   |
| 356.   | Western Gateway Sub-National Transport Body | Do you have any comments on our proposed route from Shab Hill to Cowley junction?                     | Based on the evidence presented the preferred route alignment appears to provide an optimum solution in terms of improved safety, traffic flow and journey time predictability when compared to the existing highway arrangement and is therefore supported.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 357.   | Western Gateway Sub-National Transport Body | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?           | As this link will serve local needs and not facilitate strategic vehicle movements, the Western Gateway STB does not have any strong opinion on the proposal.   | Highways England acknowledges this point.   | N   |
| 358.   | Western Gateway Sub-National Transport Body | Do you have anything you think we will need to consider as we develop our construction plans further? | It is essential that any disruption to the flow of traffic is minimised to reduce the impact on strategic vehicle movements and any increase in journey time uncertainty. When planned works are anticipated to cause delays we would encourage electronic sign alerts to be provided on the M4 and M5 at key decision making points with information on live journey times comparing use of the A417 link compared to using the route via the Almondsbury Interchange. This would encourage an informed journey decision and minimise unnecessary journey delay. | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction. | N   |

| Row ID | Consultee                                    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--|--|--|--|---|
| 359.   | Western Gateway Sub-National Transport Body  | Do you have any other comments you would like to make about our proposals?                                 | The Western Gateway STB is fully supportive of the proposals for the A417 Missing Link, between the Brockworth bypass and Cowley roundabout in Gloucestershire. The A417 / A419 link between the M4 and M5 is of strategic importance to the Western Gateway area and improvements to the existing highway arrangements must be delivered to ensure the area fulfils its economic potential through improved connectivity and confidence in the strategic road network to provide for all highway users.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 360.   | Worcestershire County Council                |  | <p>Worcestershire County Council welcomes the opportunity to feed into this important consultation exercise. The existing highway alignment of the A417 in this area is subject to significant congestion and delays, particularly at peak times. This has negative impacts on both journey times and journey time reliability. The proposed major improvement scheme will significantly enhance access to and from Worcestershire and London and the South East, boosting economic opportunity and supporting growth.</p> <p>The Cotswolds AONB partly extends into Worcestershire. Indeed, the Cotswold Way, which will be significantly improved by this scheme, passes through the Worcestershire village of Broadway and is a major visitor attraction in its own right. The international attraction of the Cotswolds plays a strong role in Worcestershire's visitor economy, and so it is commendable that this scheme includes so many features aimed at mitigating the impacts of this nationally important route and enhancing the environmental and biodiversity qualities for which the Cotswolds area is renowned. In light of all of the above, Worcestershire County Council is strongly in support of this vital project.</p> | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 361.   | Wychavon and Malvern Hills District Councils | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | Wish to ensure that the extent of cutting is minimised so far as is practicable. the exposure of limestone and native plants will enhance the route at this section.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. | Y   |
| 362.   | Wychavon and Malvern Hills District Councils | Do you have any comments on our proposed green bridge?   | Support the proposal for a green bridge as a preferred route for walkers using the Cotswold AONB national trail.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 363.   | Wychavon and Malvern Hills District Councils | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | Support the aim of the proposals to reduce journey time and traffic congestion at the Cowley roundabout.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 364.   | Wychavon and Malvern Hills District Councils | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | Of the three options presented, it appears to provide a better transport solution. It is not clear that the Alternatives 1 or 3 would create traffic efficiencies. The extent to which cutting is required in Alternative 2 is a concern and this should be minimised to reduce its impact on the environment.   | Taking into account the feedback received during the statutory consultation in 2019 and 2020, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road. Whilst the cutting would be up to 17m deep, the cutting slopes would be landscaped using natural rock slopes and planting.   | N   |

| Row ID | Consultee                                    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--|--|--|---|---|
| 365.   | Wychavon and Malvern Hills District Councils | Do you have any comments on our proposals for repurposing the existing A417?                                 | Welcome the proposals to minimise car use, though it is not clear how this will be managed without more detail.                          | The ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the provision within the scheme for walking, cycling and horse riding routes. Highways England has engaged with various interest groups and organisations relating to walking, cycling and horse riding through a technical working group, as set out in the Consultation Report (Document Reference 5.1) and in the WCH TWG Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 366.   | Wychavon and Malvern Hills District Councils | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | Measurement of the difference in air quality between now and the completion of the construction to determine the success of the project. | The impact of the scheme in relation to air quality has been assessed and no significant effects are likely, as reported in ES Chapter 5 Air Quality (Document Reference 6.2). Therefore it is not proposed to carry out additional monitoring is proposed as part of the scheme, as set out in Section 5.11 of ES Chapter 5 Air Quality (Document Reference 6.2).  | N   |
| 367.   | Wychavon and Malvern Hills District Councils |  | Support the reuse of excavated materials.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 368.   | Wychavon and Malvern Hills District Councils |  | Consider alternative travel solutions/signage as construction is underway.   | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and Es Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction. | N   |



**Appendix 7.3 Summary of the matters raised by section 42(1)(d) PILs in response to the 2019 statutory consultation and the Highways England response**

## Consultation Report Appendix 7.3: Matters raised by section 42(1)(d) PILs in response to the 2019 statutory consultation and Highways England response

Appendix Table 7.3 Matters raised by section 42(1)(d) PILs in response to the 2019 statutory consultation and Highways England response

| Row ID | PIL ID                   | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|-------------------------------|---|--|---|
| 1.     | PIL ID 60                |                               | Both during construction and once operational, noise and vibration is of concern to us due to the nature of our business. This includes livestock, commercial shooting and tenanted properties. Noise and vibration will also affect the wild bird habitat.   | The effects of the scheme in relation to noise and vibration, during operation and construction, are reported in Environmental Statement (ES) Chapter 11 Noise and Vibration (Document Reference 6.2). The study area for noise extends to at least 600m from new and altered roads and 50m from other affected roads (i.e. as a result of traffic changes). Where necessary, the assessment proposes mitigation measures in order to reduce the impact of adverse noise effects. The scheme design includes a lower noise road surface, the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 21. Environmental Management Plan (EMP) (Document Reference 6.4) as part of the Development Consent Order (DCO) application, which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in the EMP are secured through a Requirement in the draft DCO (Document Reference 3.1).  | N   |
| 2.     | PIL ID 60                |                               | It is understood that the road drainage around Cowley junction will drain into two main drainage basins to the west of the new carriageway. Clarification is sought on what filtration methods are being applied to the new drainage basins to ensure that these are clean and will not impact on existing drainage basins. To date, the two existing basins have not been well managed by Road Management Systems Gloucester (RMS), resulting in dirty water and silt. | The highway drainage design includes measures to manage the quality of surface water run-off. These treatment solutions may include, but are not limited to, swales, grass channels, treatment strips, filter drains, soakaways, infiltration basins or settlement basins and the final solution will be confirmed by Highways England through detailed design.<br>Each highway drainage catchment and outfall is assessed using standard guidance methodologies to ensure water quality characteristics and spillage risk are within acceptable limits taking in to account the sensitivity of the receiving groundwater and watercourses. Where necessary, this results in additional or enhanced treatment measures being included in the highway drainage design.<br>The existing basin west of Cowley underpass will be retained and will continue to serve a section of the existing A417, plus local roads and land drainage in the area around Cowley underbridge, south of the new junction. The contributing areas will be less than those previously connected to this basin before the scheme. | N   |
| 3.     | PIL ID 60                |                               | Ref Plot No: 1249/1 land to be 'acquired'. It was indicated to us at a meeting with Highways England on Friday 18 October 2019 that this would not be a compulsory purchase order, however, it may be needed as a potential compound location. As discussed at the meeting, PIL ID 60 is happy to explore options with Highways England for this parcel of land.  | Highways England advised that the land acquisition may not be permanent as it was proposed for a temporary construction compound use. Following development of the scheme design since statutory consultation, Highways England does not propose any temporary or permanent land acquisition on this plot. It is noted that the PIL is happy to engage in discussions with Highways England if this proposal is revised.   | N   |
| 4.     | PIL ID 23                |                               | Our Strategic Infrastructure Unit are already in contact with Highways England over the merits of the proposals and how they will effect & link to the part of the publicly maintainable highway network which we are responsible for. We also have a legal interest in the forthcoming DCO application.  | Highways England continues to engage with PIL ID 23 regarding the scheme.  | N   |
| 5.     | PIL ID 21 and PIL ID 152 |                               | We seek assurance that on completion of the project there can be an installation of groundworks to deflect the ever-increasing traffic noise.   | The effects of the scheme in relation to noise during operation have been assessed using a three-dimensional noise model which includes detail of cuttings and embankments taken from the engineering drawings, type of road surface and forecast traffic flows for the opening and a future assessment year. The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, has been incorporated to further reduce noise effects. The results of the assessment are reported in the ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures included by Highways England to mitigate adverse noise effects.  | N   |

| Row ID | PIL ID                   | Survey question (if relevant)   | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|---|--|--|---|
| 6.     | PIL ID 21 and PIL ID 152 |   | We do not want to lose any acreage from our property regarding the plans for the pond.   | Land take required for the scheme was agreed with this consultee following a series of meetings and communication as part of the 2020 supplementary statutory consultation. The attenuation pond proposed on PIL ID 21 and PIL ID 152 land has been relocated in consideration of the comments received.   | Y   |
| 7.     | PIL ID 21 and PIL ID 152 |   | We seek the removal of trees along the southern and westerly borders of PIL ID 21 and PIL ID 152's land.   | Highways England has considered the comments received from PIL ID 21 and PIL ID 152 in relation to planting. The trees in this location are required for essential ecological mitigation, however, Highways England will continue to work with PIL ID 21 during the detailed design stage in order to agree the details of this planting in terms of species and appropriate maintenance. Tree species selected will be appropriate for the local character of the area.   |   |
| 8.     | PIL ID 56                | 1. Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?   | Whilst not concerned over the route itself, we are concerned as to the area marked as 'potential walking, cycling and horse riding path'. We have been careful to accommodate users of the existing footpath safely within our business, but a new public right of way will encourage use of the existing rights of way, leading to an intensification of walkers on site. Should the path be open to other uses, such as horses or cyclists, then we lose the privacy and security of our site. Such is a major concern to us.  | Changes to Public Rights of Way (PRoW) outside the order limits cannot be implemented as part of this scheme. However, a major objective of the scheme is to increase connectivity of local walking, cycling and horse riding routes. This includes the implementation of the Air Balloon Way as a primary route through the area, with the aim of concentrating traffic of these forms away from other minor routes in the area. Full details of the PRoW proposals are included within the ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) which is submitted in support of the application. This proposes mitigation measures where the scheme impacts on existing PRoW in the vicinity of landowner PIL ID 56, however, does not now include a the proposed 'green route', as presented during the 2019 consultation. This has in part been a response to landowner concerns in relation to the green route proposed as well as the removal of the green bridge from the proposals. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for more information on this change. Signage and guidance measures will encourage use of the repurposed A417 (Air Balloon Way) rather than the bridleway that goes through PIL ID 56 land. | Y   |
| 9.     | PIL ID 56                | 4. Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?        | The alternative routes provide equal issue to our occupation.  | Highways England acknowledges that PIL ID 56 considers all of the routes to provide equal issues relating to their land interest. Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N   |
| 10.    | PIL ID 56                | Do you have anything you think we will need to consider as we develop our construction plans further? | Our house and business are located directly adjacent the existing A417 and, whilst the route of the road itself does not cause us any great issue, the construction works and environment mitigation. Our business is based around bike riders visiting our site for outdoor riding experiences. Riders are taken by uplift mini bus to the top of the hill and have a choice of rides back down to the bottom of the hill. The area outlined as required for the scheme would potentially prevent access to at least part of all of the trails. Also on site are indoor and outdoor riding areas which would likely be affected by the scheme. We need the design of the scheme to be sympathetic to our ongoing business activity. | Highways England continue to engage with landowners including PIL ID 56 in relation to the potential effect of the scheme on homes and businesses and have proposed mitigation measures in order to minimise impacts during construction and operation. Such measures are set out within the ES (Document Reference 6.2) and Appendix 2.1 EMP (Document Reference 6.4).  | N   |
| 11.    | PIL ID 56                | Do you have any comments on our PEI Report and other proposed mitigation measures?                    | Whilst the route itself does not cause us issues, the mitigation works do. The original design shown to us led to small parts of our ownership being lost to the road. Such we thought could be coped with. The latest plans show substantial areas subject to tree planting which will lose us our reception areas and car park. Such combined with the proposed path and land taken during construction, could lead to our business being made unviable. Separately, the works will lead to the existing road being raised in height from its current level and having a detrimental effect on our house. We need to see suitable mitigation measures being  | Highways England has revised the scheme design relating to PIL ID 56's land following ongoing discussions with PIL ID 56, and access will be maintained to allow for the site's operation during construction. In recognition of the potential construction effect on car parking at the business, Highways England has agreed a location and parking provision on the west side of the landowner's site and continue discussions around the detailed design of this solution. Mitigation to be provided for the residential dwelling on PIL ID 56 land is set out in ES Chapter 7 Noise and Vibration (Document Reference 6.2). Highways England has commenced land acquisition and compensation discussions with the landowner and the operators of the business in question would be entitled to make a claim for compensation under the Land Compensation Act 1961.  | Y   |

| Row ID | PIL ID                  | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-------------------------|--|--|---|---|
|        |                         |  | provided to combat visual and noise issues, whilst not leading to land take from the business elements of the property.  |   |   |
| 12.    | PIL ID 56               | Do you have any other comments you would like to make about our proposals?                                 | We have considerable concerns as to the effect of the proposed works on our business and home. Our business provides employment to the area and brings tourism, which no doubt benefits other businesses in the area.<br>We have engaged with the scheme designers up to date but our concerns do not appear to have influenced the current design of the scheme, the current plans having a far greater detrimental effect than those shown to us previously. Highways should carefully consider what pragmatic mitigation and redesign can be put in place to protect our interests. | Highways England has revised the scheme design relating to PIL ID 56's land and has agreed a location and parking provision on the west side of the landowner's site in order to mitigate construction effects of the scheme. Discussions in relation to the detail of this parking provision are ongoing.<br>ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the effects of the scheme on development land and businesses, including that of PIL ID 56. Whilst a slight adverse effect is identified during construction, it is concluded that there would be a slight beneficial effect to the business during operation.  | Y   |
| 13.    | PIL ID 31               | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | It is extremely important to our farming operation that access is maintained to the A417 as proposed at the Cowley junction as this is the most straight forward route to our base of operations at Fosse Farm at Driffield with agricultural machinery and crops from the land we farm adjacent to this junction. To have to access via Nettleton Barton and Shab Hill would be completely impracticable.   | Access to the fields north of the A417 will be retained via the Cowley junction. The new junction will allow farm vehicles to access the fields and both the east and west bound carriageways. Alternative access arrangements will be made during the construction and operation of the scheme for all landowners impacted. The alternative access will be agreed in consultation with the landowners impacted at the detailed design stage of the scheme.   | N   |
| 14.    | PIL ID 15 and PIL ID 42 | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | I am interested to see the proposed schedule of works to assess the diversion routes for the planned on line build.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety.<br>Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction. | N   |
| 15.    | PIL ID 15 and PIL ID 42 | Do you have any comments on our proposed green bridge?   | I love the green bridge, query what is being put in place to address health and safety, as such a high point could attract suicide attempts  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 16.    | PIL ID 15 and PIL ID 42 | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | I am in favour of the proposed road.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 17.    | PIL ID 15 and PIL ID 42 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | This looks like a good route and I am in favour.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 18.    | PIL ID 15 and PIL ID 42 | Do you have any comments on our proposals for repurposing the existing A417?                               | What parking provision is being made for the Cowley end of the Green route? - there is enough existing carriageway to allow for parking and this would prevent parking at the Golden Heart or on the remaining road past Nettleton   | Following construction of the scheme, walkers would be able to park at Barrow Wake car park or at the Golden Heart Inn. Parking is being provided at both ends of the Air Balloon Way to improve accessibility for all users of the walking, cycling and horse-riding route.  | N   |

| Row ID | PIL ID                   | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|--|--|---|---|
| 19.    | PIL ID 41 and PIL ID 199 | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? | Due to our close proximity to the scheme we would insist on having an on-site noise assessment carried out at our home.  | The effects of the scheme in relation to noise during operation have been assessed in detail for an area covering at least 600m from new and altered roads and within 50m of other affected roads, based on the forecast traffic flows using the road in the opening year and a future assessment year (+15 years after opening). This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England consider this assessment to be appropriate and is therefore not considering individual noise assessments at this time. It was explained to PIL ID 41 and PIL ID 199 in November 2020 that an appropriate level of mitigation has been provided in consideration of the level of impact created. | N   |
| 20.    | PIL ID 41 and PIL ID 199 |  | We would request a tree line along the side of the carriageway that our house is on. It seems that there will be a lot of trees planted in this scheme but there doesn't appear to be any that will compensate for the trees that will be felled in our proximity. | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. Trees and hedgerow are to be planted to provide connectivity of habitat for wildlife. Landscape planting is detailed on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). A landowner meeting took place in November 2020 with PIL ID 41. It was explained that the main trees to be impacted by the scheme are along the edge of the plantation at Stockwell Farm and not next to PIL ID 41 and PIL ID 199's land interest.  | N   |
| 21.    | PIL ID 41 and PIL ID 199 |  | We have been informed that the scheme will not have lighting. Having no lighting would be preferable - we currently have an incredible view of the night sky and would hate to have light pollution.   | As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. In addition to this, light spill from vehicles on and around the junction would be screened from views looking towards it through the implementation of false cuttings (landscape earthworks), Cotswold stone walls with immediate effect, and maturing tree planting will further reduce light spill with time.  | N   |
| 22.    | PIL ID 41 and PIL ID 199 |  | What measures will be taken to reduce air pollution? Concerns raised around impact of scheme on residents' asthma.   | Results for air quality across the full study area are provided in ES Chapter 5 Air Quality (Document Reference 6.2). This includes assessment of air quality from traffic associated with the scheme. The impacts are predicted to be not significant at human receptor locations and results are reported in section 5.8 of ES Chapter 5 Air Quality (Document Reference 6.2).  | N   |
| 23.    | PIL ID 41 and PIL ID 199 |  | We have concerns around anti-social behaviour at Barrow Wake and how scheme might address this.  | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 24.    | PIL ID 41 and PIL ID 199 |  | Will the balancing ponds have adequate and aesthetically pleasing security fencing to prevent children getting close?  | The attenuation basins will be empty most of the time, only filling with water during extreme rainfall events. The detailed design may feature vegetated wet bottoms and or filtration bays for water treatment and disposal to ground. Where a specific safety risk is identified appropriate control measures would be provided. The proposed attenuation basins, particularly the ones outside the junctions, have been re-designed to follow the undulating contours of the land and sit more sympathetically within the landscape.   | N   |
| 25.    | PIL ID 41 and PIL ID 199 |  | Concern that the scheme will affect local wildlife and that there are no measures implemented to maintain deer and other wildlife.   | An assessment of the impact of the scheme on local wildlife is set out in ES Chapter 8 Biodiversity (Document Reference 6.2), which is submitted. This sets out the mitigation and enhancement proposed to reduce effects on wildlife, including wildlife crossings. The Gloucestershire Way crossing, while primarily designed as mitigation for bats, would also enable wildlife such as deer to cross the new A417.  | N   |

| Row ID | PIL ID                   | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|--|--|---|---|
| 26.    | PIL ID 41 and PIL ID 199 |  | What new services will be installed during the construction? We are currently using oil to heat our home. Having gas would help mitigate the loss of value to our home. In addition, having 3 phase electrical supply will also help mitigate the loss to the value of our home. Will England highways consider having these services bought to our house?                 | Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase.<br>Highways England is not doing any gas diversion works as part of the scheme. This means that they are unable to connect the landowner to the gas mains as part of the scheme works.<br>Highways England is not doing any electrical diversion work in the vicinity of PIL ID 41. This means they are unable to connect the electrical mains as part of the scheme works.   | N   |
| 27.    | PIL ID 41 and PIL ID 199 |  | Request that services are maintained, such as fibre optic internet that will be disturbed by the scheme.   | Concern that services such as fibre-optic broadband should be maintained is noted. During construction of the scheme full access to utilities would be maintained. Any temporary disruption to any services would be discussed with affected landowners and appropriate temporary measures agreed.  | N   |
| 28.    | PIL ID 41 and PIL ID 199 | Do you have any comments on our proposed green bridge?   | There should be a public trail from Shab Hill to the green bridge, to mitigate the impact of the scheme upon the consultee's property. Concern over whether any mitigation/ preventative measures are to be incorporated to discourage anti-social behavior on the green bridge. Questions whether there will be regular maintenance of the green bridge in the long term. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 29.    | PIL ID 41 and PIL ID 199 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | Would oppose Alternative 1 as it would drastically increase the traffic. Suggestion that here should be a safe footpath and cycle path along Leckhampton Road into town. Query if consideration has been made for cyclists wanting to ride from Cheltenham up to Birdlip and suggestion of a non-lit so a segregated cycle path.   | Following the 2019 statutory consultation, Highways England has decided to proceed with Alternative 2 for the A436 link road. The scheme does not include for provision of cycling infrastructure outside the boundary of the scheme. Those cycling north from Birdlip could utilise the re-purposed A417 and cross the A417 to travel north via the Cotswold Way crossing or Gloucestershire Way crossing. These are all shown on proposals within ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) submitted in support of the scheme.   | N   |
| 30.    | PIL ID 41 and PIL ID 199 | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | Suggestion that the road to Birdlip coming off the roundabout should be moved away from adjacent properties and an existing road that runs under the current A417 should be used. Suggestion that the road running past the Shab Hill area should be significantly lower than the existing ground level to disguise traffic and to reduce noise.                           | As a result of comments received during the 2019 statutory consultation, the B4070 and western roundabout of Shab Hill junction has been moved further north to mitigate the effects of the scheme on local properties. This would place the roundabout and associated section of the B4070 in a cutting to screen the roundabout and traffic from the properties.<br>Concern about the elevated section of the proposed A417 in the vicinity of Shab Hill junction is noted. Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for affected landowners. As the route is within a landscape plateau area landscape earthworks have been utilised rather than tree screening which would be out of character with the landscape here. | Y   |
| 31.    | PIL ID 41 and PIL ID 199 |  | Suggestion that noise reducing tarmac should be used on the road at Shab Hill. Suggestion that bunding should be incorporated along the route to protect residential amenity. Suggestion that neighboring properties should have replacement windows and roof insulation as a result of the scheme to mitigate against increased noise nuisance.                           | An assessment of the impact of the scheme on noise levels is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which is submitted . A low noise road surface is incorporated into the proposed scheme design. The specific noise mitigation (earth bunding, Cotswold stone walls and noise barrier) is included in Table 11-15 of ES (Document Reference 6.2), and this would be applied around the junction to minimise noise to the surroundings - including Shab Hill Farm.<br>Eligibility for noise insulation to properties is intended to mitigate high levels of noise exposure of 68dBLA10,18hr at the facades of dwellings. Noise levels at Shab Hill Farm with the proposed scheme would be well below this threshold.   | N   |

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|--------|--------------------------|-------------------------------|--|---|---|
| 32.    | PIL ID 41 and PIL ID 199 |                               | Concern that properties at Shab Hill will be inaccessible during flooding or snowfall and that mitigation measures should be put in place.   | Concern that properties at Shab Hill will be inaccessible during flooding or snowfall is noted. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities on the proposed A417 and Shab Hill junction however maintenance of the local road network would be the responsibility of the local authority Gloucestershire County Council. The proposed drainage system for the scheme has been designed to accommodate runoff associated with a 1:100 year storm event plus additional capacity to account for climate change. This mitigate the likelihood of a flooding event as a consequence of the scheme.  | N   |
| 33.    | PIL ID 41 and PIL ID 199 |                               | Suggestion that an electric gate should be installed at the top of the Shab Hill access road to ensure safety for children.  | Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Where a specific safety risk is identified appropriate control measures would be provided.   | N   |
| 34.    | PIL ID 41 and PIL ID 199 |                               | We would want input on the location of traffic signs that may have been proposed near our junction to our house. There is currently some difficulty with people trying to find our home using the postcode. We would like a traditional wooden sign or something of the like indicating the location of our property.  | Suggestion that there should be public input on the location of traffic signs near the Shab Hill junction is noted. The location of signs for the scheme have been designed in accordance with current design standards which prescribe positioning of signs however where scope to adjust the locations and sizes where particular issues are identified Highways England would endeavour to address these sensitively. Local signage is provided by Gloucestershire County Council (GCC). Discussions are ongoing between GCC and Highways England to see if it is possible to provide the requested signage.   | N   |
| 35.    | PIL ID 41 and PIL ID 199 |                               | We are going to be affected by car headlights especially from the roundabouts. We would request natural vegetation to block the lights   | The scheme will be cut into the ground and a false cutting will be provided minimising visual impact. From PIL ID 41 and PIL ID 199's residence, the view dips gently and rises again to the A417 mainline. The landscape earthwork gently rises 3.5m in height, to a crest where a 1.2m tall Cotswold stone wall is located, interspersed with tree planting. The bund then falls more steeply 3.5-4m towards the road, and the road is also sloping away from the property up to 1m. this means traffic on the far lane would be more restricted. The above means that there will be at least 5m of complete screening when viewed at the same height of the top of the wall, as screened by the bund and stone wall.<br><br>Landscape planting will also be provided to reduce the visual impact created by the scheme. Tree planting will provide a good level of cover when mature for vehicles above this height. A 'Visibility Study' conducted for the purposes of the scheme has assumed a 4.7m height for heavy good vehicles (HGVs). This means HGVs will be screened from view. Taller vehicles such as double decker busses may still be visible in the view although filtered through proposed trees when mature. In consideration of the landowners comments about visual impact, the scheme has been moved approximately 40 metres north of their land. | N   |
| 36.    | PIL ID 41 and PIL ID 199 |                               | Suggestion that dry-stone walling should be reinstated along both sides of local roads. Suggestion that the Shab Hill access road should remain single track with no cats' eyes and 20mm Cotswold Stone Chippings or similar to mitigate the detrimental effect of tarmac plus additional traffic and this should be continued into neighboring residential driveways. Suggestion that the Shab Hill access road should be designated to 30mph along residential sections. Suggestion that the small roundabout which is adjacent to Shab Hill properties should be moved to the other side of the radio mast. | The B4070 would provide access between Birdlip and Shab Hill junction and would be 6.8m wide with a 50mph speed limit. It would not be possible to keep this as single track with gravel surfacing as this would not comply with Highways England design standards. The access to Shab Hill Farm and the Barn would remain as single track however.<br>Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to move the western roundabout of Shab Hill junction approximately 30m away from Shab Hill Farm and The Barn which would enable more effective screening to be provided including earthworks cuttings, planting and Cotswold Stone Walls.<br>Cotswold stone walling is provided along sections of this road connecting with existing field boundary walling where available. Woodland planting has also been incorporated to provide additional visual screening.   | Y   |

| Row ID | PIL ID                   | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|--|---|---|---|
| 37.    | PIL ID 41 and PIL ID 199 |  | Concern that legionella disease may be a risk beside balancing ponds, and this should be mitigated against. Suggestion that measures should be put in place to prevent issues with rodents.   | The Health and Safety Executive (HSE) provide the following information on Legionella: <i>Legionella bacteria are widespread in natural water systems, e.g. rivers and ponds. However, the conditions are rarely right for people to catch the disease from these sources. Outbreaks of the illness occur from exposure to legionella growing in purpose-built systems where water is maintained at a temperature high enough to encourage growth, e.g. cooling towers, evaporative condensers, hot and cold water systems and spa pools used in all sorts of premises (work and domestic).</i> Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Checks for pests (including unwanted rodents) form part of the management plan including checks and appropriate remedial action within newly created and restored habitats. | N   |
| 38.    | PIL ID 41 and PIL ID 199 | Do you have any comments on our proposals for repurposing the existing A417?                                 | Suggestion that the car park should be relocated at the top of the existing road, so people have to walk down to the viewing point so as to prevent anti-social behaviour. Suggestion that fly-tipping issues should be addressed.  | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police. However, it is considered that the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. It is considered that a potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour.  | N   |
| 39.    | PIL ID 41 and PIL ID 199 |  | There should be discrete rubbish bins provided at Barrow Wake to prevent littering. There should also be no white marking so as to retain a countryside character.  | Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed. Suggestion that there should be no white markings so as to retain a countryside character on the Air Balloon Way is noted. Barrow Wake car park will be environmentally upgraded with new surfacing, car park bays, interpretation features and additional tree planting. The route to the car park will be much shorter due to the rearrangement of the local road system and this will increase natural surveillance of the car park area. The idea of the environmental upgrading is to make this important local feature more attractive for people and families to use.  | N   |
| 40.    | PIL ID 41 and PIL ID 199 | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | If there is excessive material, we would be happy for the end of our back garden to be raised in level - this is an area that falls just outside our curtilage, but we would be happy to take possession of to help mitigate our loss in house value. We would be happy to take any excess topsoil. | Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use. Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved. Discussions are ongoing to determine whether any limited surplus material now arising could be re-used off-site with local landowners or on other projects within the region to minimise the requirement to transport this material. The suggestion that any excess land could be awarded to properties to mitigate against the devaluation is noted however this is not possible under current statutory procedures. Any compensation awarded to affected landowners would be calculated on a case by case basis based on current statutory guidelines and agreed with the District Valuer.  | N   |
| 41.    | PIL ID 41 and PIL ID 199 |  | We would obviously require access to our property 24/7.   | Alternative access arrangements will be made during the construction and operation of the scheme for all landowners impacted. The alternative access will be agreed in consultation with the landowners impacted.   | N   |
| 42.    | PIL ID 41 and PIL ID 199 | Do you have any comments on our Preliminary Environmental Information (PEI)                                  | There should be no open culverts near any properties, and all drainage should be via underground pipes.   | The concern raised is noted. The drainage infrastructure would be provided such that any risk to safety that has been identified has been eliminated or adequately controlled.  | Y   |



| Row ID | PIL ID                   | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|--|--|---|---|
|        |                          | Report and other proposed mitigation measures?   |  |   |   |
| 43.    | PIL ID 41 and PIL ID 199 |  | We do not consider there to be enough tree planting in our area. There will be beech trees hundreds of years old that will be removed which we currently have the benefit of viewing from our property. Big trees will help remove our attention from the roads. Proposed visual screening woodland to Rushwood Kennels. We would insist on likewise for all areas where the road can be seen, especially at the Shab Hill junction and the associated roundabouts | It is acknowledged that an area of beech woodland will be lost during the construction stage to accommodate the scheme. Woodland and hedgerow planting, in combination with landscape bunds and stone walling will be provided along the scheme mainline and connecting minor roads to reduce the visual effects of the scheme. Tree planting will provide a good level of cover when mature for HGVs and large vehicles. A 'Visibility Study' conducted for the purposes of the scheme has assumed a 4.7m height for heavy good vehicles (HGVs). This means HGVs will be screened from view. Taller vehicles such as double decker busses may still be visible in the view although filtered through proposed trees when mature.   | N   |
| 44.    | PIL ID 41 and PIL ID 199 | Do you have any other comments you would like to make about our proposals?                                 | We would welcome the opportunity to obtain additional land next to our house to mitigate any loss in value.  | Highways England has commenced land acquisition and compensation discussions with the landowner. Land swaps are not a form of compensation that Highways England is considering for the scheme.   |   |
| 45.    | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | Support for the proposed route from Brockworth bypass to Shab Hill junction, as the removal of the roundabout will maintain traffic flow, improve journey times and make journeys more predictable.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 46.    | PIL ID 13 and PIL ID 200 |  | Concern that there is not a barrier which divides traffic on the proposed route from Brockworth bypass to Shab Hill junction, making the route more dangerous.   | A concrete barrier between the uphill and downhill traffic on the 'Climbing the Escarpment' section will be provided as part of the scheme.   | N   |
| 47.    | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposed green bridge?   | The green bridge is a fantastic idea. As a rider who lives near Nettleton I am so excited at the prospect of being able to ride to Crickley Hill. It's an environmentally brilliant idea, allowing animals and people to cross over safely, keeping and in fact renewing the connection of the 2 sides of the road.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 48.    | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | The Shab Hill junction will be vastly superior to the dangerous junction that currently exists. There have been so many accidents at that junction.  | Highways England acknowledges the range of views expressed, including those received in support of Shab Hill junction.  | N   |
| 49.    | PIL ID 13 and PIL ID 200 |  | Concern about the length of the slip road on Cowley Junction being too short, therefore suggests ensuring the slip road is not abrupt with room to merge with fast moving traffic.   | The proposed junctions have been designed in accordance with current Highways England design standards which identify the safe operation of roads as one of the key principles of design. The length of merge slip roads proposed would allow drivers to accelerate to an appropriate speed to enable them to join the main carriageway safely. Likewise the diverge lengths would allow drivers to slow down safely.   | N   |
| 50.    | PIL ID 13 and PIL ID 200 |  | Hopes that there will be plenty of trees and cuttings to screen the noise from the road the consultee lives nearby.  | The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, incorporated to further reduce noise effects. The results of the assessment are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures included by Highways England to mitigate adverse noise effects. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation in UK standard road noise prediction methodology (CRTN). Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. | N   |

| Row ID | PIL ID                   | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|--|---|---|---|
| 51.    | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                  | Support of the proposal for Alternative 2 as the preferred A436 link road.  | Following the 2019 statutory consultation, Highways England has decided to proceed with Alternative 2 for the A436 link road.   | N   |
| 52.    | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposals for repurposing the existing A417?                                 | Support of re-purposing the A417 as it will create a good footpath and bridleway through the countryside, everyone will benefit.  | Highways England acknowledges the range of views expressed, including those received in support of the repurposed A417.   | N   |
| 53.    | PIL ID 13 and PIL ID 200 | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | It's good to know you will reuse whatever materials you can.  | Highways England acknowledges the range of views expressed, including those received in support for the re-use of materials. In accordance with the National Policy Statement for National Networks (paragraphs 5.120 – 5.142), Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use.   | N   |
| 54.    | PIL ID 13 and PIL ID 200 | Do you have any other comments you would like to make about our proposals?                                   | It's a great scheme and the sooner you start the better. Too many people have lost their lives on this dangerous stretch of road. The rat runners who drive so fast down our little lanes need to have an alternative so that we can go back to living in a sleepy backwater and not on what feels like a rally route.                                      | Subject to the grant of development consent, Highways England expects to start works in 2023, and for the road to open for traffic in 2025/6. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  | N   |
| 55.    | PIL ID 61                | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?             | Support for proposals to create a dedicated link road to the new roundabout at the Air Balloon public house with concern that linking this road with Dog Lane, as it will create a rat-run. Support for this if it is for non-motorised vehicle access only. Concern over opening up the current dead-end of Cold Slad Lane as a right of way for vehicles. | The proposed scheme would not link Cold Slad and Dog Lane for vehicular access. The proposed link would only be provided for non-motorised users and for maintenance vehicles and would form part of wider proposals to provide a network of interconnected public rights of way. There are no plans to open up the dead end of Cold Slad.  | N   |
| 56.    | PIL ID 61                | Do you have any comments on our proposals for repurposing the existing A417?                                 | My concern is the possibility for travellers to find parking places where they set up camp for extended periods of time. It is essential no places are left open for parking - other than designated parking areas such as Barrow Wake  | The scheme proposals include designated parking areas near the repurposed A417 at Stockwell and the Golden Heart Inn, including for disabled users and horseboxes. These proposals have been amended following the 2019 public consultation and the 2020 public consultation, to help address concerns expressed about areas of parking near Birdlip. Illegal parking on the local highway network is a matter for Gloucestershire County Council and Gloucestershire Police.   | Y   |
| 57.    | PIL ID 61                | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | Living on Cold Slad Lane, I know that during the winter months the grass verges become very soft and tear up easily. I recognize that there will be a lot of disruption during the construction - just please be sensitive to the local residents.  | Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application, which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County 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. | N   |
| 58.    | PIL ID 67                | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill junction?             | Overall we are supportive of the proposed development and understand the needs which must be met. However, this section is not as relevant to us and does not directly affect us in the same way as the 'offline' section.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 59.    | PIL ID 67                | Do you have any comments on our proposed green bridge?   | We support any greening as being beneficial. Depending on the access points we anticipate being users of the green bridge for walking, cycling and horse riding.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |

| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|--|---|
| 60.    | PIL ID 67 | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley junction? | <p>At the consultation meeting with Highways England on 3rd October 2019 we expressed our concern about the lack of information in the consultation notification letter. The issue being that in order to respond appropriately, and input into the consultation, we needed to understand the intended use of the land as our response would be almost wholly governed by that. Particularly given the land under consideration represents a significant deviation from the road itself.</p> <p>Subsequent to that meeting we were advised that Highways England no longer has a requirement for the land. The land was highlighted as potentially being required for maintenance access for drainage, however. Assuming this is the case then we are supportive of the endeavours. The road proximity was a concern when we purchased the property and we understood the likely outcome was that the road would be closer still to our property. However, our hope was that, provided the plan was executed responsibly, the noise levels would be reduced and the road itself and associated traffic would still remain out of sight from our property.</p> | <p>Highways England has discussed the proposed use of this land for mitigation with the landowner since the 2019 statutory consultation. Currently, there is no proposal for permanent, temporary or rights acquisition on this land.</p> <p>A noise assessment has been undertaken and the results of this assessment are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). This location has been assessed as part of the ES (Document Reference 6.2) and the operational noise impact from the proposed scheme is between +2 and +3dB from opening to future assessment years respectively (future year is opening +15 years). Based on DMRB noise guidance, this increase is assessed as a 'not significant' noise effect. With regard to noise mitigation, there is variable height earth bund with a 1.2m Stone Wall on top from Cowley Lane bridlepath to Cowley junction along the southbound carriageway. The depth of the road cutting is also variable on this section. The combined cutting depth and bund height would vary between 2m to 8m (i.e. the effective noise screening height between road surface and the top of the bund). This will provide noise attenuation from the road to the surrounding areas</p> | Y   |
| 61.    | PIL ID 67 |  | We would like to strongly request that the bunds created either side of the cutting which runs past our property are made as high as possible to effectively increase the depth of the cutting to maximise the natural screening between our property and the road. We also understand that intelligent planting on each side of the road will also contribute to the natural screening and noise reduction.  | The design approach around the Shab Hill junction south to Cowley junction has then been to create carefully designed landscape earthworks with bunds or 'false cuttings to integrate and visually screen the road (and create noise mitigation). These have been as made as high as possible but to still allow the backslopes of the earthworks to be designed as gentle slopes to blend the route into the adjacent landscape. Dry-stone walls will be used for highway boundaries through this area to further strengthen the integration of the scheme through this landscape type. A different approach has been taken around the junction at Shab Hill and north towards Air Balloon roundabout as it is appropriate in this area to integrate and screen the Scheme using larger blocks of woodland planting as these can tie in well with existing woodland blocks and the large ancient woodland - Ullen Wood to the east of Air Balloon roundabout.   | Y   |
| 62.    | PIL ID 67 |  | We also strongly hope that the road surface is brought up to modern standards with the effect of reducing noise levels.   | The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, incorporated to further reduce noise effects. The results of the assessment are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures included by Highways England to mitigate adverse noise effects.   | N   |
| 63.    | PIL ID 67 |  | A further consideration is that access to our property from the A417 remains straight forward both during the works and once the project is completed. Our own development activity is likely to still be underway at the point the works commence, and we need to be reassured that we will retain access from the A417 - as it will not be possible to use the alternative access from Cowley for our works - given this is an extremely narrow, single track road without passing places.  | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed. Access will be maintained during the construction phase. Although a phasing plan will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the land owner. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to access during construction.   | N   |
| 64.    | PIL ID 67 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | We don't believe we are directly affected by this link road provided there is not a 'knock-on' effect to access points elsewhere.   | Highways England notes the comment and is proceeding with the preferred route of Alternative 2 for the A436 link road.   | N   |
| 65.    | PIL ID 67 | Do you have any comments on our proposals for  | We are currently users of the repurposed section of the A3 that ran through the Devil's Punchbowl and have experienced at first-hand the benefits of this type of scheme.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |

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|--------|---------------------|--|---|--|---|
|        |                     | repurposing the existing A417?   |   |  |   |
| 66.    | PIL ID 67           | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | I want reassurance that sufficient attention has been paid to safeguarding issues. My fear is that anyone can put on a hard hat and high-vis jacket and look official. At the time the work is due to commence our son will be five and a half and this type of site and the types of vehicles being used are extremely attractive to a child of this age. I want to know what plans are in place to ensure local residents are kept safe. I cannot overstate how important this is.  | Once appointed, Highways England will work with their contractor to ensure safe working practices are followed across the construction of the scheme. This would include measures such as security on site / site compounds, fencing and enclosure of work areas from public areas, and staff identification. Highways England would also appoint a community liaison officer for the duration of the construction who would be the first point of contact should any safeguarding issues arise  | N   |
| 67.    | PIL ID 67           | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Cultural heritage is key to us - as we assume our property is one of the 50 listed properties which has been highlighted as being on the route. Our property is currently at risk of serious deterioration as it was uninhabited in the ten years preceding our purchase of it. We are investing heavily in rescuing, restoring and preserving this rural heritage site and we want reassurance that our efforts will not be undermined by the work you are undertaking.  | ES Chapter 6 Cultural Heritage (Document Reference 6.2) provides an assessment of the effect of the scheme on the property identified. It concludes that the effect of the scheme on the property and its significance as a cultural heritage asset would be neutral.  | N   |
| 68.    | PIL ID 67           |  | Landscape and visual is also very important, as is noise and vibration - it was a key factor in our purchase of the property that we could not see the road or any traffic, despite the high noise levels. The road noise was, and remains, a significant concern, however, we decided we could live with this given the beauty of the surroundings and views. Therefore if the views are interrupted this will have a significant impact on us. Air quality is also important here as we moving to this location, from the city, for a healthier aspect.   | Please refer to row 60 for Highways England's response to the PIL regarding noise effects. The effects of the scheme in relation to landscape and visual impact are reported in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). Results for air quality across the full study area are provided in ES Chapter 5 Air Quality (Document Reference 6.2). This includes assessment of air quality from traffic associated with the scheme. The impacts are predicted to be not significant at human receptor locations and results are reported in section 5.8 of ES Chapter 5 Air Quality (Document Reference 6.2). | N   |
| 69.    | PIL ID 67           |  | Drainage is another key concern as the entrance to our property is low-lying.   | ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) which sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction. Drainage measures will be designed to manage water from the scheme, considering the baseline environment, the existing drainage and the proposed drainage design principles and parameters for the scheme. With drainage measures in place, no adverse impact to the property is anticipated.  | N   |
| 70.    | PIL ID 3, 30 and 55 | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | <p>The existing road forms the only access from the highway to our homes, business and land. We have two dwellings, together with an agricultural machinery business and agricultural land, with access being taken from an entrance off the west bound carriageway. At present, the two houses are separated from the business but anyone accessing the business must drive past one of the houses. This provides security to the business as it is very difficult for potential thieves to arrive undetected. The buildings and yard are ideal for our business requirements as they provide workshop and covered storage areas, together with a suitable amount of yard space for storage and display of stock.</p> <p>The scheme as designed provides a new in / out access on to the highway, but it is our anticipation that traffic down the hill will have increased in speed over current traffic. Such will potentially make entry / exit less safe than currently, particularly for heavy goods vehicles. Access now runs past the buildings to reach the houses. This will lead to a loss of the majority of the yard space and will leave the main house at the far end of the drive, thereby removing the security benefit to the site and leaving no way of monitoring</p> | <p>In response to feedback received during statutory consultation, the access design has been changed to an underpass proposal, allowing access to the property and business via Cold Slad lane and the Ullenwood roundabout. The new design allows for improved safety and access along the road identified and the local road network. Highways England has now acquired the land and property referenced in the landowner's response.</p> <p>Access to Grove Lodge will be maintained and Highways England will work with the landowner to seek a solution for access to the house.</p>   | N   |

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|        |                     |   | entry / exit to the site. The main house will be very heavily constrained by the works, being left hemmed in by the existing hillside to the rear and to the front by the road on a new alignment. The second house on site will be very difficult to access due to the requirement for a hair pin bend (not currently designed in to the scheme) in order to access its existing drive. We do not consider that the scheme as designed allows for the continuing occupation of ours homes or business. |  |   |
| 71.    | PIL ID 3, 30 and 55 |   | The design plans show a 'potential walking, cycling and horse riding path' across the front of the entrance then continuing through our site and immediately adjacent our house. The proposal could lead to safety issues with heavy goods vehicles turning off the A417 being confronted by horses, cyclists or walkers. The addition of public access to the site creates security and privacy issues. We object most strongly to the siting of such.   | <p>The PRoW route referred to was proposed in 2019 to connect the existing PRoW network to the then proposed green bridge. As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p> <p>A PRoW route in this location would now be provided through the Grove Farm underpass which would also provide vehicular access to the properties in this location. The ES Appendix 2.1 EMP Annex 6.4 PRoW Management Plan (Document Reference 6.4) provides the detail of these routes.</p> <p>Highways England is committed to the highest level of safety for the proposed construction and operation of the scheme, and also to minimise disruption to the public. The design of WCH routes on the scheme considers the safety of path users.</p> | N   |
| 72.    | PIL ID 3, 30 and 55 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?           | The alternative routes provide equal issue to our occupation.   | Highways England acknowledges that the PILs consider all of the routes to provide equal issues relating to their land interest. Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N   |
| 73.    | PIL ID 3, 30 and 55 | Do you have anything you think we will need to consider as we develop our construction plans further? | 24 hour access must be maintained to all properties during the construction process.  | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to access during construction.  | N   |
| 74.    | PIL ID 3, 30 and 55 | Do you have any comments on our PEI Report and other proposed mitigation measures?                    | We are concerned as to the effect on our home and health of the road being brought so close to us.  | Potential effects of the scheme on Human Health are considered in ES Chapter 12 Population and Human Health (Document Reference 6.2). There would be a direct and unavoidable effect on Crickley Hill Tractors, which would be lost to the scheme mainline and earthworks. Pinewood and Woodside House would also be demolished as part of the construction phase. Highways England is acquiring the land and property of PIL ID 3 and 55 for the purposes of the scheme. A Position Statement has been prepared to assist with the ongoing discussions with the landowners.   | N   |
| 75.    | PIL ID 3, 30 and 55 | Do you have any other comments you would like to make about our proposals?                            | We have engaged with Highways England at an early stage to seek alternative arrangements but at the date when we must submit consultation response, we haven't had a response of any substance. Such makes planning for the future very difficult. Highways should make constructive engagement with those directly affected a priority so as to reduce the financial and mental impact on those directly affected.   | Highways England and the landowners are in discussions regarding acquisition of the property and the wider scheme. The Consultation Report sets out how Highways England has engaged and formally consulted with affected landowners.  | N   |
| 76.    | PIL ID 22 and 51    |   | As Highways England has been made aware, PIL ID 22 suffers from ill health. The effects of dust during construction could be more than simply problematic, it could be fatal. If conditions during construction did cause dust which caused health problems/choking, it is only fair to state now that alternative  | An assessment of potential risk to human health arising from air quality effects during the construction phase is included in the ES Chapter 5 Air Quality (Document Reference 6.2). Suitable mitigation measures are provided in the ES Appendix 2.1 EMP (Document Reference 6.4) and air quality action plan.  | N   |

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|        |                  |                               | accommodation would be required. We would wish to consider the mitigation measures proposed by the scheme.  | The air quality will be monitored during the construction phase, the contractor has to maintain specific air quality and mitigate the spread of dust throughout the scheme during this time. Suppression measures will be used. As such the impacts at all sensitive receptors can be mitigated to a negligible level.   |   |
| 77.    | PIL ID 22 and 51 |                               | It cannot be unreasonable to demand that the road surface for any of the constructed scheme will not be of concrete construction. Please confirm.   | A lower noise road surface has been incorporated into the scheme design. No sections of the scheme will be of concrete construction.   | N   |
| 78.    | PIL ID 22 and 51 |                               | In respect of the works period, we would also wish to understand potential areas for impact from for example; rock blasting, and the measures that you will implement to mitigate for any detriment. An early impact assessment in respect of the construction and use of the scheme, specific to what is currently a quiet residential/rural site is requested.  | Cutting operations will be undertaken by heavy excavators for the upper layers, and heavy breakers at the lower levels to break up harder rock formations (rather than blasting). These activities have all been considered and potential noise and vibration impacts assessed within the ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which explains how the impact of construction activities on the environment, such as noise and vibration, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N   |
| 79.    | PIL ID 22 and 51 |                               | We note that it is intended that an area of land will be needed during the project construction period, with a smaller area (yet to be determined) being subject to compulsory acquisition. We understand that further discussion in relation to this will progress in Spring 2020 when the extent of land required has been established and assessment of current and alternative use land values will be considered. We will wish to understand the intentions relating to land re-instatement and landscape enhancements and believe that there should be consideration to extensive planting and noise bunds that will mitigate the impact of the scheme and improve the screening from the scheme and associated infrastructure routes, in particular the re-routed A436. We would request that further information is provided in relation to the design, visual appearance, operation and engineering details and we would also request further information on the safety and security measures which will be incorporated into the scheme design. | Detail relating to the land required for the scheme has been shared with landowners throughout the design process as set out in the Consultation Report (Document Reference 5.1). This has ensured that landowners are involved as part of the design process and have had the opportunity to input into discussions relating to land impact. Landowner discussions are and will be ongoing, to keep landowners informed and involved with the scheme's proposals. Landowner meetings have taken place since this consultation and will continue to take place. Land acquisition discussions have advanced and detail has been agreed with the relevant landowners. Details of the landform design have been provided and the species mix intended for planting. Highways England intends to discuss the choice of species to be planted with the landowner further. | N   |
| 80.    | PIL ID 22 and 51 |                               | Propose additional bunding is provided to shield their property from the noise of the scheme as indicated at two points on the attached plan marked 'A'. It is expected that all mitigation measures of a simple nature will be accommodated in order to minimise loss in value and enjoyment to the retained land.   | Woodland planting has been proposed to the edge of this property to provide a level of landscape integration and visual screening. Every consideration has been given in order to minimise the noise impact in this area, including low noise road surfacing, and by maximising noise screening as far as reasonably practicable from the use of earth bunding.<br>The operational noise impact from the proposed road is between +5 and +6dB from opening to future assessment years respectively (future year is opening +15 years). The increase at this location is assessed as a 'not significant' noise effect.  | N   |
| 81.    | PIL ID 22 and 51 |                               | We understand that the scheme currently intends to sever the existing access to the property and provide a new access off the Shab Hill junction. Such an access will need to be of sufficient width and not be weight limited (there is currently no weight limit at present). In particular, the route design of the new access road would need to allow for articulated vehicles to pass. The retained access is a Gated Highway. The current red line boundary of the scheme extends further in to the retained land than the land required for the access road construction and we assume this is for temporary land take – please confirm. Please also confirm that no other land will be acquired that is not for the provision of the access road – reinstatement and environmental enhancement   | Access requirements for this property have been discussed at landowner meetings and subsequently accounted for within designs. Highways England is looking at how Heavy Goods Vehicles (HGVs) passing places can be incorporated into the design of the new access road. These plans will be provided to the land owner for discussion and to obtain their feedback.<br>The proposed land acquisition within this area includes land for the construction and maintenance of the access road, landform / bund and landscape planting. Permanent land take is only proposed where necessary. Details of this proposal have been provided to the landowner in the form of land interest plans denoting land for permanent acquisition, temporary acquisition and temporary acquisition with permanent rights.  | Y   |

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|        |                  |  | should take place on the far side (southern side) of the access road.   |  |   |
| 82.    | PIL ID 22 and 51 |  | In addition to the bunds requested above, in order to mitigate pollution on the retained residential property, confirmation is required that the A417 and A436 will not be lit.   | As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. In addition to this, light spill from vehicles on and around the junction would be screened from views looking towards it through the implementation of false cuttings (landscape earthworks), Cotswold stone walls with immediate effect, and maturing tree planting will further reduce light spill with time.   | N   |
| 83.    | PIL ID 22 and 51 |  | We require carers access on a 24/7 basis due to ill health. We require that this is maintained during construction. In addition, the site is also a business premises requiring 24/7 access also. Therefore, as the preparations for the scheme progress, we would wish to secure assurances and operational details as to how Highways England will guarantee unimpeded access and mitigate for any potential delays.  | The proposed measures to ensure continued access to homes and businesses is set out in the ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which is submitted in support of the scheme. Further opportunity to discuss and agree proposals will be available following the appointment of a contractor, should the DCO be granted.   | N   |
| 84.    | PIL ID 26        | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? | <p>The proposed new A417 would involve excavating a cutting of significant width and depth through the Cotswold escarpment, which would have significant landscape impacts (more so than a tunnel solution) and require substantial mitigation that must equal the significance of the Cotswolds AONB designation. The proposed route must adhere to the policies in the revised February 2019 National Planning Policy Framework (NPPF). At this time, PIL ID 26 believes that this road scheme significantly challenges the integrity of the Cotswolds.</p> <p>This particular section of the route will have significant visual and settings impact from Crickley Hill and Barrow Wake and therefore sensitive re-landscaping of the Neolithic bowl will be paramount to reduce the visual impact of the scarring created by the new A417, the removal of the existing tree line, the damaging impact to habitats, light and noise pollution from the increased vehicular usage and the impact of the retaining walls on the aquifers and the water courses downstream. At this stage, the design and visual appearance of the retaining walls requires further examination through this section of the route.</p> | <p>The cutting through the Cotswold escarpment has been minimised by the sensitive approach to the design. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which reduces the depth of the cutting and removes the need for retaining walls, both measures would reduce the landscape and visual effect of the scheme. In addition, the cutting slopes have been designed to be as steep as possible to reduce landscape impacts.</p> <p>Significant new woodland and tree planting in combination with landscape earthworks is proposed. This has been designed to rebuild and enhance the current levels of visual integration and screening of the A417 from key viewpoints at Barrow Wake and Crickley Hill. The planting will take time to develop, but sufficient land has been acquired as part of the scheme proposals to enable the creation of new landscape settings to protect this important historic landscape area.</p> | Y   |
| 85.    | PIL ID 26        |  | The proposed dual carriageway cut in along the base of Crickley Hill will be cutting through the geological features that have given Crickley Hill its Site of Special Scientific Interest (SSSI) designation. It will be important that particular attention is made to recover and conserve exposures of the geological features that constitute elements of the SSSI designation, but also to uncover and appropriately conserve other geological features. Any new exposures created must reflect geological interest - no soils, no walling, nothing to obscure the strata. This would equally be relevant for the eastern section of the scheme too. Over time, these exposures would be naturally (but sparsely) colonised by plants but maintain their geological interest for many years.  | Given the geological conditions, an overall slope angle of 35° is required for the cutting slopes. The landscape-led approach has been to increase the apparent height of the cutting slopes using a combination of steeper slopes of 60° with flat terraces between (all set at the overall slope angle of 35° required for geotechnical stability). This design will visually break up the mass of the slope and will reveal attractive limestone rock exposures that would also be planted to give a natural appearance to the cutting. Measures such as netting would be avoided to keep the slopes as natural looking as possible.  | N   |
| 86.    | PIL ID 26        |  | Opportunities along this section must be maximised to create species-rich limestone grassland and scrub mosaics on the road cuttings. We would want to understand and discuss how the slopes of the embankments and general grasslands within the red line boundary are to be managed going forward. It is not currently clear how access would be achieved for grassland management along the verges or abutting land. Lessons learnt from other   | Highways England has produced a Landscape and Ecological Management Plan (LEMP) as Annex D of ES Appendix 2.1 EMP (Document Reference 6.4), which includes details on the creation and management of the grassland habitat. It is proposed that calcareous grassland verges will be maintained using cut and collect methods in line with recent guidance which benefit biodiversity and reduces maintenance required. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document  | Y   |

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|        |           |  | schemes should be used to inform the sustainable management as an integral part of the creation and maintenance of the limestone grassland characteristic of the Cotswolds AONB.  | Reference 3.1). A Maintenance and Repair Statement will set out details for access of verges and adjacent land.  |   |
| 87.    | PIL ID 26 |  | The consultation plan shows landscaping in the 'armpit' of the wood east of the A436 roundabout as part woodland and part calcareous grassland. The new woodland shown next to the existing ancient semi-natural wood is a positive proposal, but it should be allowed to establish by natural regeneration as there is a good wood adjacent (shown as semi-improved grassland on the Phase 1 habitat map).   | Woodland is proposed here to buffer Ullen Wood and to provide screening from the A417 for both woodland and protected species. A pasture with scattered trees has been left in the centre to retain foraging habitat for bats and barn owls. It is likely that this woodland will be planted to achieve quicker establishment, however natural regeneration has been considered and space will be left within the planting for natural regeneration over time.   | N   |
| 88.    | PIL ID 26 |  | <p>The current proposed Shab Hill junction will have a significant footprint in the landscape and the scheme from near Air Balloon to Shab Hill, including the A436 link road (Alternative 2), involves a significant amount of new highway infrastructure in a sensitive landscape context. Significant mitigation will be expected here to reduce the impact of light and noise pollution and consideration must be made to provide better access, both public access and ecological access routes across this new infrastructure than is currently being proposed.</p> <p>More effort must be made to provide habitat and landscape re-connectivity. For example, for balancing ponds at Shab Hill, there is an opportunity to be creative and tie in better with the lie of the land.</p> <p>Currently, the grassland here would be isolated and not linked to any other new areas or existing grassland. The grassland is also shown with groups of trees - it would be better to have a scrubby edge to the woodland and keep the grassland open for ease of management.</p>  | <p>A landscape-led approach to the design of the scheme has considered the factors outlined by PIL ID 26 and is set out in the Design Summary Report (Document Reference 7.7). For example, in relation to attenuation basins, the shapes of the basins and the surrounding landscape and planting have been blended more sympathetically with the surrounding landscape and topography.</p> <p>ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which includes details of the mitigation and enhancement measures, such as wildlife access provisions including flight lines for bats, wildlife culverts and bridges. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Since the 2019 statutory consultation, the Gloucestershire Way crossing has been introduced to provide habitat connectivity and traffic-free public access. The proposals for planting and landscape mitigation are set out in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3), which includes measures such as Cotswold stone walling, planting of calcareous grassland and broadleaved woodland and bunding. Specific measures for landscape, ecological and noise mitigation are set out in the ES (Document Reference 6.2).</p>   | Y   |
| 89.    | PIL ID 26 | Do you have any comments on our proposed green bridge? | <p>Within the PEI, the green bridge is heavily promoted in the landscape and visual chapter and helps the scheme appear favourable in some respects and further emphasises the importance of the green bridge as an essential integral element to the scheme. However, at present, we do not consider that the green bridge, as indicated in the consultation plans and video flythrough, is fit for purpose if it is to provide landscape connectivity, connecting a SSSI landscape whilst providing access for people and is not wide enough to deliver the necessary mitigation and enhancement required as part of the scheme.</p> <p>In summary, PIL ID 26 recommended:</p> <ul style="list-style-type: none"> <li>The bridge would need to be a minimum of 100m wide to provide a dual function for wildlife and people, with clear zoning for people and wildlife</li> <li>Any smaller bridge is likely to have limited wildlife benefits, which would have to be supplemented by quite considerable investment in – and enhancement of – land surrounding the scheme (and outside of the current red line) for wildlife.</li> <li>the green bridge should be wider at either end (with fluted or slayed entrances), in order to help wildlife 'find' the corridor. It should be no less than 100m at the entrances</li> </ul> | <p>Highways England engaged with PIL ID 26 following the 2019 statutory consultation to specifically consider the feedback provided on the green bridge and to review possible design changes or alternative options. Associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3).</p> <p>Highways England also considered feedback received during the 2019 consultation from the general public, stakeholder organisations and PILs, as well as the results of environmental surveys undertaken. It was determined as a result of these considerations that there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI). Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, near Emma's Grove and north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape. There is also a proposed new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more woodland and plant more locally appropriate grassland, as well as provide additional habitat for rare and protected local wildlife. Please refer to section 7.4 of the Consultation Report for further information.</p> | Y   |



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|--------|-----------|---|---|---|---|
|        |           |   | <p>on either side, with these flush with the existing habitats, and preferably 80m in centre.</p> <ul style="list-style-type: none"> <li>On the green bridge, there should be a focus on limestone grassland creation, allowing for scrub and small trees, but not larger trees.</li> </ul> <p>PIL ID 26 raised concern that the green bridge proposed was not sufficient and would not deliver the aims of the landscape-led scheme. Concerns were also raised on its impacts on geological features of the SSSI, on Lesser Horseshoe bats and on the AONB landscape. It was suggested a green tunnel could be considered (a cut and cover solution). PIL ID 26 considered that a green bridge that provides stepping stone habitat connectivity and landscape scale eco-system connectivity is an important component of the overall scheme and could offer multiple benefits and a positive legacy for the future.</p> | <p>As set out in the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 26, Highways England and PIL ID 26 are in agreement on provision of the now proposed Gloucestershire Way crossing and Cotswold Way crossing, introduced following removal of the previously proposed green bridge.</p>   |   |
| 90.    | PIL ID 26 | Do you have any comments on our proposed route from Shab Hill to Cowley Junction? | <p>We would certainly question the raised height of the Shab Hill junction on the 'wold' landscape and that more assessment is required to lower the junction further, to reduce the visual impact of this junction in the landscape. Lighting must also be an absolute minimum along this section of the new infrastructure as light pollution will be created by road users at night.</p>   | <p>Highways England notes the concern about the elevation of Shab Hill junction. The proposed Shab Hill junction itself lies within a complex topographical area of the AONB, with undulating hillside. Geotechnical and engineering issues and solutions have governed the necessity for the proposed vertical alignment of the A417 mainline and junction configuration within this specific area. As designed in the scheme, Shab Hill junction would be located in a localised valley which would require filling, using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route, landscape earthworks in the form of false cuttings would be provided. These landscape earthworks would act to provide visual screening and noise reduction.</p> <p>The Cotswolds Area of Outstanding Natural Beauty (AONB) is recognised as having an extensive area of naturally occurring dark night skies. Responding to the scheme's setting within the Cotswolds AONB, the scheme (including Shab Hill and Cowley junctions as well as the Ullenwood junction) would not be lit, to reduce the amount of light spillage to the Dark Skies area.</p> | N   |
| 91.    | PIL ID 26 |   | <p>More consideration is needed to ensure planting of grassland, hedgerows and woodland as mitigation is sufficiently connected, as current proposals result in areas of isolated habitat.</p>  | <p>The comment is noted. A major design approach for the scheme is to reconnect existing habitats and enhance and strengthen landscape features such as species-rich hedges and calcareous grassland areas as appropriate. The features mentioned have been brought together on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).</p>   | Y   |
| 92.    | PIL ID 26 |   | <p>We have consistently advocated the need that all bridges within this scheme must be of 'greened' structures to provide that ecological connectivity as well as functional vehicular access. The current overbridges at Cowley Lane and Stockwell Farm will be highly visible within the wider landscape. The overbridges in this scheme must not be engineering-led modified grey bridge structures.</p>   | <p>Working closely with stakeholders and following 2019 consultation the Cowley and Stockwell overbridges have been carefully designed and include ecological connectivity, with 3m wide hedgerows, along with functional vehicle access. The design of the Cowley overbridge includes the retention of an existing tree lined avenue and new avenue planting is proposed on the approach to Cowley overbridge to link with existing avenues in the landscape.</p>  | Y   |
| 93.    | PIL ID 26 |   | <p>It really is important that the scheme design maximises opportunities to create species-rich limestone grassland and scrub mosaics on the road cuttings and that mitigation is considered within the whole area of the red line boundary and not to continually present the current tight, linear approach being proposed along the road verges. As it stands the design will currently fail in delivering habitat rich corridors of mitigation that are sustainable and that can re-connect the landscape.</p>  | <p>Following the 2020 supplementary statutory consultation, larger areas of calcareous grassland will be created either side of the new Gloucestershire Way crossing to create habitat stepping stones providing connected habitat between the Barrow Wake and Crickley Hill units of the SSSI. The Gloucestershire Way crossing will also include a 25m calcareous grassland strip to join these habitats. In addition the crossing will incorporate two native species- rich hedgerows to connect new woodland and hedgerow planting either side of the crossing and link Ullen Wood Ancient woodland with Emma's Grove and woodland at Birdlip radio station</p> <p>These large areas of new calcareous grassland form part of the scheme proposals as indicated on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).</p>  | Y   |

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|        |           |   |  | Please see section 10.4 of the Consultation Report (Document Reference 5.1) for more information.  |   |
| 94.    | PIL ID 26 |   | Cowley junction appears over engineered for a junction that is designed to provide access to Stockwell Farm and Golden Heart Inn and connect into the local road network. We would ask Highways England to consider a smaller T-junction in this instance to reduce unnecessary land take. It would also be good to see the designs for the Cowley underpass.  | The provision of a roundabout was influenced by several factors. A key consideration was construction sequencing as a roundabout at this location would manage traffic more safely than other methods.<br>A roundabout would also provide a safer junction layout than a priority junction during future operation therefore combining the two would be a logical approach. The junction at Cowley junction would make use of the existing underbridge. No additional structures are therefore proposed at this location.  | N   |
| 95.    | PIL ID 26 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | As a key stakeholder we have not previously been made aware that the A436 link road (Alternative 2) would be three lanes wide (which along with the new A417 would make the scheme 8 lanes wide along this stretch), significantly severing the landscape. We would want to understand why this is necessary and whether a wider link road in this location has been factored into the comparisons with Alternative 1 and Alternative 3?   | The A436 Link Road would link the proposed Ullenwood junction roundabout and the eastern roundabout at Shab Hill junction. The link would be single carriageway and have two lanes in the southbound direction including a climbing lane, and one lane in the northbound direction. This aligns with the description in the 2019 PEI Report and 2019 consultation material to which these comments were responding.  | N   |
| 96.    | PIL ID 26 |   | Another issue is whether the link road and (the greater overall width of the scheme in the landscape in this location) would be visible from Crickley Hill. It would be good to understand whether this option is better or worse than Alternatives 1 and 3 in this respect.<br><br>With the combination of Alternative 2 and the new dual carriageway in close proximity, we are also concerned on the impact that this severance of landscape will have on established habitats and established migratory routes in the vicinity. Careful consideration must be made for access points both for wildlife and non-motorised users and currently, we do not feel there has been sufficient consideration or evidence to fully understand the impact this section of infrastructure will have on the landscape. | The visual impacts of the scheme are covered in the ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) Impact Assessment. The A436 would be located behind Emma's Grove in views from Crickley Hill and would be obscured. It may be possible to get a glimpsed view of the upper cut slopes along that section of the A436 but the road would not be visible.<br><br>Three alternative routes for the A436 link road were presented at the preferred route announcement in March 2019. An assessment of the alternative A436 link road routes was carried out and presented in the 2019 PEI Report. This was informed by consultation with stakeholders such as local councils, environmental bodies, and other organisations. The assessment is presented in the ES Appendix 3.2 Option 30 Alternatives Technical Note (Document Reference 6.4). Alternative 2 was the preferred landscape and environmental solution compared to Alternatives 2 and 3. It was also judged to be more likely to fulfil the requirements of the NPSNN.              | N   |
| 97.    | PIL ID 26 |   | We are however, pleased to see tree planting mitigation being considered to extend into Ullenwood. The selection must include species with climate change resistance. In addition, this must not be considered sufficient provision for delivering biodiversity net gain in this scheme.   | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.<br><br>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme. Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures.<br><br>For further information, please refer to the Case for the Scheme (Document Reference 7.1). | N   |
| 98.    | PIL ID 26 |   | To our knowledge, no assessments have yet been carried out to establish the significance of archaeology within this area and therefore the importance of the Cultural Heritage and connectivity with key heritage assets. Without full assessments, Alternative 2 should not be considered a fait accompli for the scheme design.  | An assessment of the alternative A436 link road routes was carried out and presented in the 2019 PEI Report. The assessment is provided in ES Appendix 3.2 Option 30 Alternatives Technical Note (Document Reference 6.4). Alternative 2 was the preferred landscape and environmental solution compared to Alternatives 2 and 3. It was also judged to be more likely to fulfil the requirements of the NPSNN.<br>ES Appendix 3.2 Option 30 Alternatives Technical Note (Document Reference 6.4) Existing ground cover has prevented archaeological surveys from being undertaken   | N   |

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|--------|-----------|---|--|--|---|
|        |           |   |  | in this area. ES Chapter 6 Cultural Heritage (Document Reference 6.2) provides an assessment of the effects of the scheme on archaeology and sets out the methodology for this assessment. Including identifying any assumptions and limitations in the assessment. Associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3)   |   |
| 99.    | PIL ID 26 | Do you have any comments on our proposals for repurposing the existing A417?                          | The repurposing of the existing A417 could meaningfully enhance the setting of Crickley Hill and Barrow Wake. The envisaged width of the repurposed carriageway and the physical way in which change takes place, to accommodate the new low-level use, will be central to the extent of positive impact. The designs for repurposing the road must be informed by statements of heritage significance and settings assessments – informed by Historic England’s approaches to managing change, defined in their guidance documents.   | Impacts on heritage assets that lie adjacent to the Air Balloon Way are considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2). A non-significant adverse effect has been identified at Crickley Hill as a result of the scheme changing its setting. No beneficial effect has been identified from the repurposing of the A417. Barrow Wake is not a heritage asset considered in the assessment; however it is considered in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). A multidisciplinary approach has been adopted into the proposed repurposing of the road, including landscape and heritage inputs. For full details of the proposed design of the Air Balloon Way please refer to the General Arrangement and Section Plans (Document Reference 2.6) and ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).  | N   |
| 100.   | PIL ID 26 |   | The repurposed road provides an opportunity for an ecological link across the landscape. The potential area for habitat creation will be limited due to the narrow, linear nature of the old road and therefore opportunities for species-rich limestone grassland and scrub mosaics should be maximised and maintained in perpetuity. It would be helpful to understand how effectively this proposal delivers ecological benefits on the landscape scale. Maximising the opportunities here to re-connect the wider landscape and restoring habitat connectivity will be crucial to truly provide landscape connectivity and provide access for people to enjoy and explore this area of the Cotswolds AONB.<br><br>Lessons should be learned from other schemes (e.g. A3 Hindhead) regarding establishment of habitat, monitoring and management.   | Full details of the habitat creation work on the de-trunked former road is provided within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). The LEMP also sets out how it will be monitored and managed.<br><br>Since the 2019 statutory consultation, Highways England has revised the planting proposals in the area to provide increased calcareous grassland creation from the re-purposed A417 which will link to larger areas of habitat stepping stones between Barrow Wake and the Gloucestershire Way crossing, while tree planting will link the re-purposed A417 to Emma’s Grove and other areas of woodland in the wider landscape. Highways England notes the details of previous schemes.   | Y   |
| 101.   | PIL ID 26 |   | Regarding the actual carriage surface, when repurposing the road, we would want to discuss with Highways England the visual impact this will have in the landscape. We understand that it will be important that the right surface is provided for all users, but it must not appear as compacted tarmac, nor an urban ‘road’ in the landscape. The surface needs to blend into the surrounding grasslands and allow easy transition for wildlife. We would also want to understand in more detail the proposed sections that will provide access to residential dwellings and how those sections will be integrated sympathetically. We certainly welcome this element of the scheme as it provides opportunities in delivering environmental benefits and will improve the setting of the skyline and this section of the A417 will no longer be a visible scar at night. However, in isolation this again must not be considered satisfactory to meet the net gain requirements of this scheme. | As set out in the ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4), surfaces would be agreed at the detailed design stage between Highways England, its contractor and Gloucestershire County Council. The footpath, cycleway and bridleway to be built along the repurposed road will be built of new, appropriate surfacing. These features may utilise the old road surfacing and foundations as part of the construction. However, these PRoW routes will appear as ‘purpose-built’ features displaying new surfacing materials and detailing that will fit appropriately with the AONB landscape. The remaining sections of road will be broken up and removed so no traces of old road surfacing remain. These areas will then be topsoiled and planted with new hedgerows, tree lines and calcareous grassland to strengthen, restore and create new habitat connectively along the line of the detrunked section. For full details of the proposed design of the Air Balloon Way please refer to the scheme plans (Volume 2 of the DCO application) and ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). | N   |
| 102.   | PIL ID 26 | Do you have anything you think we will need to consider as we develop our construction plans further? | We would like to emphasise the importance of delivering the agreed landscape-led vision, principles and objectives and that all necessary assessments must be carried out before any construction commences. We will also need to understand what impact to the biodiversity of Crickley Hill and its SSSI designation construction works will have.   | The Design Summary Report (Document Reference 7.7) sets out how the scheme has delivered its landscape-led vision. The ES (Document Reference 6.2) provides the environmental assessment of the scheme. This includes on biodiversity, in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 103.   | PIL ID 26 |   | A construction environmental management plan, along with a traffic management plan, must be in place and key stakeholders  | Highways England has produced ES Appendix 2.1 EMP which includes details of the mitigation and enhancement measures and ongoing monitoring. The commitments set  | N   |

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|        |           |  | must have had an opportunity to feed into the drafting of these documents. It will be essential that ongoing monitoring is maintained throughout the construction works and that the current survey work provides a comprehensive baseline. PIL ID 26 set out a number of considerations that should be included as mitigation during construction such as those relating to construction compounds, tree protection, soil loss, water course pollution, noise and other factors.   | out in the EMP are secured through a requirement in the draft DCO (Document Reference 3.1) .  |   |
| 104.   | PIL ID 26 |  | Archaeological assessments will also need to be active throughout the construction period. There is still so much unknown about this Cultural Heritage and understanding the significance and importance between the heritage assets in the landscape. There will be huge archaeological interest along the scheme route and a great opportunity to understand human activity over the centuries.   | ES Chapter 6 Cultural Heritage (Document Reference 6.2) provides an assessment of the effects of the scheme on archaeology and sets out the methodology for this assessment. ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and OWSI (Document Reference 6.4) sets out the archaeological mitigation measures proposed prior to and during construction.   | N   |
| 105.   | PIL ID 26 |  | From a business impact perspective, maintaining good access to Crickley Hill will be paramount during the construction process and we would welcome early discussions with Highways England, alongside PIL19 who jointly own the site with us, to ensure every possible measure is implemented to maintain safe access for people to be able to visit the site during this period.  | ES Appendix 2.1 EMP (Document Reference 6.4) includes details of the mitigation and enhancement measures. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO(Document Reference 3.1) .Highways England has also produced ES Appendix 2.1 EMP Annex B CTMP (Document reference 6.4). Highways England will continue to engage with relevant stakeholders regarding construction management as the scheme progresses. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.  | N   |
| 106.   | PIL ID 26 | Do you have any comments on our PEI Report and other proposed mitigation measures? | <p>PIL ID 26 considers that the assessment of alternatives should include consideration of tunnel options, which was the highest scoring option on environmental terms and which PIL ID 26 believes would have met the objectives and vision for the scheme. It is therefore important to be clear on the reasons – including the environmental merits of each option – for a surface option being taken forward.</p> <p>PIL ID 26 considers the cost of mitigation for a surface option may not have been considered fully. PIL ID 26 has also previously advocated for a cut-and-cover tunnel to be part of an otherwise surface scheme, or a substantive green or landscape bridge to contribute to the mitigation of landscape and visual impacts.</p> <p>In choosing a surface route, it is important that any alternatives involving a lower footprint of new road infrastructure have been considered, and that the environmental merits of the scheme are made clear.</p> | <p>ES Chapter 3 Assessment of Alternatives (Document Reference 6.2) sets out the options appraisal process undertaken by Highways England. Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.</p> <p>It is recognised that a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut and cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>The environmental assessment of the scheme as proposed is provided in the ES (Document Reference 6.2).</p> | N   |
| 107.   | PIL ID 26 |  | PIL ID 26 made a number of comments in relation to assessment methodology in response to the Scoping Report, which we trust have and will be considered as the Environmental Statement is being prepared.   | Please refer to ES Appendix 4.2 Responses to Scoping Opinion (Document Reference 6.4) for Highways England's response to comments made on the Scoping Report by PIL ID 26.  | N   |
| 108.   | PIL ID 26 |  | PIL ID 26 considers the cultural heritage assessment in the PEI Report should use Historic England Guidance and the NPPF methodology. To date there has been no heritage values or narrative based understanding of the asset or their setting. Highways England's current DMRB-focused approach does not properly embrace a full and holistic understanding of the whole of all the values relevant to the historic environment in a landscape   | DMRB is Highways England's principal guidance for undertaking the environmental assessment of trunk road schemes. However, other best practice standards and guidance have been consulted in the course of the assessment, as set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2). Highways England considers that the points raised are addressed in ES Chapter 6 Cultural Heritage (Document Reference 6.2). Associated matters are captured within the Statement of Common  | N   |

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|        |           |                               | (rather than asset-based) context. The baseline information is therefore currently poor. We consider that the DMRB is not the correct approach.   | Ground with the National Trust (see Statement of Commonality, Document Reference 7.3)  |   |
| 109.   | PIL ID 26 |                               | Moving forward to the detailed design/mitigation phase a full and considered baseline understanding of context is essential and we consider it unsatisfactory that this data was not available to inform route selection. The absence of the data regarding Zones of Theoretical Visibility (ZTVs), as well as noise, are notable and critical omissions in this section of the PEI. In addition, we consider that the DMRB assessment methodology is inadequate, with only a 1km corridor buffer from the boundary of the development. This means that the already heavily site-orientated assessment methodology is unable to assess properly the historic landscape impact of the proposals regardless of the lack of information at this stage. | The Preliminary Environmental Information (PEI) Report published for the statutory consultation is not required to provide a full environmental assessment of the scheme. The PEI Report was prepared to enable the local community and other stakeholders to understand the environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also set out the measures that were proposed to avoid or reduce any likely significant environmental effects. The ES (Document Reference 6.2) submitted with the DCO applications sets out the full environmental assessment of the scheme including the baseline data, the Zone of Theoretical Visibility (ZTV) and noise data. | N   |
| 110.   | PIL ID 26 |                               | All non-designated heritage assets are afforded only a 300m buffer within which assessments of impact will be made, which conflicts with the acknowledgement within the document that some non-designated heritage assets are of schedulable quality and should therefore be treated as if they were designated.  | The Zone of Theoretical Visibility and noise modelling data for the scheme was reviewed against known heritage assets, as well as a site visit, to identify those assets beyond 1km that could be affected by changes to their setting. One asset was identified by the process, Leckhampton Hillfort and barrow, and this was included in the baseline for the assessment in ES Chapter 6 Cultural Heritage (Document Reference 6.2).   | N   |
| 111.   | PIL ID 26 |                               | A full site survey-based understanding is required. This work must be progressed as a matter of urgency and should have been completed ahead of this stage.   | As set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2), desk based research and site survey has been undertaken, where land access and ecological constraints allows. Associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3)  | N   |
| 112.   | PIL ID 26 |                               | The PEI also states that the proposed scheme would result in a "significant adverse effect" on the setting of various scheduled monuments including Crickley Hill camp. This conclusion is meant to have taken into account the implementation of mitigation measures. As one of the key stakeholders, we would like to understand the proposed programme of mitigation and how it might address the adverse effects.   | ES Chapter 6 Cultural Heritage (Document Reference 6.2) provides an assessment of the effects of the scheme on archaeology and sets out the methodology for this assessment. ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and OWSI (Document Reference 6.4) sets out the archaeological mitigation measures proposed prior to and during construction. Associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3)   | N   |
| 113.   | PIL ID 26 |                               | The biggest impact of the scheme will be in the area between Emma's Grove and the Cowley roundabout. Placing field boundaries, routeways and non-designated historic buildings within the scope of the EIA should not be considered as an obstacle, but as an opportunity to discover and interpret the story of this landscape. There needs to be greater emphasis on how the EIA can address 'known questions' in national and regional research frameworks as well as raise new questions that can be addressed through various forms of mitigation as the scheme moves into its construction phase.   | Highways England notes these comments ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching Written Schemes of Investigation (Document Reference 6.4) sets out the archaeological mitigation measures proposed prior to and during construction. Research objectives for the scheme are also described in the document.  | N   |
| 114.   | PIL ID 26 |                               | There are clear overlaps between historic features and natural environment designations – especially Scheduled Monuments and SSSIs – which will enhance overall significance of some areas. The current piecemeal approach detracts from this additional overlay in terms of understanding significance and needs to be supplemented by a broader 'landscape led' holistic analysis.  | A multidisciplinary approach has been adopted into the design of the scheme, including landscape, ecology and heritage inputs This has taken place within the context of the landscape-led approach taken by Highways England to the scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out in the Design Summary Report (Document Reference 7.7) . The approach to cumulative assessment has been discussed with the National Trust and associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3).  | N   |
| 115.   | PIL ID 26 |                               | At present, despite the scheme being referred to as 'landscape-led', it may not meet the policy tests in NPSNN. The PEI Report Landscape and Visual chapter indicates that the effects when   | Highways England considers that the scheme fulfils the requirements of the NPSNN in relation to development within an AONB. This is set out in the Case for the Scheme (Document Reference 7.1) submitted .  | N   |

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|--------|-----------|-------------------------------|--|---|---|
|        |           |                               | <p>constructing the road would only be temporary, and there would be a “mix” of effects during operation. This seems to underplay the adverse effects of a new 5-lane highway being built in a deep, wide cutting through an escarpment in an AONB.</p> <p>PIL ID 26 considers significantly more landscape mitigation is needed and that the scheme currently appears to be a standard approach to road scheme mitigation is being proposed which does not appear to fulfil its own landscape-led scheme vision and principles. It requires a landscape scale approach to mitigation – including more woodland and limestone grassland.</p>   | <p>The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).</p>             |   |
| 116.   | PIL ID 26 |                               | <p>The visualisation appears to show large extents of constructed retaining walls, which would impose an alien or urban character on the area. We have concerns about the potential visual impacts of the cutting sides, and this needs to be carefully considered, with sensitive design and mitigation as appropriate.</p>   | <p>Highways England has amended the design since the 2019 statutory consultation to remove the need for retaining walls and reduce landscape and visual effects. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p>   | Y   |
| 117.   | PIL ID 26 |                               | <p>It would be good to have a stronger commitment to no lighting on the scheme; or if there are small sections of the scheme that would be lit for safety reasons, this needs to be acknowledged within the Environmental Statement.</p>   | <p>Highways England recognises that the Cotswolds is a Dark Skies area and has recognised and reflected on the key characteristics of the Area of Outstanding Natural Beauty (AONB) landscape throughout the design process. It is therefore proposed that there would not be road lighting within the scheme.</p>  | N   |
| 118.   | PIL ID 26 |                               | <p>At this stage it is difficult to provide detailed comments until the full survey results and mitigation are presented. We would however advocate a more science-based approach to ecological mitigation, as opposed to a 'box-ticking' methodology. It is also important for Highways England to include realistic assessment of the value of proposed mitigation tools in their proposals, and to build effective monitoring into their schemes, in order to demonstrate that the mitigation is effective.</p>   | <p>Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2).The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.</p> | N   |
| 119.   | PIL ID 26 |                               | <p>We would wish to see more detail on the additional proposed habitat creation and the re-purposing of the old A417 at Barrow Wake will need to be done sensitively. Musk orchid populations are present very close to the road and could easily be lost.</p>   | <p>Highways England has acknowledged the presence of musk orchids at Barrow Wake and this location is to be retained within the landscape design of the Air Balloon Way. Proposed habitat creation is detailed within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP, Annex D LEMP(Document Reference 6.3).</p>   | N   |
| 120.   | PIL ID 26 |                               | <p>An honest, scientific appraisal of the effectiveness of proposed mitigation methods for getting wildlife safely across roads must be presented. In the PEI Report, there are explicit/implicit assumptions that lost habitat can be simply replaced, with no discussion of its quality relative to lost habitat or the time it takes to become 'good' habitat. We believe that this should be addressed. In addition, the frequent use of the term "standard mitigation" implies that it works. In many instances, for bats (and other species) the evidence is lacking or even demonstrates that it does not work. Alternative roosts are more likely to fail than succeed and when they are used, it is by fewer bats – this is currently not being taken into account.</p> | <p>A summary of embedded design, mitigation and enhancement measures relating to biodiversity can be found in ES Chapter 8 Biodiversity (Document Reference 6.2).</p> <p>The location of wildlife crossings has been based on ecological survey data and design based on established methods. Options for mitigation that have been found not to work (i.e. gantries for bats) have not been implemented on this scheme. Mitigation for bats will include the enhancements to an existing roost structure and the provision of a newly created roost in the form of a small barn. ES Appendix 2.1 Annex D LEMP (Document Reference 6.4) sets out the ongoing monitoring requirements for mitigation.</p>                        | N   |
| 121.   | PIL ID 26 |                               | <p>The amount of habitat creation – woodland, trees and grassland – is not significantly more than normal, whereas this is a substantive road scheme through a sensitive environmental context. The grassland shown is in small blocks and is fragmented from other blocks by the planting. We would question how it will be managed in such circumstances – it would need late hay cutting and/or grazing to be of highest value. None of the grassland blocks</p>  | <p>Highways England has focused on the creation of priority habitats, lowland calcareous grassland, lowland deciduous woodland and species rich hedgerows. Overall, the scheme provides a gain in all these habitats compared to that lost. It has also been the aim to connect woodland and hedgerow habitat creation to retained habitat to ensure connectivity for wildlife. In addition, new larger areas of calcareous grassland are being provided to mitigation fragmentation of the SSSI which will provide linked grassland habitat for the benefit of flora and invertebrate species across the wider landscape.</p>  | Y   |

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|        |           |                               | seems to link to existing areas of grassland and therefore add to this or defragment it significantly. However, in a more positive vein, the new woodland does seem to join up with the existing block to the north-east of the Air Balloon roundabout, which is good.   | ES Appendix 2.1 Annex D LEMP (Document Reference 6.4) demonstrates the management of grassland which may be undertaken by existing landowners under agreement. Monitoring of habitat will also be undertaken to ensure it reaches target condition. Links between existing habitat to ensure connectivity is presented on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). Associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3)   |   |
| 122.   | PIL ID 26 |                               | There needs to be an analysis of species and habitats to identify which ones are most important in this area, which are most fragmented and isolated, and which would benefit most from defragmentation. This is highly relevant in relation to the landscaping shown on the consultation plans, which gives patches of woodland and grassland, but not always linked.   | Highways England has undertaken further stakeholder engagement regarding this, especially with regards to invertebrates favouring calcareous grassland habitat. Connectivity of planting for bats has also been designed based on survey data showing their use of the landscape. Details of landscaping including planting and habitat creation to ensure connectivity of habitats at a landscape scale are presented within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).  | N   |
| 123.   | PIL ID 26 |                               | There appears to be an increasing acknowledgement of the geological importance of landscape through which the road scheme would pass, although we consider that geology remains underplayed and undervalued. In the design of the road scheme, consideration needs to be given to the stratigraphical (age) range and lateral variation in geology represented in the Crickley Hill and Barrow Wakes SSSI, and the public benefits that arise to ensuring this remains available for future study. This design should consider the retention and improvement of existing exposures or seeking suitable alternatives. In respect of additional geological enhancement, this should be more fully explored and strengthened as there are potentially significant opportunities including recording of and sampling from new (temporary) geological sections and the retention of permanent sections within the road design, as well as the opportunity to improve existing sections within the SSSI. | <p>The impact on the geological features of the Crickley Hill and Barrow Wake SSSI have been assessed in the ES Geology and Soils (Document Reference 6.2). The scheme has been designed to avoid impacting the existing geological exposures that contribute to the importance as discussed on site with the Natural England geologist. New exposures will be created within new cuttings in the vicinity of the Crickley Hill and Barrow Wake SSSI.</p> <p>The construction of the scheme would enhance the existing sensitive geological exposures at Crickley Hill and Barrow Wake SSSI. New exposures of the Leckhampton Member would be created within the cuttings. Interpretation boards would be provided as part of the scheme, adjacent to the Cotswold Way crossing. This would be developed at detailed design. To provide further information on the geology at the Crickley Hill and Barrow Wake SSSI and also in areas of other cuttings e.g. Shab Hill, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk assessment.</p> <p>As part of the ground investigation works the British Geological Survey were appointed to undertake detailed stratigraphical logging of a number of deep boreholes across the scheme footprint. The results of this have been fed into the development of the ground model.</p> | N   |
| 124.   | PIL ID 26 |                               | The PEI report refers to the Defra 2009 Code of Practice for the Sustainable use of Soils on Construction Sites on temporary land take. This guidance, although labelled as for habitat creation as well as other uses, really does not cover habitat creation and the need for low fertility soils. Many of the fields are arable or improved grassland suggesting use of artificial fertilisers - these will not be needed for the creation of new woodland or grassland. We would therefore like to see a focus on the movement of topsoil and subsoil, to avoid or minimise any temporary and long-term impacts.   | Soils will be managed in accordance with DEFRA (2009) Construction Code of Practice for the Sustainable Use of Soils on Construction Site. ES Chapter 9 Geology and Soils (Document Reference 6.2) considers the effects of the scheme with regard to soils.   | N   |
| 125.   | PIL ID 26 |                               | <p>The significant scale of the road scheme and the size of the proposed cutting are likely to result in considerable excavation works, and a vast amount of material and waste arisings. We would advocate careful scheme design to reduce such arisings, as well as their responsible management and disposal.</p> <p>The retention of excavated material within the red line area may help to reduce the need for disposal elsewhere, and this could form part of the landscape mitigation works (including landscape</p>   | <p>Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved.</p> <p>The scheme has been designed to reduce the quantity of imported construction materials, alongside reducing the quantities of waste taken off-site by re-using or recycling the available existing materials within the scheme.</p>   | Y   |

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|        |           |                               | bunds and the design of green bridges). However, it is important that any retained and repurposed material is used in a manner that is appropriate in respect of visual amenities (including being profiled in a way that is sympathetic with the surrounding contours) and in respect of landscape character and geographical interests. It should also avoid damaging locations that are sensitive from an ecological or archaeological point of view.   | This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2). Highways England has also produced a Materials Management Plan as part of the wider ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment will be managed.   |   |
| 126.   | PIL ID 26 |                               | <p>As things stand, the wider Cotswolds AONB landscape is associated with relative tranquillity and quiet recreation, although road traffic noise is intrusive in a number of locations including currently at Crickley Hill. Despite indications in the PEI report that road traffic noise could reduce at Crickley following construction of the road scheme, we are concerned that the noise profile of a larger and busier road network could adversely affect visitors and wildlife. There may also be particular impacts during the construction stage.</p> <p>We consider that road surfaces and landscaping should all focus on limiting noise intrusion during construction and operation. At present, the consultation documents appear to contain contradictory messages regarding road surfacing, with the Non-Technical Summary saying that lower noise surfacing would be used "where practicable", but para. 11.8.5 of the PEI Report stating that: "Low noise surface would be laid on all new and altered roads in the scheme". We would want a greater commitment from Highways England to the use of low noise road surfacing within this AONB context, and greater assurance on the implications of the road scheme on the noise profile at Crickley Hill.</p> | <p>Along with a commitment to use cuttings, earth embankments and other physical features to reduce noise impacts during operation, there is also a commitment to use lower noise road surfacing (LNS) along the entire A417 mainline, and also along altered highway in connection with the scheme, where the performance of such LNS material will achieve maximum performance and therefore benefit from the use of LNS material.</p> <p>A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Noise predictions for the southern escarpment of Crickley Hill show that there will generally be negligible noise change with some large noise reductions at the very bottom of the hill with the implementation of the proposed scheme. At Crickley Hill Country Park specifically, 'The Scrubbs' area and footpaths on the escarpment rising up to the Country Park would be subject to negligible changes in operational noise. Within 100 metres from the scheme, parts of the Country Park at the bottom of the hill would be subject to noise reductions of between 3 and 10dB(A).</p> <p>Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) as part of the DCO application, which explains how the impact of construction activities on the environment, such as noise, will be managed.</p> | N   |
| 127.   | PIL ID 26 |                               | In addition, the assessment of noise effects should consider any potential tree felling (for example on the southern escarpment of Crickley Hill) that may be deemed necessary to construct the proposed road scheme. It would also take time for new planting (which may have a noise ameliorating effect) to become established.   | The use of trees to act as acoustic screening to minimise noise, is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation in the UK standard road noise prediction methodology. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.  | N   |
| 128.   | PIL ID 26 |                               | We consider that the effects of the proposed road scheme on the visitors to Crickley Hill, and their experience thereof, should be taken into consideration. Crickley Hill contributes to the health and wellbeing of the people who visit, whether they are local residents or visitors from further afield. It offers them the opportunity to get outdoors and close to nature and appreciate some great views across the Cotswolds landscape and beyond. In addition, the ability of people to gain access Crickley Hill during construction and operation of the scheme also needs careful consideration.  | <p>ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the potential effects on the Country Park with visitor centre, café and waymarked trails. The assessment concludes there would be a minor impact, with a discernible change in attributes and environmental quality during construction activities in close proximity, with minor loss of and alteration to key characteristics. Construction requires acquisition of some land which would not compromise the overall viability of the resource, and access to the resource would be maintained at all times.</p> <p>The ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.</p> <p>Associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3)</p>  | N   |
| 129.   | PIL ID 26 |                               | The proposed road scheme is likely to have a significant impact on drainage and the water environment, in particular due to the  | Highways England notes this feedback. The Hydrogeological Impact Assessment forms part of the EIA and considers the impacts on groundwater dependent features resulting   | N   |



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|        |           |                               | size of the cutting in the vicinity of the existing Air Balloon roundabout. It will be important to ensure that the drawdown of the water table are fully considered, whilst adequate drainage is also included in the proposals.  | from dewatering. Associated matters are captured within the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3)  |   |
| 130.   | PIL ID 26 |                               | We are concerned about the retaining walls for the road cutting, and the construction works to reduce the gradient of the dual carriageways at the base of Crickley Hill, because of the unknown impact it will have to the aquifers and hydrology in the area, in addition to the potential negative impacts to the water courses downstream (in particular Norman Brook and Hatherley Brook). The impacts on ecological habitats and species, including the SSSI should also be understood.  | Highways England has amended the design since the 2019 statutory consultation to remove the need for retaining walls. The EIA reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) considers the potential impacts of the scheme on the local hydrogeology including groundwater flows and levels within the aquifers. As part of the surveys, groundwater monitoring has been undertaken to provide information on the groundwater regime within the scheme area. This would inform the assessments of potential impacts of the scheme construction and allow for appropriate mitigation. An assessment of the effects of the scheme on the SSSI and habitats is provided in ES Chapter 8 Biodiversity (Document Reference 6.2).  | Y   |
| 131.   | PIL ID 26 |                               | The extent to which the proposed highway solution to the A417 Missing Link could contribute to climate change and the extent to which it is futureproofed to withstand the effects of climate change, are important considerations.  | ES Chapter 14 Climate (Document Reference 6.2) assesses the impact of the scheme on climate and the resilience of the scheme to future climate conditions under the following headings: Impact of the scheme on climate (GHG emissions assessment); and Vulnerability of the scheme to climate change (climate change resilience assessment).<br><br>Section 14.9 Design, mitigation and enhancement measures of ES Chapter 14 Climate (Document Reference 6.2) sets out mitigation measures embedded into the scheme design to avoid and reduce greenhouse gas emissions and the embedded mitigation and adaptation measures relating to the vulnerability of the scheme to climate change.   | N   |
| 132.   | PIL ID 26 |                               | PIL ID 26 highlights that the PEI Report states there is no likely significant effect on climate but also that user carbon emissions are likely to increase as a result of the proposed scheme.<br><br>In the context of more emphasis on climate change in national and local policy and legislation, PIL ID 26 wants to see a clearer statement from Highways England on how the greenhouse gas emissions arising from the A417 Missing Link could be accommodated within the Government's carbon reduction plans. We also note that a detailed assessment of the "capital, operational and user carbon emissions" arising from the road scheme has yet to be undertaken, and we would like to see this progressed (and the outcomes shared) as soon as possible. Finally, based on the road scheme progressing as planned, it will be important that all possible steps are taken to mitigate and reduce associated greenhouse gas emissions. | Highways England 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. This assessment is reported in ES Chapter 14 Climate (Document Reference 6.2) submitted as part of the DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme.<br><br>ES Chapter 14 Climate (Document Reference 6.2) concludes that carbon emissions will increase as a result of the scheme, however concludes that the construction and operation phases of the scheme which fall within legislated carbon budget periods will have an insignificant impact on the ability of the Government to meet its carbon budgets. | N   |
| 133.   | PIL ID 26 |                               | The consultation documents also focus on the vulnerability of the proposed scheme to climate change and impacts relevant to climate change adaptation, assessed through a climate change resilience (CCR) assessment. We consider it crucial that the vulnerability of the scheme is fully assessed, and that appropriate design and mitigation measures are incorporated to create resilient new infrastructure (including hard infrastructure and landscape works). As things stand, we consider that there needs to be stronger linkage to ecological effects, to ensure that the design of any mitigation, compensation and enhancement proposals for habitats, species and landscape, factors in the 2080 climate projections used in the Scoping Report.   | The vulnerability of the scheme to future climate conditions has been assessed within ES Chapter 14 Climate (Document Reference 6.2), which also details mitigation and adaptation measures. ES Chapter 14 Climate (Document Reference 6.2) also includes an In-combination climate change impact (ICCI) assessment, which focuses on those effects of the scheme identified by an environmental aspect that are also affected by climate change, including ecological resources and receptors. This has been assessed by the environmental aspect topics and is presented in ES Appendix 14.3 (Document Reference 6.4).   | N   |
| 134.   | PIL ID 26 |                               | Given that the recent Glover report is recommending that the Cotswolds AONB is designated a National Park and that the   | Whilst Highways England recognises the findings of the Glover Report, the Cotswolds AONB is not currently a National Park. The compliance of the scheme with national and  | N   |

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|        |                     |  | statutory powers of National Parks and AONBs should be strengthened, our assessment is that any development, including road improvement schemes will need to pass the tests posed by these recommendations which could be adopted by Government during the delivery of this scheme. Our current position is that more work is needed to reduce the impact of the new infrastructure on the surrounding countryside if Option 30 is to deliver the landscape-led solution that has been proposed and that this special landscape deserves. | local policy, including that relating to AONBs, is set out in the Case for the Scheme (Document Reference 7.1).A summary of how the scheme has met its landscape-led vision is provided in the Design Summary Report (Document Reference 7.7).  |   |
| 135.   | PIL ID 26           |  | Our primary concern is that the mitigation required to deliver a landscape-led solution will be omitted or reduced due to budgetary constraints and that ultimately financial costs to ensure a scheme is delivered below the £500million budget envelope will result in a standard engineered Highways England scheme that will be unacceptable.   | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.  | N   |
| 136.   | PIL ID 3, 30 and 55 | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill junction?             | Yes just get on with it   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. A commitment to deliver the A417 Missing Link is stated in the Government's Road Investment Strategy 2 (RIS2). Highways England hopes to start construction of the scheme in late 2021, subject to the outcome of the statutory planning process.  | N   |
| 137.   | PIL ID 3, 30 and 55 | Do you have any comments on our proposed green bridge?   | Good idea   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 138.   | PIL ID 3, 30 and 55 | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley junction?   | When trees are mature nobody will see the new road or worry about it  | An assessment of the scheme on the landscape and details of mitigation proposed to reduce adverse effects is provided in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N   |
| 139.   | PIL ID 3, 30 and 55 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                  | It looks like it might cause tailbacks  | 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. Highways England 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 Transport Report (Document Reference 7.10) .  | N   |
| 140.   | PIL ID 3, 30 and 55 | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | Access to Crickley Hill Tractors shouldn't be directly off new road   | Concerns relating to safe access to the group of properties on Crickley Hill including Grove Farm and Crickley Hill Tractors is noted. Since the 2019 consultation exercise the mainline design has been modified to include maximum gradients of 8% which enables an alternative access arrangement to be provided. The proposed access to Grove Farm would now be from Cold Slad Lane via a new underpass.  | Y   |
| 141.   | PIL ID 2            |  | It is important that during construction and operation of the proposed scheme, that PIL ID 2 retains unimpeded access to their site, there is no public transport servicing the college and it is dependent on road transport.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has submitted ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) . Given the preliminary nature of the scheme design, this will set out broad principles in relation to traffic management during construction of the proposed scheme. Commitments can be made within this document which will be placed onto the contractor once appointed and Highways England has agreed that one such commitment will be the management of access to the college at all times during the construction period. | N   |

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|        |           |                               |   | The CTMP will be embedded within the eventual construction contractor documentation and will form an overarching and comprehensive management procedure for the contractor to adhere to. The CTMP will detail proposals to minimise disruption to existing users on the public highway network caused by construction of the scheme.  |   |
| 142.   | PIL ID 2  |                               | More information is requested on the land being taken as indicated in the letter/plans provided to PIL ID 2, specifically on the intentions to re-instate the land and landscape enhancements adjacent to National Star College. It is noted that planting could enhance the area in the long term, mitigate the impacts of the scheme and improve PIL ID 2 screening from the proposed scheme.   | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) has been submitted which shows the landscape design for the scheme. Tree numbers have increased as a result of the scheme works. The planting will be implemented during the construction period. Proposed planting will take approximately 2-5 years before it provides a level of screening. It will take approximately 10-15 years before landscape planting mitigates the likely impacts of the scheme. The landscape mitigation measures proposed are assessed in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N   |
| 143.   | PIL ID 2  |                               | More information is requested on the drainage attenuation basins indicated in the drawings provided to PIL ID 2 particularly on the modelling of the drainage basin, and where the drainage for these pools is sourced. Clarity is sought on whether there will be impacts to the quality of PIL ID 2.  | The scheme drainage systems and basins are designed to ensure no increase in flood risk to adjacent land and properties for rainfall up to and including the 1in 100 year event. The designs also include an allowance of 40% to allow for future climate change. The highway drainage systems are designed and assessed to DMRB. This includes the Highways England Water Risk Assessment Tool (HEWRAT) assessment process taking in account the sensitivity of receiving watercourses which ensures that potential impacts on surface water quality and spillage risk are mitigated in the design and compliant with statutory requirements.<br>ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) sets out the baseline of the local water environment, including data collection and surveys that Highways England has undertaken to understand existing drainage and catchments. It has been explained to the landowner that the catchment area contributing to their land is reduced as a result of the scheme. The attenuation basins will be empty most of the time, only filling with water during extreme rainfall events. The detailed design may feature vegetated wet bottoms and or filtration bays for water treatment and disposal to ground.<br>The new highway drainage design includes measures to manage the quality of run-off to surface and ground water bodies. This includes a range of vegetated systems such as swales, grass channels, treatment strips, filter drains, soakaways, as well as the infiltration/settlement basins. | N   |
| 144.   | PIL ID 2  |                               | The scheme offers a unique opportunity for disabled access to be enhanced to the surrounding countryside. It is recommended that improvements are provided to National Trails, Crickley Hill Country Park, and beyond. The green bridge should be accessible to those with mobility challenges. The landowner would like to understand opportunities for connection with nature trails on their land.   | The ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) includes a number of proposals which seek to improve connectivity within the area surrounding the scheme and has been informed by numerous organisations, including the Disabled Ramblers. The final finishing of public rights of way proposed will be subject to agreement between Highways England and Gloucestershire County Council at the detailed design stage of the scheme. There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 145.   | PIL ID 10 |                               | PIL ID 10 has two mobile phone masts in proximity to the scheme. These are the Birdlip Shab Hill (253120) installation which consists of a 64m high lattice mast and various ground-based equipment cabins and buildings and a site known as Brimpsfield (155183) which is a 15m high monopole and ground based equipment cabinet.<br>(Brimpsfield)<br><br>Comments relating to Birdlip Shab Hill mast:<br><br>Communications coverage: We are required to provide coverage 24 hours per day, 365 days per year and therefore there needs to be no interruption to the communication services that we provide during the construction period and thereafter. Positioning of | Current proposals will not affect the two masts operated by PIL ID 10. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) as part of the DCO application, which sets out how the impact of construction on the environment, the road network and local communities will be managed. The requirements of PIL ID 10 are noted. Highways England will continue to liaise with affected landowners and utilities during the detailed design and construction phase of the scheme.<br><br>As set out in the Consultation Report (Document Reference 5.1), PIL ID 10 have been consulted on the scheme since the 2019 statutory consultation, which has included updated information on the scheme design and planting. PIL ID 10 will also be able to comment on the landscape and tree planting plans in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) submitted . Tree planting is required for   | N   |

| Row ID | PIL ID                 | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|------------------------|-------------------------------|--|---|---|
|        |                        |                               | <p>cranes or large plant, which could stop or interfere with these transmissions, should be agreed with us beforehand.</p> <p>Landscaping and excavation works: Tree planting could block the existing transmission signals or otherwise neutralise the use of the lower part of our tower for future communication installations. Please can we agree with you the landscaping proposed in the area around this site</p> <p>Access: We require 24 hours per day, 365 days per year access to our site. It is noted that there will be disruption caused by the alterations proposed to the existing A417. We have been provided assurance that access will be maintained via the proposed roadworks</p> <p>Power: It is understood that at some stage during the construction the underground powerline operated by Western Power will need to be redirected. This will result in an outage whilst the new power line is connected. Please can you keep us informed about this alteration and importantly provide us with a timetable of this event so can arrange a temporary electricity generator several months in advance.</p> <p>Structure: It is understood that the exact location of the cutting for the proposed slip road at Shab Hill is still to be finalised and therefore we welcome continued dialogue. It would be particularly useful to see a cross-section from our site to the proposed cutting.</p> | <p>landscape mitigation design of the scheme proposals, but reasonable allowance will be made in the detailed design proposals for say shrub planting, scrub or smaller tree species to ensure effective operation of the mobile phone masts.</p> <p>Volume 2 of the DCO application includes plans which set out the cross-section of the scheme and the depth of the cutting proposed and details of the Stockwell Farm overbridge.</p> |   |
| 146.   | PIL ID 10 and 54       |                               | <p>Comments relating to Brimpsfield mast:</p> <p>Landscaping and excavation works: Tree planting could reduce coverage from the mast. Please can we comment and agree to any landscaping/tree planting plan prior to your final application. A cross-section of the Stockwell Farm Overbridge would be very useful to show the height of the proposed bridge in relation to our installation.</p> <p>Access and power route - Both the access and power route come to our site via the trackways to its north we note that there will be no effect on these routes. Please advise if this changes.</p> <p>Structure: Due to the distance our site is way from the proposed road, then there should be no impact. It would be useful to see proposed plans of its location in case we need to comment further.</p>  |   |   |
| 147.   | PIL ID 8 and PIL ID 40 |                               | <p>Concern that the proposed scheme represents poor value for money when the large cost is taken into account. Suggestion that a tunnelled scheme would be better value and have less impact on the AONB.</p>  | <p>Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.</p>  | N   |
| 148.   | PIL ID 8 and PIL ID 40 |                               | <p>Concern that access to and from the property at all times day and night, without delay, is absolutely imperative. As the scheme severs the existing access to PIL ID 8 and PIL ID 40's property, alternative arrangements must be made available prior to the existing access, the public highway, being shut.</p>  | <p>The access to the business is to be retained and the business would still be able to operate both during construction and operation of the scheme, with the new means of access that would be provided.</p>  | N   |

| Row ID | PIL ID                 | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|------------------------|-------------------------------|---|--|---|
| 149.   | PIL ID 8 and PIL ID 40 |                               | The proposed scheme will sever utilities to PIL ID 8 and PIL ID 40's property, which come from Birdlip, these will need to be appropriately diverted.   | Representatives of Highways England has met with all utility operators affected by the scheme. All utility diversions will need to be in place prior to the removal of any existing infrastructure caused by the construction of the new carriageway.  | N   |
| 150.   | PIL ID 8 and PIL ID 40 |                               | A parcel of land (the westernmost field of the property) proposed to be acquired is essential to the operation of the business. Request that the scheme is realigned to avoid the need to take this.  | Highways England has met with the landowner and revised the design to reduce the amount of permanent land take required. This has been achieved by moving the new access road further west towards the A436 and removing an area of landscaping.   | Y   |
| 151.   | PIL ID 8 and PIL ID 40 |                               | PIL ID 8 and PIL ID 40 graze a rare breed of Vendeen Sheep on their land and may be forced to get rid of these due to the proposed development. This results in the loss of a rare species from the area. Request if it possible for alternative land be made available, or the road realigned to lessen the impact on this particular parcel of land?  | Highways England has engaged with the landowners and will continue to do so as the scheme progresses. The operators of the business in question would be entitled to make a claim for compensation under the Land Compensation Act 1961.   | N   |
| 152.   | PIL ID 8 and PIL ID 40 |                               | Request if it is possible for Highways England to define the permanent and temporary land take areas?   | As set out in Chapter 11 of the Consultation Report (Document Reference 5.1), Highways England carried out further targeted statutory consultation with PILs in January 2020 which identified areas of permanent and temporary land take.  | N   |
| 153.   | PIL ID 8 and PIL ID 40 |                               | The current design shows three new roads – the A417 itself, the A436 spur road and a single-track highway to serve Rushwood Kennels and Cuckoo Pen. Suggestion that a junction is created directly onto the A436 for access to PIL ID 8 and PIL ID 40's property, as this would remove the need to create an additional road which serves only the business.  | This has been considered by Highways England but was discounted due to safety concerns of slow-moving vehicles entering a high speed carriageway.  | N   |
| 154.   | PIL ID 8 and PIL ID 40 |                               | There are numerous rare species of wildlife living in the area and on the PIL ID 8 and PIL ID 40's land. Concerns that the environmental surveys are not thorough and adequate enough for Highways England to fully understand the flora and fauna that will be lost in this area of Shab Hill, and the design of the scheme needs to be more comprehensive with better mitigation measures to accommodate the landscape and feeding grounds these animals are losing as well as the delicate plant species that will be lost | Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.  | N   |
| 155.   | PIL ID 8 and PIL ID 40 |                               | Concern raised around the noise impact to the property and how this and dust pollution will be managed during construction.   | Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4), which sets out how the impact of construction on the environment and local communities will be managed.  | N   |
| 156.   | PIL ID 8 and PIL ID 40 |                               | The conceptual drawings and videos produced by Highways England show large, mature deciduous trees planted adjacent to the new dual carriageway. Shab Hill is on a limestone escarpment with little or no topsoil, and is one of the highest points of the Cotswolds. Therefore, the low temperatures and shallow top soils make it incredibly difficult to grow trees. Highways England may need to reconsider their landscaping design to take into consideration the practical limitations of this site                    | The landscape design proposals for Shab Hill valley area have been carefully considered. The High Wold Valley landscape character type (LCT 8C) intersects with the High Wold landscape character type (LCT 12) near Shab Hill. The natural contours of the head of the valley in this location have been used to integrate the junction. The landscape earthworks have then been designed to effectively 'move the head of the valley' eastwards so the natural form of the valley landscape would have a logical end at the point where it meets the A417. These earthworks also incorporate false cuttings along the eastern edge of the road to provide immediate visual screening and integration of the road and junction. Deciduous woodland planting will also be incorporated to enhance screening. This woodland will help with landscape and ecological connectivity by linking several isolated woodland areas east of the junction. The area of woodland replacement planting exceeds that lost in this area. | N   |
| 157.   | PIL ID 8 and PIL ID 40 |                               | PIL ID 77 strongly objects to Option 30 and request further engagement with Highways England to ensure that appropriate mitigation measures are in place both at Rushwood kennels and across the wider scheme generally.  | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). As set out in the Consultation Report, Highways England has continued to engage with affected landowners since the 2019 statutory consultation.  | N   |

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|--------|--------------------------|--|--|--|---|
| 158.   | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill junction?                           | This is a logical and well thought out solution to the problem of coming up Crickley Hill and solves the current issues around the Air Balloon roundabout.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 159.   | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposed green bridge?   | Green bridge - This is a great solution, especially the idea of joining Crickley Hill with Barrow Wake for pedestrian traffic. This enhances the scheme tremendously.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 160.   | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley junction?                 | The Shab Hill junction with access to Birdlip and the A436 provides good access to the required destinations. The off line section is entirely logical and will provide new environmental habitats along its route.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 161.   | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | This is far superior to Alternative 1 and Alternative 3. It is the obvious choice both from an environmental and from a construction perspective.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 162.   | PIL ID 13 and PIL ID 200 | Do you have any comments on our proposals for repurposing the existing A417?   | This is a brilliant part of the scheme, as is the green bridge. It will enhance the area for all users. I only hope that it does not get diluted or axed in an attempt to reduce overall project costs.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including the repurposed A417. There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 163.   | PIL ID 13 and PIL ID 200 | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | Consideration must be given to the "rat run" traffic that currently passes through the village of Brimpsfield. It is likely that the traffic using this route will increase during the construction phase and traffic management must be a major consideration for the project team.             | 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. Highways England 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 Transport Report (Document Reference 7.10) . | N   |
| 164.   | PIL ID 13 and PIL ID 200 | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Table 8-6, Page 151 and 152 of the PEI Report appears incomplete. otherwise this seems a thorough examination of the effects of the project. Consideration of the impact on the village of Brimpsfield affected by traffic during the construction phase was limited.                            | Highways England notes PIL ID 13's comments about the PEI Report.  | N   |
| 165.   | PIL ID 13 and PIL ID 200 | Do you have any other comments you would like to make about our proposals?   | On balance a very worthwhile and well thought out scheme.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 166.   | PIL ID 19                |  | PIL ID 19 acknowledges that the scheme is needed to improve road safety and should deliver benefits for journey times, reducing congestion and air pollution. PIL ID 19 wants to see a solution for the road scheme delivered within the Government's post-2020 Road Investment Strategy period. | Highways England acknowledges that PIL ID 19 recognises the need for the scheme in principle.  | N   |
| 167.   | PIL ID 19                |  | The A417 currently fragments nationally designated biodiversity sites and locally important ecological networks. It is crucial that the Missing Link scheme does not cause further degradation or fragmentation. This landscape forms a core part of one of                                      | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the   | N   |

| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|--|---|
|        |           |  | <p>Gloucestershire's ecological networks. It is imperative that the scheme is truly landscape-led, repairing historic damage to wildlife habitats and improving ecological networks, rather than just minimising further damage.</p> <p>PIL ID 19 welcomes the proactive engagement that has taken place with Highways England to date, both through the Stakeholder Panel and Technical Working Groups. The approach has been professional and open to contributions from environmental stakeholders. It is through the sharing of the landscape-led vision, principles and objectives that Highways England committed to designing and delivering a scheme that was appropriate for this landscape.</p> | Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). The ES Chapter 8 Biodiversity (Document Reference 6.2) includes calcareous grassland stepping stone habitat as discussed in stakeholder meetings, to mitigate the impacts from fragmentation of habitat.   |   |
| 168.   | PIL ID 19 |  | PIL ID 19 is concerned that, despite PIL ID 19 's repeated requests and resulting assurances from Highways England and their consultants, the scheme vision, design principles and sub-objectives do not explicitly commit to biodiversity net gain. This must be rectified in the Environmental Statement and before DCO submission, including detail on how net gain will be delivered and measured. PIL ID 19 considers that as the scheme design currently stands, it does not achieve the shared landscape-led vision developed by Highways England, or the policy approach and aspirations of the Government's 25 Year Environment Plan.  | <p>As part of the scheme, it is proposed to plant new broadleaved woodland, species-rich grassland, trees and native species-rich hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. The scheme results in approximately 8ha gain in woodland over 70ha gain in calcareous grassland and a 5km gain in hedgerow.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures.</p> <p>For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> | N   |
| 169.   | PIL ID 19 | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? | We are concerned that there has been no detailed assessment of the impact that the deep cutting will have on the hydrology of the surrounding land. There is a risk that changes could have a detrimental impact on the Crickley Hill and Barrow Wake Site of Special Scientific Interest (SSSI), particularly the woodland habitats on Crickley Hill and the notable fungi and invertebrates they support. An assessment must be completed to inform the Environmental Statement and if any negative impacts on are identified the scheme design must be changed to avoid these impacts.   | Due to the removal of the green bridge from Crickley Hill there will no longer be any works that effect the woodland in this location. Further information on road drainage and water is provided within ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).   | N   |
| 170.   | PIL ID 19 |  | Within this section, the scheme design appears to destroy part of the Ullen Woods Local Wildlife Site. This is an ancient woodland, which is classified as an 'irreplaceable habitat' by both the NPPF and NPSNN, which recommend refusal of developments that negatively impact irreplaceable habitats unless the benefits clearly outweigh the loss. In this case the loss of part of the Ullen Woods Local Wildlife Site is eminently avoidable with a minor change in design. As such there is no evidence that the loss is essential, unavoidable and that the benefits outweigh the loss.   | Highways England acknowledges the importance of Ullen Woods Local Wildlife Site. The potential loss of ancient woodland at Ullen wood has been mitigated by altering the location of the roundabout and associated linking roads. Some pruning of branches overhanging the A436 may be required but protection measures along the edge of the woodland will be implemented to protect root zones. Woodland planting is also proposed in a field bordering Ullen Wood which will provide a buffer for the ancient woodland. Further information on the impacts of the scheme on Ullen Woods is included in Section 8.10 of ES Chapter 8 Biodiversity (Document Reference 6.2).  | Y   |
| 171.   | PIL ID 19 |  | The landscaping around the Shab Hill junction doesn't have the right balance of trees to open grassland habitat. The Nature Recovery Network (NRN) indicates that a north-south corridor of   | Landscape planting around Shab Hill balances landscape and ecological requirements. Trees and hedgerows in this area are required to provide commuting routes from bats and a barrier from the road for barn owl. The embankments along much of this section   | N   |

| Row ID | PIL ID    | Survey question (if relevant)                          | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|--|---|
|        |           |  | limestone grassland habitat is required along the carriageway. This should be interspersed with low density scrub and a small number of significant trees, but the design indicates a heavily wooded area leading up to the junction. This would fragment the grassland corridor for less mobile species.   | of the scheme are calcareous grassland which provide a north south corridor. Landscape planting is shown on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).  |   |
| 172.   | PIL ID 19 |  | It is vital that there is an ecological crossing point within the Shab Hill junction as this otherwise severs an important east-west ecological corridor and bat movement route. We advocate moving the junction north or south if it avoids or reduces the impact on bat foraging routes. A tree covered bridge, or underpass would be suitable, but it may be possible to create functional connectivity with suitable design and hedgerow planting. There are no details on lighting plans around the junction, but to avoid impacts on bats lighting would need to be avoided wherever possible and kept minimal if required for safety purposes. A better solution would be to create an east to west wildlife crossing close to the junction, which would ideally be an unlit 'greened' overbridged or underpass.   | The scheme now includes the Gloucestershire Way crossing to the north of Shab Hill to provide a crossing point for wildlife. The location is driven by ecological survey data primarily for bats but will provide a safe crossing for badgers and barn owls also as well as other wildlife such as deer. The crossing will include a 25m wide strip of calcareous grassland and two native species-rich hedgerows which form a wildlife zone, separated by the hedgerow from a WCH route. The grassland and hedgerow connect to grassland and woodland either side of the crossing to provide continuity of habitat. Two further greened bridges with hedgerows are located at Stockwell overbridge and Cowley overbridge to provide additional crossing points.   | Y   |
| 173.   | PIL ID 19 | Do you have any comments on our proposed green bridge? | <p>PIL ID 19 strongly supports the principle of a significant green or land bridge (or bridges) as one of the best opportunities to deliver biodiversity net gain and enhance local ecological networks. The existing A417 carriageway fragments the Crickley Hill and Barrow Wake SSSI and a widening of the carriageway combined with the deepened cutting would exacerbate this. It is important to note that the green bridge would not link two-SSSI's but reconnect a single SSSI previously divided by the A417.</p> <p>In summary, PIL ID 19 recommended:</p> <ul style="list-style-type: none"> <li>the location of the green bridge does not provide tangible benefits for ecological connectivity as it connects woodland to grassland. If the bridge is also to provide access and other functions the width will need to be increased to ensure that it still delivers functional ecological connectivity.</li> <li>The bridge should be no less than 100m at the entrances on either side, with these flush with the existing habitats, and preferably 80m in centre.</li> <li>To ensure the bridge provides functional connectivity for the species supported by the SSSI, the design should be steered by local data and peer-reviewed research on ecological corridors and connectivity, relevant to the target species.</li> <li>The bridge designs include a considerable number of trees, without presenting a case that they are needed. Inclusion of scattered trees might be merited, but a wooded bridge is not desirable from an ecological perspective. Similarly, the drystone walls should be replaced with hedgerows as this is ecologically more valuable and a drystone wall in this location will have limited impact on landscape character. Hedgerows on both sides of the bridge will enhance connectivity and help address potential issues caused by cross winds.</li> <li>Long-term management is likely to require cattle grazing</li> </ul> | <p>Highways England considered feedback on the green bridge received during the 2019 consultation from the general public, stakeholder organisations and PILs, as well as the results of environmental surveys undertaken. It was determined as a result of these considerations that there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).</p> <p>Following the removal of the green bridge from the scheme, Highways England has reviewed how best to meet the scheme objectives and the landscape-led vision. Highways England is now proposing two new crossings, a footbridge near Emma's Grove and the 37m wide Gloucestershire Way crossing comprising calcareous grassland and hedgerows to the north of Shab Hill junction. In addition, the proposed Stockwell and Cowley overbridges (both 11m wide) will be planted with hedgerows, which will help connect habitats and integrate them into the landscape and provide crossing points for wildlife.</p> <p>There is also a proposed new bat underpass near Dog Lane to mitigate habitat loss at an identified crossing point for bats, and an underpass with a new bridleway connecting to Cold Slad Lane. To further improve habitat connections, the scheme will also link and restore more hedgerows, create additional broadleaved woodland and 72ha of calcareous grassland. Please refer to section 7.4 of the Consultation Report for further information.</p> <p>As set out in the Statement of Common Ground with Gloucestershire Wildlife Trust (see Statement of Commonality, Document Reference 7.3), Highways England and PIL ID 19 are in agreement on provision of the now proposed Gloucestershire Way crossing and Cotswold Way crossing, introduced following removal of the previously proposed green bridge. Highways England has engaged with PIL ID 19 since the 2019 statutory consultation to seek feedback on proposed crossings within the scheme and identify opportunities to address SSSI fragmentation. This has resulted in changes to the scheme design as set out in sections 7.4 and 10.4 of the Consultation Report.</p> | Y   |



| Row ID | PIL ID    | Survey question (if relevant)   | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|---|---|---|---|
|        |           |   | <p>(sheep are not suitable for this habitat), so the bridge must be able to support grazing animals alongside other users.</p> <ul style="list-style-type: none"> <li>The green bridge location must not negatively affect the key woodland features of the SSSI. Loss of mature trees should be avoided unless essential to the functional connectivity of the green bridge and no other alternatives are available.</li> <li>proposed location for the main green bridge appears to have been heavily influenced by cost and engineering concerns. It is not the optimum location for ecological connectivity and does not provide 'maximum ecological benefit' because it can only provide functional connectivity through a loss of SSSI woodland. The optimum ecological location would be from Barrow Wake to the grassland habitat on the south east corner of Crickley Hill, through the location of the existing roundabout. Other greened over bridges are welcomed and necessary.</li> <li>The green bridge cannot be part of the solution to the visitor impact on the Special Area of Conservation (SAC) because the SSSI and SAM at Crickley Hill are already negatively impacted by visitor pressure. Directing further pressure to this site only moves the problem to other designated sites. The only long-term solution is to plan and create a Suitable Alternative Natural Greenspace Site (SANGS) through the scheme</li> <li>PIL ID 19 supports use of the green bridge for diversion of the Cotswold Way on condition that the bridge is wide enough to accommodate both this and provide functional ecological connectivity. A bridge at least 80 metres wide in the centre, with clear zoning for people and wildlife would be required to provide this. Access to horse riders and cyclists on the green bridge should not be considered</li> <li>The green bridge will only work if it is ecologically functional and connects like-to-like for habitat.</li> </ul> |   |   |
| 174.   | PIL ID 19 | Do you have any comments on our proposed route from Shab Hill to Cowley Junction? | The design for the green embankments along this section appear more suitable for providing ecological connectivity that is relevant to local ecological networks. It is important that the design creates species-rich limestone grassland corridors, with some scatted scrub. A hedgerow at the top of the embankment. would provide helpful complexity to the ecological corridor and support bat movements and woodland connectivity. These corridors must be sufficiently wide to provide ecological connectivity and we encourage better use of the full extent of the scheme boundary to deliver mitigation and enhancements. The embankments around the over bridges at Cowley and Stockwell should be net gain opportunities with species rich grassland.   | The comments are noted. All grassland creation including on embankments is proposed to be calcareous grassland to maximise ecological benefits. Hedgerows and trees have been planted to maintain bat commuting routes, provide habitat to direct badgers to crossing points and to connect other features in the landscape. Details of habitat enhancements and creation are detailed within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP Annex D LEMP(Document Reference 6.4).                          | N   |
| 175.   | PIL ID 19 |   | A wildlife crossing point is required at Cowley junction, otherwise this fragments the landscape ecologically. It is disappointing to see no proposal for enhancements at Birdlip quarry as this is a good opportunity for delivering net gain and potentially create a new Local Wildlife Site.  | A wildlife culvert specifically for badgers is included in the scheme design to the north of Cowley junction and south of Stockwell over bridge. The culvert is located where a known territory is fragmented to reduce the impacts of habitat severance. An area adjacent to the quarry is proposed for habitat creation to provide a mosaic habitat, similar to the quarry, including calcareous grassland. This area will be created specifically for the benefit of reptiles, invertebrates including roman snails, but will benefit other wildlife also. | Y   |

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| 176.   | PIL ID 19 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | <p>The scheme must avoid any proposals for A436 link road which negatively impact the Crickley Hill and Barrow Wake SSSI or the Ullen Woods Local Wildlife Site, either through loss, degradation or fragmentation of habitat.</p> <p>Out of the three options, PIL ID 19 has a preference for Alternative 2 because it avoids the damage to the SSSI and LWS that would be caused by the other options and provides the best potential for relevant biodiversity net gain and reduced nitrogen deposition on the SSSI that could be realised by decommissioning the existing A417 between Barrow Wake and the A436 junction. It also proposes better access for horse riders and cyclists, but this commitment poses a risk to the Crickley Hill and Barrow Wake SSSI and this is not desirable from biodiversity perspective. PIL ID 19 would like to understand why Alternative 2 is three lanes wide and what measures are being taken to mitigate the ecological impact.</p> | <p>Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.</p> <p>The A436 Link Road would link the proposed Ullenwood junction roundabout and the eastern roundabout at Shab Hill junction. The link would be single carriageway and have two lanes in the southbound direction including a climbing lane, and one lane in the northbound direction. This aligns with the description in the PEI Report and 2019 consultation material to which these comments were responding. The climbing lane would enable slower moving vehicles to climb the steep gradient without delaying other vehicles which would avoid driver frustration and potentially unsafe manoeuvres.</p> <p>Ecological mitigation in that area of the scheme includes, the Gloucestershire Way crossing and calcareous grassland habitat stepping stones to mitigate the effects of habitat fragmentation. Additional woodland and hedgerow planting to buffer Ullen Wood ancient woodland and provide connectivity with Emma's Grove and other previously isolated woodland. Standard trees will be planted in the meadows to compensate for loss of veteran trees in this area but considering leaving enough open grassland for ground nesting birds such as skylark. Further construction mitigation will be carried out to prevent pollution or degradation impacts on Ullen Wood ancient woodland. All ecological surveys , assessment and mitigation are detailed in Chapter 8 Biodiversity (Document Reference 6.2)</p> | N   |
| 177.   | PIL ID 19 |   | <p>The existing road and decommissioning of the historic A417 carriageway at Barrow Wake is desirable as it could restore part of the SSSI and enhance ecological networks. Vehicular access to Barrow Wake must be maintained for conservation management work, but this could be a much reduced and lockable access track. Removal of the car park at Barrow Wake must be mitigated by the creation of a new car park for visitors elsewhere in the landscape.</p>  | <p>Vehicular access to Barrow Wake will be retained for conservation management work. The car park at Barrow Wake remains, but will be environmentally upgraded with new surfacing, planting, fencing and interpretation facilities to create a far more attractive place to visit and experience the Cotswold AONB landscape. Parking provision at Barrow Wake will maintain current numbers. Part of the existing A417 that is within the SSSI boundary will be returned to calcareous grassland to provide compensation for SSSI habitat lost and replacement common land.</p>  | Y   |
| 178.   | PIL ID 19 |   | <p>Aside from Barrow Wake and Birdlip Quarry, much of the surrounding land along this section is ecologically degraded so it is not desirable to leave 'as much of the land as possible as found' this must be an opportunity for enhancements that will help to deliver net gain.</p>  | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p>   | N   |
| 179.   | PIL ID 19 | Do you have any comments on our proposals for repurposing the existing A417?                | <p>PIL ID 19 supports repurposing the existing A417 carriageway for habitat enhancements and non-motorized users between Birdlip and the A436 roundabout. This could make an important contribution to achieving net biodiversity gain that is relevant to local ecological networks and presents an opportunity to restore and buffer the SSSI at Barrow Wake. The likely reductions of NOx concentrations at Crickley Hill and Barrow Wake that will result from decommissioning the existing carriageway is welcomed, but</p>  | <p>The impact of the scheme on ecology has been taken into account in ES Chapter 8 Biodiversity (Document Reference 6.2). Impacts from dust during the construction phase and emissions from vehicles (NO2) during construction as well as emission from the operational phase have been taken into account in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 8 Biodiversity (Document Reference 6.2) with regard to Nitrogen deposition. Impacts were found to be not significant at Crickley Hill and Barrow Wake SSSI. The impact of heavy metals has not been assessed as they are not considered in the DMRB standard as they are not likely to result in an exceedance of a relevant air quality objective.</p>  | N   |

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|--------|-----------|---|--|---|---|
|        |           |   | potential impacts on Local Wildlife Sites near to the new carriageway should be assessed in-line with updated traffic data.  | The EMP contained measures designed to mitigate the impacts of dust generated by the construction of the scheme.  |   |
| 180.   | PIL ID 19 |   | The demand for and benefits of the repurposed route from Birdlip to the Golden Heart is less clear. The repurposed section from Birdlip to the Golden Heart is considerably less important for local ecological networks. A full cost-benefit analysis should be undertaken to avoid valuable environmental mitigation budget being spent on a feature that delivers marginal benefits. Whilst there are potential benefits from repurposing this section, PIL ID 19 would not want to see significant budget allocated without an evidence-based business case.   | The economic case for the scheme, including the benefit to cost ratio is summarised in the Case for the Scheme (Document Reference 7.1). The repurposed A417 between Birdlip and the Golden Heart forms part of the wider WCH strategy and links to the Cotswold Way, Barrow Wake car park, Emma's Grove and the Gloucestershire Way and thus is an important part of the WCH strategy of the scheme. It also provides a safe WCH route between Birdlip and the Golden Heart Inn.   | N   |
| 181.   | PIL ID 19 |   | Wherever repurposing does take place it should focus on limestone grassland restoration bounded by hedgerows, scattered scrub and standard trees of an appropriate species. Tree planting should predominately be limited to hedgerow trees. The current landscaping designs in the consultation document are too formal for this location and the trees species used are not all suitable.  | Habitat creation within the former road would include enhancement of existing verges to provide wider calcareous grassland verges with hedges and trees which will restore habitat connectivity in an east to west and north to south direction for wildlife, providing foraging and commuting habitat for a variety of species. Tree species will be selected that are appropriate and in context with the local area.   | N   |
| 182.   | PIL ID 19 | Do you have anything you think we will need to consider as we develop our construction plans further? | <p>The Outline Construction Management Plan must provide details of how the following will be addressed during the construction period:</p> <ul style="list-style-type: none"> <li>• How the permeability of ecological corridors will be maintained during construction.</li> <li>• The impact of lighting on bat foraging and migration corridors.</li> <li>• The impact of noise on threatened species that are sensitive to this, such as reptiles and Schedule 1 breeding birds.</li> <li>• How ground and surface water will be protected from pollution, particular focusing on potential impacts to the Bushley Muzzard SSSI, River Frome Local Wildlife Site and white clawed crayfish (<i>Austropotamobius pallipes</i>) populations in the headwaters of the River Frome</li> </ul> <p>Further to this, PIL ID 19 would like to see a detailed mitigation and compensation plan in place as part of the DCO submission. This should outline what steps will be taken if construction causes an unprecedented impact on biodiversity, such as though a pollution incident. Any compensatory measures must be in addition to net gain already planned through the scheme.</p> | <p>Impacts of the scheme on species and habitats is assessed and reported in ES Chapter 8 Biodiversity (Document Reference 6.2). The scheme would not be lit. Impacts in relation to noise are set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2).</p> <p>ES Appendix 2.1 EMP (Document Reference 6.4) has been developed to avoid or reduce the potential construction impacts on habitats and species and would seek to employ best-practice methods for dealing with habitat loss, habitat severance, disturbance and species mortality. It includes ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). The LEMP includes detail on the permeability of ecological corridors during construction, construction lighting with regard to bat habitats and the potential impact of noise on sensitive species.</p> <p>The EMP includes specific construction phase method statement pertaining to surface and groundwater, for example silt fences and specific drainage and basins to manage construction run-off would be used to prevent silt or contaminants from being released into watercourses such as Norman's Brook and screening barriers used to prevent against dust pollution at sensitive habitats. Such precautions will be undertaken in accordance with relevant legislation and undertaken in compliance with the relevant Guidance for Pollution Prevention (GPPs) and industry best practice.</p> | N   |
| 183.   | PIL ID 19 |   | From a business impact perspective, maintaining good access to Crickley Hill will be paramount during the construction process and PIL ID 19 would welcome early discussions with Highways England, alongside the National Trust who jointly own the site with PIL ID 19, to ensure every possible measure is implemented to maintain safe access for people to be able to visit the site during this period.  | ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at these locations during construction. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.   | N   |
| 184.   | PIL ID 19 |   | The design plans should be future proofed. PIL ID 19 welcomes the existing details on climate change resilience, but the impacts of changes to farm subsidy systems as the UK leaves the European Union also need to be considered. These changes will be seismic for the agricultural sector and could have a significant impact on the farmed landscape, both in terms of appearance and   | There is no mechanism in the ES to detail this, however all disciplines have been working closely together to provide a design as a joint approach. Landscape planting has been designed to provide ecological mitigation where required as well as delivering a design in context with the local landscape character.  | N   |

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|--------|-----------|--|--|--|---|
|        |           |  | ecological value. Much of the farmed land on the High Wold is currently in relatively poor ecological condition and PIL ID 19 discourages a design approach that overlooks potential high value ecological enhancements due to the impact on landscape character, when changes to farming systems are likely to drive a change in landscape appearance anyway.   |  |   |
| 185.   | PIL ID 19 | Do you have any comments on our PEI Report and other proposed mitigation measures? | <i>[PIL ID 19 provided a detailed commentary on the PEI Report and associated appendices and figures. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those identifying typographical errors or suggesting minor amendments to the presentation or content of the document.]</i>  | Highways England has taken into consideration the comments of PIL ID 19 in developing the subsequent 2020 PEI Report, the ES and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of feedback where appropriate, whilst detailed responses to material points raised are provided within this table. The latest position between both parties is set out in the Statement of Common Ground with Gloucestershire Wildlife Trust (see Statement of Commonality, Document Reference 7.3).   | N   |
| 186.   |           |  | PIL ID 19 expects a Habitats Regulations Assessment to be undertaken, including consideration of recreational pressure on the Cotswold Commons and Beechwoods Special Area of Conservation.  | Highways England confirms that recreational pressure on the SAC has been taken into account as part of the HRA Statement to Inform Appropriate Assessment (Document Reference 6.5) .   |   |
| 187.   | PIL ID 19 |  | <p>The ES scheme design must clearly demonstrate where biodiversity net gain is going to be achieved and including methodologies to monitor this. Monitoring of key ecological and biodiversity receptors should continue until measurable net gain is achieved or the end of the Design year (whichever is sooner). Before operation begins, a funded mitigation plan should be in place to take appropriate action if biodiversity net gain fails to be achieved.</p> <p>The Environmental Statement and DCO submission require far more detail on the baseline evidence and mitigation and enhancement measures. It must spatially represent where and how net gain is going to be achieved, demonstrating how this will align with local ecological networks. Net gain must be calculated using the Defra metric 2.0, in-line with Government best practice.</p> <p>PIL ID 19 would like to see the scheme design align with the environmental spatial master plan produced by GWT, NT, Natural England the Environment Agency and Historic England.</p> | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).The latest position between both parties is set out in the Statement of Common Ground with Gloucestershire Wildlife Trust (see Statement of Commonality, Document Reference 7.3).</p> | N   |
| 188.   | PIL ID 19 |  | Local Wildlife Sites should also be receptors for air quality as they are often of equal importance to local ecological networks as SSSIs. Biodiversity receptors should be assessed for the impact of particulate matter during the construction and operational periods. There also needs to be an assessment of nitrogen deposition from any increased traffic in operational phase on the ecological receptors – all limestone grassland plus any ancient woodland within 300m from the road.  | All designated and irreplaceable habitats as defined by DMRB have been included as receptors in the assessment. They have been assessed by including points in the dispersion model to calculate the impact at the habitat locations. This is considered in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 189.   | PIL ID 19 |  | At present the PEI Report focuses a considerable amount on protected species, many of which are not significant features of the landscape, whilst overlooking the features of highest ecological and biodiversity value. The landscape is important for bats and PIL ID 19 expects to see measures in place to avoid negative impacts on bat populations. Aside from bats, it is undesirable to see significant environmental budget allocated to measures for a small number of legally protected species which are secondary features in this landscape when compared to the   | This comment is noted. It is acknowledged that monitoring of protected species populations and presence will be undertaken through licence requirements. Monitoring of newly created or enhanced habitats following completion of the scheme is key to ensure target condition is achieved and maintained, thus creating a functioning ecosystem for many species including those that are not protected but notable. Mitigation to alleviate impacts on bats is included within the scheme (and has been developed further since the 2019 consultation) through the landscape planting, the Gloucestershire Way crossing and a bat underpass as well as a commitment to an unlit  | Y   |

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|--------|-----------|-------------------------------|--|--|---|
|        |           |                               | numerous nationally threatened invertebrates, fungi, plants, lichens and bryophytes.   | scheme. ES Chapter 8 Biodiversity (Document Reference 6.2) provides an assessment of the effects of scheme on bats.  |   |
| 190.   | PIL ID 19 |                               | PIL ID 19 is very concerned that the PEI Report is guided by a number of documents that are significantly out-of-date with current conservation policy, legislation and research. The Environmental Statement must be guided by the principles of the draft Environment Bill, the 25 YEP and the post-2020 biodiversity framework. Reference should be made to the Nature Recovery Network (NRN), as this will be available by the end of 2019 and will be a key evidence base for the construction period.  | The assessment has followed new DMRB standard LA 108 Biodiversity which supersedes standards used previously, and which aligns more with the latest Chartered Institute of Ecology and Environmental Management Guidelines for Ecological Impact Assessment guidelines. Guidance and legislation have been updated in the ES (Document Reference 6.2) since the publication of the PEI Report at the 2019 statutory consultation. The Nature Recovery Network has been considered and discussed with PIL ID 19.  | N   |
| 191.   | PIL ID 19 |                               | PEI Report paragraph Table 8.1: This should include an assessment against the National Priority Habitat inventory with a 2km buffer.   | ES Chapter 8 Biodiversity (Document Reference 6.2) details habitats assessed within the zone of influence including priority habitats.   | N   |
| 192.   | PIL ID 19 |                               | PEI Report paragraph 8.4: The Environmental Statement must assess detrimental impacts on ecosystem functioning. This will not necessarily be detectable by surveys on habitat and species distributions if impacts are being driven by a loss in bio abundance of functionally important species. This will require monitoring of important functional species.  | Monitoring during and post construction is detailed within the ES and underpinned by ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). The LEMP includes specific habitat monitoring and management specifications to ensure habitat reaches the target condition.  | N   |
| 193.   | PIL ID 19 |                               | All loss of irreplaceable habitat should be avoided in-line with policy guidance from NPPF and NPSNN. The current designs propose the loss of a small area of woodland at Emma's Grove, which contains some Ancient Woodland Indicators. Whilst this is undesirable and should be avoided if possible, PIL ID 19 accepts that there are heritage benefits from removing the woodland and alternative solutions could result in a bigger negative impact on the SSSI or much larger loss of ancient woodland within the Ullen Wood Local Wildlife Site. If removal of woodland at Emma's Grove is unavoidable, this should be treated as a loss of ancient woodland when calculating offsetting requirements. Creation of a substantial new block of woodland must be determined using the DEFRA metric 2.0, with translocation of ancient woodland indicators from Emma's Grove. | The construction will avoid Ullen Wood ancient woodland. Three veteran trees will be unavoidably lost to the scheme though measures have been taken to retain others in close proximity. The construction would remove a small part of the northern edge of Emma's Grove woodland. Historical mapping shows that this woodland is not ancient woodland; however, it supports a number of ancient woodland indicator species. The northern section of the woodland impacted by the scheme is comprised predominantly of old hazel stands and ash whilst the younger southern section of the woodland dating from approximately 1900 is predominantly beech. Emma's Grove is assessed as a priority habitat and mitigation would include translocation of hazel stools and ground flora and buffer planting around the woodland. This is set out in ES Chapter 8 Biodiversity (Document Reference 6.2) | N   |
| 194.   | PIL ID 19 |                               | It should be noted that ecological severance will be both north-south and east west. Ecological severance can also lead to species not being able to access a minimum viable area of habitat and therefore drive extinctions 14,15. This must be assessed and addressed using the mitigation hierarchy to avoid the risk of the road scheme causing the extinction of nationally or internationally threatened species.  | Impacts of ecological severance are provided within ES Chapter 8 Biodiversity (Document Reference 6.2). This details of creation of calcareous grassland to form stepping stones to mitigate habitat fragmentation of Crickley Hill and Barrow Wake SSSI are provided.   | Y   |
| 195.   | PIL ID 19 |                               | Measures to avoid and mitigate impacts on bats must account for temporary lighting during construction. Lighting should be avoided around any roost sites and key foraging routes.   | The ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) includes detail on the permeability of ecological corridors during construction, construction lighting with regard to bat habitats and the potential impact of noise on sensitive species.   | N   |
| 196.   | PIL ID 19 |                               | Detailed hydrological modelling is required before the DCO submission to demonstrate the scheme will not change local hydrology in a way that causes any degradation to designated biodiversity sites, national priority habitats or nationally threatened species. If the modelling demonstrates a likely impact the scheme design must be altered to avoid this impact. Mitigation or offsetting is not acceptable in this situation due to the importance of hydrology for the long-term future of priority habitats and threatened species.  | ES Appendix 13.7 Hydrological Impact Assessment (HIA) (Document Reference 6.4) has been undertaken to assess how the scheme is likely to impact the groundwater regime with respect to levels, flow and quality. The assessment has focussed on groundwater features including. Based on the detailed assessment in the HIA, the project components are considered unlikely to have a significant effect on the springs in the catchment and as such the quantity and quality of groundwater flows are unlikely to be impacted. Drawdown from cuttings has the potential to result in a reduction of flow where there may be an impact, but this is not expected to impact designated biodiversity sites, national priority habitats or nationally threatened species; this included the Bushley Muzzard SSSI which is a Groundwater dependant site.   | N   |

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| 197.   | PIL ID 19 |                               | The impact of air pollution, including airborne particulates, NOx and heavy metals on both vegetation and invertebrate communities should also be assessed and a costed mitigation and avoidance plan produced if necessary.  | Assessment on irreplaceable habitat and designated habitats has been carried out in accordance with DMRB LA105. Assessment of impacts on invertebrates are not explicitly undertaken but for this scheme the habitat suitable for rare invertebrates is captured within the SSSI habitat assessment. Air quality modelling shows a decrease in nitrogen deposition in the vicinity of Crickley Hill and Barrow Wake SSSI. Full details on the assessment is provided in ES Chapter 8 Biodiversity (Document Reference 6.2). The impact of heavy metals has not been assessed as they are not considered in the DMRB standard, as they are not likely to result in an exceedance of a relevant air quality objective. | N   |
| 198.   | PIL ID 19 |                               | PEI Report paragraph 8.4.22: This paragraph only focuses only on vertebrates. In terms of bioabundance the greatest losses are likely to be invertebrates, which includes many of the most nationally significant and threatened species found within the scheme boundary and adjacent designated sites.  | Assessments and mitigation measures for terrestrial invertebrates and aquatic macroinvertebrates are included within the ES Chapter 8 Biodiversity (Document Reference 6.2). Mitigation will be secured through the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).   | N   |
| 199.   | PIL ID 19 |                               | Climate impacts should include an assessment of likely changes in the climate envelope of any habitats created as part of the mitigation and net gain measures. Care must be taken not to use tree species which are unlikely to be able to survive in this landscape in 100 years' time.   | Provenance of tree species and the impacts of climate change are discussed within the ES Chapter 8 Biodiversity (Document Reference 6.2) and the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) ) and ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). The majority of tree planting will be native varieties with an emphasis on diversity to offer resilience. Non-native species will be considered to offer additional resilience to climate change.   | N   |
| 200.   | PIL ID 19 |                               | Gloucestershire Centre for Environmental Records is required to update data collated over the last two years.   | An updated data search was completed in December 2019 and the results are presented within the ES Chapter 8 Biodiversity (Document Reference 6.2). PIL ID 19 is aware that no updated invertebrate records were available in December 2019 when Highways England updated its desk study.   | N   |
| 201.   | PIL ID 19 |                               | PEI Report paragraph 8.7: This should list Emma's Grove as an ancient woodland.   | Historical mapping shows that this woodland is not ancient woodland; however, it supports a number of ancient woodland indicator species potentially due to proximity to Ullen Wood ancient woodland. The northern section of the woodland impacted by the scheme is comprised predominantly of old hazel stands and ash whilst the younger southern section of the woodland dating from approximately 1900 is predominantly beech.  | N   |
| 202.   | PIL ID 19 |                               | It is important that a comprehensive impact assessment for invertebrates is undertaken using the best available data and results included in the Environmental Statement. This should inform the scheme design and as such must be completed before DCO submission.   | Terrestrial invertebrate and aquatic macroinvertebrate surveys and assessment based on desk study data and field survey data are detailed within the ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 203.   | PIL ID 19 |                               | Where possible, local specialists should be engaged in collecting the baseline. Where this is not possible the Environmental Statement must be clear that surveyor ability may have affected the baseline. It should also be noted that the NVC survey of woodlands took place outside of optimal survey period, so data is not likely to reflect the full flora present. | Highways England notes the comments about biodiversity. Local specialists (specifically with regard to bats, botany and invertebrates) were included within both surveying and the consultation process.   | N   |
| 204.   | PIL ID 19 |                               | The scheme mitigation should not just seek to reduce the magnitude of the impact but identify what enhancements are necessary to offset the impact.   | The ES Chapter 8 Biodiversity (Document Reference 6.2) includes mitigation and enhancement measures proposed in the scheme.  | N   |
| 205.   | PIL ID 19 |                               | Translocation of woodland at Emma's grove is the only situation where PIL ID 19 would accept translocation of irreplaceable habitat if the alternatives that avoided this would result in a bigger negative impact on biodiversity.   | The construction would remove a small part of the northern edge of Emma's Grove woodland. Historical mapping shows that this woodland is not ancient woodland; however, it supports a number of ancient woodland indicator species potentially due to proximity to Ullen Wood ancient woodland. The northern section of the woodland impacted by the scheme is comprised predominantly of old hazel stands and ash whilst the younger southern section of the woodland dating from approximately 1900 is predominantly beech. Emma's Grove is assessed as a priority habitat and mitigation would include translocation of hazel stools with associated ground flora and buffer planting around the woodland.        | N   |

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| 206.   | PIL ID 19 |                               | The Environmental Statement needs more detail on underpasses to demonstrate they will provide ecological connectivity. Wildlife underpasses must be designed to best practice standards to ensure they are usable and crossings providing connectivity for bats must not be lit.   | Specifications of the wildlife underpasses have been developed within the ES and within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). Badger culverts are located within existing territories and bat underpasses of overbridges are located as close to existing commute routes as possible. The overall scheme will not be lit which minimises potential impact to foraging and commuting bats and potential disturbance to roosting bats due to lighting. Low lux, directional, demand sensitive lighting is proposed at the WCH underpass at Grove Farm. The scheme is assessed on this basis. | N   |
| 207.   | PIL ID 19 |                               | This CEMP strategy should consider co-designing solutions with the environmental stakeholders that use the best local ecological expertise and may deliver better outcomes for wildlife.   | The comment is noted. Stakeholder liaison and the formation of technical working groups is detailed within the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).  | N   |
| 208.   | PIL ID 19 |                               | Impacts that affect priority habitats or net gain features should have a compensatory plan agreed with the environmental stakeholders.   | Highways England has engaged with PIL ID 19 on proposals for mitigation and compensation for effects to priority habitats. The position of PIL ID 19 and Highways England on this matter is set out in the Statement of Common Ground with Gloucestershire Wildlife Trust (see Statement of Commonality, Document Reference 7.3).  | N   |
| 209.   | PIL ID 19 |                               | Protection from airborne pollution to species rich grasslands, particularly particulates, should be in place.  | Measures to control dust and fine particulate matter during the construction phase are detailed in ES Appendix 2.1 EMP (Document Reference 6.4).   | N   |
| 210.   | PIL ID 19 |                               | PIL ID 19 calls for a commitment not using bird exclusion netting on the scheme, with all necessary tree and hedgerow works being delivered outside of bird nesting season.  | Highways England can confirm that hedgerow netting will not be used on the scheme. All tree and hedgerow management is detailed within the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).  | N   |
| 211.   | PIL ID 19 |                               | Environmental stakeholders should be consulted on the 'effects' methodology.   | The assessment methodology followed the new DMRB standards published in October and November 2019; LA 108 Biodiversity, LA 118 Biodiversity Design and, regarding the Habitats Regulation Assessment, LA 115 HRA. Highways England has engaged with PIL ID 19 regarding their comments on the methodology since the publication of the 2019 PEI Report, as set out in the Statement of Common Ground with Gloucestershire Wildlife Trust (see Statement of Commonality, Document Reference 7.3).   | N   |
| 212.   | PIL ID 19 |                               | The design currently proposes a loss of part of the Ullen Wood Local Wildlife Site. PIL ID 19 strongly objects to any destruction or degradation of SSSI's or LWS's and this must be avoided through scheme design.  | Highways England acknowledges the importance of Ullen Wood Local Wildlife Site. The potential loss of ancient woodland at Ullen Wood has been mitigated completely by altering the location of the roundabout and associated linking roads.  | Y   |
| 213.   | PIL ID 19 |                               | The scheme must mitigate the severance of the bat foraging route that will be created by the Shab Hill junction.   | Severance of habitat at Shab Hill is acknowledged. The Gloucestershire Way crossing will mitigation for severance of bat foraging and commuting routes identified during ecological survey. Landscape planting will guide bats to the crossing point.  | Y   |
| 214.   | PIL ID 19 |                               | Whilst the loss of the veteran apple tree at the Air Balloon Inn is undesirable and must be offset with net gain, PIL ID 19 has not seen an alternative engineering solution that is both realistic and would not cause greater threat to the designated biodiversity sites. The impact on Emma's Grove has already been covered in this response. | Following revisions to the design, the veteran apple tree is now proposed to be retained in situ if possible or translocated elsewhere if it is deemed necessary. Scattered trees are proposed within pasture to provide some compensation for veteran trees that are lost as per Natural England Guidance.  | Y   |
| 215.   | PIL ID 19 |                               | The repurposing of the section between Birdlip and the green bridge is a vital opportunity to deliver net gain that is relevant to local ecological networks and this feature must be retained.  | The support for the repurposing of the de-trunked section of the A417 is noted. A green bridge is no longer proposed as part of the scheme; please see section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 216.   | PIL ID 19 |                               | Any permanent loss of roost sites must be mitigated with a net gain of roost sites. The Environmental Statement should contain evidence that an artificial bat hibernation site is needed. Habitat replacement for bats must account for the time habitat will take to establish.  | Bat mitigation is described within the ES Chapter 8 Biodiversity (Document Reference 6.2) and further details provided within the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). Roost loss and mitigation will be provided under a Natural England licence. A new bat barn is being provided to replace a lost roost and other enhancement provided in existing structures. The time lag for habitat establishment is considered in the Biodiversity assessment.   | N   |

| Row ID | PIL ID    | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|-------------------------------|---|--|---|
| 217.   | PIL ID 19 |                               | Monitoring of key receptors and enhancement sites must be undertaken for the full 15-year design period so that any failure to deliver mitigation and net gain can be detected and remedied.  | Monitoring will continue during operation of the scheme and is detailed in the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).  | N   |
| 218.   | PIL ID 19 |                               | The Environmental Statement also needs to present baselines for fungi, lichens and bryophytes, as these species could be sensitive to changes in hydrology and airborne pollution.  | It is acknowledged that Crickley Hill in particular is a notable site for fungi. No additional records of fungi were provided by Gloucestershire Centre for Environmental Records in the 2017 – 2019 data request. Hydrological impacts on Crickley Hill are not anticipated and are assessed within the ES (Document Reference 6.2). Measures to avoid or reduce risk of impacts during construction due to airborne pollution is included in ES Appendix 2.1 EMP (Document Reference 6.4).   | N   |
| 219.   | PIL ID 19 |                               | Impact on visitor experience at Barrow Wake needs to be a receptor for the noise assessment.  | Barrow Wake view point would be subject to traffic noise reductions of between 5 and 10dB(A) resulting in perceptible noise benefits to visitors. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2).   | N   |
| 220.   | PIL ID 19 |                               | PIL ID 19 has concerns about the impact of access and noise on visitors to Crickley Hill, which looks like it could be significant and therefore impact visitor experience and numbers. This impacts PIL ID 19's charitable objectives and could cause a loss of parking income that would undermine the financial model for managing Crickley Hill. PIL ID 19 requests that it is compensated for demonstrable loss of income at Crickley Hill due to the impacts of the construction period.  | ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.   | N   |
| 221.   | PIL ID 19 |                               | The 'Population and Human Health' section of the PEI Report overlooks the fact that most visitors to the landscape are recreational local visitors to Crickley Hill. The biggest impacts and risks to human health are related to these visitors and not users of the long-distance paths.  | In accordance with the standard LA 112 and other associated guidance referred in the ES Chapter 2 The Project (Document Reference 6.2), health assessments consider how health outcomes of populations within the study area are likely to be affected by a development proposal. Focus is therefore made on local communities rather than visitors to the area, although visitors are considered where appropriate.   | N   |
| 222.   | PIL ID 19 |                               | A 250 m buffer for community access to green space is inadequate. Crickley Hill receives nearly 190,000 visitors per year, mainly from local communities and this is of considerable value to them. Restricting access or degrading the experience for visitors to this site will have an impact on communities and human health. The road scheme may disrupt access to Crickley Hill, not all of which is within the 250m buffer proposed. Disruption caused by the scheme will affect access to green spaces more than 250m away, so we suggest the buffer for receptors should be 1km for community green space. The assessment should include both 'access' and 'enjoyment' of green spaces as the major health benefits of access to green space are for mental health, so only measuring changes to access is not sufficient. | In accordance with the standard LA 112, an appropriate study area of 500m has been set and is considered appropriate to consider both direct and indirect effects. For human health this extends to the local wards of Ermin, Badgeworth or within the larger District area of Tewkesbury. This is set out in ES Chapter 12 Population and Human Health (Document Reference 6.2).  | N   |
| 223.   | PIL ID 19 |                               | The baseline of PEI Report Chapter 12 should include long-term visitor counter data for Crickley Hill.  | The assessment has been undertaken in accordance with the standard LA 112. Visitor data has been provided. This is set out in ES Chapter 12 Population and Human Health (Document Reference 6.2).  | N   |
| 224.   | PIL ID 19 |                               | All changes to Public Rights of Way network must be consulted and agreed with landowners before commitments are made to user groups. Enhancement planning should consider land acquisition to create a new SANGs. This will deliver multiple benefits and help mitigate impacts on biodiversity, human health and local communities.  | The ES Appendix 2.1 Annex F PRow Management Plan (Document Reference 6.4) sets out the provision within the scheme for walking, cycling and horse riding routes. Highways England has engaged with various interest groups and organisations relating to walking, cycling and horse riding through a technical working group, as set out in the Consultation Report (Document Reference 5.1) and in the walking, cycling and horse riding Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Highways England actively engages with local landowners directly affected by the scheme using clear statutory procedures. Specific mitigation solutions would be agreed on a case by case basis as appropriate. | N   |



| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|--|---|
| 225.   | PIL ID 19 |  | This landscape has very poor public transport service, which is partly due to the lack of safe stopping points. This limits access to natural green space and the scheme should consider creating infrastructure to encourage public transport routes to establish.   | The scheme seeks to improve travel conditions for all users of the strategic road network. Public transport facilities are not the care of Highways England and are outside the scope of the scheme. As the local highway's authority, Gloucestershire County Council would be responsible for any changes to the bus stops in the area, which could be progressed alongside, or following the completion of the scheme.   | N   |
| 226.   | PIL ID 19 |  | The Crickley Hill and Barrow Wake SSSI would also benefit from investment to improve existing footpath surface and consolidate desire lines. This will help to reduce the impact of existing visitor pressure and could form a part of the enhancements delivered could cause by improving journey times and reducing congestion.   | The ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) includes a number of proposals which has been discussed and developed with numerous access groups and which seek to create safe routes for walkers, cyclists and horse riders, linking into the surrounding infrastructure and improving connectivity where possible.  | N   |
| 227.   | PIL ID 19 |  | PIL ID 19 feels there could be significant impact on access to Crickley Hill, which has 190,000 visitors per year, mostly from local communities. We wish to see a detailed appraisal and mitigation strategy for this.   | ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.   | N   |
| 228.   | PIL ID 19 |  | There could be an adverse impact on the open space and human health determinant during the construction phase through impacts to users at Crickley Hill. As a major space for recreational use for surrounding communities and those from Cheltenham, and one of the few natural green spaces in the area equipped to welcome visitors with limited physical mobility. Reducing access could impact human health. Displacing people to other open access natural sites will move pressure to areas such as the Cotswold Beech woodlands SAC which is already under threat from considerable visitor pressure and would have connotations for an HRA, or the SSSI at Leckhampton Hill. The impacts must be carefully assessed and mitigated for. | ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. An assessment of the potential impact of new and diverted public rights of way and recreational pressures on the SAC is provided within the Habitats Regulations Assessment (Document Reference 6.5), which concludes no likely significant effects.   | N   |
| 229.   | PIL ID 19 | Do you have any other comments you would like to make about our proposals? | It is questionable whether there is sufficient time to complete all of this work within the current timetable for a March 2020 DCO submission. If the March deadline is retained, there must be enough flexibility in the Development Consent Order limits of deviation for the scheme to be adapted to environmental baseline information that becomes available after the submission date. Flexibility will also be necessary to adhere to enhanced environmental legislation and standards outlined in the Environment Act which should be in force before construction begins. Compliance to new legislation should also work to a principle of not regressing below standards set by current EU-wide environmental legislation.            | Highways England revised the programme for the project following the 2019 statutory consultation in order to review aspects of the scheme design and carry out a supplementary statutory consultation on the changes to the scheme, in October 2020. Highways England has submitted an ES (Volume 6 of the DCO application) which includes sufficient information to assess environmental impacts.   | N   |
| 230.   | PIL ID 19 |  | One of PIL ID 19's primary concerns is that the mitigation required to deliver a landscape-led solution will be omitted or reduced due to budgetary constraints and that ultimately financial costs to ensure a scheme is delivered below the £500 million budget envelope will deliver a standard engineered Highways England scheme that PIL ID 19 will consider unacceptable.  | The project has been fully costed within the financial framework established by the Road Investment Strategy 2 (RIS2). The cost of the scheme includes the cost of the mitigation and enhancement measures, which are commitments that are legally secured in the DCO. If approved, the DCO will require that Highways England implement the scheme as proposed, and this includes the environmental mitigation, and adherence to ES Appendix 2.1 EMP (Document Reference 6.4).  | N   |
| 231.   | PIL ID 19 |  | PIL ID 19 remains opposed to permitting any new cycling or horse riding access over Crickley Hill or the priority habitat areas of Barrow Wake due to the negative impact this will have on the sensitive and threatened habitats and species. The cost of managing conflict between users would also put unnecessary burden on the resources of the charity.   | Following the 2019 statutory consultation, the scheme design has been revised to remove the proposed green bridge and provide two new crossings – see section 7.4 of the Consultation Report (Document Reference 5.1). The primary function of the Cotswold Way crossing is to provide safe connectivity for walkers, cyclists and horse riders over the A417. It is not proposed to have an adverse effect on the priority habitat areas, however it would link recreational facilities at Crickley Hill Country Park and the viewpoint at Barrow Wake. The location of the Gloucestershire Way crossing will | Y   |

| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|--|---|---|
|        |           |  |  | provide further incentive to use the Gloucestershire long distance path and circular routes made possible by PROW improvements across the scheme.   |   |
| 232.   | PIL ID 19 |  | It should be noted that due to the short notice provided for the Technical Working Group meetings not all stakeholders have been able to attend all sessions, and notes and materials are not always circulated. There must be an improvement in the planning and setting of the TWG meetings if the process is to be truly consultative and make the best use of the skills and expertise offered by the environmental stakeholders.  | As evidenced in the Consultation Report (Document Reference 5.1) and the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 19, Highways England has engaged with the PIL since the 2019 statutory consultation. Highways England has sought wherever possible to coordinate meetings to ensure stakeholders can attend sessions and to circulate materials and minutes.   | N   |
| 233.   | PIL ID 47 | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | As a local resident I am hugely upset by this scheme and completely object to the option 30 route. There will be complete destruction by what is effectively a motorway over stunning Cotswold countryside. An area totally in balance with nature. From current surveys the area is full of hedgehogs and ground nesting birds. Furthermore there are protected barn owls and rare protected bats. These should not be disturbed. From an original 30 possible routes Highways England reduced the choice to 2 without consultation. The reason given for preferring route 30 and not using option 12 was that traffic speed would have to be reduced to 50 mph around the curve. This is not a sufficient reason for ruining countryside and especially when there was existing infrastructure with option 12 and considerably less damage to the environment. | Highways England 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. Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | N   |
| 234.   | PIL ID 47 |  | The consultation was completely misleading. On one set of major plans exhibited to the public Stockwell estate (9 properties, 8 of which are Cotswold stone with Cotswold stone walls) was not visible as photographs had been superimposed over the properties and farm buildings. On a video the whole estate looked like a container park. Not one property visible. This was quite obviously premeditated. Cotswold stone hamlets of this nature are rare in the Cotswolds. Furthermore there are avenues of trees and stone walls that again will be completely ruined by this development.   | Comments on the 2019 statutory consultation materials are noted. Visual materials and tools used at the public consultation were a representation of what the scheme will look like in operation. The supplementary statutory consultation in 2020 provided further detail in relation to the most up to date design of the scheme including updated imagery and plans. The scheme design has been revised to ensure the trees identified by the landowner were not removed by the scheme.  | Y   |
| 235.   | PIL ID 47 |  | This new road will not deal with the existing traffic problems. There will be considerably more traffic on the road and it will create further problems on existing roads. The developers have not considered the microclimate at this highest point of the Cotswolds. There will be considerable problems as a result of this   | 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. Highways England 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 Transport Report (Document Reference 7.10).<br>A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities which will be submitted. This Strategy includes a winter maintenance and severe weather section detailing planning and operation necessary to ensure the highway is kept free of ice and that snow is cleared as far as reasonably practicable. This will be in accordance with the criteria stated in the 'Routine and Winter Service Code and Network Maintenance Manual'. The requirements for winter maintenance and severe weather action will be consistent with the A417 and M5 sections adjacent to the scheme. Scheme assessment to date has not identified any unusual aspects or features that will require different planning. | N   |
| 236.   | PIL ID 47 |  | I entirely object to the whole scheme which is running roughshod through scenic countryside and causing a great scar through the Cotswolds in an AONB.   | Highways England 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   |

| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|---|---|
| 237.   | PIL ID 47 | Do you have any comments on our proposed green bridge?   | This is a cynical attempt to make this appear a green environmentally friendly scheme when in reality it is quite the opposite. Moreover Highways England had no alternative but to provide a bridge to deal with the Cotswold way problem. This will be hugely expensive and it is quite apparent that this whole scheme will be considerably over budget.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The Gloucestershire Way crossing is provided to the north of Shab Hill as essential mitigation for bats.  | Y   |
| 238.   | PIL ID 47 | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | An objection. Traffic feeding into the A 436 from Cheltenham will have huge delays. It is all part of this very ill-conceived scheme.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also shows that traffic on Leckhampton Hill would increase as a result of the scheme, however the predicted traffic flows are below the existing capacity of the road. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  | N   |
| 239.   | PIL ID 47 | Do you have any comments on our proposals for repurposing the existing A417?   | This is quite ridiculous. Do they drive/ride/walk to the end of the road of the new green road, turn round and come back again! This was a road. It should still be a road and be part of the new A417.   | The Air Balloon Way would join onto existing walking, cycling and horse-riding routes improving connectivity in the local area. The scheme aims to leave a positive legacy for local communities and visitors to the area. The proposed improvements for walkers, cyclists and horse riders, including disabled users will create better links between sites of cultural and historical interest, making them easier to access.   | N   |
| 240.   | PIL ID 47 | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | The landowners have been kept very much in the dark with these plans. Highways England has been rushing them through at the last moment in a very unsatisfactory way. As a landowner I look forward to receiving detailed information. As it stands at the moment I'm just advise that huge swathes of my land are being taken. This is quite unsatisfactory. | As set out in the Consultation Report (Document Reference 5.1), Highways England has sought to engage with affected landowners through non-statutory consultation in 2018 and two statutory consultations in 2019 and 2020. In addition, Highways England has carried out other engagement through meetings, phone calls and emails and where appropriate, carried out targeted statutory consultation with landowners. The Planning Inspectorate will consider whether Highways England has met its statutory duties for carrying out pre-application consultation in deciding the acceptance of the DCO application.  | N   |
| 241.   | PIL ID 47 | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Completely unsatisfactory. Where is the environmental impact assessment?  | A Preliminary Environmental Information Report (2019 PEI report) was published at the 2019 statutory consultation. Taking into account feedback received in response to the 2019 public consultation and suggested design changes, a further supplementary public consultation was held in 2020 with an additional PEI Report on the revised design. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2).The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme. | N   |
| 242.   | PIL ID 47 | Do you have any other comments you would like to make about our proposals?   | Complete objection to this ill-considered planning proposal.  | Highways England acknowledges the range of views expressed, including those received objecting to the scheme.   | N   |

# **Appendix 7.4 Summary of the matters raised by section 47 additional organisations in response to the 2019 statutory consultation and the Highways England response**

## Consultation Report Appendix 7.4: Matters raised by section 47 additional organisations in response to 2019 statutory consultation and Highways England response

Appendix Table 7.4 Matters raised by section 47 additional organisations in response to 2019 statutory consultation and Highways England response

| Row ID | Consultee                     | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-------------------------------|--|---|---|---|
| 1.     | Alliances and Tactical Voting | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | Building new roads tends to increase traffic. the same money could have a massive impact on public transport of deployed for the benefit of the district. | Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or Environmental Statement (ES) Chapter 3 Assessment of Alternatives (Document Reference 6.2) for further information.   | N   |
| 2.     | Alliances and Tactical Voting | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction?                 | More roads invariably lead to more traffic and I am concerned that we will see an increase in lorry traffic and air pollution as a consequence of this.   | The traffic modelling undertaken by Highways England predicts that there would be an increase in traffic on the A417, but there would also be a decrease in traffic on certain local routes as a result of the scheme. The traffic modelling predicts there would be an increase in Heavy Goods Vehicles (HGVs) on the A417 in 2041, but as a proportion of traffic there would be a small decrease in comparison to the scenario in which the scheme is not built. The traffic modelling methodology and results are reported in the Transport Report (Document Reference 7.10). ES Chapter 5 Air Quality (Document Reference 6.2) includes assessment of air quality from traffic associated with the scheme. The impacts are predicted to be not significant at human receptor locations and results are reported in ES section 5.8. | N   |
| 3.     | Alliances and Tactical Voting | Do you have any comments on our proposed green bridge?   | Offsetting damage is never as good or effective as avoiding damage in the first place.  | Highways England acknowledges the range of views expressed which object to the scheme going ahead in principle. Throughout the scheme design process, Highways England has sought to avoid and reduce the environmental impacts of the design whilst taking into account feedback from consultation. This approach is set out in ES Chapter 3 Assessment of Alternatives (Document Reference 6.2).  | N   |
| 4.     | Alliances and Tactical Voting | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | I would prefer that there is no link road.  | Highways England acknowledges the range of views expressed relating to various proposals within the scheme. Alternative 2 as the preferred A436 link road is an integral part of the scheme to ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417.   | N   |
| 5.     | Alliances and Tactical Voting | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | Long term CO2 impact, air pollution impact if traffic levels increase.  | ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations. ES Chapter 5 Air Quality (Document Reference 6.2) includes assessment of air quality from traffic associated with the scheme. The impacts are predicted to be not significant at human receptor locations and results are reported in Section 5.8 of ES Chapter 5 Air Quality (Document Reference 6.2).  | N   |
| 6.     | Alliances and Tactical Voting | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Mitigation is not as good as avoiding harm.   | Measures proposed to avoid or reduce any likely significant environmental effects have been set out in the 2019 and 2020 Preliminary Environmental Information (PEI) Report and subsequently, an Environmental Impact Assessment has been completed to fully assess the effects of the proposal on the environment. The Environmental Impact Assessment is reported in the ES (Document Reference 6.2).   | N   |
| 7.     | Alliances and Tactical Voting | Do you have any comments on our proposals for repurposing the existing A417?   | This is the only bit of the plan that has any merit.  | Highways England acknowledges the range of views expressed, including those received in support of specific proposals within the wider scheme.  | N   |

| Row ID | Consultee                     | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-------------------------------|--|--|--|---|
| 8.     | Alliances and Tactical Voting | Do you have any other comments you would like to make about our proposals?   | I think this plan will increase traffic and air pollution at a time when we should be doing everything we can to reduce both.  | A response to this comment is provided the preceding rows of this table, in relation to similar comments made by Alliances and Tactical Voting [Row ID1 – 7].  | N   |
| 9.     | Birdlip Primary School        | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | It will help traffic. It is boring and may be dangerous for tired drivers. A Birdlip mosaic or plant section would break this up. Children at Birdlip Primary school will design and deliver this.   | Highways England notes the proposal to include a public display between Brockworth bypass to Shab Hill junction. Further discussions would be appropriate at the detailed design stage.  | N   |
| 10.    | Birdlip Primary School        | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | I think Alternative 2 is the best as it is less disruptive for other areas. Please can we make the difference in elevation as minimal as possible.   | Highways England notes the support for Alternative 2. The vertical alignment of the road has been developed to minimise the difference in elevation where possible. The elevation would however need to rise from 234m Above Ordnance Datum (AOD) at the Ullenwood junction to approximately 268m AOD at Shab Hill junction therefore rising a total of 34m.   | N   |
| 11.    | Birdlip Primary School        | Do you have any comments on our proposals for repurposing the existing A417?   | Cycle path excellent   | Highways England acknowledges the range of views expressed, including those received in support of the repurposed A417.  | N   |
| 12.    | Birdlip Primary School        | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | It would be great if you could build the new road and then move over from the old road quickly   | Highways England notes the suggestion. Phasing of the works depends on a number of factors however transfer of traffic to the new road would be done as early as possible to enable works on the existing section of the A417 to be undertaken. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which outlines how the impact of construction on the environment, the road network and local communities will be managed. | N   |
| 13.    | Birdlip Primary School        | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Trees: the pictures do show trees but not as many as I would have hoped for.   | There are substantial new areas of planting proposed as part of this scheme including new woodland and tree belts, and trees within new hedgerows. The landscape design proposals are set out in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).   | N   |
| 14.    | Birdlip Primary School        |  | Noise: please can we build something to prevent noise travelling   | The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, has been incorporated to further reduce noise effects. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2).  | N   |
| 15.    | Birdlip Primary School        | Do you have any other comments you would like to make about our proposals?   | Please can you pay for Birdlip Primary to have a new school or hall or office block; think of the wonderful press! Please can we have a Birdlip Primary school design, mosaic or frieze on the side of the valley that the road will be at the bottom of. Please can you make the road less boring.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO. The provision of educational facilities is beyond the remit of the DCO application.   | N   |
| 16.    | Biodynamic Land Trust         | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction?                 | The proposed upgrading is totally contrary to the carbon reduction targets set by both Local and national governments. With the drastic reductions in long haul traffic required the funds should be invested in improved public transport. The traffic congestion during the construction phase will cause health hazards, also according to your own feasibility studies to surrounding communities such as Slad, Stroud, Brockworth, Bisley etc. It has been ill thought through. | Highways England acknowledges the range of views expressed relating to the need for the scheme and which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out why the scheme is needed, the benefits it will provide and how it complies with national policy contained in the National Policy Statement for National Networks.  | N   |

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|--------|------------------------------------|--|---|---|---|
|        |                                    |  | All evidence is that such a bypass only increases the traffic without any benefit to climate emergency reduction or local communities.  |   |   |
| 17.    | Biodynamic Land Trust              | Do you have any comments on our proposals for repurposing the existing A417?   | The least necessary but should not be necessary if no bypass built  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those which object to the scheme going ahead in principle.   | N   |
| 18.    | Biodynamic Land Trust              | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | All traffic that will use the alternative existing networks through local communities   | 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. Highways England 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 Transport Report (Document Reference 7.10).   | N   |
| 19.    | Biodynamic Land Trust              | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Too little and does not make up for the damage.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those which object to the scheme going ahead in principle. The ES (Document Reference 6.2) provides an assessment of the scheme's effects on the environment and the mitigation proposed to address adverse effects where identified. The Case for the Scheme (Document Reference 7.1) sets out how the scheme complies with national policy contained in the National Policy Statement for National Networks.   | N   |
| 20.    | Biodynamic Land Trust              | Do you have any other comments you would like to make about our proposals?   | Stop: its 20 years too late; the climate crisis has overtaken this as a priority  | The objection to the principle of the scheme is noted. Please refer to the Case for the Scheme (Document Reference 7.1), which sets out the need for the scheme.  | N   |
| 21.    | British Horse Society (Response 1) | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | Having driven this route to and from Ross on Wye and Salisbury for 40 years, I believe the new route, and particularly the new green bridge, will be a vast improvement on the current arrangements.<br><br>As one of the aims of the scheme is to provide enhanced local and visitor experiences of walking, cycling and horse riding in the area, this is a wonderful opportunity to connect the currently fractured bridleway network in the area. I urge HE to ensure that all off-road paths put in place are open to cyclists and horse riders as well as walkers.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. ES Appendix 2.1 EMP Annex F PRow Management Plan (Documents Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.  | Y   |
| 22.    | British Horse Society (Response 1) |  | The bridleway coming down from Crickley Hill/the Scrubbs is shown crossing the A436 twice, south of the new roundabout, in order to continue as part of the Gloucestershire Way. The right of way beyond the roundabout is a footpath and unavailable to horse riders and cyclists.<br><br>It is very important therefore to provide bridleway access for cyclists and horse riders using the existing bridleway from Crickley Hill/the Scrubbs to get down to the new green bridge, to get them over the new green bridge and up to the re-purposed A417 (as well as providing a link to the existing bridleway leading to Birdlip hill).<br><br>This link to the repurposed A417 is also the only way to ensure that horse riders and cyclists from the Birdlip and Stockwell areas | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) includes proposals which allow horse riders to connect from Crickley Hill, along Cold Slad and onto the Cotswold Way crossing. Wider comments in relation to the improvements are noted and welcomes and the Management Plan includes a number of proposals which seek to increase connectivity and enhance accessibility (e.g. reclassification of routes where appropriate) for walkers, cyclists and horse riders. | Y   |

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|--------|------------------------------------|--|---|---|---|
|        |                                    |  | and beyond will be able to use the new right of way to gain access to Crickley Hill and beyond.   |   |   |
| 23.    | British Horse Society (Response 1) | Do you have any comments on our proposed green bridge?   | I think the idea is a really good one for both leisure and wildlife enhancement. The bridge should be substantial enough and wide enough to take walkers, cyclists and horse riders with plenty of room for all, and plenty of room for a suitable wildlife corridor as well. Horse riders can use a multi-use track with a suitable surface. The BHS can advise. There should also be fail-safe provision to prevent children and horses somehow falling from the bridge.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 24.    | British Horse Society (Response 1) | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | <p>It is not clear to me from the consultation booklet what is proposed about the current bridleway/restricted byway leading from Harding's Barn (Harcombe Bottom) to the Stockwell Road, just above the proposed new route, which intersects with another restricted byway between two points on the Stockwell Road.</p> <p>These rights of way should without fail be kept open for easy use in the design of the route, and connected to the re-purposed A417 via a safe crossing for cyclists and horse riders over the Stockwell Road bridge (a dedicated route, divided from traffic) to allow them to continue down the Stockwell Road to join the re-purposed section of the A417.</p> <p>Cyclists and horse riders using an existing bridleway leading from Green Hatch Farm onto the Stockwell Road would also be able to connect, via the safe crossing over the new Stockwell Road bridge, to the repurposed A417.</p> <p>As vulnerable road users of the Stockwell Road from Stockwell down to the re-purposed A417, it would be ideal if cyclists and horse riders could be provided with an off-road route to one side of the road, away from the traffic. I can see that this section of road may not fall within the scheme boundaries, but perhaps this can be considered as part of the general enhancement of the area for leisure users?</p> | <p>Annex F Public Rights of Way Management Plan of ES Appendix 2.1 (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Cowley footpath 38 currently connects Hardings Barn at Cowley to the unclassified road known as Cowley Wood Lane, routing south to join Cowley Junction. With the proposed scheme, Cowley Wood Lane would be stopped up to general motor traffic and would only permit access to local properties, walkers, cyclists and horse riders.</p> <p>The detail of any associated enclosures (e.g. barriers or gates), signage and surfacing will be discussed and agreed at the detailed design stage. The connection between the new Cowley Junction and Cowley footpath 38 would then form of two different classifications of Public Rights of Way as shown on Sheet 6 of the drawings enclosed in Annex F Public Rights of Way Management Plan of ES Appendix 2.1. This would involve a restricted byway between the Cowley Junction / A417 along Cowley Wood Lane up to the intersection with Cowley footpath 40 and Cowley footpath 22 (which would be reclassified as a restricted byway as part of the proposals). The remaining section along Cowley Wood Lane to the intersection with Cowley footpath 38 would then be bridleway designation.</p> | N   |
| 25.    | British Horse Society (Response 1) | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | I support Alternative 2, as it keeps all the roadworks in one place.  | The support for Alternative 2 is noted.   | N   |
| 26.    | British Horse Society (Response 1) | Do you have any comments on our proposals for repurposing the existing A417?                               | <p>I am fully in favour of the proposals to repurpose the old A417 for walkers, cyclists and horse riders. My concern is that HE ensure that all available connections to existing rights of way are constructed, and that any necessary off-road connections for walkers, cyclists and horse riders that are within the remit of the scheme are also made.</p> <p>I would particularly like the scheme to ensure that horse riders have access to all multi-user routes. As the most vulnerable of all road users horse riders (who include children and older people) have the most to gain from completely safe off road provision.</p>  | <p>Highways England, through the ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) have worked to create a new recreational route which is accessible from the wider network and provides opportunities for all users to enjoy this part of the region. Highways England hopes that the re-purposed route is a draw for visitors from both the local area and further afield, bringing economic benefits to the local area.</p> <p>Highways England has worked hard to ensure safe crossing points are provided across the scheme. These are detailed in the Public Rights of Way Management Plan and include crossing points which do not require at-grade crossings of the A417 which is the case in the current situation, and it is considered the scheme offers a good number of safe crossing points for walkers, cyclists and horse riders. Highways England has</p>   | N   |



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|        |                                    |  | <p>Horse riders and cyclists can access Birdlip via bridleways from the direction of Starveall and Blacklains Farm, and would be able to gain access to the repurposed A417 via yellow roads into and out of Birdlip itself. However, this does involve interaction with local traffic and the ideal would be to upgrade to bridleway the footpath currently running from the Starveall direction (with connecting bridleway) over the Roman Road into Birdlip and emerging onto the repurposed A417 at Parson's Pitch.</p> <p>It is very important that horse riders and cyclists are provided with suitable off-road access to the repurposed A417 in order to travel between Birdlip, Stockwell and Crickley Hill in either direction.</p> <p>If HE's aim is to provide a truly useful new off road link via the repurposed A417 then careful thought must be given at the DCO development stage as to how to connect the surrounding existing rights of way into this new route. Properly realised, this scheme should enhance the lives of local rights of way users and bring new opportunities to local tourist enterprises and local businesses from those travelling to enjoy the area on foot, bicycle and horseback</p> | worked with local walking, cycling and horse riding groups to agree how the effect on public rights of way can be managed throughout the design and construction of the scheme.   |   |
| 27.    | British Horse Society (Response 1) | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | All construction plans should aim to keep non-motorised users, including walkers, cyclists and horse riders, apart from traffic. The needs of non-motorised users should be catered for on the new bridge crossings throughout the route. New connections for cyclists and horse riders between existing bridleways and restricted byways/ byways should be put in place within the boundaries of the scheme to ensure that the final result is a truly connected off-road network for all NMUs.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.   | N   |
| 28.    | British Horse Society (Response 1) | Do you have any other comments you would like to make about our proposals?                                   | Please plant mixed deciduous trees and grass meadowland in every possible place. Please integrate the scheme into the Cotswolds, by using traditional stone walling wherever possible.   | The landscape-led approach to this scheme has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This includes restoring and enhancing landscape features, typical to the area, such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. This is set out and illustrated within the Design Summary Report (Document Reference 7.7). Full details of planting specifications and tree species proposed will be detailed within the LEMP, which is Annex D of ES Appendix 2.1 EMP (Document Reference 6.4). Tree species selected will be appropriate for the local character of the area. | N   |
| 29.    | British Horse Society (Response 2) | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?             | <p>The overall scheme has a great opportunity to allow horse riders, cyclists and walkers to form circular routes which is prohibited by the current A417. Routes in the online section need to access the Green Bridge to allow safe access to public rights of way. Badgeworth Bridleway 125 gives access to Bentham and Witcombe and needs to connect to the Green Bridge.</p> <p>The Consultation Plan diagram shows a possible route extending Badgeworth BW 125 adjacent to the A417. Riding experiences might be improved if a route up to Badgeworth Bridleway 87 (ABA 87) could be created e.g. by upgrading Badgeworth Footpath 84 (ABA 84). A concern would be to separate the Flyup 417 Bike Park riders from horse riders to the continued enjoyment and safety of both groups.</p>   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity.   | Y   |

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|--------|------------------------------------|--|---|--|---|
| 30.    | British Horse Society (Response 2) |  | Badgeworth Bridleway 87 is a key route to Birdlip Hill and must connect to the Green Bridge. Badgeworth Bridleway 87 also needs to connect to the repurposed A417 and an option to do this might be the upgrade of Cowley Footpath 24 (ACY 24) to be a bridleway.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including new connections to and from the Badgeworth Bridleway 87, Air Balloon Way and Cowley Footpath 24. | Y   |
| 31.    | British Horse Society (Response 2) |  | Coberley Bridleway 117 is a link back to the many urban riders in Leckhampton and Shurdington and surrounding areas via Crickley Hill Country Park, so it is imperative to connect Coberley Bridleway 117 (ACO 117) to the Green Bridge. The nearest PRow is Coberley Footpath 51 (ACO 51) and the connection would be achieved by an upgrade to Bridleway status with due respect for and segregation from the Wildlife SSIs in Crickley Hill Country Park. It could be an opportunity for Crickley Hill Country Park to showcase its objectives, with appropriate information, to users of the Green Bridge.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 32.    | British Horse Society (Response 2) |  | For Gloucestershire PRow consideration - There is an opportunity to also link Coberley Bridleway 10 (ACO 10) with Coberley Bridleway 117 if access could be made along the edge of Crickley Hill Park by Leckhampton Road on an appropriate width, defined and contained path. This would remove vulnerable non-motorised users from Leckhampton Hill Road and would make a circular route from Crickley Hill Park via Shurdington Hill and Leckhampton Hill.<br><br>Without off road access to Coberley Bridleway 10, riders will need to negotiate the new roundabout at the top of Leckhampton Hill in order to access Leckhampton Road. Safety waiting areas should be provided and plenty of signage as riders, walkers and cyclists ride down Leckhampton Road to access Coberley Bridleway 10.       | ES Appendix 2.1 EMP sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including a new section of bridleway on Leckhampton Hill to connect Ullenwood roundabout, Cold Slad and the Cotswold Way crossing.   |   |
| 33.    | British Horse Society (Response 2) | Do you have any comments on our proposed green bridge?   | The Green Bridge offers a hugely improved point of access to safe riding for the many riders in the urban areas of Shurdington and Leckhampton. To maximise safety and minimise the impact on wildlife, horse riders should be segregated to a separate multi user path and a sensible riding pace is walk. Signage and some easy obstacles could be used to ensure all users of the bridges are sensible..   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 34.    | British Horse Society (Response 2) | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | Access to Cowley Lane Overbridge: Cowley Restricted Byways 26 (ACY 26 ) is a key access route for horse riders to Cowley and must connect to the Cowley Lane Overbridge.<br><br>The ORPA (Other Route with Public Access) 50652 that provides access from Ullenwood (via A436) or from Coberley via Cuckoopen Barn Farm, is proposed to be linked into the Birdlip interchange. For safety could the ORPA by-pass the roundabout interchange on the embankment and link to the cut off portion of ORPA 50853 leading down to the Cowley Lane Overbridge. This would provide a riding circuit from Coberley and ample opportunities to cross either of the Overbridges.<br><br>Leaving the Cowley Lane Overbridge on the Birdlip side needs to follow the line of the ORPA 50853 or Cowley Footpaths 44 (ACY | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.<br><br>ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity for horse riders, addressing the suggestions made.  | Y   |

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|--------|------------------------------------|---|--|--|---|
|        |                                    |   | 44) and 7 (ACY 7) to the crossing of the Road link to Birdlip (and onwards to the Green Bridge). This will be a key route to connect Cowley and the Green Bridge.  |  |   |
| 35.    | British Horse Society (Response 2) |   | Good signage and a horse friendly crossing is required at the crossing of the Road link to Birdlip   | Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and Gloucestershire County Council. Provision of equestrian holding areas would be on either side of WCH crossings on the realigned B4070.  | N   |
| 36.    | British Horse Society (Response 2) |   | <p>Access to Stockwell Farm Overbridge: The Stockwell Farm Overbridge must be accessed by Cowley Restricted Byway 26 and on to Cowley Bridleway 45 on the Cowley side. There must be a Restricted Byway or Bridleway leaving the Stockwell Farm Overbridge on the Birdlip side in order to connect to the repurposed A417 giving access to Birdlip. The closest PROW is Cowley Footpath 21 which, if upgraded would allow access.</p> <p>ORPA 50855 from Pinkham Crossroads (where the Cowley Road meets the 2 ORPAs south of Cally Hill Plantation) to Coberley Restricted Byway 18 is essential because it allows access to the Stockwell Farm Overbridge from Coberley Restricted Byway 18. It must also connect into the Cowley Lane Overbridge.</p> | ES Appendix 2.1 EMP Annex F PROW Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, addressing the suggestions made.  | N   |
| 37.    | British Horse Society (Response 2) |   | Bridges need to have a safe gradient, non-slip surface and adequate height barriers.   | All new overbridges have been designed in accordance with the DMRB and associated safety requirements. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and Gloucestershire County Council.  | N   |
| 38.    | British Horse Society (Response 2) |   | Several ORPAs access the off line area and they are in the process of being researched prior to claiming as PROW.  | Responding to feedback from the WCH TWG members, ORPAs (Other Route with Public Access) have been considered alongside PROW as local routes, as reported within the ES Appendix 2.1 EMP Annex F PROW Management Plans (Document Reference 6.4) which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.                                  |   |
| 39.    | British Horse Society (Response 2) | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | Alternative 2 is preferable because it seems to minimise intrusion into the surrounding countryside as it follows the line of the A417. The least favourable option is 3 because it follows the line of a well-used ORPA 50852 that connects to horse riders in the Coberley area  | The support for Alternative 2 is noted.  | N   |
| 40.    | British Horse Society (Response 2) | Do you have any comments on our proposals for repurposing the existing A417?                | The repurposed A417 with appropriate landscaping and surface will be a key link path between crossing points and existing rights of way. The ideal surface will be non-slip, shock absorbing and easy to maintain. A surface by Nu-Phalt Contracting has been trialled in Lancashire.  | ES Appendix 2.1 EMP Annex F PROW Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and Gloucestershire County Council.   | N   |
| 41.    | British Horse Society (Response 2) |   | To allow access from the repurposed A417 to Brimpsfield Bridleway 32 (BBR32) Gloucestershire PROW need to clear or alter the obstructions on the Ermin Way Roman Road and ensure it continues to connect into the repurposed A417. This would avoid horse riders who wanted to go to Brimpsfield having to go to the end of the repurposed A417 to exit in Birdlip and then navigating the village road back towards Brimpsfield.  | ES Appendix 2.1 EMP Annex F PROW Management Plans (Document Reference 6.4) sets out a new section of footpath to connect Ermin Way to the Air Balloon Way. Ermin Way would remain accessible to all WCH groups as a highway with public access rights, connecting to the Air Balloon Way.  | N   |
| 42.    | British Horse Society (Response 2) | As we develop our plans for the construction of the scheme, is there                        | Communication of temporarily closed PROW on social media.  | ES Appendix 2.1 EMP Annex F PROW Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Highways England will work with its Contractor once appointed, and Gloucestershire County Council to agree detailed design matters and communication of any agreed measures during the construction phase. | N   |

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|--------|--|--|---|---|---|
|        |  | anything you would like us to consider?  |   |   |   |
| 43.    | British Horse Society (Response 2)       | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | I applaud the efforts that this development is going to improve all environmental factors. It is an opportunity to create a showcase for multi-use paths in a countryside setting adjacent to a busy urban environment.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 44.    | Brockworth Parish Council                | Do you have any other comments you would like to make about our proposals?   | Brockworth Parish Council feel that that it is a positive scheme  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 45.    | Cheltenham and Tewkesbury Cycle Campaign | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | <p>There is no detailed discussion of active travel provision within the scheme, and in particular to connect the large populations of Gloucester and surrounding towns and villages to the Cotswolds AONB and its wealth of existing lightly trafficked lanes. At present there is no family friendly route for cycling (in particular), since all existing routes are prohibitively steep or heavily trafficked, or both. The scheme offers the opportunity of constructing such a route economically as part of the existing earthworks; this opportunity will not come again.</p> <p>Looking at the route as proposed, there is a strong possibility of the Cold Slad link, running alongside to the North of and above the new A417 profile from Bentham to the A436 roundabout, serving this function. The chief challenge to the Cold Slad link achieving this objective is the gradient, which should be no more than the 8% proposed for the A417 for motorised traffic in order to be reasonably family friendly.</p> <p>Please consider this objective in detail – to incorporate a low gradient family friendly active travel/cycle access to the top of the escarpment as part of this scheme – and advise how the proposed Shab Hill link will be modified to achieve this, if a completely off road route is not considered to be practical.</p> | ES Chapter 12 Population and Human Health (Document Reference 6.2) considers active travel provision. It refers to ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) that incorporates the Public Rights of Way Management Plan, which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | N   |
| 46.    | Cheltenham and Tewkesbury Cycle Campaign |  | Since it is likely that much of the WCH access up the escarpment will, even at 8%, be steeper than desirable, provide off route resting areas along the steeper sections (same principle as landings on staircases) where users may rest without obstructing the route. Consider varying the planting schemes and tree types, and provision of artworks at these points for interest.   | Cycling on the mainline carriageway is not encouraged. Alternative safer provision has been made for cyclists. This would include a route along Dog Lane which would be connected to Cold Slad Lane via a bridleway adjacent to the mainline. The width of this route is sufficient to enable cyclists to stop and rest if needed. There are grassed embankments which would enable resting during drier weather.   | N   |
| 47.    | Cheltenham and Tewkesbury Cycle Campaign |  | At present, no less than 5 such public rights of way converge on Crickleigh Farm to the South, crossing onto Dog Lane and a right of way direct between the lower and upper parts of Dog lane. This important confluence of public paths could easily be severed by the new A417, which is elevated at this point, but the current ad-hoc access across could easily be maintained (and greatly improved) at little cost by a pedestrian underpass here. There does appear to be a proposal for a WCH path curving off beneath the A417 here and then continuing up the length of the Norman's Brook tributary almost up to the Garden Bridge, and joining  | ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a Grove Farm underpass, providing a new safe crossing of the A417. An assessment has been undertaken and shared with the WCH TWG as to why further provision of a grade separated crossing further west of the Grove Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds. | N   |

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|--------|--|--|---|--|---|
|        |  |  | another path connecting to this crossing, but it is unclear – this addition would be a very significant improvement and would provide the required underpass at Crickleigh Farm. If the proposal omitted the path up the escarpment to the South of the A417, it would be necessary to add in another footpath overbridge crossing of the A417 to maintain connection of the existing N/S public footpath (running midway between Crickle Hill Farm and Grove Farm) and Dog Lane.   |  |   |
| 48.    | Cheltenham and Tewkesbury Cycle Campaign |  | What are the detailed proposals for WCH over this entire section of the route? [ <i>Brockworth bypass to Shab Hill Junction</i> ]   | Full details of PRow proposals as part of the scheme are presented in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4). These proposals have been developed collaboratively with a range of user and access groups and Highways England has, where possible, incorporated suggestions where they increase connectivity and access.   | N   |
| 49.    | Cheltenham and Tewkesbury Cycle Campaign | Do you have any comments on our proposed green bridge?   | The provision of the potential walking/cycling/horse riding paths which appear to be shown either side of the proposed A417 on the Escarpment section of the route, and mitigating the gradient of cycling access to the top of the escarpment, are more important than implementing a really ambitious green bridge. I would recommend that if there is a cost conflict which would lead to the omission of these new routes, then it would certainly be preferable to scale back the garden bridge width a little to enable them. WCH routes do cross major trunk roads adequately on standard footbridges, so although it would be marvellous if it could be installed as shown, reducing the width somewhat if necessary to enable full implementation of the other potential WCH routes shown up the Escarpment would not be the end of the world. | There will no longer be a green bridge located on Crickle Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 50.    | Cheltenham and Tewkesbury Cycle Campaign | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | At all elevated sections of the route, make provision for reducing noise pollution of the AONB (e.g. earthworks and planting).  | The effects of the scheme in relation to noise during operation have been assessed using a three-dimensional noise model which includes detail of cuttings and embankments taken from the engineering drawings, type of road surface and forecast traffic flows for the opening and a future assessment year. The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, incorporated to further reduce noise effects. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2). | N   |
| 51.    | Cheltenham and Tewkesbury Cycle Campaign |  | At the Shab Hill roundabout and other crossings including public paths, ensure adequate off-road provision (e.g. Footpaths) to enable crossing the A417 without walking in the road.  | Highways England has worked hard to ensure safe crossing points are provided across the scheme. These are detailed in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) and include crossing points which do not require at-grade crossing of the A417 which is the case in the current situation, and it is considered the scheme offers a good number of safe crossing points for walkers, cyclists and horse riders.   | N   |
| 52.    | Cheltenham and Tewkesbury Cycle Campaign | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | This seems the better option.   | The preference for Alternative 2 is noted.   | N   |
| 53.    | Cheltenham and Tewkesbury Cycle Campaign | Do you have any comments on our proposals for repurposing the existing A417?                               | The repurposed WCH section of the existing A417 needs to cross the new A417 at/near the North end of Emma's Grove, to maintain connectivity (proposed connectivity is not clear) with the routes (including the Gloucestershire Way) on the far side.   | The proposed connectivity in this area can be seen in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4). The repurposed A417 WCH route 'the Air Balloon Way' would connect into the Gloucestershire Way near Emma's Grove, with safe crossings of the A417 provided via the Cotswold Way and Gloucestershire Way crossings.   | Y   |

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| 54.    | Cheltenham and Tewkesbury Cycle Campaign | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | The existing cutting back of slopes along the bedding planes into a series of steps further along the A417 to the South near Perrots Brook has been very successful. Aside from looking natural, the ledges stop loose stones from rolling very far, and provide places where plants can grow, birds roost etc. Some useful pointers could be learned from this success.                 | Highways England acknowledges the comment. The cutting slopes have been designed to be as steep as possible to reduce landscape impacts. Given the geological conditions, an overall slope angle of 35° is required for the cutting slopes. The landscape-led approach has been to increase the apparent height of the cutting slopes using a combination of steeper slopes of 60° with flat terraces between (all set at the overall slope angle of 35° required for geotechnical stability). This design will visually break up the mass of the slope and will reveal attractive limestone rock exposures that would also be planted to give a natural appearance to the cutting. Measures such as netting would be avoided to keep the slopes as natural looking as possible. | N   |
| 55.    | Cheltenham and Tewkesbury Cycle Campaign | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | The drainage basins should be designed to retain some water when 'dry' to enhance habitat. Where these can be adjacent to walking routes this should be done, as it will enhance the interest.   | Infiltration basins typically won't have permanent water, but a wet forebay may be included to protect surface water quality in the receiving streams. Basins located on impermeable ground or where there is a requirement to protect sensitive groundwater, could typically include a permanently wet bottom. The local landscape context at each location will inform the choice of whether the basins hold some water permanently. The shapes of the basins and the surrounding landscape and planting have been blended more sympathetically with the surrounding landscape and topography. These designs will be further developed through the design process to ensure the best fit with local topography and levels.   | N   |
| 56.    | Cheltenham Chamber of Commerce           |  | The Cheltenham Chamber of Commerce confirms that both ourselves and the Cheltenham Business Improvement District (BID) were involved in the response provided by Cheltenham Borough Council (CBC) and concur with their comments.  | Highways England has provided a response to the comments submitted by Cheltenham Borough Council in response to the 2019 consultation within Appendix 7.2 of this document.  | N   |
| 57.    | Cheltenham Civic Society Planning Forum  | Do you have any comments on our proposed green bridge?   | The best solution from an environmental viewpoint would have been a tunnel. Failing that, the proposed "Green bridge" needs to be at least three times as wide (c.100m) if it is to work for landscape, biodiversity and recreation. Some other aspects of the scheme that seek to ameliorate the impact of the new road are welcome.  | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.<br>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 58.    | Cirencester College                      | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | Would have preferred a tunnel but this will make the least impact on the landscape of the options. Could we have underpasses for wildlife built in? Will wild flower planting be a feature?  | Wildlife underpasses will be constructed to provide safe crossing points underneath the new road. This is set out in ES Chapter 8 Biodiversity (Document Reference 6.2). Full details of planting specifications proposed is detailed within the LEMP. Species selected will be appropriate for the local character of the area.   | N   |
| 59.    | Cirencester College                      | Do you have any comments on our proposed green bridge?   | Excellent idea.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 60.    | Cirencester College                      | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction?                 | Seems sensible. Concerned that the wonderful pub at Nettleton Bottom becomes too isolated. It has almost certainly existed since Roman times. A solution might be to make the old road from the Golden Heat to Birdlip a green land with max speed of 20 mph to enable it to be share use and perhaps single tracked with parking spaces to provide safe paths for walkers and cyclists. | The ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) submitted in support of the scheme includes proposals for access for non-motorised traffic along this road, however, it is not proposed to open up the existing section of Ermine Street to vehicular traffic due to concerns over rat running and the associated impact on residences and other properties including a primary school. The scheme would provide additional parking facilities in the vicinity of the Golden Heart Inn to enable easy vehicular and pedestrian access to the facility.  | N   |
| 61.    | Cirencester College                      | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | Definitely preferable to option 1 a flyover in such a sensitive and visible location. Will there be sufficient capacity for filtering on and off at this point?<br><br>Option 3 looks smoother as road layout but would spoil even more countryside.   | Highways England notes the support for the preferred A436 link road. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. The scheme is therefore designed to accommodate the forecast design year (2041) traffic flows. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N   |

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| 62.    | Cirencester College                          | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | All good ideas. This road can't come soon enough. There have been too many deaths already. Could you ensure that hedgerows are planted with standard trees as well as bushes. Standard trees (e.g. oaks) are not being replaced elsewhere to the detriment of the landscape and biodiversity. This is an opportunity to start to reverse that   | The landscape-led approach to this scheme includes restoring and enhancing landscape features, typical to the area, such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2)..  | N   |
| 63.    | Cirencester College                          | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Could more wildlife underpasses- even just pipes – be provided.   | Following the 2019 statutory consultation, an additional underpass near Dog Lane was added to the scheme design to help bats cross the A417. Full details of the proposed crossings in the scheme for wildlife is provided in ES Chapter 8 Biodiversity (Document Reference 6.2).   | Y   |
| 64.    | Cirencester College                          | Do you have any other comments you would like to make about our proposals?   | I think you have made the best of a difficult job please get on with it   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 65.    | Cotswold Riding for the Disabled Association |  | We have reviewed this proposal and felt that we didn't have anything further to add to the consultation.  | Highways England notes that the Cotswold Riding for the Disabled Association have no comments to make on the scheme.  | N   |
| 66.    | Cotswold Way Association                     | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | We are concerned that the proposed cutting will create a significant scar on the Cotswold escarpment and therefore will be a negative impact on the corridor of the Cotswold Way National Trail. Our preference would be for a tunnel or wider green bridge so that the cutting will not be visible to walkers on the trail.  | Tunnel options have been considered as part of options identification and appraisal; however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N   |
| 67.    | Cotswold Way Association                     | Do you have any comments on our proposed green bridge?   | We are very pleased with the idea of the green bridge as it will significantly improve the experience of the many thousands of people who walk along the Cotswold Way National Trail every year, as compared with the dangerous crossing of the current A417. The green bridge should however be wider than proposed so that it provides a more effective wildlife corridor and obscures the view of the road and minimises noise to walkers on the Cotswold Way. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 68.    | Cotswold Way Association                     | Do you have any comments on our proposals for repurposing the existing A417?   | We welcome the repurposing of the existing A417 as the route of the Cotswold Way south from the green bridge will be traffic free and quieter as it will no longer run close to a busy road. It also gives a largely traffic free walking route direct to Birdlip.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 69.    | Cotswold Way Association                     | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | We must emphasise that it is absolutely essential that the Cotswold Way National Trail has a safe route over the construction site for the entire duration of the project. The Cotswold Way is a busy tourist attraction for the Cotswolds which attracts thousands of international visitors and must be kept open 24/7 during construction of the project.  | Highways England recognises concerns over the disruption to existing Public Rights of Way (PRoW) during the construction of the scheme. ES Appendix 2.1 EMP (Document Reference 6.4) has been submitted. This includes ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) which explains how the impact of construction on PRoW will be managed, including closures and temporary diversions. Highways England is committed to working with Gloucestershire County Council and other stakeholders at the detailed design stage to help agree detailed matters such as management during construction. | N   |
| 70.    | Council for British Archaeology              |  | The CBA accepts the justification for the A417 Missing Link in terms of today's priorities but is deeply concerned that the public consultation lacks a detailed EIA or SEA required by statute. We consider that the destruction of our archaeological heritage should   | Highways England notes that the Council for British Archaeology raised concerns over the statutory pre-application consultation during and sought that it was paused. Highways England provided a response to the Council for British Archaeology's concerns in a letter during the statutory consultation. This letter explained that while an   | N   |

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|        |  |   | <p>always be avoided wherever possible and take the view that our heritage represents an irreplaceable resource, a view that is echoed by the National Planning Policy Framework (NPPF) in paragraph 184.</p> <p>It is, therefore, normal and established practice that Environmental Impact Assessments and Strategic Environmental Assessments associated with strategic developments and infrastructure projects assess the significance of the historic environment; the potential impacts of development upon that significance; and, what mitigations can be identified to minimise harm.</p> <p>The CBA is both surprised and alarmed to note that the consultation documentation relating the A417 Missing Link Public Consultation comprises a "Preliminary Environmental Information Report" only, that fails to address the issue of undesignated heritage assets and only provides an overview assessment of designated assets (scheduled monuments, conservation areas, registered parks and gardens and listed buildings).</p> <p>We consider that this public consultation should incorporate all the assessments required by EIA and SEA regulations as well as the relevant planning policy guidance including the NPPF and the National Planning Policy Framework for National Networks (NPPFNN).</p> <p>Without access to this information in the form of a full-blown EIA or SEA it is difficult to see how the public consultation can be effective and how the emerging project can be properly informed through assessment of known and unknown heritage assets.</p> <p>The CBA strongly recommends that the public consultation is paused until a full EIA or SEA can be developed that will incorporate a full assessment of archaeological potential as well as impacts on known sites and monuments including operational impacts that properly addresses the NPPFNN and NPPF. This level of information is essential as well as legally required and should form part of the available documentation for the public to be aware of. It is also essential for appropriate and proportional mitigation to be developed and built into the development programme.</p> <p>Archaeological investigations come at a financial and time cost which needs to be recognised at an early stage and that opportunities for better revealing the significance of the historic environment are also recognised early and operational impacts minimised.</p> | <p>EIA is required to be submitted with the Development Consent Order (DCO) application, it is not legally or procedurally required to be provided at pre-application public consultation.</p> <p>As part of the public consultation materials, Highways England published the Preliminary Environmental Information (PEI) Report which provides information to enable the general public and stakeholders to understand the potential environmental effects of the scheme, how these effects are proposed to be assessed and potential measures proposed to avoid or reduce such effects.</p> <p>As stated in the PEI Report at paragraph 1.2.2, the information it contains is a preliminary account of the principal environment issues to date and the assumptions and uncertainties within it are subject to change as the environmental assessment work progresses. Taking into account feedback received in response to the 2019 public consultation, a further supplementary public consultation was held in 2020 with an additional PEI Report. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019.</p> <p>The completed EIA is reported in the ES (Document Reference 6.2) submitted with the DCO application, as is the statutory requirement. This includes ES Chapter 6 Cultural Heritage (Document Reference 6.2) which sets out how the effect of the scheme on heritage assets. ES Chapter 6 Cultural Heritage (Document Reference 6.2) was informed by geophysical survey and archaeological trial trenching that was taken in 2020 and 2021.</p> <p>With regards to the need for a Strategic Environmental Assessment (SEA), a SEA is undertaken to assess the environmental impact of a policy or plan, rather than at the project level. An SEA was undertaken by the Government to support the designation of the National Policy Statement for National Networks (NPSNN), which establishes the overarching need for road schemes, such as the A417 Missing Link, that fall within the definition of Nationally Significant Infrastructure Projects (NSIPs) under section 22 of the Planning Act 2008. As stated in paragraphs 1.9 – 1.12 of the NPSNN, the SEA was incorporated within an Appraisal of Sustainability which was published alongside the NPSNN, and which found no significant adverse effects of the policy it contains.</p> |   |
| 71.    | Campaign to Protect Rural England (CPRE) Gloucestershire | Do you have any comments on our proposed route for Brockworth bypass to Shab Hill Junction? | We remain convinced that the short tunnel option would be infinitely preferable to the proposed option 30 and we would urge Highways England to seek the funding necessary to support this option.   | Highways England acknowledges the support for Option 30 as formally announced in the Preferred Route Announcement in March 2019. Tunnel options have been considered as part of options identification and appraisal; however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the   | N   |



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|        |  |                                 | However, if the tunnel option is not possible on the grounds of insufficient budget, we support the proposed option 30 route for the main new A417 as being the best option provided serious consideration is given to a short tunnel under the Air Balloon pub.  | Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   |   |
| 72.    | Campaign to Protect Rural England (CPRE) Gloucestershire |                                 | <p>We are concerned about the retained section of the existing A417 which would allow local traffic from Cold Slad to continue to reach the A436 roundabout. This retained road parallel to the new A417 alignment and which would pass under the green bridge would mean a further carriageway at a very sensitive location in the landscape. If it were possible to remove this road it then the main cutting could be realigned under Crickley Hill to create a seamless continuation of the steep hillside on the north side of the carriageway.</p> <p>If the section from Cold Slad Lane to Dog Lane would be for walkers, riders and cyclists only, then it does not need to be a carriageway. For walkers it does not connect to the rest of the footpath network – effectively it goes nowhere. It would be more logical and less obtrusive if this section were a simple pathway or bridleway so routed that walkers and horse riders could join the Cotswold Way at the end of the green bridge rather than going under it. There is already such a path for most of this section and this should be used rather than retain the A417 carriageway for Dog Lane to Cold Slad lane.</p> <p>While we fully understand the need to maintain access for the residents of Cold Slad what is proposed has other serious drawbacks. It may be convenient if one were coming from or going to Cheltenham but would be tortuous going to or coming from Gloucester - residents would have to travel along the A417 to the Shab Hill junction and then back down the A436 to the roundabout. We suggest that if an alternative access to Cold Slad could be arranged then it would be beneficial to both residents and to the landscape.</p> <p>CPRE Gloucestershire proposes two possible alternatives for access to Cold Slad. One via the Crickley Hill Country Park car park, or another via Dryhill Farm to Greenway Lane.</p> <p>If however Highways England determine that they will retain the currently proposed access route for Cold Slad and its extension to Dog Lane then consideration should be given to making a virtue out of necessity and creating an exit from the A417 at the Dog Lane end for A436/Birdlip traffic from the Gloucester direction travelling east. For Cold Slad residents this would simply replicate the existing access route to and from Cold Slad. Apart from shortening the journey for traffic going east, an additional benefit would be to simplify the Shab Hill Junction by removing the exit slip road and reducing the complexity of flows at the northern roundabout of the junction.</p> | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p> <p>Access to Cold Slad would be provided using a link to connect it to the proposed Ullenwood junction roundabout. This option has been chosen to make use of the existing A417 pavement, thereby avoiding unnecessary construction. Access via Crickley Hill Country Park would need to be via private land and therefore not permitted. The proposed access utilises the existing A417 and therefore would have less impact on the landscape as it utilises existing infrastructure.</p> <p>There are no plans to connect Green Way Lane to Cold Slad Lane as this would require access through Dryhill.</p> <p>Utilising the existing A417 provides a safe access route for residents of Cold Slad. The position of the mainline would also enable traffic flow to be maintained on the existing A417 while construction of the new carriageway takes place safely.</p> | Y   |
| 73.    | Campaign to Protect Rural                                | Do you have any comments on our | The proposed green bridge is in a sensible place but totally inadequate in scale. In the broader view of the landscape it would appear as a minor and stingy feature against the backdrop of the  | Tunnel options have been considered as part of options identification and appraisal; however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the   | Y   |

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|        | England (CPRE) Gloucestershire                           | proposed green bridge?   | <p>cutting as a major adverse feature. The landscape needs the largest 'bridge' possible to give the visual effect of joining Crickley Hill to the wider landscape to the south. It needs to be impressive when seen from the approaches along the Cotswold Way and Gloucestershire Way. Further, the mix of walkers, cyclists and horse riders and the need for effective biodiversity connectivity needs more space. Providing adequate biodiversity connectivity will be essential to achieving biodiversity net gain to offset the loss created by the cutting. With a width of green bridge of only 50 metres the traffic of walkers, cyclists, horse riders and potentially farm vehicles will inhibit species migration.</p> <p>The best solution would be a short tunnel approximately 300 metres in length under the Air Balloon Pub extending to and replacing the green bridge. We urge Highways England to seriously consider this option in technical and cost terms. It should have the highest priority in allocation of available funds.</p> <p>If this is not possible then the green bridge needs to be at the maximum of 149 metres allowable for such structures. It looks to us as though either scheme could be accommodated within the maximum allocation of funds of £500 million.</p> | <p>Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.</p> <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p>   |   |
| 74.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | <p>On a minor point we are surprised to see that it is envisaged that cyclists would use the green bridge. There is no cycle track connecting into the bridge at either end and nor should there be. The Cotswold and Gloucestershire Ways are long distance trails dedicated to walkers and for some stretches horse riders – use of these trails by cyclists would be totally inappropriate.</p>   | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p>  | Y   |
| 75.    | Campaign to Protect Rural England (CPRE) Gloucestershire | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | <p>We do have significant concerns about the Shab Hill junction, the link road from Shab Hill to Birdlip and the degree of screening of the route when seen both from the east and west.</p> <p>As proposed the Shab Hill Junction would be a prominent feature in the landscape despite any attempt to screen it with trees. This is totally unnecessary. The location of the junction is over a significant depression in the land at this point; this feature is clearly shown on the profile for this section of the route. Instead of filling in the depression and raising the junction above existing ground level, the area should be excavated to the level of existing ground level at the northern roundabout and the junction sunk into the landscape. Doing this would have the additional benefit of reducing the gradient of the section of the A417 from Emma's Grove and also that of the A436. In addition, this proposal would also enable the lowering of the profile of the subsequent section of the A 417 to the Cowley Junction which is desirable.</p>  | <p>Concern about the elevated section of the proposed A417 in the vicinity of Shab Hill junction is noted. Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Because the route is within a landscape plateau area, landscape earthworks have been utilised rather than tree screening which would be out of character with the landscape here. Switching the arrangement of the junction so that the mainline would run under the junction would lead to a massive increase in cutting depths either side of the junction which would have a significant negative impact in terms of landscape and environmentally. It would also increase cost considerably.</p> | N   |
| 76.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | <p>The junction is also needlessly complicated by introducing and access road to Rushwood kennels and Cuckoopen Barn Farm. We suggest that access to these two locations should be a simple turning off the new section of the A436 at the point where it crossed the existing small lane; this is similar to access to many farms and other businesses along the length of the A436 to the A40.</p>   | <p>The suggestion that access to the kennels and Cuckoopen Barn Farm could be provided as a simple turning off the A436 new link road rather than via another short access road off the Shab Hill roundabout is noted however right turn manoeuvres to and from the junction would be hazardous. Providing the access via the roundabout at Shab Hill junction would be significantly safer as speeds on the roundabout would be significantly lower making access to and from the access easier and safer. Highways England aim to improve the safety of the highway network. One method for achieving this goal is to remove direct accesses from main routes,</p>  | N   |

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| 77.    | Campaign to Protect Rural England (CPRE) Gloucestershire |                               | We are also surprised at the extent of the Shab Hill junction. We had expected something like the Daglingworth junction which performs the same functions but in a more compact format. An alternative more compact solution would also be if the A417 under-passed a roundabout similar to the A419/ M4 junction south of Swindon. It might be that to accommodate either of these better configurations the junction would need to be moved a bit further south – we would not object to this if the result were a junction with less land take and better assimilated into the landscape.   | A number of junction arrangements were investigated however the proposed layout would enable the extent of the slip roads on the mainline to be minimised. Providing slip roads similar to the ones at Daglingworth and the A419/M4 would involve diverge slip roads which would extend much further back along the mainline. In the case of the eastbound diverge a slip road suggested would affect the position of the A436. For the westbound diverge, this would affect the position of the layby which could not be relocated safely.  | N   |
| 78.    | Campaign to Protect Rural England (CPRE) Gloucestershire |                               | There are significant stretches of the proposed A417 from Shab Hill to the Cowley junction which are not through cuttings or the depth of cutting is inadequate to screen HGVs on the road from being seen from the wider landscape sometimes to the east and sometimes to the west. It will be very important in the final design that use is made of the contours of the land and existing hedging and copses to minimise the visibility of the new road which will otherwise be seen from considerable distances. However this will not be enough. We support the concept of providing earth bund screenings rather than tree planting along this stretch as that preserves the open grassland landscape. However, it is essential that the cuttings are either deepened and/or the earth bunds are increased in height so there is no length where an HGV would not be screened from view. In short, combined with our suggestions for the Shab Hill junction the whole section of road should be lowered by about 3 metres.   | As a result of feedback received during the 2019 consultation and ongoing discussions with stakeholders, earthworks were introduced with Cotswold stone walls to limit the views towards moving vehicles. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided which would effectively have the same result. These landscape earthworks will act to provide visual screening and noise reduction in the vicinity of the route.  | N   |
| 79.    | Campaign to Protect Rural England (CPRE) Gloucestershire |                               | The route proposed for the Shab Hill to Birdlip link road is much more damaging than it need be. The final section linking to the existing road to Birdlip would rise to the most prominent point in in the surrounding landscape. It would also intersect the “repurposed A 417” providing a barrier to the free flow of humans (walkers, cyclists and horse riders) and to the migration of species. If this is to be a truly landscape led scheme then the opportunity to create an unhindered landscape from the green bridge to Stockwell Farm should be a central objective.<br><br>This can be achieved by routing the link road through the existing underpass to the Barrow Wake road and turning left towards Birdlip. Given the relatively light traffic the awkwardness of the turn under the bridge should not be an obstacle. It is certainly no less of an obstacle than the turning in the middle of Birdlip to access the B4070 or Birdlip Hill. Our view is that this routing would have the additional advantage of deterring HGVs from using this route and causing the current problems when they attempt to navigate the centre of Birdlip.<br><br>This proposed route would in addition save money as the stretch of new road curving up to the Birdlip Junction and beyond to the Barrow Wake turning could be eliminated. | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders, and concerns raised about anti-social behaviour at Barrow Wake carpark it is now proposed to route the B4070 via the entrance to Barrow Wake carpark and along the existing road to Birdlip. This will however require a small roundabout to be constructed in the current location of the T junction. This would be a safer layout than a T junction arrangement which would not be appropriate due to the prevailing traffic flow directions. Providing a roundabout in this location would also provide passive surveillance to Barrow Wake and eliminate anti-social behaviour on the road to Birdlip. The roundabout would also act to calm traffic speeds on this section of road as well as deterring use of the road by large goods vehicles. This arrangement would also remove conflict between users of the Air Balloon Way and traffic on the B4070. | Y   |
| 80.    | Campaign to Protect Rural England (CPRE) Gloucestershire |                               | We are also surprised at the way the Gloucestershire Way has been re-routed. Its existing route goes directly to Emma’s Grove across open fields and this should be retained rather than the unpleasant routing along and across the new section of the A436.  | Taking into account feedback received, proposals set out in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) include a Gloucestershire Way crossing, which would help keep the long distance path close to its existing alignment. An alternative route would be available along and across the new section of the A436 via a new section of footpath joining Coberley footpath 15.  | Y   |

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|--------|--|--|--|---|---|
| 81.    | Campaign to Protect Rural England (CPRE) Gloucestershire | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | We agree with the reasons set out in the PEI Report. We stress the importance of the beneficial gain in landscape and biodiversity which would accrue by removing heavy flows of traffic along the existing A417 and decommissioning this portion of the road.   | Highways England acknowledges the range of views expressed, including those received in support of specific proposals.  | N   |
| 82.    | Campaign to Protect Rural England (CPRE) Gloucestershire | Do you have any comments on our proposals for repurposing the existing A417  | <p>We do not see this as an opportunity to “repurpose” but to “eliminate” the existing A417 carriageway and create a seamless piece of countryside. To do this, the existing road surface should be removed in its entirety as far as the Stockwell turn and the land regraded and reseeded to maximise biodiversity.</p> <p>We are pleased to see that this is what is already proposed for the stretch to the east of Barrow Wake. A pathway along the route of the de-trunked A417 needs more consideration. In any event any right of way should be a simple path or bridle way rather than the artificial, somewhat obscure and distinctly suburban proposal of maintaining the A417 disguised as a path shown in the photomontage. Clearly a small section of the A417 needs to be retained to allow access for the single property as proposed but this is the only section which should be retained. We can also see the argument for using the route of the existing A417 as a segregated cycle route but we have seen no evidence to suggest there would be a demand for such a route and how it would integrate into a wider cycle network.</p> | Proposals set out in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) include the repurposed A417 as the Air Balloon Way WCH route with onward connections for different users. The final detailing for the route, including surfacing would be agreed at the detailed design stage of the project between Highways England and Gloucestershire County Council. The Air Balloon Way would be complemented with planting and landscaping to help integrate the landscape and connect habitats. A section of the Air Balloon Way would provide replacement common land, a type of green space, adjacent to the Barrow Wake SSSI.              | N   |
| 83.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | We support the plans to improve Barrow Wake.   | The support for the plans to improve Barrow Wake is noted.  | N   |
| 84.    | Campaign to Protect Rural England (CPRE) Gloucestershire | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | We note that the PEI is more of a description of the work which will be completed and reported in the ES accompanying the planning application. Having reviewed the sections which interest us most we believe the scope of the work and methodology covers the issues well. We await the outcome of the work with interest especially the sections 7, 8, and 11 covering Landscape, Biodiversity and Noise.   | The positive feedback regarding the scope and methodology of the PEI Report is noted. The full Environmental Impact Assessment is reported in the ES (Document Reference 6.2) (Volume 6).   | N   |
| 85.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | PEI Report paragraph 7.7 on consultation. We are surprised that CPRE is not listed as one of the bodies which will be consulted particularly on finalising the ES LVIA viewpoints.   | As stated in the Consultation Report (Document Reference 5.1), the Campaign to Protect Rural England (Gloucestershire) were consulted and directly notified of the statutory consultation in 2019 and the 2020 supplementary consultation. The CPRE have also been involved in the Walking, Cycling and Horse Riding Technical Working Group as set out in the Walking, Cycling and Horse Riding Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Viewpoint locations have been consulted on during the 2019 and 2020 statutory consultations and have been agreed with stakeholders via their involvement in Technical Working Groups. | N   |
| 86.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | We strongly object to the base case for the LVIA being at ground level and the worst case being at 4.7m. The visual intrusion of Heavy Goods Vehicles (HGVs), which form a significant proportion of the vehicles on the A417, is the major damaging impact and should be regarded as the base case.   | The assessment has been undertaken in accordance with DMRB LA107 methodology. A ‘Visibility Study’ conducted for the purposes of the scheme has assumed a 4.7m height for heavy good vehicles (HGVs). This means HGVs will be screened from view. Taller vehicles such as double decker busses may still be visible in the view although filtered through proposed trees when mature. ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) sets out the effects of the scheme on the landscape.   | N   |

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|--------|--|--|---|---|---|
| 87.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | On the viewpoints our assessment is that the most damaging effects will not be from the openness of the countryside which in places extends to quite distant points and the network of public rights of way which are such a characteristic of the area. The importance of these viewpoints should not be underestimated or be under represented in the choice. QW suggest that additional viewpoints should be included on the repurposed A417 close to the turn to Birdlip and at the entry to the footpath at the Rise on the road to Stockwell. | Additional viewpoints have been added to the ES following refinement of the visibility study, which takes into account these longer distance views across the high wold. Viewpoint locations have been consulted on during the 2019 and 2020 statutory consultations and have been agreed with stakeholders via their involvement in Technical Working Groups. The assessment is reported in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). The Design Summary Report (Document Reference 7.7) sets out how the scheme has been designed in accordance with the landscape-led approach.  | N   |
| 88.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | While mention is made of net gain in Biodiversity it does not figure as a prominent goal. This is government policy. In our view some good things are being proposed but not enough is being done to give a positive net gain. The emphasis in the chapter is in protecting the status quo rather than improving it.  | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures.</p> <p>For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> | N   |
| 89.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | Until the assessments are completed it will be difficult to comment. However we note that Cowley Village is excluded from the assessments on the grounds that it is assumed that the noise effects will be negligible. As this village would be a lot closer to the new road than currently, this is a particularly sensitive issue for the residents. Remembering that Cowley Village extends quite a long way along the valley towards Shab Hill we suggest that this end of the village should form part of the assessment.                      | The noise impacts of the proposed A417 scheme have been fully assessed within the ES (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts. ES Figure 11.3 Operational Noise Difference Contour Map Future Assessment Year (2041) (Document Reference 6.3) and ES Figure 11.4 Operational Noise Difference Contour Map (at 1.5m height) Future Assessment Year (2041) (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These noise impact figures also show the noise level change contours for the village of Cowley. Noise changes of generally less than 1Db(A) would occur at the centre of the village (negligible change). At the very western extremity of the village there would be slightly larger noise increases of less than 3Db (not significant) for a few properties.  | N   |
| 90.    | Cllr Robert Thompson                                     | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | No a welcome upgrade to this problem road.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 91.    | Cllr Robert Thompson                                     | Do you have any comments on our proposed green bridge?   | No, a great improvement to the Cotswold Way path, most welcomed proposal.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 92.    | Cllr Robert Thompson                                     | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | No, a great improvement to the road network.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |

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|--------|-----------------------|--|--|--|---|
| 93.    | Cllr Robert Thompson  | Do you have any comments on our proposals for repurposing the existing A417?   | No a welcomed upgrade for walkers.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 94.    | Cllr Martin Whiteside | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | Need to improve safety by reducing speed NOT increasing road capacity  | Highways England 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   |
| 95.    | Cllr Martin Whiteside | Do you have any comments on our proposed green bridge?   | Greenwash – it doesn't compensate for the immense damage done and the additional CO2 emissions from the additional traffic generated by the scheme.                                  | ES Chapter 14 Climate (Document Reference 6.2), Section 14.9 Design, mitigation and enhancement measures, sets out mitigation measures embedded into the scheme design to avoid, prevent and reduce greenhouse gas emissions under the heading 'Impact of the scheme on climate (GHG emissions assessment)'. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200-300ha of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.                              | N   |
| 96.    | Cllr Martin Whiteside | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction?                 | Ridiculous. Need a simple additional feeder lane by the hot-air balloon pub – not massive road-building. Have you actually heard of the Climate Emergency?                           | Whilst modifications to the existing junction would lead to marginal increases in capacity the junction would still be congested. The traffic modelling demonstrates that the scheme will provide sufficient capacity to accommodate existing and predicted traffic whilst also reducing the number of fatalities and those seriously injured in collisions on this stretch of road.   | N   |
| 97.    | Cllr Martin Whiteside | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | The evidence is clear. Only mitigation to extra traffic generated is not too increase capacity but to put the money into better public transport and walking/cycling infrastructure. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N   |
| 98.    | Cllr Martin Whiteside | Do you have any comments on our proposals for repurposing the existing A417?   | The extra traffic will increase CO2 emissions – have you heard of the climate emergency? The plans are no longer compatible with the CO2 targets adopted by the GCC                  | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations. | N   |
| 99.    | Cllr Martin Whiteside | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | Re-think in relation to climate emergency.   |  |   |
| 100.   | Cllr Martin Whiteside | Do you have any other comments you would like to make about our proposals?   | Don't do it – you are in contradiction to CO2 agreements   |  |   |
| 101.   | Cllr Shaun Parsons    | Do you have any comments on our proposed route from the Brockworth   | I have no comments to make about this length, other than the access to Green Farm, which look problematic.   | It is assumed that this comment relates to Grove Farm. Since the 2019 consultation exercise the mainline design has been modified to include maximum gradients of 8% which enables an alternative access arrangement to be provided. The proposed access to Grove Farm would now be from Cold Slad Lane via a new underpass.   | Y   |

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|--------|--|--|--|---|---|
|        |  | bypass to Shab Hill Junction?  |  |   |   |
| 102.   | Cllr Shaun Parsons   | Do you have any comments on our proposed green bridge?   | This looks like an excellent idea.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | N   |
| 103.   | Cllr Shaun Parsons   | Do you have any comments on our proposals for repurposing the existing A417?   | Excellent idea.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 104.   | Cllr Shaun Parsons   | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | Yes I am of the view that Alternative 1 is the better route than Alternative 2. However, I could be persuaded if the traffic & gives demonstration that the volume of traffic going to Stroud, as distinct from Birdlip, from along the A436 is less than 2 [unreadable]. There would be no further harm to the environment since the road is already there, and indeed little extra cost relatively speaking.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | N   |
| 105.   | Cllr Shaun Parsons   | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | I understand that the PFI contract has only been repurposed for the length of road from the Cowley roundabout to Brockworth. How once on completion there is likely to be an increase in the volume of traffic onto the existing A417. A419 are very short and it is very difficult at times to enter the roads from effectively a standstill. This will only become more difficult and more dangerous. These [unreadable] roads need lengthening. Secondly, the noise from the concrete section from the viaduct at Cirencester to Cricklade is unbearable for residents in the village bordering the road especially Latton and Cerney Wick. The road needs to be resurfaced to keep the noise down. | Comments in respect of access onto the existing A417 outside the scheme location are noted. The new road has been designed utilising the latest highways design standards in order to improve the safety of future road users once the scheme has been completed. However, the provision of measures on other sections of the highway network is outside of the scope of the A417 Missing Link scheme. Highways England do however look to monitor and continuously improve road safety on the Strategic Road Network. The proposed surfacing would be Lower Noise Surfacing (LNS) which would perform significantly better than traditional road surfacing materials including concrete.   | N   |
| 106.   | Cllr Shaun Parsons   | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | The internationally important Crickley Hill site which dates back to 4500 BCE is above the site and anything which can be done to help 'support' the site would be welcomed.   | The assessment set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2) does not identify significant adverse effects at the site as a result of the scheme. Whilst the scheme does not propose specific enhancements to the heritage assets at Crickley Hill, there would be enhancements to some local heritage assets and public access to them, as identified in the aforementioned chapter.  | N   |
| 107.   | Cllr Shaun Parsons   | Do you have any other comments you would like to make about our proposals?   | Overall I fully support the proposal   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 108.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?                           | Much congestion results from Lorry breakdowns going up to the Air Balloon. Have you plans for a hard shoulder or relief lay-by at some point?  | By removing the Air Balloon roundabout from the A417 the likelihood of large vehicles breaking down is significantly reduced due to the reduced maximum gradient and removal of stop/start traffic resulting from congestion of the roundabout. Three lanes would also be provided on this section of the route to include a climbing lane for slower vehicles, which would also alleviate associated congestion in case of a breakdown. It is not proposed the provide laybys on this section of the scheme due to safety risks (such as vehicles re-joining the road too slowly uphill), however where space allows the verge would be wide enough for stricken vehicles to pull off onto the verge. In addition, recovery vehicles would be able to tow broken down vehicles to the slip road of Shab Hill junction where a hard shoulder would be provided. | N   |
| 109.   | Councillor Nigel Robbins OBE,                                    | Do you have any comments on our proposed design for  | Some slip roads on and off the existing A417 are too sharp, or actually T-junctions the one from Elkstone joining the carriageway going South. Please avoid this problem.  | The proposed junctions have been designed in accordance with current Highways England design standards which identify the safe operation of roads as one of the key principles of design. The length of merge slip roads proposed would allow drivers to  | N   |

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|--------|--|--|---|---|---|
|        | Chair of Cotswold District Council                               | the section of road from Shab Hill to Cowley Junction?   |   | accelerate to an appropriate speed to enable them to join the main carriageway safely. Likewise the diverge lengths would allow drivers to slow down safely.  |   |
| 110.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council |  | Do make sure that the underpass at Shab Hill is properly drained and not liable to flood.   | The proposed drainage has been designed to ensure no flooding would occur on the carriageway.   |   |
| 111.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council | Do you have any comments on our proposed green bridge?   | Very sensible. Hope it will connect fairly directly with the Repurposed A417.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 112.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council | Do you have any comments on our proposals for repurposing the existing A417?   | Excellent idea. Who will maintain it?   | The local authority would maintain the repurposed A417. This would be Gloucestershire County Council  | N   |
| 113.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                                | This is the preferred route. I guess it means you don't have to tunnel under the new road to link the A436 with the old A417 to reach Birdlip; nor will you have to cut through more farmland, as in option 3. Presumably during construction the parallel extension of the A436 can be used as a service road.   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road. During construction it is possible that proposals for phasing of the works could include using the new section of the A436 in some way.  | N   |
| 114.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | We know that increased traffic is likely to follow, but that smoother traffic flows will spread out the air pollution produced. But how do you propose reducing the amount of air pollution, given that the UK has ambitious targets of carbon reduction to achieve, while concern at the impact on health of vehicle emissions is growing at an exponential rate ?<br><br>I wonder if you have considered using speed reduction measures for sections of the A417 (as on motorways, undergoing reconstruction, using the yellow cameras)? Reducing speed for sections to 60mph or 50mph, as on the congested M42 round Birmingham) will reduce pollution, dramatically lower the hated road noise, improve fuel efficiency and reduce road casualties. So, why do you not do it? | One of the key objectives of the scheme is to reduce congestion on the A417 corridor. Reducing congestion and moving the road away from the existing A417 alignment has a beneficial impact on the Birdlip Air Quality Management Area at the Air Balloon roundabout as set out in ES Chapter 5 Air Quality (Document Reference 6.2).<br><br>Maintaining a 70mph speed limit on the scheme ensures the new section of the A417 is consistent with the speed limit on the rest of the A417. Reducing the speed would impact on the journey time benefit of the scheme and the Value for Money of the scheme.   | N   |
| 115.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | Ensure that village lanes are not overrun by rat running.   | An aim of the scheme is to reduce rat running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Highways England 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 Transport Report (Document Reference 7.10).  | N   |
| 116.   | Councillor Nigel Robbins OBE, Chair of Cotswold District Council | Do you have any other comments you would like to make about our proposals?   | Acoustic barriers are insufficiently used in this country, but effectively deployed in many European countries. Noise has been a recurrent nuisance throughout the concrete sections of this road. It is also very troublesome, especially in summer, where tarmac has been used. This project, which we have decided to support, despite reservations on environmental grounds, is the only opportunity the Cotswolds will have to deal with this Long-running and damaging issue.   | The scheme will include a lower noise road surface, which will reduce road noise between Brockworth bypass and Cowley junction. The concrete section of the A417/A419 south of the scheme (between Latton and Daglingworth) is outside the study area criteria of this project assessment. For residents living near the concrete section, there is only a very small predicted increase in traffic noise once the road is open to traffic (between 0.5Db and 1.1Db). This is slightly above the forecast increases that would occur without the scheme due to traffic growth (around 0.5Db). Noise changes of less than 1Db in the short term and 3Db in the long term are classified as negligible. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England does, however, regularly monitor its motorways and A roads and makes improvements when needed. | N   |



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|--------|------------------------------------|--|---|---|---|
| 117.   | Cricklade Town Council             | Do you have any other comments you would like to make about our proposals? | Cricklade Town Council's view is that we welcome any highway improvements to the A417. A proper junction needs to be built on the highway at Castle Eaton.  | Highways England notes the support for the scheme. Issues on the existing network outside the limits of the scheme would not be addressed as part of the scheme. Highways England however constantly reviews the safety of the strategic highway network and aims to improve safety on an ongoing basis through targeted action.  | N   |
| 118.   | Cricklade Town Council             |  | The increase in traffic needs to be managed properly.   | Traffic modelling has been undertaken by Highways England during all of the development stages of the scheme and details of this are reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10). Any traffic management measures on the local road network would be the responsibility of Gloucestershire County Council as the local highway authority.   | N   |
| 119.   | Cricklade Town Council             |  | The highway needs to be constructed of materials that lessen road noise.  | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation.  | N   |
| 120.   | Cricklade Town Council             |  | There have been some serious accidents on the A417 near Latton and Cricklade so any road improvements that make travelling safer for motorists would be welcomed by Cricklade Town Council  | Highways England notes the support for the scheme. Issues on the existing network outside the limits of the scheme would not be addressed as part of the scheme. Highways England however constantly reviews the safety of the strategic highway network and aims to improve safety on an ongoing basis through targeted action.  | N   |
| 121.   | Crickley Hill Archaeological Trust |  | <p>The need for a greatly improved link between the A417 and the M5, which eliminates the present dangerous bottleneck is not disputed, but we are somewhat disappointed that the consultation documentation does not reflect more fully the archaeological heritage significance of the landscape which will be affected by the new road.</p> <p>The Trust works closely with the Gloucestershire Wildlife Trust and the National Trust, who are the joint owners of Crickley Hill: both are represented on the Trust's Board. Amongst the concerns and opportunities that we have identified are the following:</p> | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Taking into account feedback received in response to the 2019 public consultation, a further supplementary public consultation was held in 2020 with an additional PEI Report. This sought to provide additional information in support of the consultation and address some of the concerns expressed in 2019. The PEI Report clearly outlined where further environmental survey information was required or was being undertaken. The findings of the surveys and the full Environmental Impact Assessment are reported in the ES (Document Reference 6.2). | N   |
| 122.   | Crickley Hill Archaeological Trust |  | It is vital that key features, such as Emma's Grove, most directly affected by the road are adequately protected and preserved. Emma's Grove almost certainly provided the only viewing platforms, accessible to the wider populace, for the rituals conducted over several centuries in pre-history on the Long Mound at Crickley Hill.  | Emma's Grove will not be directly impacted by the scheme. Archaeological investigations have been undertaken, and a programme of mitigation will be agreed and implemented prior to construction. This is set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2).   | N   |
| 123.   | Crickley Hill Archaeological Trust |  | The archaeological landscape surrounding Crickley Hill is highly likely to contain evidence for contemporary activities that will help to explain the story of the scheduled monument. Although this landscape will be severely impacted by a new road, it has not been archaeologically assessed or evaluated in advance of apparently final decisions being made on the route. It is vital that this work is carried out as soon as possible so that any nationally significant remains can be identified and design solutions sought for their protection.   | ES Chapter 6 Cultural Heritage (Document Reference 6.2) sets out the archaeological investigations that have been undertaken and sets out an assessment of the effects of the scheme on heritage. It also identifies a programme of mitigation to be implemented prior to construction.   | N   |
| 124.   | Crickley Hill Archaeological Trust |  | There is a significant opportunity to provide first rate mitigation of the impact of the new road scheme For example by providing new heritage trails supported by the latest interpretation materials to enhance public understanding and appreciation of the pre-historic significance of the landscape, and supporting completion and publication of the results of the archaeological analysis of Crickley Hill itself. The Trust provides suggestions for ways to enhance the visitor experience and interpretation in the Crickley Hill area.   | ES Chapter 6 Cultural Heritage (Document Reference 6.2) sets out the mitigation proposals for the scheme in relation to heritage assets, including archaeological investigation and recording as set out in ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4). Enhancement is also proposed in some locations, such as improvements at Emma's Grove barrows, improved access to heritage resources for the public and interpretation boards.   | N   |
| 125.   | Crickley Hill Archaeological Trust |  | Designated Funds projects, in which the Trust would be very interested to participate and indeed benefit from, were proposed by previous Highways England consultants but no information on   | Designated Funds are outside the remit of the DCO application.  | N   |

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|--------|---------------------------------------|-------------------------------|---|---|---|
|        |                                       |                               | this subject has been forthcoming for many months. It is concerning that no commitment is evident at this stage that an upfront ring-fenced budget for this work will be provided as part of such a high-profile development.   |   |   |
| 126.   | Daglingworth Parish Council           |                               | Daglingworth Parish Council have previously made comments on the scheme during the earlier Consultation which ran from 15 <sup>th</sup> February to 29 <sup>th</sup> March 2018. However, these comments appear to have been dismissed as irrelevant or not requiring attention. We are therefore resubmitting them for further consideration.  | Highways England has taken into account the comments of Daglingworth Parish Council that were made in response to the previous non-statutory consultation, as reported in the Report on Public Consultation published in March 2019 (Document Reference 7.5)  | N   |
| 127.   | Daglingworth Parish Council           |                               | Road Noise to Itlay: The effect of completing the missing link will encourage higher traffic generation than would otherwise occur and we feel predicted noise levels from vehicles on the concrete road surface should be assessed and mitigation works designed. We are not aware that any such research has been carried out. When the A417 was created as a dual carriageway, the residents adjacent to the concrete section were told that a more suitable surface would be provided after ten years or so.  | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5Db in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5Db(A). Noise changes of less than 1Db in the short term and 3Db in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5Db.  | N   |
| 128.   | Daglingworth Parish Council           |                               | Vehicles taking short cuts (rat running) through Daglingworth are bound to increase as the A417 becomes a more attractive route following completion of the missing link and the road becoming a faster route. We want to see traffic surveys carried out with a view to investigating any potential problems. We are not in a position to suggest works until the survey results have been appraised.  | The traffic modelling undertaken by Highways England has forecast the predicted traffic flows with and without the scheme. The traffic flows from the model predicts through Daglingworth itself there would be a decrease in traffic of approximately four percent in 2041.<br>The scheme would be of benefit to residents of Daglingworth by decreasing journey times between Daglingworth and Cheltenham and Gloucester.<br>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. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. The traffic modelling methodology and results are reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10).  | N   |
| 129.   | Daglingworth Parish Council           |                               | We would like to have an assurance that surface water run off to Dowers Lane will not be exacerbated as a result of increased traffic along the A417. This could perhaps be dealt with when providing a new road surface.   | Dower's Lane is located outside of the boundary of the scheme. The drainage design will account for surface run-off generated by the scheme with allowances for climate change. Details on the scheme's drainage design are included as ES Appendix 13.10 Drainage Report (Document Reference 6.4).   | N   |
| 130.   | Driffield and Harnhill Parish Council |                               | We at Driffield and Harnhill Parish Council support the proposed highways improvements and endorse Option 30 but wish to reiterate this finding from your first consultation undertaken in early 2018. At that time many people raised with you the issue of noise pollution along other stretches of the A419/17.<br><br>In particular, the concrete sections between Latton and Daglingworth, where evidence already exists that excessive noise pollution has been experienced by residents since the road was built. With the expecting doubling of traffic flows down what will be a fast and efficient link between the M4 and MS this problem is set to become very substantially worse. Thousands of residents all along the concrete section will be affected – and our Parish is set to be badly affected. Please consider the 24-hour nature of the current and expected traffic along the A419/17, especially the projected increases in heavy goods vehicles and therefore what plans you can put in place to mitigate the unacceptable noise pollution. | The scheme will include a lower noise road surface, which will reduce road noise between Brockworth bypass and Cowley junction. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England does, however, regularly monitor its motorways and A roads and makes improvements when needed.<br><br>The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5Db in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5Db(A). Noise changes of less than 1Db in the short term and 3Db in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5Db. | N   |

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|--------|---------------------------------|--|---|--|---|
|        |                                 |  | For the many residents from our Parish and adjoining Parishes, we urge that (1) the noise pollution issue is prioritised to enable mitigation of the current adverse situation and (2) consideration is given to the projected increase from additional traffic the proposed scheme will bring, and how this will impact as noise pollution.  |  |   |
| 131.   | Duntisbourne Parish Council     |  | <p>We in the Duntisbournes, a neighbouring village, very much support the improvements being proposed and endorse Option 30 but wish to reiterate this particular finding from your first consultation undertaken in early 2018:</p> <p>The issue of noise pollution along other stretches of the A419/17 had been raised with you by many local people, and in particular the concrete sections between Latton and Daglingworth where evidence exists that excessive noise has been experienced by residents since the road was built.</p> <p>You need to consider the 24 hour nature of the current and expected traffic along the A419/17 especially your projected increases in heavy goods vehicles and therefore how you intend to mitigate the noise pollution. We see it as most important that this matter is not shelved.</p> | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5Db in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5Db(A). Noise changes of less than 1Db in the short term and 3Db in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5Db.   | N   |
| 132.   | Ecclesiastical parish of Cowley | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | The proposal fails to provide enough information about safety aspects in view of relatively high speeds which may be congested at junctions and shrouded in mist or even blocked by snowfall  | Highways England is aware of issues in relation to inclement weather conditions, including snow and mist. Careful consideration of methods to mitigate issues with drifting snow will be reviewed during the later stages of design of the scheme. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities. The junctions on the scheme have been designed to provide adequate capacity for peak predicted traffic flows over 15 years after opening which is accordance with current design standards. This will ensure that congestion would be unlikely during normal operation.  | N   |
| 133.   | Ecclesiastical parish of Cowley | Do you have any comments on our proposed green bridge?   | It needs fencing on two sides to reduce the risk of deer and other wildlife falling onto the roadway  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 134.   | Ecclesiastical parish of Cowley | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | Barrow Wake is currently a notorious place for "anti-social behaviour". Most local people are afraid to go there. A I or similar is needed during daytime and the car park must be closed/locked at night.  | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information. | Y   |
| 135.   | Ecclesiastical parish of Cowley | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | I support this proposal since the traffic will be mostly hidden from view thus preserving the view across our beautiful Cotswold landscape.   | Highways England acknowledges the range of views expressed, including those received in support of specific proposals.   | N   |

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|--------|---------------------------------|--|---|--|---|
| 136.   | Ecclesiastical parish of Cowley | Do you have any comments on our proposals for repurposing the existing A417?   | This road is only about 20 years old and should be preserved for recreational use only e.g. training for road bike races. Consideration should be given to drawing customers into the Golden Heart Pub since the previous road improvement (about 20 years ago) led to closure of the historic Five Mile House. Please don't make the same mistake again! | The existing A417 would be repurposed with a WCH route along the Air Balloon Way, complemented by associated planting and landscape improvements. Part of the A417 would provide replacement common land, a type of green space. Further to consultation comments received in response to the 2019 public consultation, a parking area is proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way and maintain access whilst helping facilitate visitors of the Air Balloon Way to the Golden Heart inn.  | Y   |
| 137.   | Ecclesiastical parish of Cowley | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | The report is vague about the extent to which traffic noise even with some cuttings is going to spread down into Cowley village. Please install the quietest possible road surface and ensure the road is screened off with cuttings and embankments to minimise the spread of noise East towards Cowley.   | The noise impacts at the villages to the east of the scheme within the study area, which includes Cowley and Coberley, have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2).<br><br>ES Figures 11.3 and 11.4 (Document reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These noise impact figures also show the noise level change contours for the village of Cowley. Noise changes of typically less than 1dB(A) would occur at the centre of the village (negligible change). At the very western extremity of the village there would be slightly larger noise increases of less than 3dB (not significant) for a few properties.<br><br>The new road will include a lower noise surface and specific noise mitigation in the form of earth bunding and Cotswold stone walls to act as noise barriers have been incorporated to further reduce noise effects on residential receptors and the AONB. | N   |
| 138.   | Ecclesiastical parish of Cowley | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | To respect the ANOB, a detailed biodiversity survey must be conducted by independent and properly qualified specialists. All their recommendations to mitigate the impact of the new route must be implemented. Another survey should be undertaken soon after completion of the construction work.   | Ecology surveys have been undertaken to inform the design and assessment of the scheme. This is set out in ES Chapter 8 Biodiversity (Document Reference 6.2), whilst the ES Appendix 2.1 EMP identifies where further surveys would be undertaken in the construction stage of the scheme.  | N   |
| 139.   | Ecclesiastical parish of Cowley | Do you have any other comments you would like to make about our proposals?   | Congestion must currently be costing the UK economy millions in lost production so the new road is urgently needed. However, please ensure that speed controls are put in place to reduce the risk of fatal accidents associated with traffic using the new junctions as well as bad weather at such a high altitude.                                     | The proposed junctions have been designed in accordance with current Highways England design standards which identify the safe operation of roads as one of the key principles of design. The junctions on the scheme have been designed to provide adequate capacity for peak predicted traffic flows over 15 years after opening which is in accordance with current design standards. This will ensure that congestion would be unlikely during normal operation.   | N   |
| 140.   | Fairford Town Council           | Do you have anything you think we will need to consider as we develop our construction plans further?                      | We would be concerned about the impact on access to existing employment and key services such as hospitals in Gloucester/Cheltenham during the construction period, and also access into Cirencester from the East, if the temporary arrangements do not have adequate resilience to disruption.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference (6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County 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.   | N   |
| 141.   | Fairford Town Council           | Do you have any other comments you would like to make about our proposals?   | From the point of view of Fairford as a community, the key issues are:<br><br>The likelihood of the scheme encouraging increased commuting from communities such as Fairford in the South Cotswolds to Gloucester/Cheltenham etc. and the effect of this commuting on:  | Highways England is responsible for the Strategic Road Network, of which the A417/A419 corridor is part. The A417/A419 corridor is a key route for both local and strategic traffic and the scheme will be of benefit for both local and strategic journeys by reducing journey times and improving journey time reliability, both of which will be of benefit to the wider economy of the area. ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) will help ensure appropriate mitigation is in place to maintain access and reduce construction impacts. The traffic modelling methodology and results   | N   |

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|--------|-----------------------|-------------------------------|---|---|---|
|        |                       |                               | <ul style="list-style-type: none"> <li>Local economies/town centres (since the evidence is that out-commuters tend to shop preferentially elsewhere)</li> <li>Local demand for housing and house prices/rents for local people</li> <li>Pressure for more housing development which turns out to be unsustainable because it is not accompanied by the necessary supporting infrastructure improvements</li> </ul> <p>Improvements in communications often make it easier to commute further. In the context of Climate Change this makes supporting local employment even more important.</p> <p>Potential impact on access to existing employment and key services such as hospitals in Gloucester/Cheltenham, if the resulting arrangement does not have adequate resilience, particularly during the construction period.</p>   | <p>are detailed in the Case for the Scheme (Document Reference 7.1) and the Combined Modelling and Appraisal Report (Document Reference 7.6) .</p> <p>Matters of house prices/rents for local people and housing development are outside of the scope of the scheme but the relevant impacts are considered within ES Chapter 12 Population and Human Health (Document Reference 6.2).</p>  |   |
| 142.   | Fairford Town Council |                               | <p>Potential impact on access to employment and services in Cirencester, particularly in conjunction with the planned Chesterton development, if appropriate improvements are not made to the A417 Burford Road and London Road junctions on the east of Cirencester to take account of the additional traffic likely to be generated by both these developments. It is not clear to us that adequate provision has been made for this in the budgets.</p>  | <p>The traffic modelling undertaken by Highways England has been undertaken in line with current Transport Assessment Guidance and includes the Chesterton and Kingshill development in the forecast matrices. More details on the forecasting assumptions can be found in The Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10).</p> <p>The traffic modelling undertaken predicts that the scheme has a limited impact on the operation of these junctions. The scheme would assist in improving access to employment and services in Cirencester by reducing journey times and improving journey time reliability for those travelling on the A417. As part of the economic appraisal the impact of the scheme on the wider economy has been undertaken and the results from this assessment predict that there would be significant benefits to the wider economy of the scheme.</p> <p>Any changes required to the A417 Burford Road and London Road junctions due to the Chesterton and Kingshill development would be the responsibility of the developer in conjunction with Gloucester County Council and Highways England.</p> | N   |
| 143.   | Fairford Town Council |                               | <p>In the longer term, the sustainability of smaller towns such as Fairford is vitally dependent on the provision of local employment and services rather than reliance on longer-distance commuting, i.e. more 'self-containment'.</p> <p>This was recognised as a key element in the former draft Regional Spatial Strategy, and also to some extent in the Cotswold District Local Plan 2011-31, but there is a danger of it being over-ridden by a Gloucestershire county 'industrial strategy' focused primarily on employment development in Cheltenham, Gloucester and the M5 corridor (also supported by the Gloucestershire LEP). This fails to adequately address the needs of communities such as Fairford falling in the gap between this, Oxford, Swindon and the M4 corridor. A proper area-wide economic strategy is needed to avoid this problem being exacerbated by the development of the A417 Missing Link.</p> | <p>The A417/A419 corridor is a key route for both local and strategic traffic and the scheme would be of benefit to both local and strategic journeys by reducing journey times and improving journey time reliability, both of which would be of benefit to the wider economy of the area.</p> <p>As part of the economic appraisal the impact of the scheme on the wider economy has been undertaken and the results from this assessment predict that there would be significant benefits to the wider economy of the scheme. The traffic modelling methodology and results are detailed in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10).</p>   | N   |
| 144.   | Fairford Town Council |                               | <p>Concerns about the specific proposals:</p> <p>1. The wider road network impacts, e.g. on the junctions at Cirencester, Brockworth (A46) and around Gloucester do not seem to have been adequately addressed. There is a danger that</p>  | <p>Highways England has undertaken traffic modelling to assess the impact of the scheme and the model covers a wide area that includes Gloucester, Cirencester and the wider area to the M4 and towards Oxford. The traffic modelling predicts that the Brockworth (A46) junction will operate within capacity for 2041 and that the scheme has a minimal impact on the operation of junctions in Gloucester and Cirencester. Details on the traffic</p>  | N   |

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|--------|----------------------------|--|---|---|---|
|        |                            |  | new problems will be created there. It is not sufficient to leave these to be addressed in the future when funding is uncertain.  | modelling undertaken are reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10).   |   |
| 145.   | Fairford Town Council      |  | 2. So-called 'Rat runs' are vital to ensure network resilience. While it is to be hoped that the new scheme will reduce general demand on these, they are still vital to cater for the inevitable occasions when disruption happens, even though these may be less frequent. They need to be given proper consideration as part of the overall traffic studies. | 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.<br>The proposed design would reduce the likelihood of incidents occurring, and the dual carriageway would also provide increased resilience for emergency vehicles attending incidents as the additional space would enable emergency vehicles to pass stationary traffic more easily. In addition, the relatively close spacing of the proposed junctions would allow emergency vehicles to access the opposite carriageway more easily. This would comply with the requirements of Highways England design standard IAN 68/06 which specifies that the distance between emergency access/egress points should not exceed 5km. | N   |
| 146.   | Fifthouse Consulting Ltd   |  | Support for the proposals with no comment on the PEI Report.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 147.   |                            |  | I wouldn't waste too much money on repurposing the A417.  | The government has set a cost allocation for this scheme of £250 - £500 million in the context of competing demands for investment in other transport schemes and public services. As such, Highways England is aware that the scheme needs to represent value for money to taxpayers and deliver a return on investment.   | N   |
| 148.   | Friends of Gloucestershire | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | I think it would be better to utilise the existing A417 route but build a road bridge across at Nettleton Bottom. Similar to the bridge crossing the River Churn valley between North Cerney and Cirencester. The road widened to dual carriageway.   | The suggestion of widening the current road and providing a bridge at Nettleton Bottom is noted however this would not achieve the desired improvements in safety and traffic capacity. Congestion at the existing Air Balloon roundabout would also be a particularly challenging issue to resolve. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information on how Highways England has considered alternatives to the scheme proposed.  | N   |
| 149.   | Friends of Gloucestershire | Do you have any comments on our proposed green bridge?   | Green bridges to be welcomed for the many public footpath users in the area, cyclists and wildlife considering the 60 mph speeds on a dual carriageway.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 150.   | Friends of Gloucestershire | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | Not necessary considering Cowley is a small village that would probably get more through traffic. Avoid if possible.  | An aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Following on from the public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. A private means of access would be provided would however be provided for nearby properties and access for walking, cycling and horse riding (WCH) would also be maintained once this road has been closed off to motor vehicles. To provide connectivity between the access and the detrunked section of the A417 just north of the proposed roundabout a footway would be provided.                                    | N   |
| 151.   | Friends of Gloucestershire | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | No comment as such but would prefer not to have any extra road in this scenic area with the noise and traffic implications.   | The A436 link road is required to connect the A417 to the A436 via Shab Hill junction.  | N   |
| 152.   | Friends of Gloucestershire | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other               | Please ensure an adequate avenue of trees are planted either side of the route to assist the reduction of traffic noise in this scenic area.  | The use of trees to act as acoustic screening to minimise noise, is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation in the UK standard road noise prediction methodology. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the   | N   |

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|--------|----------------------------|--|---|--|---|
|        |                            | proposed mitigation measures?  |   | density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.<br>The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, incorporated to further reduce noise effects.  |   |
| 153.   | Friends of Gloucestershire | Do you have any other comments you would like to make about our proposals?                                 | In general the link has to be welcomed to improve this route in the future but design I think should be aimed at reducing the impact of noise and traffic in what is an AONB. Much history and heritage abounds in the area where many come to admire the views across the Vale of Gloucester to the Welsh Mountains.   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. ES Chapter 6 Cultural Heritage (Document Reference 6.2) submitted with the DCO details the proposed design, mitigation and impacts created relating to cultural heritage.  | N   |
| 154.   | Geologists' Association    | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | Seek opportunities to create and retain new geological exposure to deliver geological net gain for this classic area of British geology. This scheme in its entirety, offers a rare opportunity to generate net gain in terms of geological exposures through retaining excavated exposures of strata in cuttings etc, rather than battering them back and seeding them which will obscure the geology.   | Highways England understands that the construction of the scheme has the potential to enhance the existing geological exposures at Crickley Hill and Barrow Wake SSSI or create new geological exposures with proposed cuttings. Potential opportunities would be considered in the design for the cuttings, including: <ul style="list-style-type: none"> <li>• New exposures of the Leckhampton Member would be created within the cuttings.</li> <li>• Interpretation boards would be provided as part of the scheme, adjacent to the Cotswold Way crossing. This would be developed at detailed design.</li> <li>• To provide further information on the geology at the Crickley Hill and Barrow Wake SSSI and also in areas of other cuttings e.g. Shab Hill, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk assessment.</li> </ul> | N   |
| 155.   | Geologists' Association    | Do you have any comments on our proposed green bridge?   | We have no objection as such to the green bridge, but we are concerned that its location coincides with the most important part of the geology in this classic area, namely the existing roadside geological exposures on Crickley Hill along the northern side of the existing A417, which form part of the Crickley Hill and Barrow Wake SSSI. These are of national scientific importance and have been described in the scientific literature for more than 150 years, and show the contact of the Jurassic Inferior Oolite Group and the underlying Lias Group. Where possible, existing exposures should be enhanced and new exposures excavated and retained in this location to better reveal this extremely important geological sequence. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. Interpretation boards would be provided as part of the scheme, adjacent to the Cotswold Way crossing. This would be developed at detailed design. To provide further information on the geology at the Crickley Hill and Barrow Wake SSSI and also in areas of other cuttings e.g. Shab Hill, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk assessment.   | Y   |
| 156.   | Geologists' Association    | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | Only to take opportunities to create and retain new geological exposure and where long-term retention is not possible to allow for collecting and recording at temporary exposures.   | New cuttings will create new exposures between Shab Hill and Cowley Junction. To provide further information on the geology, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk assessment.  | N   |
| 157.   | Geologists' Association    | Do you have any comments on our proposals for repurposing the existing A417?                               | Only to take opportunities to create and retain new geological exposures, retaining steep angles rather than battering back, re-profiling or seeding cuttings and exposures which would obscure the geology. Provide interpretation of the visible geology of this classic area.  | The landscape-led approach has been to increase the apparent height of the cutting slopes using a combination of steeper slopes of 60° with flat terraces between (all set at the overall slope angle of 35° required for geotechnical stability). This design will visually break up the mass of the slope and will reveal attractive limestone rock exposures that would also be planted to give a natural appearance to the cutting.  | N   |
| 158.   | Geologists' Association    | Do you have any comments on our Preliminary Environmental Information (PEI)                                | Avoiding damaging or obscuring geological exposure and creating and retaining new geological exposure provides excellent mitigation for the scheme as a whole. Take full account of the geological interest of the Crickley Hill and Barrow Wake SSSI, especially the Lias Group Inferior Oolite Group contact.   | The impact on the geological features of the Crickley Hill and Barrow Wake SSSI have been assessed in the ES (Document Reference 6.2). The scheme has been designed to avoid impacting the existing geological exposures that contribute to the importance as discussed on site with the Natural England geologist. Mitigation measures allowing protection of these exposures during construction have been set out in the EMP. New   | N   |

| Row ID | Consultee                         | Survey question (if relevant)                  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------------------------------|--|---|---|---|
|        |                                   | Report and other proposed mitigation measures? |   | exposures will be created within new cuttings in the vicinity of the Crickley Hill and Barrow Wake SSSI.  |   |
| 159.   | Gloucestershire Liberal Democrats |  | Having attended a number of consultation events we are grateful for the time the Highways England team took to go through the proposals and answer our questions. It has been a long journey getting to this point and the delivery is well overdue. It will evidently provide economic benefits to the local businesses, while providing safer and cleaner transport for drivers using the A417 and for those communities nearby. We have no problem with Option 30, which was our preferred route when this matter was last consulted on. We think that this route offers the correct balance between the essential road improvements, deliverability and value for money; and, subject to appropriate levels of compensation for landowners, Gloucestershire Liberal Democrats support this.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 160.   | Gloucestershire Liberal Democrats |  | <p>You will be aware that Gloucestershire County Council recently declared a climate emergency. This included a commitment to cut our county's greenhouse gas emissions by 80 per cent by 2030. Similar commitments have been made by five of the six district councils in Gloucestershire. It is notable that this is a much more challenging target than the international and national policy positions outlined in the PEI Report. It is also disappointing that the commitments made by these Local Authorities were not referenced in that document – despite being made many months ago.</p> <p>A reduction of 80 per cent will require all public bodies, private industry and individual citizens to make significant changes to their model of operation. It will not be achieved by continuing with business as usual. Gloucestershire Lib Dems are therefore calling for Highways England to respect the climate emergency declarations and to respect the commitment to reduce the county's greenhouse gas emissions by 80 per cent in 11 years.</p> <p>This means that Highways England will need to take significant steps to offset 100 per cent of the additional emissions caused by the scheme, both long-term from additional car users and short-term from the construction phase.</p> | <p>Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme.</p> <p>ES Chapter 14 Climate (Document Reference 6.2), Section 14.9 Design, mitigation and enhancement measures, sets out mitigation measures embedded into the scheme design to avoid, prevent and reduce greenhouse gas emissions under the heading 'Impact of the scheme on climate (GHG emissions assessment)'. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200-300ha of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.</p> | N   |
| 161.   | Gloucestershire Liberal Democrats |  | <p>It was highlighted at the consultation events that the expected increase in traffic will likely lead to a 2 decibel increase in noise along the Missing Link section. You have stated in consultation documents that you are committed to assessing the potential impacts and we can expect relevant mitigation to follow as a result.</p> <p>At the same event, however, it was confirmed to multiple group members that Highways England will only consider the effects on the very specific geographic area covered by the scheme. This means that you would not address issues on other areas of the A417/A419, the most pressing of which being the section of</p>  | <p>A lower noise road surface is incorporated into the proposed scheme design.</p> <p>The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5dB(A). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB.</p>  | N   |



| Row ID | Consultee                         | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------------------------------|-------------------------------|--|--|---|
|        |                                   |                               | <p>concrete road between Daglingworth and Latton which already suffers greatly from noise.</p> <p>Since the works being undertaken by Highways England will directly lead to an increase in the volume of traffic, the impacts of this must be considered further along the dual carriageway. This means that resurfacing of the concrete section must be accelerated and noise mitigation measures implemented – which could include acoustic fencing/ barriers, or even a slowing of traffic in those areas most affected.</p>   |  |   |
| 162.   | Gloucestershire Liberal Democrats |                               | <p>We are very pleased by the inclusion of a “Green Bridge” for both wildlife and walkers. There is a legitimate fear, however, from professionals and the public that this bridge is neither wide enough for effective wildlife migration and that financial pressures may mean this bridge is not realised at all. Gloucestershire Liberal Democrats are therefore calling for Highways England to guarantee that the bridge will come to fruition and listen to those professionals questioning the width of this, reviewing as appropriate.</p>  | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p>   | Y   |
| 163.   | Gloucestershire Liberal Democrats |                               | <p>In conclusion, the A417 Missing Link Project is uniquely exciting for our county. The project will be economically beneficial for Gloucestershire and will greatly improve the safety of those using the A417 and communities nearby. However, there are areas which Highways England needs to do more, most notably relating to the total offsetting of greenhouse gas emissions to match our county’s commitments and to address the longstanding issues with noise further up the carriageway, which will only get worse with this project.</p>  | <p>Highways England acknowledges the range of views expressed, including those received in support of the scheme. Highways England has responded to the points raised regarding emissions and noise in the preceding rows of this table.</p>   | N   |
| 164.   | Gloucestershire Ramblers          |                               | <p>In March 2018 Ramblers rejected both options 12 and 30 but proposed a ‘greened up’ Option 30 to Highways England, At no stage has taking the road below the Air Balloon site (using relatively low cost tunnelling methods such as at Hindhead) been considered as part of the consultation.</p> <p>In January 2019 Ramblers became concerned about the direction of proposals for the scheme &amp; agreed that landscaping funds should be used to ‘green up’ the new road in preference to the current one. With the new road at depths of 30metres (100ft) HE option 30 could be said to be a tunnel without a roof.</p> | <p>Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut and cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p>  | Y   |
| 165.   | Gloucestershire Ramblers          |                               | <p>Footpath (and bridleway etc) crossings of the current A417 have become increasingly difficult as traffic levels have increased. It was anticipated the scheme would incorporate bridges or underpasses of the new road to allow rights of way to be fully used again.</p> <p>However it seems Highways England instead proposes extinguishing or diverting these routes. Other organisations are also showing their disappointment with proposals and have raised the prospect of delay until tunnel options are properly considered.</p>   | <p>ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a Grove Farm underpass, providing a new safe crossing of the A417. An assessment has been undertaken and shared with the WCH TWG as to why further provision of a grade separated crossing further west of the Grove Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds. Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.</p> | N   |

| Row ID | Consultee                | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|--|---|---|---|
| 166.   | Gloucestershire Ramblers |  | <p>March 2018 saw a Highways England consider 30 Options before offering two for public consultation. The consultation was flawed in a number of ways:-</p> <ul style="list-style-type: none"> <li>Option 12 was sometimes referred to as the 'dead duck' option as it included a tight bend with a camera-controlled speed limit. Option 30 was in effect the only available Option.</li> <li>None of the options considered the short tunnel beneath the Air Balloon, instead demolishing the landmark Inn with a 30 metre deep cutting.</li> <li>Tunnel options were discounted due to the use of expensive tunnel boring machines rather than more cost-effective tunnelling methods digging from either side.</li> <li>The two submitted options were referred to as surface routes yet included the 30-metre-deep cutting that was likely to have greater environmental impact than a tunnel at that depth. If the surface routes were said to be tunnels without a roof, the roof could be kept in place at key points along the route.</li> </ul> | <p>Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut and cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> | N   |
| 167.   | Gloucestershire Ramblers | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? | <p>Request for a bridge to provide a crossing from Dog Lane on north side of road to multiple paths on the south side, adjacent to Fly Up bike park.</p> <p>Request for crossing for ABA84 footpath on south side of A417 (near entrance to Crickley Hill Farm) to Dog Lane on the north side.</p> <p>Request for crossing for ABA86 footpath</p> <p>Request for a bridleway crossing from Cold Slad to ABA87 via a low green bridge</p>  | <p>ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a Grove Farm underpass, providing a new safe crossing of the A417.</p> <p>An assessment has been undertaken and shared with the WCH TWG as to why further provision of a grade separated crossing further west of the Grove Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds.</p>   | N   |
| 168.   | Gloucestershire Ramblers |  | <p>Suggestion of an alternative design to Option 30, in which the Air Balloon public house would be retained by a 150 metre version of the tunnel could pass below the Air Balloon car park, keeping the Inn and Cotswold Way in place. It would also retain the Gloucestershire Way as it passes both the Air Balloon Inn and Emma's Grove. It would provide a 50m wildlife corridor over the new A417 to link the Crickley Hill and Barrow Wake SSSIs.</p>  | <p>Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut and cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> | N   |
| 169.   | Gloucestershire Ramblers |  | <p>The proposed Shab Hill Junction is upside down – traffic has to accelerate uphill to join the new A417. It's also at a landscape high point. With the new A417 taken on a flyover, its elevation could give noise concerns across the countryside. Surely if the junction is to be located here, it should be inverted with the A417 in a cutting underneath the link road?</p>  | <p>Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme.</p> <p>To mitigate the visual impact of this section of the route additional landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Because the route is within a landscape plateau area landscape earthwork have been utilised rather than tree screening which would be out of character with the landscape here.</p>                  | N   |

| Row ID | Consultee                | Survey question (if relevant)   | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|---|---|--|---|
|        |                          |   |   | Since the 2019 Consultation exercise the design has be further modified to lower the vertical alignment between Shab Hill junction and Cowley lane. The extent of landscaping earthworks has also been increased to improve visual screening. Switching the arrangement of the Shab Hill junction so that the mainline would run under the junction would lead to a substantial increase in cutting depths either side of the junction, which would have a significant negative impact in terms of landscape and environmental effects. It would also increase cost considerably.  |   |
| 170.   | Gloucestershire Ramblers |   | Concern that the Gloucestershire Way footpath ACO16 and other popular walking and riding routes have not been given a bridge.   | Under the revised scheme design (which was consulted upon at the 2020 supplementary statutory consultation) the Gloucestershire Way footpath would be routed over the Gloucestershire Way crossing. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 171.   | Gloucestershire Ramblers |   | <p>There is a triangle of trees at grid ref SO 934-159 alongside the current road, opposite the Air Balloon which contains three bowl barrows, a mix of predominantly beech, ash, oak trees and some carved stonework was observed on the ground there. Option 30 proposal impacts the woodland and heritage site.</p> <p>According to the PEI Report, the plan is to remove the apex of the triangle and place a retaining wall there alongside the new road. The plans show a thinning of the trees at the sites of the bowl barrows leaving one strip alongside the Gloucestershire Way Footpath.</p> <p>This woodland and heritage site, through which the Gloucestershire Way runs, is a treasured part of the walking environment, contributing to the enjoyment of the countryside. The trees should be retained with thinning kept to a, especially in the beech grove section which contribute to the areas of beech wood renowned in the Cotswolds.</p> | Highways England acknowledges that an area of Emma's Grove will be removed to accommodate the scheme. Through design iteration this has reduced in scale between the 2019 and the scheme proposals that form the DCO application. Taking account feedback received to the 2019 and 2020 public consultation, design alterations were made. As shown on Figure 7.11 Environmental Masterplan (Document Reference 6.3), the existing vegetation in this area is proposed to be retained. The surrounding area is to be planted with calcareous grassland which will form a wider habitat connection that extends between Barrow Wake and Crickley Hill.  | Y   |
| 172.   | Gloucestershire Ramblers | Do you have any comments on our proposed green bridge?                            | <p>The wildlife bridge is quite high up and lands within the Crickley Hill SSSI. It could be relocated for a better fit within the landscape either to one side or the other of the SSSI or at a different elevation.</p> <p>The depth of the new A417 cutting is almost 30 metres below current ground level. Keeping a bridge at the Air Balloon site would keep the Cotswold and Gloucestershire Ways on their authors' line. Suggestions made as to the design of the green bridge.</p>   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y   |
| 173.   | Gloucestershire Ramblers | Do you have any comments on our proposed route from Shab Hill to Cowley Junction? | There is a missing crossing point for ORPA 50853 at the southern end of Shab Hill junction. ORPA 50944 heading from Stockwell farm to the top right meets ORPA 50853 here   | Taking into account feedback received to the 2019 and 2020 public consultation, Highways England has introduced a Gloucestershire Way crossing, which would allow for a safe crossing of the A417 in addition to the provision of Cowley and Stockwell overbridges that would allow WCH groups to safely cross the A417. Access to and across Shab Hill junction would also be facilitated through the provision of rights of way joining the highway network. Working with a WCH Technical Working Group, new sections of Byway Open to All Traffic would be created each side of the Shab Hill junction to help provide more formalised routes that would still facilitate access to all non-motorised users of the ORPAs. ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. | Y   |
| 174.   | Gloucestershire Ramblers |   | Request for crossing point for restricted byway ACY36.  | Cowley Restricted Byway 36 would be stopped up with its total severance by the mainline of the proposed scheme. The Cowley overbridge and connections each side  | N   |

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|--------|--------------------------|-------------------------------|---|--|---|
|        |                          |                               |   | would provide a safe diversion of users of that route on a similar horizontal alignment. That is set out in ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  |   |
| 175.   | Gloucestershire Ramblers |                               | <p>In the year 2000 under the CROW act many Roads Used as Public Paths (RUPPs) were blanket changed to Restricted Byways without fully checking their status. ACY26 may well be an ancient road alongside the ancient hedge.</p> <p>A natural dip in the landscape has been noticed nearby (SO 944-146) which could offer an alternative alignment for the road to the east of ACY26 (shown in cyan with red dots below right), avoiding the lime trees and heading south towards the west of MAST. Much of ACY26 follows an ancient hedgerow. A technical review has been requested via the Environment, Heritage, Landscape Technical Working Group to evaluate visual &amp; noise impact of this alternative route compared to the current proposal.</p> | Cowley Restricted Byway 26 would be stopped up with its total severance by the mainline of the proposed scheme, with a minor diversion of that route on a similar alignment a few meters to the east to avoid the fenceline. That is set out in ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) which incorporates the Public Rights of Way Management Plan and sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. The ES (Document Reference 6.2) provides an assessment of the associated environmental impacts with no significant effect concluded. Important trees or sections of hedgerow to be affected are proposed to be translocated to areas of habitat creation where possible.                                       | N   |
| 176.   | Gloucestershire Ramblers |                               | A species-rich historic hedge incorporating veteran and notable trees currently runs along the east side of Restricted Byway ACY26 from Grid ref SO 945-145 to grid ref SO 947-143 Some of the trees in the hedge are listed on the ancient tree inventory. The hedge is a valued and pleasant countryside feature, enjoyed by the walking public, rich with insects, birds and butterflies.  | The details of the veteran and notable trees are noted. Veteran trees are considered as irreplaceable and will be avoided where possible, applying the mitigation hierarchy. Important sections of hedgerow to be affected are proposed to be translocated to areas of habitat creation. ES Figure 7.11 Retained Vegetation (Document Reference 6.3) has more information on which veteran trees and vegetation is to be retained.   | N   |
| 177.   | Gloucestershire Ramblers |                               | <p>An avenue of lime trees heads north east from Stockwell Farm either side of the current lane. Highways England proposal is to break a small road through the lime trees, build a bridge in parallel with the current lane, then demolish some of the rest of the avenue with the new dual carriageway.</p> <p>The flythrough video shows new trees planted on the flanks of the new bridge i.e. not in line with current. An option here would be to build the new bridge on line within the lime trees where possible and replant new or reuse trees in line with the present ones.</p>   | The existing tree line will be retained as much as possible with new lime trees planted to flank the new bridge. Highways England has produced an ES Appendix 2.1 (Document Reference 6.2) as part of the DCO application, which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.2) are secured through a requirement in the draft DCO (Document Reference 3.1) . The proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape.  | Y   |
| 178.   | Gloucestershire Ramblers |                               | Highways England Plan shows the gradient of the proposed A417 through Stockwell Lane and Stockwell farm track. If the gradient could be flattened the two bridges could fit lower in the landscape  | Highways England notes the concern about the elevated section of the proposed A417 in the vicinity of Stockwell Farm access track. Lowering the mainline alignment would lead to a large increase in cutting depth which would require a large quantity of material needing to be removed from site. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks would act in a similar way to increasing the cutting depth but would act to provide visual screening and noise reduction without additional excavation. Because the route is within a landscape plateau area, landscape earthworks have been utilised rather than tree screening which would be out of character with the landscape here. | N   |
| 179.   | Gloucestershire Ramblers |                               | Comment that Footpath ACY22 is historically wide (10m). Suggestion that Stockwell Lane farm track bridge should be a green flanked bridge with hedgerows planted either side to retain enjoyment of the path.   | The proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape.  | Y   |
| 180.   | Gloucestershire Ramblers |                               | From the Air Balloon to the Birdlip turning junction a Walking, Cycling and Horse riding route could follow a route through Barrow Wake car park or head up an ORPA to Shab Hill. The current A417 to Cowley junction should also be suitable once it becomes a low traffic route after the new dual carriage way is built. The old Roman Road through Birdlip is also available.   | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond. The Air Balloon Way would also provide replacement Common Land and there would be associated landscaping to help improve landscape   | N   |

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|--------|--------------------------|---|---|--|---|
|        |                          |   |   | integration and ecological connectivity in the area. With the scheme in place, there is no need for the existing A417 to remain open to traffic, although sections would be retained where appropriate to allow local access to properties.  |   |
| 181.   | Gloucestershire Ramblers | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road? | To preserve and protect the woodland and hedgerows in the area of the proposed A436 link road, any replanting of new trees and hedgerows must be with indigenous species typical to the Cotswold scarp and not with fast growing trees that are not typical of this region. The region is renowned for its oak, ash and beech woods and for the calcareous grassland habitat. The link road should be low enough to ensure that countryside and woodland views from footpaths along this section are not blocked, especially views across to the wooded Ullenwood area.   | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.2) as part of the DCO application, which includes details of the mitigation and enhancement measures, such as tree planting and habitat restoration. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.2) are secured through a requirement in the draft DCO (Document Reference 3.1) .<br><br>Species selection for new planting would include a diverse mix of native trees of local provenance where appropriate and characteristic of the local area. The use of some non-native species or native species of provenance between 1 degree and 5 degrees south is considered to provide resilience against the effects of climate change. No ash will be replanted due to the spread of ash die-back disease, however species will be selected that offer similar habitat for lichens and invertebrates and or have similar pollen and nectar production, such as elm. Woodland planting is shown on the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).<br><br>Woodland planting is also proposed in a field bordering Ullen Wood which will provide a buffer for the ancient woodland. | N   |
| 182.   | Gloucestershire Ramblers |   | If the Air Balloon Inn is to be saved and hence the Cotswold and Gloucestershire Ways kept on line (and discounting tunnel option 3) only two options seem viable: <ul style="list-style-type: none"> <li>Simplified Option 30 retains the road past Barrow Wake but has no Shab Hill junction or link road to Barrow Wake.</li> <li>HE option 30 with Alternative 2 would allow removal of the road past Barrow Wake and the route returned to nature. However, it has the Shab Hill junction in the landscape and adds 2 miles to A436-A417 journey times.</li> </ul> <p>The Gloucestershire Ramblers consider that input from other organisations should help decide which of the two is preferable</p>  | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.<br><br>Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N   |
| 183.   | Gloucestershire Ramblers |   | It would seem preferable to retain the Birdlip bypass so that local traffic doesn't have to use the busy new Road and that all footpath, bridleway etc crossing points of the new road are retained on green flanked bridges for biodiversity gain.   | The Gloucestershire Way, Cowley and Stockwell crossings would all involve hedgerows and/or planting for biodiversity and landscape purposes. Taking into account feedback received to the 2019 consultation, the B4070 would be realigned to help maximise use of existing infrastructure and provide a more appropriate connection to Birdlip.  | Y   |
| 184.   | Gloucestershire Ramblers | Do you have any comments on our proposal for repurposing the existing A417?                 | Between Cowley roundabout to Cowley Lane, and Cowley Lane to Birdlip junction, traffic numbers should be low allowing it to be repurposed as a typical of a B road suitable for riding and cycling and walking along if necessary.<br><br>Birdlip junction to Air Balloon roundabout: With options involving Alternative 2 this section of the current A417 could still be used for access from local villages to the relocated Air Balloon roundabout and onto Cheltenham. However the parallel A436 link to the A417 could also be used for this local traffic. This would allow this section of the road to be closed to through traffic. The piece from the Birdlip junction to the emergence of the Cotswold Way from Barrow Wake could be completely returned to nature, and Calcareous grassland has been suggested. It appears access would be available for cyclists' riders and walkers from Barrow Wake car park to the remaining section of road past the Air | As part of the proposed scheme the re-purposed A417 would provide a traffic free recreational route from Birdlip northwards towards the Cotswold Way crossing. Details can be found in the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4).<br><br>The scheme would provide additional parking facilities in the vicinity of the Golden Heart Inn to enable easy access to the Air Balloon Way. As part of these proposals the section of the existing A417 between the Golden Heart and the turning to Stockwell would be downgraded to a 4.5m carriageway with adjacent Walking, Cycling and Horse-riding (WCH) route. This would provide safe WCH connectivity between Birdlip and the Golden Heart Inn.<br><br>Access to Birdlip could be achieved along the old Cirencester Road for users on foot, cycle or horse riders. Vehicle users would be able to access Birdlip either via a realigned B4070 and Shab Hill junction and the A417 or via Brimpsfield. The connection   | N   |

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|--------|--------------------------|---|--|---|---|
|        |                          |   | Balloon Inn to the roundabout. This short section of currently 4 lane road could be repurposed for all sorts of uses including perhaps as a parking area for visitors using the Cotswold Way and Gloucestershire Way that follow the footway along the verge.  | between Cowley roundabout Birdlip village via the Air Balloon Way would not be provided.<br><br>Providing a parking area for visitors using the Cotswold Way and Gloucestershire Way on the section of 4 lane road outside the Air Balloon Inn would not be possible with Option 30 as this would be removed to enable construction of the A417.  |   |
| 185.   | Gloucestershire Ramblers |   | Two Inns are present within the proposed scheme area- the Air Balloon Inn and the Golden Heart Inn. The Air Balloon is considered a landmark of the Cotswold and other Ways. Both are used for many walking routes and are places where the walking public and visitors meet, to purchase food and drink refreshments and perhaps fill water bottles. Both should be retained as key places in the Cotswolds and kept accessible to the walking public.  | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon pub is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme. The Golden Heart Inn would be retained. | N   |
| 186.   | Gloucestershire Ramblers | Do you have anything you think we will need to consider as we develop our construction plans further? | This is a very popular walking area. Tourism accounts for a significant part of the Gloucestershire economy, and walking is good for wellbeing and health. Construction must be planned so that temporary closures of Public Rights of Way and the various classes of Highway including ORPAs have suitable signed temporary diversion routes in place. At other times access can be provided through the site with suitable fencing and warning notices. The construction planning must ensure that the routes of the Cotswold Way and the Gloucestershire Way are continuously available for walkers.                          | An overarching approach to the mitigation of PRoW during construction is set out in the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4). Details of specific mitigation measures, including the need to stop up PRoW and provide diversions will be discussed and agreed between Highways England and GCC during detailed design of the project, should the DCO be granted.  | N   |
| 187.   | Gloucestershire Ramblers |   | Care should also be taken particularly to keep Neolithic Emma's Grove intact.  | Emma's Grove will be left intact.   | N   |
| 188.   | Gloucestershire Ramblers | Do you have any comments on our PEI Report and other proposed mitigation measures?                    | The Gloucestershire Ramblers reiterate the preference and argument for a tunnel based solution or cut and cover solution with a wider green bridge [see Row ID 168]. The Gloucestershire Ramblers consider this would resolve many issues such as being able to retain the Air Balloon public house and the Cotswold Way & the Gloucestershire Way, on their authors' line, as well as mitigating environmental and landscape concerns. The Gloucestershire Ramblers consider this could be constructed using low cost tunnelling methods such as at Hindhead in the South Downs, and delivered within the budget of the scheme. | Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut and cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | N   |
| 189.   | Gloucestershire Ramblers |   | Shab Hill junction is at almost the highest point in the landscape and takes the busy new A417 dual carriageway over the top of the A436 link, on a flyover. Prior to the junction the A417 is within a deep cutting. This cutting should be continued so as to keep the new road low in the landscape to travel below the A436 link, reduce visual impact and minimise spread of traffic noise. Keeping it low should also facilitate the use of bridges nearby for popular walking and riding routes.  | Highways England notes the suggestion that the cutting should be extended to include Shab Hill junction however Shab Hill junction would be located in a localised valley. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided which would effectively have the same result. These landscape earthworks will act to provide visual screening and noise reduction in the vicinity of the route.  | N   |
| 190.   | Gloucestershire Ramblers |   | The current proposal does not provide adequate detail of the landscape enhancements and mitigations that will occur. Where hedgerows already exist they need to be conserved where possible and new hedgerows planted within the scheme.   | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) sets out the landscaping proposals for the scheme.   | N   |
| 191.   | Gloucestershire Ramblers |   | The grounds of the Air Balloon Inn contain a registered veteran apple tree. Retaining the site keeps this tree and other trees around the site for future generations.   | Following revisions to the design, the veteran apple tree is now proposed to be retained insitu if possible or translocated elsewhere if it is deemed necessary. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) sets out the landscaping  | Y   |

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|--------|--------------------------|--|--|---|---|
|        |                          |  | At Emma's Grove there should be a thorough assessment of the veteran and notable trees. If a deep cutting is used for the route of the new road a retaining wall is proposed at this location which would sever some of the woodland. This would not enhance the woodland experience here, of the Gloucestershire Way. Some thinning of the woods is proposed but beech woods alongside the path should be left undisturbed as the area is noted for its ancient beech.  | proposals for the scheme, whilst ES Chapter 8 Biodiversity (Document Reference 6.2) assesses the effect of the scheme on ancient woodland and veteran trees.  |   |
| 192.   | Gloucestershire Ramblers | Do you have any other comments you would like to make about our proposals? | There are currently six points between the Air Balloon and Cowley Roundabout where PRoW cross the line of the new road. The current HE Option 30 proposal is to reduce the crossing points to three, with a possible fourth using PRoW diversions through the Shab Hill interchange  | An overarching approach to the mitigation of PRoW and local routes during construction and operation is set out in the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4). That recognises where the scheme would cause severance and proposes appropriate crossings of the A417 at the Cotswold Way crossing, Ullenwood roundabout, Gloucestershire Way crossing, Shab Hill junction, Cowley overbridge, Stockwell overbridge and Cowley junction.   | N   |
| 193.   | Gloucestershire Ramblers |  | One of the crossing points being severed is that near Birdlip Radio Station at Shab Hill, where ORPA 50852 – a popular walking and riding route towards Coberley – crosses the Gloucestershire Way. Shab Hill is a focal point for rights of way in this area. Four other popular RoW are all within 250 yards of where the Gloucestershire Way crosses the ORPA. Without a crossing over the new A417 at Shab Hill, the connectivity of the RoW network is seriously disrupted and walkers and other users will be faced with long diversions, some alongside busy roads; this is not acceptable.   | Responding to 2019 consultation feedback, the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) recognises where the scheme would cause severance and proposes the Gloucestershire Way crossing to mitigate this matter.   | Y   |
| 194.   | Gloucestershire Ramblers |  | On the western portion of the new A417 below the Air Balloon roundabout, several PRoW were severed by the A417 when it was upgraded in the 1980s. In the current HE Option 30 proposal, there will be no crossing points between the green bridge and the point where the lane between Witcombe and Bentham passes under the A417, a distance of 1.2 miles. Again, this means long diversions. A bridge to reconnect Dog Lane with ABA80 and ABA125 would improve the connectivity of the footpath network and public access to the countryside  | ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a Grove Farm underpass, providing a new safe crossing of the A417. An assessment has been undertaken and shared with the WCH TWG as to why further provision of a grade separated crossing further west of the Grove Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds. | N   |
| 195.   | Gloucestershire Ramblers |  | Ramblers object to diverting the Cotswold Way from its current line. The current crossing of the A417 at the Air Balloon is so difficult, because of the volume of traffic, that a bridge would be an improvement. However, it would be preferable to have a wide green bridge located where the Air Balloon crossing is now. The Air Balloon Inn, which is a historic landmark on the Cotswold Way, should be retained. The proposed diversion over the wildlife green bridge will not give walkers the same enjoyment. An additional crossing is needed over the A417 at the site of the Air Balloon, to keep the Cotswold Way as close as possible to its current line and to avoid the long diversions of the Gloucestershire Way on the proposed plans. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 196.   | Gloucestershire Ramblers |  | Proper protected safe crossings of Leckhampton Hill and the A436 are required.   | ES Appendix 12.2 Walking, cycling and horse riding including disabled users review at Preliminary Design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) sets out proposals for a safe at grade crossing at the Ullenwood junction / A436 / Leckhampton Hill.   | N   |
| 197.   | Gloucestershire Ramblers |  | Ramblers object strongly to the proposed diversion of the Gloucestershire Way. Suggestion that it should continue to go through Emma's Grove on ACY1, its author's original line, and be linked directly to ACY3 by means of a bridge over the new road  | Responding to 2019 consultation feedback, the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) recognises where the scheme would cause severance and proposes the Gloucestershire Way crossing and connecting to  | Y   |

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|--------|--------------------------|-------------------------------|---|---|---|
|        |                          |                               | near Birdlip Radio Station at Shab Hill. This would keep the current route of the ORPA open for non-motorised users and maintain the connectivity of the RoW. ACY1 should connect to Crickley Hill Country Park by means of a bridge over the A417 at the Air Balloon.  | the Cotswold Way crossing to help mitigate these matters, also helping keep those routes closer to their authored alignments.   |   |
| 198.   | Gloucestershire Ramblers |                               | This footpath is part of the long diversion to join ACY3 to Crickley Hill Country Park and would not be needed if there are bridges at the Air Balloon and near Birdlip Radio Station. Additional link footpaths are always welcome, but this new section of footpath alongside the A436 Link Road should not be part of the Gloucestershire Way. A landscaped path would be preferable to a footway alongside the A436 Link Road.  | Responding to 2019 consultation feedback, ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) proposes the Gloucestershire Way crossing and Cotswold Way crossing to address these concerns. Details such as surfacing of routes would be agreed at the detailed design stage.   | Y   |
| 199.   | Gloucestershire Ramblers |                               | Ramblers would prefer a bridge over the A417 from bridleway ABA125 to Dog Lane, near to where ABA80 meets the A417, to restore a north-south link between Crickley Hill SSSI and Barrow Wake and improve the connectivity of the PRow network here including footpaths ABA74, ABA77, ABA80 and ABA91. However, we would also welcome a footpath all the way along the southern embankment of the A417 to the Air Balloon instead of an extension to the bridleway and would not support a change of use from footpath to bridleway. | ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a Grove Farm underpass, providing a new safe crossing of the A417. An assessment has been undertaken and shared with the WCH TWG as to why further provision of a grade separated crossing further west of the Grove Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds. The Plan also outlines three instances of reclassifications of PRow including Badgeworth footpath 86 in the area described, which would involve a 71m short section at its northern extent to be stopped up, with the remaining section to become bridleway and connect into new section of bridleway to new Grove Farm underpass. That would then connect existing Badgeworth Bridleway 87 and the new Grove Farm underpass bridleway to help increase access in the area. |   |
| 200.   | Gloucestershire Ramblers |                               | ACY7 is an unsurfaced field path joining ACY44 to the ORPA 50853 which comes past Shab Hill Farm. Any application for a change of use of a footpath to a bridleway will be strongly resisted if it is detrimental to the interests of walkers. A crossing (bridge or underpass) is needed where ORPA 50853 crosses the proposed line of the new road  | ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. In this area it proposes to stop up a short section of Cowley footpath 7 where it will join a new section of byway open to all traffic to connect unclassified roads 50853 and 50944, joining routes to cross the A417 at Cowley overbridge, or the Gloucestershire Way crossing (or Shab Hill junction which offers a trafficked route).   | N   |
| 201.   | Gloucestershire Ramblers |                               | The arrangements proposed to join ACY44 to the Cowley Lane overbridge appear to be satisfactory. The proposed change of use of ACY44 to a bridleway would be considered using Ramblers' criteria. The overbridge should have wide green verges to assist wildlife to cross the new road.  | The Cowley overbridge would include hedgerow to assist wildlife. Cowley footpath 44 is not proposed to be reclassified as part of the scheme.   | N   |
| 202.   | Gloucestershire Ramblers |                               | ACY26 is to be diverted at its northern end to meet the Cowley Lane overbridge. It would be preferred that the new road is lowered to allow ACY26 to continue to the overbridge on its present line, but if that is not possible then the diversion needs to be done sensitively to protect the historic hedge which lies between the copse at the Cowley Lane end and the junction with ACY27.   | Cowley Restricted Byway 26 would be stopped up with its total severance by the mainline of the proposed scheme, with a minor diversion of that route on a similar alignment a few meters to the east to avoid the fenceline. That is set out in ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4). The ES (Document Reference 6.2) provides an assessment of the associated environmental impacts with no significant effect concluded. Important trees or sections of hedgerow to be affected are proposed to be translocated to areas of habitat creation where possible.  | N   |
| 203.   | Gloucestershire Ramblers |                               | The Ramblers strongly object to the proposal to allow cyclists and other users to navigate the Shab Hill junction and its carriageway by choice, instead of using the alternative routes that would be available. Suitable crossing points are needed for RoW north and south of Shab Hill junction. If walkers are to be allowed to navigate Shab Hill junction, a protected footway must be provided alongside the new link road from ACY44 and through the junction.   | Responding to 2019 consultation feedback, the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) proposes the Gloucestershire Way crossing in addition to the Cowley and Stockwell overbridges to address these concerns.   | Y   |



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| 204.   | Gloucestershire Ramblers                    |  | Due to the likely increase in traffic levels on the new B4070 link road compared to the current traffic using the ORPA which goes (mainly) to Birdlip Radio Station and Rushwood Kennels, a protected safe crossing will be needed where ACY44 crosses the Link Road, together with a safe route for walkers along the section of the Link Road which will use the present line of the road to the Radio Station.  | ES Appendix 12.2 Walking, cycling and horse riding including disabled users review at Preliminary Design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out proposals for a safe at grade crossing of the re-aligned B4070 including equestrian holding areas. A new restricted byway would connect the re-purposed A417 with Cowley footpath 44 and the re-aligned B4070.  | N   |
| 205.   | Gloucestershire Ramblers                    |  | The current A417 should be retained for local traffic from Birdlip village to the Golden Heart Inn. The remaining section of the carriageway, from the current Birdlip / Stroud junction to the Air Balloon, should be stopped up to motorised traffic, except for traffic requiring access to the property "Crickley Ridge", and nature allowed to take its course in reclaiming the land. Subject to the needs of the SSSI, the resources that would have been spent on "re-purposing" the old carriageway should be focussed on providing additional bridges over the new road  | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond. The Air Balloon Way would also provide replacement Common Land and there would be associated landscaping to help improve landscape integration and ecological connectivity in the area. With the scheme in place, there is no need for the existing A417 to remain open to traffic, although sections would be retained where appropriate to allow local access to properties.  | N   |
| 206.   | Golden Heart Inn                            | Do you have any comments on our proposals for repurposing the existing A417?                                 | We are from the Golden Heart attended consultation on 9th October where you requested meeting with us, yet we have not heard from you. Do you intend to follow this up?  | A meeting was held between Highways England and the Golden Heart on the 5 <sup>th</sup> November 2019 to discuss the scheme and the potential impact on the Golden Heart business.  | N   |
| 207.   | Golden Heart Inn                            | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | Access to Golden Heart. We would like to request we have plenty of signage off the footpaths & cycles ways we direct signage to say amenities & distance to The Golden Heart. Measures should include: <ul style="list-style-type: none"> <li>• Brown signs from both directions off the A417</li> <li>• Car parking at the Golden Heart end of re-purposed old A417 again with above signage</li> <li>• New access road to be on the main gritting route to allow access in wintry conditions.</li> </ul>   | Access to the Golden Heart Inn will be maintained via the Cowley junction. The Air Balloon Way will also provide walking, cycling and horse riding access. In addition, proposals for additional parking to access this route have been included. Access during construction will be retained, with Highways England seeking to minimise disruption on the local network. Highways England has produced ES Appendix 2.1 (Document Reference 6.2) which outlines how the impact of construction on the environment, the road network and local communities will be managed. Signage will be discussed in detail between Highways England and Gloucestershire County Council during the detailed design stage of the project. Signage from the re-purposed A417 could be provided to encourage recreational users towards the Golden Heart. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.  | N   |
| 208.   | Golden Heart Inn                            |  | Consider access to school & village from Stockwell & Cowley with proposed route now not convenient for locals  | Access between Stockwell, Cowley and Birdlip would not be removed as part of the scheme.  | N   |
| 209.   | Green Party, Gloucestershire County Council |  | The consultation documents do not reflect the up-to-date policy position of either national and local governments, and to raise my deep concern that, given the absence of Greenhouse Gas (GHG) emission data from the Preliminary Environmental Information Report (PEI), that citizens of Gloucestershire have not been presented with adequate information to provide informed feedback. The PEI mentions relevant, if slightly out-dated, policy statements from Gloucester City Council, South Gloucestershire Council and the Cotswold AONB Board, but fails to acknowledge recent significant changes to climate change strategy and ambition at local and national government level that now prioritise urgent action to mitigate climate change, including declarations of a Climate Emergency by local and national government.<br><br>It is also of great concern that your consultation papers do not include predicted greenhouse gas emissions associated with the | Highways England recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.<br><br>Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations. It concludes the scheme would result in no significant effects in relation to climate change. | N   |

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|--------|--------------------------|--|--|--|---|
|        |                          |  | <p>A417 project. Whilst the documents admit the project will see an increase in greenhouse gas emissions over coming decades, no figures that would allow informed debate on this matter have been provided. This is a singular omission, as it appears you have provided extensive modelling of other impacts.</p> <p>I understand that Highways England made their route announcement earlier this year, and that models exist to calculate GHG emissions. Given both national and local policies, providing such modelling should be a priority. I am therefore perplexed as to why GHG modelling could not have been included in the PEI Report ? How can residents make an informed response to the consultation without the full information?</p> <p>I urge you to immediately publish an updated PEI including modelling of GHG emissions, and to update the PEI to take into account national and local policy commitments to urgent and decisive action on the climate emergency we face.</p> |  |   |
| 210.   | Kempsford Parish Council | Do you have any other comments you would like to make about our proposals?                                   | We support the improvements being proposed and endorse Option 30 but wish to reiterate this particular finding from your first consultation undertaken in early 2018: At that time many people raised with you the issue of noise pollution along other stretches of the A419/17. In particular the concrete sections between Latton and Daglingworth where evidence exists that excessive noise pollution has been experienced by residents since the road was built. You need to consider the 24 hour nature of the current and expected traffic along the A419/17 especially your projected increases in heavy goods vehicles and therefore how you will mitigate the noise pollution.  | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5dB(A). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB. | N   |
| 211.   | Latton Parish Council    | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?             | Latton Parish Council support the road improvement at the Missing Link as set out.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 212.   | Latton Parish Council    | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | Consideration need to be given to the 24-hour nature of the current and expected traffic along the A419/417 especially your projected increases in heavy goods vehicles, and therefore how you will mitigate the noise pollution. We support the improvements being proposed, and the scheme put forward for A417 improvements at Birdlip, but we wish to reiterate that in the 2018 consultation, many people raised with you the issue of noise pollution along others stretches of the A419/417. In particular, the concrete section between Latton and Daglingworth, where evidence exists that excessive noise pollution has been experienced by residents since the road was built.  | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5dB(A). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB. | N   |
| 213.   | Marchants Coaches        |  | I have read the consultation and support the proposal. The only observation is the connection to the A436 this seems to be an afterthought, this road is a vital link to the A40 at Shipton Crossroads from Elmbridge Court roundabout and was a part of the de-trunking of the A40 through the heart of Cheltenham especially for large HG Vehicles.  | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.   | N   |

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|--------|--|--|--|--|---|
| 214.   | Mid Cotswold Tracks & Trails Group                 | Do you have any comments on our proposed green bridge?   | As Chair of a local bridleways group, Mid Cotswold Tracks & Trails Group, I applaud the inclusion of local riders. We are concerned that the green bridge may have restricted access for horse riders but believe it to be very important as a connecting route and would ask you to keep working with all interested parties to find a solution to everyone's needs and interests.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 215.   | Mid Cotswold Tracks & Trails Group                 | Do you have any comments on our proposals for repurposing the existing A417?                                 | All access to horse riders is needed, and the discussions I had at the consultation day concerning this stretch seemed very positive with regard to connections. We believe there are ongoing discussions with landowners here and elsewhere which may influence decisions, and would ask you to continue seeking the safest of outcomes possible.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out proposals for horse riders.   | N   |
| 216.   | Noise Action Group (A417) and Cllr Paul Hodgkinson | Do you have any comments on our proposed green bridge?   | Excellent idea. I am particularly keen to see as many trees and bushes planted to offset carbon emissions.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |
| 217.   | Noise Action Group (A417) and Cllr Paul Hodgkinson | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction?   | Concern that congestion will build up back onto the A436 via the proposed new A436 roundabout. Also concern around speeds on the A436, with the request that the limit is reduced to 40mph from the current 50mph.<br><br>The junction of Ullenwood/Cowley crossroads is already difficult to turn in and out of, with increased and potentially faster traffic around the A436 this needs addressing. The visibility is poor.                                 | The traffic modelling undertaken by Highways England predicts that with the scheme there would be a decrease in traffic on the A436 in comparison to without the scheme. This is a result of the increased capacity and speed on the A417 provided by the scheme; this reduces journey times and makes the A417 a more attractive route than if the situation remains as it currently is.<br><br>The new Ullenwood junction has been designed and assessed to accommodate the 2041 peak hour flows. Although there is a decrease in traffic on the A436, the traffic modelling predicts there would be an increase in speeds on the A436, but this is predicted to be less than 3m/h. The traffic modelling methodology and results are reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10). | N   |
| 218.   | Noise Action Group (A417) and Cllr Paul Hodgkinson | Do you have any comments on our proposals for repurposing the existing A417?                                 | Excellent idea. The more that walkers and cyclists can be accommodated on the defunct road the better.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 219.   | Noise Action Group (A417) and Cllr Paul Hodgkinson | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | The construction should be as carbon neutral as possible - linking to the Government's climate emergency declaration along with the County Council's similar declaration.  | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.   | N   |
| 220.   | Noise Action Group (A417) and Cllr Paul Hodgkinson | Do you have any other comments you would like to make about our proposals?                                   | I support the improvements being proposed and endorse Option 30 but wish to reiterate this particular finding from your first consultation undertaken in early 2018: At that time many people raised with you the issue of noise pollution along other stretches of the A419/17. In particular the concrete sections between Latton and Daglingworth where evidence exists that excessive noise pollution has been experienced by residents since the road was | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5dB(A). Noise changes of less than 1dB in the  | N   |

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|--------|-------------------------|--|---|---|---|
|        |                         |  | built. You need to consider the 24 hour nature of the current and expected traffic along the A419/17 especially your projected increases in heavy goods vehicles and therefore how you will mitigate the noise pollution' It's really important that Highways England do some noise mitigation work so that once the new road opens the noise pollution is limited on the concrete stretches.   | short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB.  |   |
| 221.   | Ralph Hampton Furniture | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? | I fully support the project and its construction along the currently proposed route. It is essential to improve the flow of motorised traffic in the area, and I agree that the currently proposed route, given the budget restraints, probably is the best way to get it done. My feedback concerning Rights of Way and riding routes is given in my capacity as a horse-rider, who rides many tracks that are close to the project. There are around 600 horses kept within 6km (3.7m) of Barrow Wake lookout point, and it is some of the most beautiful countryside to ride in, with a deep and colourful history.  | The support for the principle of the scheme is noted. It is recognised that the respondent is concerned with Rights of Way and is a member of the Walking, Cycling and Horse Riding Technical Working Group.  | N   |
| 222.   | Ralph Hampton Furniture |  | Badgeworth Bridleway 125: This currently runs from the Witcombe to Bentham road, near the underpass beneath the current A417, and terminates at Crickley Hill Farm, which is the operation centre for the Flyup 417 Bike Park. It is proposed to extend it along the South side of the new road. It would need to join up to the Green Bridge and Barrow Wake, which it could do by connecting with Badgeworth Bridleway 87 either close to Grove Farm, or to one side of the Flyup 417 Bike Park. This would form an essential link between the valley and the Cotswold hills, with good access to Crickley hill.  | Highways England had originally proposed to connect Bridleway 125 along the south of the new A417 and connect into Bridleway 87, taking users up the escarpment and onto the green bridge. Unfortunately, land owner agreement has not been reached for this new bridleway and it does not therefore feature in the current PRoW Management Plan, although an alternative east-west route utilising a new connection between Dog Lane and Cold Slad Lane is now proposed in the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4). | Y   |
| 223.   | Ralph Hampton Furniture |  | The proposed access road to Dog Lane and Cold Slad Lane running along the North side the new road and under the green bridge would in have the disadvantage being shared with motorised traffic as well as having a predominantly tarmac surface (which is hard, abrasive and at times very slippery for horses). This would need to give free passage to horses riding between Bentham and the Green Bridge, and on to routes to the East and Coberley Bridleway 117. It should be appropriately gated and surfaced for horses, with plenty of opportunities for passing oncoming traffic, E.g. a wide well-kept verge. It would not be suitable, and would form a blockage for safety reasons, to expect horse riders to negotiate the new Air Balloon roundabout at the top, as this will be very busy with heavy traffic (as the current Air Balloon roundabout is for Coberley BW 117). Therefore it will be essential to have a link to the North West end of the Green Bridge and the routes through Crickley Park from near where it passes beneath it. Research and appropriate measures would need to be taken to reduce any noise issues when passing next to the new road under the Green Bridge. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.<br><br>An alternative east-west route utilising a new bridleway connection between Dog Lane and Cold Slad Lane is now proposed in the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) , which could be used by horse riders. Surfacing would be agreed at the detailed design stage.                             | Y   |

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|--------|-------------------------|--|--|---|---|
| 224.   | Ralph Hampton Furniture |  | <p>Detailed suggestion provided on how to connect the Badgeworth Bridleway 87 to the Green Bridge.</p> <p>Badgeworth Bridleway 87 is a very pleasant bridleway that just needs the usual attention of an underused trail, however the section where it passes through the middle of the Flyup 417 Bike Park needs some consideration. It should be diverted from going through the staging post, where bikes &amp; riders are unloaded from vans &amp; trailers. Where two of the downhill bike tracks cross the bridleway, notices should be clear &amp; in large type, and vegetation should be cleared to allow good all year visibility for both groups of users. A policy of who has priority, should be clearly stated to all users.</p> | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p> <p>A Grove Farm underpass utilising a new bridleway connection and joining Badgeworth Bridleway 87 with a new section of bridleway and reclassified Badgeworth footpath 86 is now proposed in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4), which could be used by horse riders. Surfacing, signage and enclosures would be agreed at the detailed design stage.</p> | Y   |
| 225.   | Ralph Hampton Furniture |  | <p>It is essential that the Green Bridge across to Crickley Hill and Coberley Bridleway 117, the re-purposed A417, and Badgeworth Bridleway 87 are all fully connected up and usable by horses and riders. The link through the Barrow Wake Lookout Point car park and on to the Green Bridge will need consideration for horses, and it would be best if this could run adjacent to the car park rather than through it.</p>  | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p>  | Y   |
| 226.   | Ralph Hampton Furniture |  | <p>Coberley Bridleway 117: A fenced off bridleway from the Green Bridge along the edge of the park, to Coberley Bridleway 117, on towards the roundabout, with a safe connection to the Dog Lane access road, and on to Coberley Bridleway would be the best solution. If some of Leckhampton Hill road must be used, it should have plenty of space for horses, well-kept wide verges, but a separated way, ideally through Crickley Hill Park, would be much better, as this road will become increasingly very busy with traffic from Cheltenham.</p>   | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out proposals for WCH and includes a new section of bridleway on Leckhampton Hill to provide a safe route and crossing at Ullenwood roundabout and the access to the Country Park.</p>   | Y   |
| 227.   | Ralph Hampton Furniture | Do you have any comments on our proposed green bridge?   | <p>This is a very interesting and good feature, as it connects natural wildlife areas previously divided by the main roads. Regarding having leisure users, including horses on the bridge, physical separation is essential for the peace and preservation of the wildlife areas. A separated multi user rubberised surface would preserve the cover value of the remaining space for wildlife. I would encourage the use of speed monitoring notices for Cyclists and Horse riders.</p>  | <p>There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.</p>  | Y   |
| 228.   | Ralph Hampton Furniture | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | <p>The recent proposal to take a track under the Shab Hill Junction adjacent to the road underpass to meet the bridleway route from Stockwell to Barrow Wake and the green bridge would be another very useful route across the scheme. I have major concerns as there will be a considerable volume of heavy traffic using the roundabout. The noise from lorries in the adjacent road underpass will frighten horses and riders. There must at the very least be a very substantial barrier between the track and any vehicular road.</p>  | <p>Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley overbridge. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.</p>   | N   |

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| 229.   | Ralph Hampton Furniture |  | ORPA 50855 is a very important link from Coberley, and the track is known as "The Old Road to Coberley". Please can this be given Bridleway or above ROW status as it joins Coberley Restricted Byway 18, and left good for horse traffic. ORPAS 50853 and 50855 must be joined into the North East end of the Cowley Road bridge, as well as the bridleway link to Cowley Restricted Byway 26.   | Full details in relation to these routes and the status of the Cowley overbridge are provided in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4). Taking into account feedback, two new sections of Byways Open to All Traffic will be provided each side of Shab Hill junction in this area, to help connect the ORPAs to the crossings of the A417 safely. Surfacing, signage and enclosures would be agreed at the detailed design stage. | N   |
| 230.   | Ralph Hampton Furniture |  | The Cowley Road Bridge itself will need considering for use by horses, as well as heavy traffic e.g. grain lorries and agriculture, preferably with 2m high parapets in-filled to 1m with large waiting areas at the ends to allow large machinery to pass and plenty of width for tractors, quad bikes etc. See BHS advice and DMRB. The ORPA 50853 which goes on through Shab Hill Farm, as well as the footpaths and other ORPA's used to take the route to the South West end of Cowley Road bridge will all need Horse Riding Rights of Way establishing and re-purposing for horse traffic and above. Suggest the use of wide well-kept verges.   |   | Y   |
| 231.   | Ralph Hampton Furniture |  | <p>Stockwell Farm Bridge.: At the East end, Cowley Restricted Byway 26 needs to join the bridge in a manner appropriate for horses, from where Cowley Bridleway 45 will take horses and riders on to Cowley wood and beyond. This is a currently important route. At the West end, Cowley Footpath 21 heading south to join the old A417 (which will be the access road to Stockwell and Nettleton Bottom), will need re-purposing to a bridleway or above to bring horse and rider to the Golden Heart and the re-purposed A417.</p> <p>The bridge itself will need considering for dual use for horse and agriculture, preferably with 2m high parapets in-filled to 1m with large waiting areas at the ends to allow large machinery to pass and plenty of width for smaller tractors, quad bikes etc. See BHS advice and DMRB. Mounting blocks would be useful for those wishing to lead their horse, as a first time across a road bridge can be very daunting for both.</p> <p>A crossing will be needed of the two-way feeder road taking traffic to and from the North Eastern carriageway of the new road. If this is at grade there will be very short notice of traffic from both directions. A Pegasus controlled crossing will be the only safe option, and I doubt this will be possible in this location. If you are considering an underpass beneath the feeder road, I imagine it would involve building a track round the outer embankment, then in through to the central base. Running the embankment track a little further to the cut off ORPA 50853 would be both very easy and useful for us.</p> | Full details in relation to these routes are provided in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4). This includes connecting restricted byway 26 to the overbridges and the proposed reclassification of footpath 21 to a bridleway as suggested.  | N   |
| 232.   | Ralph Hampton Furniture | Do you have any comments on our proposal for | I can understand the reasons for choosing this alternative, however I think that the new roundabout near the old Air-Balloon will soon get congested, as traffic increases on the A436 and the  | The traffic modelling undertaken by Highways England to assess the scheme shows that, with the scheme in-situ there is a decrease in traffic on the A436. This decrease in traffic occurs for long distance trips from the south-east. This is a result of the increased  | N   |

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|--------|-------------------------|--|--|---|---|
|        |                         | Alternative 2 as the preferred A436 link road?                               | Leckhampton Hill road, which will happen when the A417 congestion is relieved. It is important not to underestimate the amount of traffic that travels along the A436 and up Leckhampton Hill Road, from Cheltenham, a neighbouring town of similar size to Gloucester City. A by-pass along its route has been suggested and may well be built in the future. If provision can be made to support this, I think it should be done at this stage, perhaps by increasing the potential capacity of Shab Hill Junction and the link road.  | capacity and speed on the A417 provided by the scheme; reducing the journey times and making the A417 a more attractive route than was previously the case.<br><br>The amount of traffic passing through the new A436/Leckhampton Hill junction will decrease considerably as a result of the scheme as the A417 will no longer pass through this junction. This will free up junction capacity and reduce delays for all movements. In addition, the junction has been redesigned as part of the scheme development to accommodate predicted 2041 traffic flows including HGVs.<br><br>More details on the traffic modelling can be found in the Transport Report (Document Reference 7.10). |   |
| 233.   | Ralph Hampton Furniture |  | <p>The use of the re-directed Gloucestershire Way to connect up Crickley Hill to ORPA 50852 will provide an excellent way for riders and horses to get to and from Coberley and Cowley villages. For this to happen, the existing footpath at the Southern end of this diversion will need upgrading to bridleway. However this crossing of the A436 by the new roundabout looks problematic.</p> <p>We already have a lot of difficulty crossing the A436 by Star College, Ullenwood, as the road is very bendy, and most cars pay no attention to the 50mph speed limit. A Pegasus or similar stop crossing is absolutely essential in this place. If this is not possible, a warning/request-slow rider activated system must be installed. I am not sure of the best way to deal with it, but just to have a wait and look crossing in that position would be very dangerous, and most horse riders would find it a blockage.</p> <p>A sensible alternative would be to re-route the crossing around the North of the roundabout, crossing both Leckhampton Hill road and the A436. Set a little away from the roundabout, the visibility of traffic would be much better. A warning/request-slow rider activated system would again be a minimum essential requirement on the A436, and on the increasingly busy Leckhampton Hill Road as well.</p> | ES Appendix 12.2 Walking, cycling and horse riding including disabled users review at Preliminary Design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out proposals for a safe at grade crossing at the Ullenwood junction / A436 / Leckhampton Hill.   | N   |
| 234.   | Ralph Hampton Furniture |  | The access road from Shab Hill junction to Rushwood Kennels and Cuckoopen Farm will be important for getting horses and riders from the ORPA 50852 from Ullenwood to the Cowley Road bridge, and beyond. At the Shab Hill junction, within or adjacent to the new road construction, a bridleway (or above status track) will be needed from the Southern end of this access road to meet up with the cut off ORPA 50853, to head East to join up with the Northern end of the Cowley Road bridge.   | Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley overbridge. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.  | N   |
| 235.   | Ralph Hampton Furniture | Do you have any comments on our proposals for repurposing the existing A417? | Another great idea, as it will provide a 'backbone' to link up all the crossing routes, and on to the Green Bridge and Crickley Park. This is an essential and central part of the scheme for Horse-riders.  | Highways England remains committed to repurposing the A417 with an Air Balloon Way route for WCH.   | Y   |

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|        |                         |  | As with the Green Bridge, I think a multi user rubberised surface, and speed limiting requests would encourage walkers and good behaviour on what will be a narrow and refined parkland strip. It reminds me of the wall top around the Town of Lucca in Tuscany, Italy, where cycles, ice cream sellers and walkers exist at a steady pace in perfect harmony.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   |   |
| 236.   | Ralph Hampton Furniture |  | Concerning the place where the repurposed A417 crosses the new Birdlip road, a right/left crossing as outlined in your drawings is really not at all easy. I find a Left/Right crossing of a busy road quite useful, but most horse riders prefer to go straight across, so it would be good if this could be accommodated. Visibility of traffic as ever is key, and must be considered for travellers in both directions, especially around the sharp bend to join the B4070, and space on either side must be sufficient to allow several horses to wait while turned to face across the road.  | The scheme will repurpose the A417, with the provision of an Air Balloon Way for recreational activity. This would include soft and hard surfacing to cater for different non-motorised users, with a restricted byway designation. This would allow walking, cycling and horse riding (including carriage access) from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond, without the need to cross the B4070, which would utilise the existing underpass at Barrow Wake. There will also be safe connections to, from and along the B4070 connecting to routes at and near Shab Hill to and from the Barrow Wake area. There would be an equestrian holding area to help provide a safe crossing of the B4070. | N   |
| 237.   | Ralph Hampton Furniture |  | The connection between the re-purposed A417 and Brimpsfield Bridleway 32 needs to be firmed up, either by clearing and assuring ROW to the original (Ermin Way) A417 that goes over Hawcote Hill or re-purposing Cowley Footpath 46 to a bridleway (or above). This gives a good route through to Birdlip, Brimpsfield and beyond.<br><br>An alternative approach, which would also be of great help to local people from Cowley, Stockwell and Elkstone wanting to travel to Birdlip and beyond without long detours around the fast main roads, would be to re-open the original (Ermin Way) A417 as a by-road from the turning to Stockwell, over Hawcote Hill, to Birdlip Village. | The ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) submitted in support of the scheme includes a footpath connection from the re-purposed A417 in addition to the promotion of access rights between Birdlip and the re-purposed A417 along the Old Cirencester Road. WCH users could access the Ermin Way to and from the Air Balloon Way. The Air Balloon Way would continue past the Barrow Wake car park along the existing re-purposed A417 to provide a route avoiding the car park.  | N   |
| 238.   | Ralph Hampton Furniture | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | From my perspective as a local horse-rider the overall scheme is a great opportunity to develop circular and longer distance riding routes, many of which are interrupted by the current A417. Please could all ORPA's that are interrupted by the project, and where needed for the completion of the proposed network of leisure and exercise ways for use by horse riders and others, be given bridleway or above ROW status as a part of the project. Nos 50852 and 50853 are both currently much used tracks, and in parts will become essential to users of the network.   | The ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) includes numerous proposals to enhance the PRow network in the area surrounding the scheme and includes consideration of the ORPAs or UCRs (Unclassified Roads) which are affected by the scheme. The user groups forming the WCH Technical Working Group, including GCC and Gloucestershire Local Access Forum (GLAF) promote the highest level of classification of routes where possible, and proposals for reclassification have been carefully considered.  | N   |
| 239.   | Ralph Hampton Furniture | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | The time of construction is going to be very hard for all people in the local area, especially for those that use the tracks and trails for exercise and leisure. It is also a fascinating process, and people (and my horse) will want to stand and gaze at the project as it unfolds, so please can this too be considered. Please can the closure time for Rights of Way, roads and ORPA's be kept to a minimum in line with safety considerations, and suitable diversions provided where possible.  | The ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) sets out a hierarchy of mitigation to manage PRow during the construction period. Details would be agreed if a contractor is appointed for construction. It is anticipated that Highways England, through their appointed communications team would make clear to users any closures or diversions as part of the construction in order to allow continued access where safe and feasible in collaboration with GCC and other stakeholders such as Natural England who manage the National Trail.  | N   |



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|--------|--------------------------|--|--|---|---|
|        |                          |  | Accurate information is key when planning circular exercise routes and longer journeys. Horse riders, as well as most leisure users, tend to work from Ordnance Survey maps, as they give plenty of landscape and building features information to help with location and orientation. We understand them, they are 'common currency', and we have them on phone applications with GPS to help. Publishing a weekly suitable scale OS map clearly showing any closures with diversions would be useful, and we would happily circulate these on local horse-riders Facebook pages. |   |   |
| 240.   | Ralph Hampton Furniture  | Do you have any other comments you would like to make about our proposals?   | The old Birdlip quarry would be a good location for a car and horse trailer/light horse box park. Near to the Golden Heart Inn, it would also provide overspill for people to use as a base for walking, cycling and horse riding around the area followed by lunch. It would need a water point for horse and dog refreshment, and a good rubbish bin. Horse riders can be asked to take their box sweepings home, as this would help keep flies down. A mounting block would be helpful for elderly and disabled horse riders.   | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the Air Balloon Way, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.                                 | Y   |
| 241.   | Ralph Hampton Furniture  |  | Could your published plan maps please all have North pointing straight up to the top of the page?  | Highways England notes the feedback regarding the drawings published at the 2019 consultation. Depending on the scale of the drawing, and where practical, plans are North-orientated. Where this is not the case, a North arrow is provided on the drawing to indicate where North is.   | N   |
| 242.   | Road Haulage Association |  | The RHA supports this road scheme improvement. This represents an ideal opportunity to provide lorry parking facilities which The Department for Transport, National Survey of Lorry Parking, published in 2018 identifies a national shortage of lorry parking.<br><br>We feel that certain aspects of the scheme could be improved to provide further environmental improvement without adversely creating any additional landscape impact.  | The support for the scheme is noted.<br><br>Four laybys are currently proposed to be included in the scheme. Two would be positioned on the eastbound carriageway at the start of Crickley Hill and between Shab Hill junction and Cowley junction. A further two would be positioned on the west bound carriageway; one between Cowley junction and Shab Hill junction and one at the bottom of Crickley Hill. These would be designed in accordance with current Highways England design standards to provide an appropriate level of provision. It is not proposed to provide any further facilities for Lorry parking due to the sensitive environmental nature of the project in an Area of Outstanding Natural Beauty (AONB).   | N   |
| 243.   | Road Haulage Association | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction? / Do you have any comments on our proposed route from Shab Hill to Cowley Junction? | The gradient should be as shallow as possible to avoid low gear use by HGV.  | Highways England has reduced the gradient up Crickley Hill from 10% to 8%. This complies with current design standards and would provide an improved route for Heavy Goods Vehicles (HGVs). Providing shallower gradient would lead to significantly deeper cuttings between Crickley hill and Shab Hill junction which would significantly increase cost and environmental impact. By removing the Air Balloon roundabout from the mainline A417 the likelihood of large vehicles breaking down is also significantly reduced due to the reduced maximum gradient and removal of stop/start traffic resulting from congestion of the roundabout. The route climbing the escarpment to Shab Hill junction would have three lanes in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. | N   |
| 244.   | Road Haulage Association | Do you have any comments on our proposal for Alternative 2 as the  | Alternative 3 for the A436 link road is our preferred option, having spoken to members this would be far more suitable for HGV traffic for reasons outlined. It could be mildly adjusted to join the A436 slightly further east, thus avoiding any area of ancient woodland along this route. Alternative 2 involves HGV traffic having to   | Taking into account the feedback received during the statutory consultation in 2019, and further technical assessment, Highways England has chosen to proceed with Alternative 2 for the design of the A436 link road.  | N   |

| Row ID | Consultee                | Survey question (if relevant)   | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|---|---|--|---|
|        |                          | preferred A436 link road?   | negotiate hills, thus slowing traffic and to travel along two sides of a triangle, which Alternative 3 would avoid. Alternative 3 is also around 1km shorter than Alternative 2.  |  |   |
| 245.   | Road Haulage Association |   | Whilst ancient woodland has been cited, we can find no reference to this in Highways England documentation  | Following revisions to the scheme boundary since statutory consultation, the scheme would no longer require land, or associated removal of trees, affecting the ancient woodland at Ullen Wood.  | N   |
| 246.   | Road Haulage Association | Do you have any comments on our proposals for repurposing the existing A417?                          | Lorry parking and lay-bys for HGVs drivers to take mandatory breaks do not appear to have been considered. Part of the A417 could be repurposed to provide lay-by facilities and construction compounds could be repurposed to provide overnight parking for 10 or more trucks. | Four laybys are currently proposed to be included in the scheme. Two would be positioned on the eastbound carriageway at the start of Crickley Hill and between Shab Hill junction and Cowley junction. A further two would be positioned on the west bound carriageway; one between Cowley junction and Shab Hill junction and one at the bottom of Crickley Hill. These would be designed in accordance with current Highways England design standards to provide an appropriate level of provision. It is not proposed to provide any further facilities for Lorry parking due to the sensitive environmental nature of the project in an Area of Outstanding Natural Beauty (AONB). Construction compounds are largely temporary and would be returned to the landowner following the works. | N   |
| 247.   | Road Haulage Association | Do you have anything you think we will need to consider as we develop our construction plans further? | Our members would prefer a faster delivery time, which may be more expensive, but which would result in earlier economic results.   | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2025/6. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N   |
| 248.   | Road Haulage Association | Do you have any comments on our PEI Report and other proposed mitigation measures?                    | The PEI Report deals with environmental issues, but there appears to be a lack of balance relating to transport and economic growth.  | As part of the work undertaken by Highways England an assessment of the impact of the scheme on the road network is provided in the Transport Report (Document Reference 7.10). This provides details on the situation in 2015 (the baseline year for the South West Regional Traffic Model which is used to appraise the scheme), the forecast traffic flows for the 'With Scheme' and 'Without Scheme' scenarios and the results from the economic appraisal of the scheme. Please refer to the Case for the Scheme (Document Reference 7.1) for further assessment of the scheme against economic growth potential.   | N   |
| 249.   | Road Haulage Association | Do you have any other comments you would like to make about our proposals?                            | The Shab Hill interchange appears to be overly complicated and will have to deal with considerable HGV traffic travelling both east and west. A review of this junction could make it more user friendly.   | The layout of Shab Hill junction has been designed in accordance with Highways England design standards and is similar to many other junctions provided on the network. Full provision has been made for HGV traffic.  | N   |
| 250.   | Stroud Rambling Club     |   | General concern that there are no safe pedestrian crossings.  | Safe pedestrian crossings are set out within the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4).   |   |
| 251.   | Stroud Rambling Club     | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?      | No safe crossings for walkers on Cotswold Way   | As set out within the ES Appendix 2.1 EMP Annex F PRoW Management Plans (Document Reference 6.4) , the scheme proposes that the Cotswold Way is diverted over the Cotswold Way crossing, creating a safe and attractive crossing of the A417 for this important route, particularly when compared to the current situation where users need to navigate a road crossing at Air Balloon roundabout.   | Y   |
| 252.   | Stroud Rambling Club     | Do you have any comments on our proposed green bridge?  | Should be for pedestrians as well as wildlife.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.  | Y   |

| Row ID | Consultee                                    | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--|--|--|---|---|
| 253.   | Stroud Rambling Club                         | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | Pedestrians & cyclists. All of your plans are solely for the benefit of motorists.   | An overarching approach to the mitigation and enhancement of WCH routes and PRow during construction is set out in the ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) Those matters are also considered and assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2).   | N   |
| 254.   | Tewkesbury and District Friends of the Earth | Do you have any comments on our proposed green bridge?   | The proposed green bridge is welcome but we feel it is not wide enough to ensure the connectivity for wildlife to occur. It should be at least 80 meters wide. We are concerned that there is no assurances that sufficient budget will be allocated to ensure there is commitment to deliver the 80 meter green bridge. This is important so to reconnect wildlife habitats between Crickley Hill and Barrow Wake. This is vital so to support biodiversity and ecological networks which are under threat generally. | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 255.   | Tewkesbury and District Friends of the Earth | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | We have a keen interest in the proposals to maintain / create habitat for nature and safeguard the environment. We want Highways England to demonstrate how biodiversity gain and restoration of ecological networks will be achieved. We want Highways England to commit sufficient budget for environmental mitigation and enhancement and confirm what the budget is and ringfence it.  | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.<br><br>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.<br><br>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) . | N   |
| 256.   | Tewkesbury Saw Co Ltd                        | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?             | Consideration should be made in selecting the road surfaces, shading & adverse weather conditions. As the route goes down towards the Brockworth bypass it is very exposed to the sun as it sets in the evening, and to high prevailing winds, also low cloud & fog can be a problem in this area.   | The selection of road surface would be carried out based on several factors, including consideration for durability, noise performance, skid resistance and cost. Highways England is aware of issues in relation to inclement weather conditions, including snow and fog. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N   |
| 257.   | Tewkesbury Saw Co Ltd                        | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                  | Alternative 2 looks the best option  | The support for Alternative 2 is noted.   | N   |
| 258.   | Tewkesbury Saw Co Ltd                        | As we develop our plans for the construction of the scheme, is there anything you would like us to consider? | Due to the area being very exposed to extreme weather conditions, a variable speed limit system should be accommodated in the system. Having Played Cricket at Painswick CC & had games delayed due to low cloud obscuring the pitch, when the surrounding area has been clear, it is common for this area to be affected this way. Driving west the Evening sun can be blinding.  | Current policy is that Variable Speed Limits are only applicable for Smart Motorways and Expressways. The A417 does not fall into these categories however this policy changes then Highways England will review the A417 in line with updated policy. Highways England note the concerns raised relating to safety when driving. An aim of the scheme is to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417. Appropriate safety standards have been incorporated into the design of the scheme.<br>Highways England is aware of issues in relation to inclement weather conditions, including snow and fog. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N   |

| Row ID | Consultee              | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|------------------------|--|--|--|---|
|        |                        |  |  | The position of the sun in the evening when driving west could cause dazzle however there are limited opportunities to mitigate this. By providing a dual carriage separated by a median barrier the likelihood of incidents when drivers are dazzled is diminished. Over time as the mitigation planting matures it will offer some benefit.  |   |
| 259.   | Tewkesbury Saw Co Ltd  | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Plant more trees, to reduce the danger of flooding. Every new Tree is an investment to the future  | Measures to manage potential flooding impacts during construction have been identified in the ES Appendix 2.1 EMP (Document Reference 6.4) .   | N   |
| 260.   | Tewkesbury Saw Co Ltd  | Do you have any other comments you would like to make about our proposals?   | This proposal is long overdue, too many lives have been lost in the time this has been dragged out, the sooner it happens the safer this route will be. Millions were spent widening the railway line a few years back but this did not save lives, this alteration will. Get it done!   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 261.   | The Geological Society | Do you have any other comments you would like to make about our proposals?   | We want to flag the geological importance of the area covered by the proposals to improve the A417 Missing Link. The rocks exposed in this area are a sedimentary rock called oolite and they are part of the classic Cotswolds Inferior Oolite sequence. As part of the works required for this upgrade scheme, there is an opportunity to create new permanent exposures and provide access to temporary exposures for recording and sampling during construction. This is a rare and unique opportunity. Road cuttings and exposure are very important to the geological community and are used in a number of ways to develop geological understanding. This includes for academic research, for teaching of geoscience students and delivering professional training, and also to raise awareness of geology and its control on landscape morphology with the wider public. The proposed scheme also cuts across the edge of the Crickley Hill and Barrow Wake SSSI which is notified for both its biodiversity and geodiversity. | Highways England recognises the geological importance of the area, particularly at Crickley Hill and Barrow Wake SSSI. Potential opportunities to enhance the existing geological exposures or create new exposures with proposed cuttings have been considered in the design of the scheme. Further opportunities to improve accessibility of the geological exposures would be considered. To provide further information on the geology at the Crickley Hill and Barrow Wake SSSI and also in areas of other cuttings e.g. Shab Hill, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk.   | N   |
| 262.   | The Geological Society |  | There is some concern among our members that the green bridge proposal, which currently involves the bridge being built onto the side of Crickley Hill will potentially conceal the more accessible area of the lower part of the SSSI sequence, which could permanently damage the geological interest of the SSSI. A more sustainable approach to the development that would take into consideration the geological value of the surrounding area would include: detailed assessment of the impacts of the green bridge on SSSI geology; creating new permanent exposures to replace sections lost through the construction of the green bridge; developing the potential to enhance existing exposures and create new permanent exposures as part of the wider scheme; securing long-term safe access to exposures allowing future site investigation and research; and, incorporating detailed recording and sampling of temporary sections during the construction phase.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.<br><br>The impact on the geological features of the Crickley Hill and Barrow Wake SSSI have been assessed in the ES (Document Reference 6.2). The scheme has been designed to avoid impacting the existing geological exposures that contribute to the importance as discussed on site with the Natural England geologist. To provide further information on the geology at the Crickley Hill and Barrow Wake SSSI and also in areas of other cuttings e.g. Shab Hill, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk. | Y   |

| Row ID | Consultee                                | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|--|--|--|---|---|
| 263.   | Trail Riders Fellowship-Gloucester Group |  | <p>The Trail Riders Fellowship propose the following routes:</p> <ul style="list-style-type: none"> <li>The proposed scheme cuts through the 50852 to the North East of Birdlip Radio Station. We propose a tarmac link from the East side of the new A417 link to the new interchange south of Birdlip Radio Station. It appears that this link is part of the proposed scheme, giving access to Rushwood Kennels.</li> <li>The proposed scheme cuts through both the 50853 and 50944 to the East of Shab Hill. We propose two new short links. The first link to run parallel to the South of the proposed A417 route, to connect the 50853 and 50944. The second link to run from the East side of the proposed A417 route from the Shab Hill interchange to the 50853.</li> </ul> <p>The new links proposed above have the same vehicular rights as the routes being cut. These rights are those of a general purpose carriageway, the same as the general road network. The new links proposed will benefit all users - walkers, horse riders, cyclists and motor cycle trail riders.</p> | The ES Appendix 2.1 EMP Annex F PRow Management Plans (Document Reference 6.4) submitted in support of the scheme (ES includes proposals in relation to these UCRs. That includes a new byway open to all traffic to connect Shab Hill junction to unclassified roads. The Gloucestershire Way and Cowley overbridge provide safe crossings of the A417 either side of the junction.  | N   |
| 264.   | Transition Stroud Transport Campaign     | Do you have any comments on our proposed route from the Brockworth bypass to Shab Hill Junction?           | Unnecessary. Basically, in view of the government's declaration of an imminent carbon neutral state, we should not spend millions on roads. Therefore we should be looking to reduce road traffic. It is a well-known fact that creating more space for road users to go faster actually increases the numbers on the roads. Therefore, the carbon emissions would increase.   | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.                          | N   |
| 265.   | Transition Stroud Transport Campaign     | Do you have any comments on our proposed green bridge?   | Very pretty "green' decoration.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.   | Y   |
| 266.   | Transition Stroud Transport Campaign     | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction? | No. It is a waste of time and money. The proposed roadworks would create an enormous increase in heavy /lorry traffic, causing disruption to everyone in the area.   | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County 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. | N   |
| 267.   | Transition Stroud Transport Campaign     | Do you have any comments on our proposal for Alternative 2 as the preferred A436 link road?                | What is the point of building one road parallel to another?  | The A436 link would provide access for traffic travelling on the A436, Leckhampton Hill and Cold Slad to the A417 and Birdlip via Shab Hill junction.   | N   |
| 268.   | Transition Stroud Transport Campaign     | Do you have any comments on our proposals for  | How about repurposing the whole budget to create an efficient regional bus transport system?   | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option  | N   |

| Row ID | Consultee                            | Survey question (if relevant)  | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------------------|--|--|--|---|
|        |                                      | repurposing the existing A417?   |  | identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  |   |
| 269.   | Transition Stroud Transport Campaign | As we develop our plans for the construction of the scheme, is there anything you would like us to consider?               | To judge by former transport projects the budget will increase exponentially. So do not even start. Big transport infrastructure development projects cause a lot of distress to residents in the vicinity.              | Highways England 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   |
| 270.   | Transition Stroud Transport Campaign | Do you have any comments on our Preliminary Environmental Information (PEI) Report and other proposed mitigation measures? | Poor wildlife being shunted about and probably trapped between roads, roundabouts, and other roads.  | ES Chapter 8 Biodiversity (Document Reference 6.2) provides an assessment of the effect of the scheme on wildlife and sets out mitigation and enhancement measures designed into the scheme to reduce the effects of the scheme on wildlife. This includes safe crossing points informed by ecological survey data.  | N   |
| 271.   |                                      | Do you have any other comments you would like to make about our proposals?   | It is completely inappropriate for these times of climate crisis. Given the economic downturn provoked by Brexit, it appears to be a vanity project.   | Highways England 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   |
| 272.   | Ubico Ltd                            |  | Access to Cold Slad and all properties in the area (scheme wide) needs to be maintained for household waste collection vehicles. <i>[Dimensions of waste collection vehicles provided by Ubico Ltd within response.]</i> | The link to Cold Slad and the access to Grove farm would fully accommodate a refuse truck with the dimensions stated. In addition, a turning head would be provided adjacent to the existing Cold Slad to enable vehicles to turn round.   | N   |
| 273.   | The Village of Cowley                | Do you have any comments on our proposed design for the section of road from Shab Hill to Cowley Junction?                 | Objections: The movement of the cutting near Stockwell farm which has been made taking it eastwards towards Cowley   | The Scheme Assessment Report (March 2019) (Document Reference 7.4) option selection stage of the scheme describes the development of the route. Following identification, sifting and appraisal of landscape led solutions for this route, two options, Option 12 and Option 30, were taken forward to non-statutory public consultation held in 2018. Following a further landscape study and the feedback received during the public consultation, Option 30 was amended near Stockwell in line with the landscape-led approach to the scheme, for a better landscape fit. In addition to providing a better alignment through the landscape, the amendment enables Cowley Lane bridge to be provided without significant realignment of Cowley Lane, which would adversely impact Stockwell Farm. The choice of Option 30 (as amended) was formally announced in the Preferred Route Announcement made in March 2019 and Highways England has progressed the scheme design based on this route. | N   |
| 274.   | The Village of Cowley                |  | Cowley junction leads to a very small lane through a beautiful wood towards Cowley and is not suitable for traffic off the A417.   | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route will become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners.  | Y   |
| 275.   | The Village of Cowley                |  | Suggest the name Nettleton Junction as that would encourage people to stop at the lovely pub   | Highways England acknowledges the suggestion. It is now proposed to provide parking for disabled users and also horse boxes at the entry to the Air Balloon Way, near the Golden Heart Inn and Stockwell Lane junction. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.   | Y   |

| Row ID | Consultee             | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------------------|-------------------------------|---|--|---|
| 276.   | The Village of Cowley |                               | Concern over the size of the loop of road off at Cowley Junction and the size a piece of road towards Cowley from this loop. Please could you reassure us that this loop of road will have no car parking   | There are no plans to provide car parking within the loop at Cowley junction. It is proposed to landscape the loop with a mixture of earthworks mounding, grassland, scrub and woodland planting.  | N   |
| 277.   | The Woodland Trust    |                               | The Woodland Trust objects to the preferred route option proposed on the basis of damage and potential loss to a veteran apple tree recorded on the Ancient Tree Inventory (ATI no: 155073), as well as disturbance and detrimental impact to Ullen Wood (grid ref: SO940163), an Ancient Semi Natural Woodland designated on Natural England's Ancient Woodland Inventory (AWI). Furthermore, the Woodland Trust has concerns with regards to the Trust-owned site Barber Wood.<br>In addition, Emma's Grove - which is directly affected by the proposal - appears on maps dated from the 1840s and is therefore of historical and ecological importance and likely to be ancient woodland. Further mapping research and an ecological study of the site needs to be carried out before any decision is made on the scheme. As part of this, it is important that Natural England is consulted for its opinion on the antiquity and potential ancient woodland status of the site and the proposal's likely impacts on this important piece of woodland.  | The objections of the Woodland Trust are noted. Following revisions to the design, the veteran apple tree is now proposed to be retained insitu if possible or translocated elsewhere if it is deemed necessary.<br><br>The construction would remove a small part of the northern edge of Emma's Grove woodland. Historical mapping shows that this woodland is not ancient woodland; however, it supports a number of ancient woodland indicator species The northern section of the woodland impacted by the scheme is comprised predominantly of old hazel stands and ash, whilst the younger southern section of the woodland dating from approximately 1900 is predominantly beech. Emma's Grove is therefore assessed as priority habitat lowland deciduous woodland. | Y   |
| 278.   | The Woodland Trust    |                               | When land use is intensified such as in this situation, plant and animal populations are exposed to environmental impacts from the outside of a woodland. In particular, the habitats become more vulnerable to the outside influences, or edge effects, that result from the adjacent land's change of use. These can impact cumulatively on ancient woodland - this is much more damaging than individual effects.  | ES Chapter 8 Biodiversity (Document Reference 6.2) provides an assessment of the effects of the scheme on ecology. Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4), which explains how the impact of construction activities on the environment, including wildlife, will be managed.   | N   |
| 279.   | The Woodland Trust    |                               | The Woodland Trust-owned site, Barber Wood is within close proximity to the proposed scheme and has previously been subject to the risk of compulsory purchase for associated creation of infrastructure required to facilitate the proposed dualling works. We understand from a consultation meeting at National Star College, Ullenwood on 18 October 2019 that Plot 1240/2 (forming part of the Trust's Barber Wood site) is no longer required for this scheme. We are therefore objecting to its inclusion in current documentation on the grounds that the area forming Plot 1240/2 is now superfluous to the requirements of the proposed Development Consent Order. Therefore, we require an addendum to the DCO confirming that it will be removed from the DCO application.<br><br>Furthermore, we have concerns about the proposed temporary possession of the land immediately to the south west of Plot 1240, which we are informed is required for the construction of a balancing pond to regulate surface water from the new road; we understand that such runoff will then flow into a watercourse, potentially affecting the Trust's Barber Wood land. | Land owned by the Woodland Trust at Barber Wood is not required for the scheme. This has been confirmed to the Woodland Trust through meetings since the 2019 statutory consultation.<br><br>It has also been confirmed that Barber Wood would not be affected by the drainage proposals. The balancing ponds will collect road run-off and hold the water to ensure local watercourses are not overloaded during heavy rainfall. The water within the ponds will then be released back into the system at a controlled rate. Therefore, there should be no change to the hydrology of the natural habitats forming Barber Woods through the introduction of balancing ponds.  | Y   |
| 280.   | The Woodland Trust    |                               | Whilst the Trust acknowledges that Highways England has taken steps to limit the impact of the proposals on the natural environment (i.e. a green bridge), the Trust finds that further measures to ensure irreplaceable habitats are protected is  | Following revisions to the scheme boundary since the 2019 statutory consultation, the scheme would no longer require land, or associated removal of trees, affecting the ancient woodland at Ullen Wood. No works of positive or negative nature are to take place in Ullen Wood. An assessment of effects of the scheme on habitats and the proposed mitigation is set out in ES Chapter 8 Biodiversity (Document Reference 6.2).   | Y   |

| Row ID | Consultee                                   | Survey question (if relevant) | Matters raised in response to 2019 statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|---|-------------------------------|--|---|---|
|        |   |                               | required. Reference is made to Natural England's standing advice on ancient woodland.  |   |   |
| 281.   | The Woodland Trust                          |                               | For buffers to be effective they need to be designed on a case by case basis. There is no one size fits all approach to buffer design and each buffer will be unique to its location and the functions it is to fulfil. A good understanding of what needs to be protected is needed before any buffer construction takes place. Furthermore, once a buffer is constructed its effectiveness needs to be monitored and assessed and the results made available so that subsequent buffer designs can be amended and improved. In order to protect the adjacent ancient woodland known as Ullen Wood from the impacts of the scheme, and given that the woodland is already within close proximity to the existing road network, a buffer zone of at least 50 metres should be implemented to avoid further root damage. For Emma's Grove, the Trust would recommend a buffer zone of at least 50 metres to account for increased fragmentation of the woodland, from the creation of new road infrastructure where the landscape is currently more natural, as well as providing a distance that should ameliorate the effects of pollution. | Highways England will seek to avoid and reduce construction impacts on all habitats. Whilst a 50m buffer cannot be achieved, the following measures will be implemented: <ul style="list-style-type: none"> <li>• A 15m buffer between the edge of Ullen Wood and Emma's Grove woodland and the works during construction</li> <li>• Woodland planting is also proposed in a field bordering Ullen Wood which will provide a buffer for the ancient woodland.</li> <li>• At the nearest point of the scheme to Ullen Wood the road is within a deep cutting which will reduce the impact from airborne pollutants.</li> <li>• best practice construction measures will be implemented to minimise the risk of pollution events on Ullen Wood.</li> <li>• The earthworks to the Gloucestershire Way crossing have been designed to maintain a 15m buffer from Ullen Wood.</li> </ul> | Y   |
| 282.   | The Woodland Trust                          |                               | It is essential that no trees displaying ancient/veteran characteristics are lost as part of the development. Any loss of veteran trees would be highly deleterious to the wider environment of veteran trees within close proximity, which may harbour rare and important species. Therefore, the Trust requests that a Root Protection Area (RPA) of 15 times the stem diameter (or 5m beyond the crown if that's greater) is implemented in line with the aforementioned standing advice. This will ensure the veteran apple tree and its root system is adequately protected from the proposals.   | Following revisions to the scheme design since the 2019 statutory consultation, the number of veteran trees impacted or lost have been reduced to three in number. ES Figure 7.9 Retained Vegetation (Document Reference 6.3) displays vegetation which is retained and veteran trees which are lost or retained. A 5m buffer from the crown has been applied. Where no crown data has been surveyed, a prudent 10m diameter crown has been applied and the relative 5m root protection area applied to that. Measures to protect veteran trees and ancient woodland are included in the ES Appendix 2.1 EMP (Document Reference 6.4) submitted. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | Y   |
| 283.   | Worcestershire Local Enterprise Partnership |                               | Comments submitted are the same as that of Worcestershire County Council, see Row ID 361 of Appendix 7.2 of the Consultation Report appendices (this document).  | A response is provided in Row ID 361 of Appendix 7.2 of the Consultation Report appendices (this document).   | N   |



# **Appendix 8.1 Draft 2020 Statement of Community Consultation (SoCC)**

## A417 Missing Link Statement of Community Consultation (SoCC)

### Introduction

We operate, maintain and improve England's motorways and major A-roads. The A417 Missing Link scheme is an important part of our ongoing investment. It will improve journeys between Brockworth bypass and Cowley roundabout, bringing benefits to the wider Gloucestershire area.

This Statement of Community Consultation (SoCC) outlines our approach to consulting with the local community for the above scheme. It provides details about how you can take part in the consultation and explains how feedback will influence our proposed design.

To make sure we approach our consultation in the best way for the local community, we have consulted on this Statement with the local authorities for the area in which the scheme lies. They are Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council.

This document also gives you the background to the scheme and how our application to build it will progress.

# Our application

The scheme is being developed under the Planning Act 2008 and we are publishing this statement under Section 47 (duty to consult local community) of that Act.

Under the Planning Act 2008, we are required to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) to build this scheme. This application is made through the Planning Inspectorate, who will examine our application and make a recommendation to the Secretary of State. The decision to grant consent to build the scheme will be taken by the Secretary of State and will be based on this recommendation.

A key consideration for the Planning Inspectorate and the Secretary of State for Transport when assessing our DCO application is the National Networks National Policy Statement (NNNPS). The NNNPS sets out the need for development of road projects on the national network, and is the policy against which decisions on major road projects will be made.

We anticipate that our DCO application for the scheme will be submitted in 2021.

When we submit our application, the Planning Inspectorate must consider whether our consultation has been adequate. The best time for you to have your say to inform our final design on this scheme is now by taking part in this consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the National Infrastructure Planning website: <http://infrastructure.planninginspectorate.gov.uk/> or by calling the Planning Inspectorate on 0303 444 5000.

# The scheme

The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the North to the South of England via the M5 and M4 motorways. While most of the route is dual carriageway, there is one section which isn't. Known as the 'Missing Link', this three-mile stretch of single carriageway on the A417 between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic.

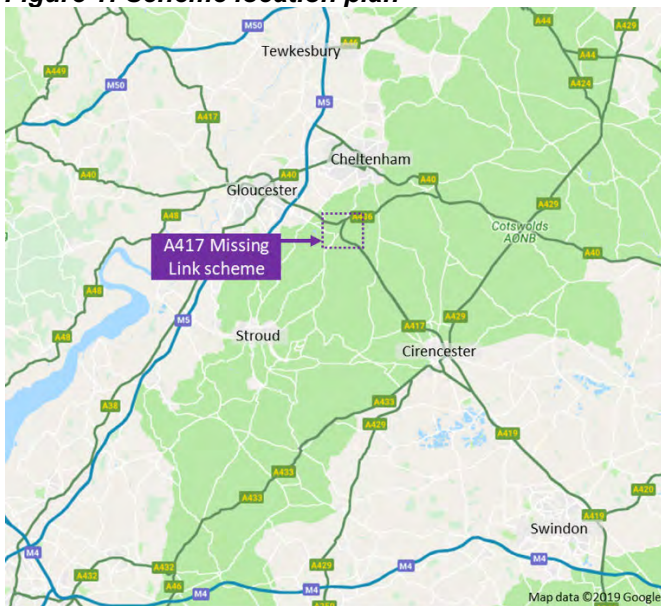
In recent years, the case for improvement has become more compelling – to improve safety, support the economy, ease congestion and reduce pollution. In recognition of this, the Government's Road Investment Strategy 2015 set out the intention to improve the A417 Missing Link between the Brockworth bypass and Cowley roundabout. This commitment was also outlined in the Government's second Road Investment Strategy, covering the period 2020 - 2025.

The objectives set for the scheme are:

- **Transport and safety:** to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417
- **Environment and heritage:** to reduce the impact on the landscape, natural and historic environment of the Cotswolds and, where possible, enhance the surrounding environment
- **Community and access:** to reduce queuing traffic and pollution, improve access for local people to the strategic road network, and support residents' and visitors' enjoyment of the countryside
- **Economic growth:** to help boost growth and prosperity by making journeys more reliable and improving connectivity.

Below is a plan showing the location of the scheme:

**Figure 1: Scheme location plan**



In summary, the scheme consists of:

- 3.4 miles (5.5 km) of new dual carriageway connecting the existing A417 Brockworth bypass with the existing A417 dual carriageway south of Cowley;
- the section to the west of the current Air Balloon roundabout would follow the existing A417 corridor. However, the section to the south and east of the Air Balloon roundabout would be offline, away from the existing road corridor;
- a new crossing near Emma's Grove for walkers, cyclists and horse riders including disabled users, which would accommodate the Cotswold Way National Trail;
- a new junction at Shab Hill, providing a link from the A417 to the A436 (towards the A40 and Oxford) and to the B4070 (for Birdlip and other local destinations);
- a new multi-purpose crossing around 25m wide to provide essential mitigation for bats and for landscape integration. It will also provide a further benefit in accommodating the Gloucestershire Way and provide an improved experience for visitors to the area;
- a new junction would be included near Cowley, replacing the current Cowley roundabout, making use of an existing underbridge to provide access to local destinations such as Nettleton Bottom and Brimpsfield. The use of the underbridge would allow for all directions of travel to be made; and
- the existing A417 between the Air Balloon roundabout and the Cowley roundabout would be repurposed. Some lengths of this existing road would be converted into a route for walkers, cyclists and horse riders including disabled ramblers. Other sections would be retained to maintain local access for residents.

A detailed map of the scheme will be available at consultation.

## Consulting the community and previous consultations

We have already carried out two rounds of consultation in the vicinity of the scheme. We consulted on:

- our proposed route options for the scheme in February and March 2018 where consultees were asked for their views on the route options for the road improvements; and
- the proposed scheme design for improvements for the A417 Missing Link with a consultation between 27 September and 8 November 2019 where consultees were asked for their views on the design of the scheme including mitigation proposals and the alternative junction arrangements at Shab Hill.

More details of the previous consultations are also available to view and download at: <https://highwaysengland.co.uk/projects/a417-missing-link/>

## Next consultation – why and when

Responses to the consultation in September 2019, ongoing engagement with stakeholders, landowners and emerging survey data and assessment work identified that changes to the proposed scheme were required.

It is important to us that this supplementary public consultation enables members of the public to have their say by:

- encouraging the community to help shape our proposals to maximise local benefits;
- helping people understand the benefits and local impact of our proposals;
- providing the opportunity to give feedback on updated mitigation options as a result of the revised design; and
- identifying ways in which our proposals, without significant costs, support wider strategic or local objectives.

Your comments will help us achieve these objectives. We will listen to everyone's views and consider your opinions before we submit our DCO application.

The consultation will run from **Tuesday 13 October to Thursday 12 November 2020**.

Whilst we welcome feedback on the entire scheme, since the last consultation we have made changes to the scheme's design to ensure it fits with our objectives. The changes we are seeking feedback on are:

- the introduction of new crossings, including the Cotswold Way and the Gloucestershire Way;
- the change in gradient of the A417 as it climbs the escarpment from 7% to 8%, reducing the depth of the cutting to a maximum of 15 metres, with associated benefits to reduced material excavation and construction impact;
- access to Barrow Wake car park from the B4070 with a realigned route between Birdlip and Shab Hill;
- removal of vehicular access from Cowley junction to Cowley via Cowley Lane, which would remain open to private property, walkers, cyclists and horse riders including disabled users;
- improved access with new connections for walkers, cyclists and horse riders including disabled users across the scheme;
- proposals for replacement common land; and
- the change in environmental effects as a result of the new design.

The scheme will require an Environmental Impact Assessment (EIA), and therefore we are publishing a Preliminary Environmental Information (PEI) Report as part of the consultation material. This gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects, to assist well-informed responses to the consultation. More details of where the PEI Report will be available to view as part of the consultation can be found on page 11 of this document.

## Who can take part?

Everybody is invited to take part in our consultation and we welcome all views. We will take them into account before we submit our final design as part of the DCO application.

## How will we consult?

As part of Highways England's programme of consultation and engagement, we will have a two-week pre-launch period, otherwise referred to as a 'Have Your Say campaign', where we will notify stakeholders, landowners and members of the local community of the upcoming consultation, and include details of how to get involved. Details of this can be found in Table 1, below.

Highways England has taken into consideration that a digital approach to consultation and engagement, whilst more suitable for some demographics, may not be suitable for all. We will therefore endeavour to continue to utilise non-digital methods where possible and practicable to do so in line with government health guidance relating to COVID-19. Due to COVID-19, at the time of writing, it's not possible to guarantee holding face to face consultation events in the local community. To mitigate this, in line with government guidance, Highways England will explore the possibility of holding face to face events using the consultation van, as used for engagement in the 2019 consultation. Highways England is hosting a number of online events in the form of a virtual exhibition during the consultation period, where members of the project will be available at specific times to discuss the proposals.

Details of how we will formally consult with stakeholders, landowners and the local community are included in Table 1, below.

**Table 1: Consultation activities**

| Method                          | Detail  |
|---------------------------------|---|
| <b>Have Your Say</b>            |   |
| <b>Have Your Say invitation</b> | We will write to all registered users of the Highways England project website and respondents of the previous consultation that wished to stay in touch. This will include a link to the consultation website, details of the virtual consultation events |

| Method                            | Detail  |
|-----------------------------------|---|
|                                   | and a link to a video introducing the consultation and how to get involved.   |
| <b>Talking heads video</b>        | We will publish a video of members of the project team introducing the consultation on the Highways England website, social media channels and share with local media platforms.  |
| <b>Partnership communications</b> | We will provide a digital pack of information about the consultation including blocks of text and images to stakeholders so that they can promote the forthcoming consultation on their own communications channels. This will include the directly affected local authorities, GFirst LEP and other stakeholders who have expressed an interest in helping us promote the consultation.  |
| <b>Stakeholder briefings</b>      | We will arrange to brief stakeholders prior to the launch of the consultation to advise them of the content and how they can get involved.  |
| <b>Consultation</b>               |   |
| <b>Virtual exhibitions</b>        | <p>Due to COVID-19, it may not be possible for Highways England to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times. The virtual exhibition room will be open 24/7 during the consultation period.</p> <p>Highways England will hold 17 virtual consultation events at a range of times and days, to include lunchtimes, evenings and weekends. Proposed dates and times are provided below:</p> <ul style="list-style-type: none"> <li>• 13 October, 11am – 2pm</li> <li>• 13 October, 6pm – 8pm</li> <li>• 16 October, 8am – 11am</li> <li>• 16 October, 4pm – 7pm</li> <li>• 17 October, 9am – 1pm</li> <li>• 20 October, 11am – 2pm</li> <li>• 22 October, 6pm – 9pm</li> <li>• 24 October, 1pm – 4pm</li> </ul> |



| Method                      | Detail   |
|-----------------------------|--|
|                             | <ul style="list-style-type: none"> <li>• 27 October, 8am – 11am</li> <li>• 29 October, 2pm – 5pm</li> <li>• 2 November, 10am – 1pm</li> <li>• 2 November 6pm – 9pm</li> <li>• 4 November, 4pm – 7pm</li> <li>• 7 November, 9am – 1pm</li> <li>• 10 November, 8am – 11am</li> <li>• 10 November, 6pm – 9pm</li> <li>• 12 November, 8am – 11am</li> </ul> <p>The dates and times of the virtual consultation events will be detailed on the project website, included in consultation publicity materials, promoted via press and social media and editorial coverage will also be sought in local and hyperlocal publications.</p> <p>Should government restrictions about public events be eased before the end of the consultation period, Highways England may decide to hold some in-person consultation events. This would only be considered if it is deemed safe to do so, and can be delivered within government guidelines. Public health will remain the priority. Should in-person events be deemed practical and possible, these will be arranged in consultation with local authorities and notice of any alternative arrangements will be given as soon as possible, using methods similar to those outlined above.</p> |
| <b>Stakeholder briefing</b> | <p>We will host a briefing event at the start of the consultation to raise awareness of the consultation amongst local stakeholders and organisations.</p>   |
| <b>Postcard mail out</b>    | <p>Working with Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council, we have developed a consultation target area for the distribution of our consultation information. This is based on who we think will be most affected by our proposals. This area is shown on the plan at Appendix A.</p> <p>We will let people within the local area know about our consultation by sending them a postcard. The postcard will provide details of the virtual consultation events, how to find out more information and provide feedback. Addresses will be taken from the latest version of the Royal Mail database.</p>  |

| Method                        | Detail  |
|-------------------------------|---|
| <b>Media releases</b>         | <p>We will issue a media release to the following local press publications and media outlets at the launch of the 'Have Your Say' campaign, and issue a second media release the start of the consultation period:</p> <ul style="list-style-type: none"> <li>• Gloucestershire Echo</li> <li>• Gloucestershire Citizen</li> <li>• Gloucestershire Live</li> <li>• Western Daily Press</li> <li>• BBC Points West/South West</li> <li>• ITV South West</li> <li>• Breeze FM</li> <li>• Heart FM</li> </ul> <p>A third media release will be issued to these publications and outlets before the end of the consultation period to encourage people to provide their feedback before the consultation period closes.</p> |
| <b>Emails and letters</b>     | <p>We will send either emails or letters advising of the consultation and how to get involved to:</p> <ul style="list-style-type: none"> <li>• MPs in the Gloucestershire area</li> <li>• Elected representatives at Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council</li> <li>• Directly affected parish councils</li> <li>• Adjacent local authorities to include parish councils/meetings.</li> </ul>  |
| <b>Statutory notices</b>      | <p>Statutory notices to publicise the proposed DCO application and the SoCC will be published as follows:</p> <ul style="list-style-type: none"> <li>• proposed DCO application - once in a national newspaper and the London Gazette and twice in local circulating newspapers</li> <li>• publicising the SoCC - in two local circulating newspapers.</li> </ul>   |
| <b>Media advert</b>           | <p>We will place an advert advising of the consultation and promoting the public consultation events in the online edition of Gloucestershire Live.</p>   |
| <b>Social media</b>           | <p>We will promote the consultation on Highways England's South West Twitter account, @HighwaysSWEST and will also be running a Facebook advertising campaign. Consultation feedback will not be accepted through social media channels.</p>  |
| <b>Partner communications</b> | <p>We will provide information regarding the consultation, including posters, to directly affected local authorities, parish councils and other organisations such as GFirst LEP and Cotswold Way Association so that they can raise awareness of the consultation through their own communications channels.</p>   |

| Method                                | Detail  |
|---------------------------------------|---|
| <b>Hard to reach group engagement</b> | We will contact hard to reach groups in advance of the 'Have Your Say' campaign and launch of consultation, to advise of them of the forthcoming consultation and gain insight into the best way to consult with their members.                                       |
| <b>Scheme website</b>                 | Information on the proposed scheme, public consultation events, what we are consulting on and how to respond will be available on the scheme website. This information will be published on the project website following the launch of our 'Have Your Say' campaign. |

Any activity(s) that cannot be undertaken due to circumstances beyond our control, where possible, will be substituted with similar activity(s) and advertised in local newspapers (via press release) circulating in the vicinity of the scheme. Any activity changes will also be published on Highways England's South West twitter account @HighwaysSWEST.

## How to respond to the consultation

A consultation response form will be produced to help you provide comments on the scheme. All consultation responses must be made in writing by:

- Completing the online feedback questionnaire via <https://highwaysengland.co.uk/projects/a417-missing-link/>
- Requesting a hard copy of the feedback questionnaire to be sent to you in the post, and return to our freepost address detailed below
- Pick up a hardcopy at one of our display/deposit locations which can be posted via freepost to the FREEPOST A417 MISSING LINK, or
- Alternatively, you can:
  - Email [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk);
  - Write to us FREEPOST A417 MISSING LINK

All responses must be received by **Thursday 12 November 2020 at 11.59pm.**  
**Responses received after that date may not be considered.**

We are aware that other organisations are likely to be carrying out public consultation activities on their projects and make demands on the time of the public and their representatives. We will try to ensure that our consultation has due regard to other consultations taking place in the locality.

## Information available at and details of local display/deposit locations

We will make the following documents available as part of the consultation:

**Table 2: Consultation documents**

| <b>Document</b>   | <b>Detail</b>   |
|---|---|
| <b>Consultation booklet</b>                               | <p>Written in plain English, this document will provide a summary of the proposals including:</p> <ul style="list-style-type: none"> <li>• the background to the scheme;</li> <li>• the vision for the scheme;</li> <li>• a summary of the proposed scheme;</li> <li>• information about design changes since last consultation;</li> <li>• information about potential benefits, effects and impacts of the proposed scheme, with a particular focus on the design changes;</li> <li>• how we propose to mitigate against any potential impacts;</li> <li>• signposts for readers to more detailed information reports and how to provide feedback on the proposed scheme.</li> </ul> <p>This document will be available online and in hard copy on request.</p> |
| <b>Feedback questionnaire</b>                             | <p>Available in hard copy on request and online, this questionnaire will be available for people to provide their feedback on the specific aspects of the scheme, and provide overall feedback on our proposals.</p>  |
| <b>Preliminary Environmental Information (PEI) Report</b> | <p>This will contain preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, for example noise and air quality, and how we propose to reduce these effects, as well as how we propose to maximise the benefits of the scheme. A non-technical summary of the PEI Report will also be made available. The PEI Report and non-technical summary will be available online.</p>  |
| <b>Map of the route</b>                                   | <p>This will highlight where the proposed route is located.</p>   |
| <b>A set of plans of the scheme</b>                       | <p>These will provide details of the designs for the proposed scheme, including a plan showing the red line boundary of the application proposed.</p>   |
| <b>A notice of application</b>                            | <p>We will publish a notice of the consultation and provide it to statutory consultees as required.</p>   |
| <b>Statement of Community Consultation (SoCC)</b>         | <p>This SoCC document will be made available as part of the consultation.</p>   |

We will make these consultation documents available to view in the following ways:

**Table 3: Methods to make consultation documents available**

| <b>Method</b>                                     | <b>Detail</b>   |
|---|---|
| <b>Scheme website</b>                             | All consultation documents will be published on the scheme's website which can be accessed via <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a>  |
| <b>Deposit locations</b>                          | <p>Pre-agreed content and links to all consultation documents will be placed on the websites of the following organisations:</p> <ul style="list-style-type: none"> <li>• <b>Cotswold District Council</b></li> <li>• <b>Gloucestershire County Council</b></li> <li>• <b>Tewkesbury Borough Council</b></li> </ul> <p>Where agreed with local authorities, copies of consultation documents will also be placed at the main offices of each of the above organisations.</p> <p>See Appendix B for website addresses.</p> |
| <b>Public information points / Community hubs</b> | Highways England will also engage with the local authorities to agree a list of public information points most relevant and convenient for their constituents on which to host agreed content and links to consultation documents online. This list will be advertised as part of consultation materials, in advertising and also on the project website.   |
| <b>Requests for documents</b>                     | As part of our 'Have Your Say' campaign prior to the launch of consultation, people will be able to pre-register to receive hard copies of documents on the launch of consultation. The documents that will be made available, on request, free of charge will be: the consultation brochure, feedback questionnaire and Statement of Community Consultation (SoCC). However, there may be a charge for paper copies of other consultation materials of up to £200. Please contact Highways England for further details.  |

## Next steps

We will record and carefully consider all responses received during the consultation, and consider these in finalising our application before we submit it to the Planning Inspectorate.

We will summarise our findings in a Consultation Report, which will include a description of how our application was informed by the responses received, and outline any changes made as a result of consultation. It forms part of our 2021 submission to the Planning Inspectorate.

The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether our consultation has been adequate.

If, as a result of feedback from this supplementary public consultation, the proposals change to the extent that it is necessary to undertake further geographically targeted consultation, this would be undertaken in accordance with the principles and methods set out in this SoCC.

For more information, visit our scheme webpage, here:

<https://highwaysengland.co.uk/projects/a417-missing-link/> where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact the project team directly by calling 0300 123 5000 or emailing [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk).

# Your data, your rights

## Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

### Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing

### ■ Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

**You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.**



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: [DataProtectionAdvice@highwaysengland.co.uk](mailto:DataProtectionAdvice@highwaysengland.co.uk)

## Appendix A: Mailing area for postcard



Although the scheme's red line boundary has reduced slightly since our last consultation and as a result of the design changes, Highways England has retained the mailing area for consultation materials used during our 2019 public consultation.



## Appendix B: Website addresses for deposit locations

| <b>Deposit location</b>        | <b>Website address</b>  |
|--------------------------------|---|
| Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury Town Hall           | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |

**Appendix 8.2 Copy of email to  
Gloucestershire County Council,  
Tewkesbury Borough Council and  
Cotswold District Council regarding  
consultation on the draft 2020  
Statement of Community  
Consultation (SoCC) under section  
47(3) of the Planning Act 2008**

**From:** [Redacted]  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** [External] A417 Missing Link - consultation on draft Statement of Community Consultation  
10 August 2020 09:06:04  
**Date:** [20200810 A417 Missing Link - Draft Statement of Community Consultation.pdf](#)  
**Attachments:** [20200810 - A417 Missing Link - Hard to Reach groups.pdf](#)

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Dear [Redacted],

On behalf of Highways England, I would like to thank you for meeting with us recently to discuss our proposals for statutory consultation on the A417 Missing Link project. The information and advice you provided at the meetings has been particularly valuable in helping us develop the draft Statement of Community Consultation (SoCC), the document which sets out how we intend to consult with people living and working in the vicinity of the proposed scheme.

As discussed at the meeting, the next stage of the process is for us to formally consult you on our draft SoCC. To this end, please find attached the draft SoCC for your review and feedback. In accordance with the requirements of section 47(1) of the Planning Act 2008 we are formally issuing this to you in order to obtain your comments which we will have regard to in the final version. Section 47 (3) of the Planning Act 2008 sets the period for this consultation at 28 days. With this in mind we would be grateful if you could send us your feedback by **Monday 7 September 2020**.

Further to our meetings, I have also included a list of 'hard to reach' groups we have identified through our engagement to date. We are continuing to talk to these groups about the best ways of consulting them and their members. As discussed in our meeting, please could you let me know if there are any additional groups that you feel should be on the list, especially in light of current events.

Please do not hesitate to contact me should you have any queries or wish to discuss the approach to consultation in more detail.

I look forward to hearing from you.

Kind regards,  
[Redacted]

[Redacted]

[Redacted]

M [Redacted]

**Appendix 8.3 Copy of the responses received from Gloucestershire County Council, Tewkesbury Borough Council and Cotswold District Council regarding consultation on the draft 2020 Statement of Community Consultation (SoCC) under section 47(3) of the Planning Act 2008**



## Memo

To: [Redacted]  
Gloucestershire County Council

|                         |                   |
|-------------------------|-------------------|
| From: [Redacted]        | Email: [Redacted] |
| Date: 04 September 2020 | Phone: n/a        |
| Ref:                    | cc: [Redacted]    |

Subject: Response to Statement of Community Consultation for the Highways England A417 Missing Link Scheme (August 2020)

Gloucestershire County Council, Cotswold District Council and Tewkesbury Borough Council (the 'Joint Councils') as host authorities for the A417 Missing Link Scheme, were invited to comment on Highways England's draft Statement of Community Consultation on 10 August 2020. The request for the Joint Councils' consultation on the draft Statement of Community Consultation (SoCC) was made under S47 of the Planning Act 2008.

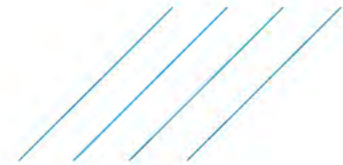
Highways England has requested the receipt of the Joint Council's comments on the draft SoCC by 7 September 2020, in accordance with S47(3) of the Planning Act 2008.

The Joint Councils have agreed to prepare and issue a joint response to the draft Statement of Community Consultation. The Joint Councils' comments on the SoCC are set out in the following table.

| Draft SoCC section, paragraph or table                                     | Joint Councils' Comments   |
|--|--|
| The Scheme – 'the scheme consists of' – 5 <sup>th</sup> bullet             | This bullet needs to say where the new multi-purpose crossing is, previously referenced as Crickley Hill   |
| Consulting the Community – 1 <sup>st</sup> bullet                          | Between February and March 2018. This was only one consultation period not two.  |
| Next Consultation – 'Changes seeking feedback on: - 4 <sup>th</sup> bullet | Can you clarify whether this means although access is closed, disabled drivers can still use or is there work to ensure wheelchair access is possible. |



| Draft SoCC section, paragraph or table                                       | Joint Councils' Comments   |
|--|--|
| Next Consultation – 'Changes seeking feedback on:' - 5 <sup>th</sup> bullet  | Where is this improved access, is it improvements generally across the Project?  |
| Next Consultation –  | Noted that this is the minimum consultation timeframe under the Planning Act 2008.   |
| How We Consult – 2nd paragraph   | Is the consultation van mitigation for Covid-19?   |
| Table 1 Consultation Activities - Have your say invitation                   | Please clarify the term registered users? Is this people subscribed to A417 Missing Link project updates?  |
| Table 1 Consultation activities – Stakeholder Briefings                      | This is vague. Details of the nature of these stakeholder briefings, which stakeholders will be invited, and when they will be held are requested.   |
| Table 1 Consultation activities – Stakeholder briefings                      | Heading appears twice. Can you distinguish between the two?  |
| Table 1 Consultation activities – Virtual exhibitions                        | Request that it is explained to the general public at the beginning of the meetings and throughout, how verbal and written consultation comments provided will be recorded and actioned by the project team. Clarify that verbal comments made at virtual meetings will not be recorded and that regard will only be had to written submissions provided on feedback questionnaires. |
| Table 1 Consultation activities – Virtual exhibitions                        | Request that any computer operating requirements / software download required to access the virtual committee are clearly detailed and instructions provided for users.  |
| Table 1 Consultation activities – Virtual exhibitions                        | Reference should be made to temporary amendments to consultation requirements set out in the Infrastructure Planning (Publication and Notification of Applications etc.) (Coronavirus) (Amendment) Regulations 2020 and accompanying guidance as it relates to Statements of Community Consultation.   |
| Table 1 Consultation activities – Virtual exhibitions                        | Make clear the difference between attending the 17 online events with specialists in attendance and the exhibition room being available 24/7.  |
| Table 1 Consultation activities – Postcard mail out                          | The postcards should include a telephone number or non-digital means of communication  |
| Table 1 Consultation activities – Media releases – 1 <sup>st</sup> paragraph | ...and issue a second media release at the start of the consultation period?   |
| Table 1 Consultation activities – Media releases                             | Could BBC Radio Gloucestershire be added to this list?   |
| Table 1 Consultation activities – Emails and letters                         | Check whether two bullets are merged into one  |
| Table 1 Consultation activities – Emails and letters                         | Please clarify the 'directly affected' parish council's? Are these the host parish councils?   |
| How to respond to the consultation – 3 <sup>rd</sup> bullet                  | Have deposit locations for the collection of requested hard copies been confirmed yet? Can the confirmed list be published?  |



| Draft SoCC section, paragraph or table                                     | Joint Councils' Comments   |
|--|--|
| Table 2 – Consultation Booklet   | All hard copies of consultation booklets should be accompanied by / include a feedback questionnaire to ensure two separate requests for hard copies are not needed.                                 |
| Table 2 – Consultation Booklet   | Deposit locations for the collection of hard copies need to be confirmed and their locations published.  |
| Table 2 – Consultation Booklet   | It should be stated at this point that requests for hard copies of the Consultation Booklet will be free of charge.  |
| Table 2 – Feedback Questionnaire   | It should be stated at this point that requests for hard copies of the Feedback Questionnaire will be free of charge.  |
| Table 2 Consultation Documents – PEI Report                                | Will this identify changes since last PEI or will it be a new issue with no cross ref?   |
| Table 2 Consultation Documents – PEI Report,                               | It should be clarified against this row that costs may be incurred for requesting hard copies of this document   |
| Map of the Route,  | It should be clarified against this row that costs may be incurred for requesting hard copies of this document   |
| Set of plans of the scheme,  | It should be clarified against this row that costs may be incurred for requesting hard copies of this document   |
| Notice of the Application  | It should be clarified against this row that costs may be incurred for requesting hard copies of this document   |
| Table 3 Methods to make consultation available – Public information points | Check for accuracy of last sentence. Will be advertised in advertising?  |
| Appendix A   | This is the first occasion that the amended red line boundary is referenced. This should be mentioned in the introduction and the red line boundary for the scheme should also be shown for context. |

# **Appendix 8.4 Copy of the published 2020 Statement of Community Consultation (SoCC)**



# A417 Missing Link Statement of Community Consultation (SoCC)

## Introduction

We operate, maintain and improve England's motorways and major A-roads. The A417 Missing Link scheme is an important part of our ongoing investment. It will improve journeys between Brockworth bypass and Cowley roundabout, bringing benefits to the wider Gloucestershire area.

This Statement of Community Consultation (SoCC) outlines our approach to consulting with the local community for the above scheme. It provides details about how you can take part in the consultation and explains how feedback will influence our proposed design.

To make sure we approach our consultation in the best way for the local community, we have consulted on this Statement with the local authorities for the area in which the scheme lies. They are Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council. At the time of writing, there have been temporary amendments made to the statutory requirements for consultation under the Infrastructure Planning (Publication and Notification of Applications) (Coronavirus) (Amendment) Regulations 2020.

This document also gives you the background to the scheme and how our application to build it will progress.

# Our application

The scheme is being developed under the Planning Act 2008 and we are publishing this statement under Section 47 (duty to consult local community) of that Act.

Under the Planning Act 2008, we are required to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) to build this scheme. This application is made through the Planning Inspectorate, who will examine our application and make a recommendation to the Secretary of State. The decision to grant consent to build the scheme will be taken by the Secretary of State and will be based on this recommendation.

A key consideration for the Planning Inspectorate and the Secretary of State for Transport when assessing our DCO application is the National Networks National Policy Statement (NNNPS). The NNNPS sets out the need for development of road projects on the national network, and is the policy against which decisions on major road projects will be made.

We anticipate that our DCO application for the scheme will be submitted in 2021.

When we submit our application, the Planning Inspectorate must consider whether our consultation has been adequate. The best time for you to have your say to inform our final design on this scheme is now by taking part in this consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the National Infrastructure Planning website: <http://infrastructure.planninginspectorate.gov.uk/> or by calling the Planning Inspectorate on 0303 444 5000.

# The scheme

The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the North to the South of England via the M5 and M4 motorways. While most of the route is dual carriageway, there is one section which isn't. Known as the 'Missing Link', this three-mile stretch of single carriageway on the A417 between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic.

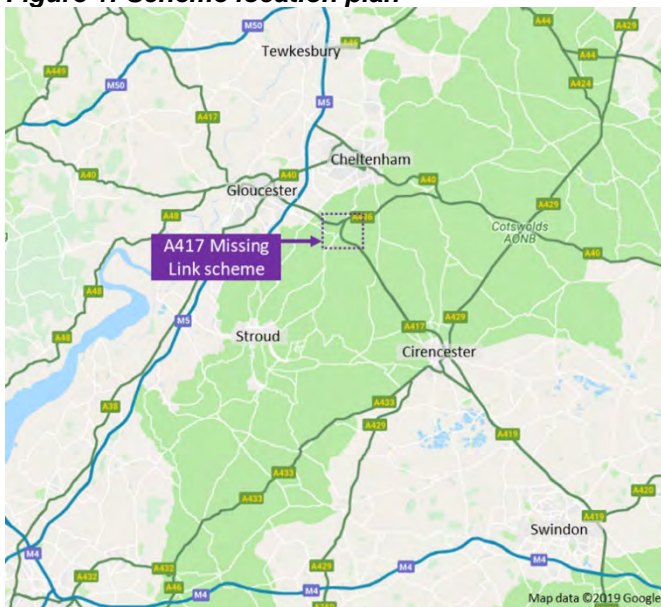
In recent years, the case for improvement has become more compelling – to improve safety, support the economy, ease congestion and reduce pollution. In recognition of this, the Government's Road Investment Strategy 2015 set out the intention to improve the A417 Missing Link between the Brockworth bypass and Cowley roundabout. This commitment was also outlined in the Government's second Road Investment Strategy, covering the period 2020 - 2025.

The objectives set for the scheme are:

- **Transport and safety:** to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417
- **Environment and heritage:** to reduce the impact on the landscape, natural and historic environment of the Cotswolds and, where possible, enhance the surrounding environment
- **Community and access:** to reduce queuing traffic and pollution, improve access for local people to the strategic road network, and support residents' and visitors' enjoyment of the countryside
- **Economic growth:** to help boost growth and prosperity by making journeys more reliable and improving connectivity.

Below is a plan showing the location of the scheme:

**Figure 1: Scheme location plan**



In summary, the scheme consists of:

- 3.4 miles (5.5 km) of new dual carriageway connecting the existing A417 Brockworth bypass with the existing A417 dual carriageway south of Cowley;
- the section to the west of the current Air Balloon roundabout would follow the existing A417 corridor. However, the section to the south and east of the Air Balloon roundabout would be offline, away from the existing road corridor;
- a new crossing near Emma's Grove for walkers, cyclists and horse riders including disabled users, which would accommodate the Cotswold Way National Trail;
- a new junction at Shab Hill, providing a link from the A417 to the A436 (towards the A40 and Oxford) and to the B4070 (for Birdlip and other local destinations);
- a new multi-purpose crossing around 25m wide to provide essential mitigation for bats and for landscape integration, north of Shab Hill junction. It will also provide a further benefit in accommodating the Gloucestershire Way and provide an improved experience for visitors to the area;
- a new junction would be included near Cowley, replacing the current Cowley roundabout, making use of an existing underbridge to provide access to local destinations such as Nettleton Bottom and Brimpsfield. The use of the underbridge would allow for all directions of travel to be made; and
- the existing A417 between the Air Balloon roundabout and the Cowley roundabout would be repurposed. Some lengths of this existing road would be converted into a route for walkers, cyclists and horse riders including disabled ramblers. Other sections would be retained to maintain local access for residents.

A detailed map of the scheme will be available at consultation.

## Consulting the community and previous consultations

We have already carried out two rounds of consultation in the vicinity of the scheme. We consulted on:

- our proposed route options for the scheme between February and March 2018 where consultees were asked for their views on the route options for the road improvements; and
- the proposed scheme design for improvements for the A417 Missing Link with a consultation between 27 September and 8 November 2019 where consultees were asked for their views on the design of the scheme including mitigation proposals and the alternative junction arrangements at Shab Hill.

More details of the previous consultations are also available to view and download at: <https://highwaysengland.co.uk/projects/a417-missing-link/>

## Next consultation – why and when

Responses to the consultation in September 2019, ongoing engagement with stakeholders, landowners and emerging survey data and assessment work identified that changes to the proposed scheme were required.

It is important to us that this supplementary public consultation enables members of the public to have their say by:

- encouraging the community to help shape our proposals to maximise local benefits;
- helping people understand the benefits and local impact of our proposals;
- providing the opportunity to give feedback on updated mitigation options as a result of the revised design; and
- identifying ways in which our proposals, without significant costs, support wider strategic or local objectives.

Your comments will help us achieve these objectives. We will listen to everyone's views and consider your opinions before we submit our DCO application.

The consultation will run from **Tuesday 13 October to Thursday 12 November 2020**.

Whilst we welcome feedback on the entire scheme, since the last consultation we have made changes to the scheme's design to ensure it fits with our objectives. The changes we are seeking feedback on are:

- the introduction of new crossings, including the Cotswold Way and the Gloucestershire Way;
- the change in gradient of the A417 as it climbs the escarpment from 7% to 8%, reducing the depth of the cutting to a maximum of 15 metres, with associated benefits to reduced material excavation and construction impact;
- access to Barrow Wake car park from the B4070 with a realigned route between Birdlip and Shab Hill;
- removal of vehicular access from Cowley junction to Cowley via Cowley Lane, which would remain open to private property, walkers, cyclists and horse riders including disabled users;
- improved access with new connections for walkers, cyclists and horse riders including disabled users across the scheme;
- proposals for replacement common land; and
- the change in environmental effects as a result of the new design.

Due to the nature of the above changes, there has been a reduction in the red line boundary since the last consultation in autumn 2019. However, these changes do not

result in the need to reconsult on the red line boundary of the scheme, and a map to show the new boundary will be available at the consultation.

The scheme will require an Environmental Impact Assessment (EIA), and therefore we are publishing a Preliminary Environmental Information (PEI) Report as part of the consultation material. This gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects, to assist well-informed responses to the consultation. More details of where the PEI Report will be available to view as part of the consultation can be found on page 11 of this document.

## Who can take part?

Everybody is invited to take part in our consultation and we welcome all views. We will take them into account before we submit our final design as part of the DCO application.

## How will we consult?

As part of Highways England's programme of consultation and engagement, we will have a two-week pre-launch period, otherwise referred to as a 'Have Your Say campaign', where we will notify stakeholders, landowners and members of the local community of the upcoming consultation, and include details of how to get involved. Details of this can be found in Table 1, below.

Highways England has taken into consideration that a digital approach to consultation and engagement, whilst more suitable for some demographics, may not be suitable for all. We will therefore endeavour to continue to utilise non-digital methods where possible and practicable to do so in line with government health guidance relating to COVID-19. Due to COVID-19, at the time of writing, it's not possible to guarantee holding face to face consultation events in the local community. To mitigate this, in line with government guidance, Highways England will explore the possibility of holding face to face events in convenient locations for local residents. Highways England is hosting a number of online events in the form of a virtual exhibition during the consultation period, where members of the project will be available at specific times to discuss the proposals.

Details of how we will formally consult with stakeholders, landowners and the local community are included in Table 1, below.

**Table 1: Consultation activities**

| Method                          | Detail   |
|---------------------------------|--|
| <b>Have Your Say</b>            |  |
| <b>Have Your Say invitation</b> | We will write to all registered users (those who have subscribed to project updates) of the Highways England |

| Method                            | Detail  |
|-----------------------------------|---|
|                                   | project website and respondents of the previous consultation that wished to stay in touch. This will include a link to the consultation website, details of the virtual consultation events and a link to a video introducing the consultation and how to get involved.   |
| <b>Talking heads video</b>        | We will publish a video of members of the project team introducing the consultation on the Highways England website, social media channels and share with local media platforms.  |
| <b>Partnership communications</b> | We will provide a digital pack of information about the consultation including blocks of text and images to stakeholders so that they can promote the forthcoming consultation on their own communications channels. This will include the directly affected local authorities, GFirst LEP and other stakeholders who have expressed an interest in helping us promote the consultation.  |
| <b>Stakeholder briefings</b>      | We will arrange to brief key stakeholders, including MPs, local authorities and parish councils, prior to the launch of the consultation to advise them of how we plan to undertake consultation and how they can get involved.   |
| <b>Consultation</b>               |   |
| <b>Virtual exhibitions</b>        | <p>Due to COVID-19, it may not be possible for Highways England to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times, which are detailed below. The virtual exhibition room will be open 24/7 during the consultation period.</p> <p>Highways England will hold 17 virtual consultation events at a range of times and days, to include lunchtimes, evenings and weekends. Proposed dates and times are provided below:</p> <ul style="list-style-type: none"> <li>• 13 October, 11am – 2pm</li> <li>• 13 October, 6pm – 8pm</li> <li>• 16 October, 8am – 11am</li> <li>• 16 October, 4pm – 7pm</li> <li>• 17 October, 9am – 1pm</li> </ul> |

| Method                      | Detail  |
|-----------------------------|---|
|                             | <ul style="list-style-type: none"> <li>• 20 October, 11am – 2pm</li> <li>• 22 October, 6pm – 9pm</li> <li>• 24 October, 1pm – 4pm</li> <li>• 27 October, 8am – 11am</li> <li>• 29 October, 2pm – 5pm</li> <li>• 2 November, 10am – 1pm</li> <li>• 2 November 6pm – 9pm</li> <li>• 4 November, 4pm – 7pm</li> <li>• 7 November, 9am – 1pm</li> <li>• 10 November, 8am – 11am</li> <li>• 10 November, 6pm – 9pm</li> <li>• 12 November, 8am – 11am</li> </ul> <p>The dates and times of the virtual consultation events will be detailed on the project website, included in consultation publicity materials, promoted via press and social media and editorial coverage will also be sought in local and hyperlocal publications.</p> <p>Comments made via the online exhibition chat function will not be considered as formal responses to the consultation. Regard will be had to written responses to the consultation, via the feedback questionnaire, and emails or letters to the project team.</p> <p>Should government restrictions about public events be eased before the end of the consultation period, Highways England may decide to hold some in-person consultation events. This would only be considered if it is deemed safe to do so, and can be delivered within government guidelines. Public health will remain the priority. Should in-person events be deemed practical and possible, these will be arranged in consultation with local authorities and notice of any alternative arrangements will be given as soon as possible, using methods similar to those outlined above.</p> |
| <b>Stakeholder briefing</b> | We will host a briefing event at the start of the consultation to raise awareness of the consultation amongst local stakeholders and organisations.   |



| Method                    | Detail  |
|---------------------------|---|
| <b>Postcard mail out</b>  | <p>Working with Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council, we have developed a consultation target area for the distribution of our consultation information. This is based on who we think will be most affected by our proposals. This area is shown on the plan at Appendix A.</p> <p>We will let people within the local area know about our consultation by sending them a postcard. The postcard will provide details of the virtual consultation events, how to find out more information and provide feedback. Addresses will be taken from the latest version of the Royal Mail database.</p>   |
| <b>Media releases</b>     | <p>We will issue a media release to the following local press publications and media outlets at the launch of the 'Have Your Say' campaign, and issue a second media release at the start of the consultation period:</p> <ul style="list-style-type: none"> <li>• Gloucestershire Echo</li> <li>• Gloucestershire Citizen</li> <li>• Gloucestershire Live</li> <li>• Western Daily Press</li> <li>• Wiltshire and Gloucestershire Standard</li> <li>• Cotswold Journal</li> <li>• BBC Points West/South West</li> <li>• ITV South West</li> <li>• BBC Radio Gloucestershire</li> <li>• Breeze FM</li> <li>• Heart FM</li> </ul> <p>A third media release will be issued to these publications and outlets before the end of the consultation period to encourage people to provide their feedback before the consultation period closes.</p> |
| <b>Emails and letters</b> | <p>We will send either emails or letters advising of the consultation and how to get involved to:</p> <ul style="list-style-type: none"> <li>• MPs in the Gloucestershire area</li> <li>• Elected representatives at Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council</li> <li>• Host parish councils</li> <li>• Adjacent local authorities to include parish councils/meetings.</li> </ul>   |
| <b>Statutory notices</b>  | <p>Statutory notices to publicise the proposed DCO application and the SoCC will be published as follows:</p> <ul style="list-style-type: none"> <li>• proposed DCO application - once in a national newspaper and the London Gazette and twice in local circulating newspapers</li> <li>• publicising the SoCC - in two local circulating newspapers.</li> </ul>   |

| Method                                | Detail   |
|---------------------------------------|--|
| <b>Media advert</b>                   | We will place an advert advising of the consultation and promoting the public consultation events in the online edition of Gloucestershire Live.   |
| <b>Social media</b>                   | We will promote the consultation on Highways England's South West Twitter account, @HighwaysSWEST and will also be running a Facebook advertising campaign. Consultation feedback will not be accepted through social media channels.  |
| <b>Partner communications</b>         | We will provide information regarding the consultation, including posters, to directly affected local authorities, parish councils and other organisations such as GFirst LEP and Cotswold Way Association so that they can raise awareness of the consultation through their own communications channels. |
| <b>Hard to reach group engagement</b> | We will contact hard to reach groups in advance of the 'Have Your Say' campaign and launch of consultation, to advise of them of the forthcoming consultation and gain insight into the best way to consult with their members.  |
| <b>Scheme website</b>                 | Information on the proposed scheme, public consultation events, what we are consulting on and how to respond will be available on the scheme website. This information will be published on the project website following the launch of our 'Have Your Say' campaign.                                      |

Any activity(s) that cannot be undertaken due to circumstances beyond our control, where possible, will be substituted with similar activity(s) and advertised in local newspapers (via press release) circulating in the vicinity of the scheme. Any activity changes will also be published on Highways England's South West twitter account @HighwaysSWEST.

## How to respond to the consultation

A consultation response form will be produced to help you provide comments on the scheme. All consultation responses must be made in writing by:

- Completing the online feedback questionnaire via <https://highwaysengland.co.uk/projects/a417-missing-link/>
- Requesting a hard copy of the feedback questionnaire to be sent to you in the post, and return via freepost to the FREEPOST A417 MISSING LINK
- Alternatively, you can:
  - Email [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk);
  - Write to us FREEPOST A417 MISSING LINK

All responses must be received by **Thursday 12 November 2020 at 11.59pm**.  
**Responses received after that date may not be considered.**

We are aware that other organisations are likely to be carrying out public consultation activities on their projects and make demands on the time of the public and their representatives. We will try to ensure that our consultation has due regard to other consultations taking place in the locality.

## Information available at and details of local display/deposit locations

We will make the following documents available as part of the consultation:

**Table 2: Consultation documents**

| <b>Document</b>               | <b>Detail</b>   |
|-------------------------------|---|
| <b>Requests for documents</b> | As part of our 'Have Your Say' campaign prior to the launch of consultation, people will be able to pre-register to receive hard copies of documents on the launch of consultation. The documents that will be made available, on request, free of charge will be: the consultation brochure, feedback questionnaire and Statement of Community Consultation (SoCC). However, there may be a charge for paper copies of other consultation materials of up to £200. Please contact Highways England for further details.  |
| <b>Consultation booklet</b>   | <p>Written in plain English, this document will provide a summary of the proposals including:</p> <ul style="list-style-type: none"> <li>• the background to the scheme;</li> <li>• the vision for the scheme;</li> <li>• a summary of the proposed scheme;</li> <li>• information about design changes since last consultation;</li> <li>• information about potential benefits, effects and impacts of the proposed scheme, with a particular focus on the design changes;</li> <li>• how we propose to mitigate against any potential impacts;</li> <li>• signposts for readers to more detailed information reports and how to provide feedback on the proposed scheme.</li> </ul> <p>This document will be available online and in hard copy on request.</p> |

| Document  | Detail  |
|---|---|
| <b>Feedback questionnaire</b>                             | Available in hard copy on request and online, this questionnaire will be available for people to provide their feedback on the specific aspects of the scheme, and provide overall feedback on our proposals.   |
| <b>Preliminary Environmental Information (PEI) Report</b> | This will contain preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, for example noise and air quality, and how we propose to reduce these effects, as well as how we propose to maximise the benefits of the scheme. A non-technical summary of the PEI Report will also be made available. The PEI Report and non-technical summary will be available online. |
| <b>Map of the route</b>                                   | This will highlight where the proposed route is located.  |
| <b>A set of plans of the scheme</b>                       | These will provide details of the designs for the proposed scheme, including a plan showing the red line boundary of the application proposed.  |
| <b>A notice of application</b>                            | We will publish a notice of the consultation and provide it to statutory consultees as required.  |
| <b>Statement of Community Consultation (SoCC)</b>         | This SoCC document will be made available as part of the consultation.  |

We will make these consultation documents available to view in the following ways:

**Table 3: Methods to make consultation documents available**

| Method  | Detail   |
|---|--|
| <b>Scheme website</b>                             | All consultation documents will be published on the scheme's website which can be accessed via <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a>   |
| <b>Deposit locations</b>                          | Pre-agreed content and links to all consultation documents will be placed on the websites of the following organisations: <ul style="list-style-type: none"> <li>• <b>Cotswold District Council</b></li> <li>• <b>Gloucestershire County Council</b></li> <li>• <b>Tewkesbury Borough Council</b></li> </ul> See Appendix B for website addresses. |
| <b>Public information points / Community hubs</b> | Highways England will also engage with the local authorities to agree a list of public information points most relevant and convenient for their constituents on which to provide links to consultation documents online. This list will be publicised as part of consultation materials, in advertising and also on the project website.          |

## Next steps

We will record and carefully consider all responses received during the consultation, and consider these in finalising our application before we submit it to the Planning Inspectorate.

We will summarise our findings in a Consultation Report, which will include a description of how our application was informed by the responses received, and outline any changes made as a result of consultation. It forms part of our 2021 submission to the Planning Inspectorate.

The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether our consultation has been adequate.

If, as a result of feedback from this supplementary public consultation, the proposals change to the extent that it is necessary to undertake further geographically targeted consultation, this would be undertaken in accordance with the principles and methods set out in this SoCC.

For more information, visit our scheme webpage, here:

<https://highwaysengland.co.uk/projects/a417-missing-link/> where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact the project team directly by calling 0300 123 5000 or emailing [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk).

# Your data, your rights

## Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

### Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing

### ■ Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

**You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.**



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: [DataProtectionAdvice@highwaysengland.co.uk](mailto:DataProtectionAdvice@highwaysengland.co.uk)

## Appendix A: Mailing area for postcard



Although the scheme's red line boundary has reduced slightly since our last consultation and as a result of the design changes, Highways England has retained the mailing area for consultation materials used during our 2019 public consultation. There will be a map of the revised red line boundary available at the consultation.

## Appendix B: Website addresses where consultation documents can be accessed via

| <b>Deposit location</b>        | <b>Website address</b>  |
|--------------------------------|---|
| Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
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| Tewkesbury Town Hall           | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |



**Appendix 8.5 Copy of the 2020  
Statement of Community  
Consultation (SoCC) notice and  
scanned copies of the section 47  
notice in newspapers**

# Notice of Consultation

## A417 Missing Link

### Section 47 Planning Act 2008

#### Notice Publicising a Statement of Community Consultation

Highways England is proposing to upgrade the connection between two dual carriageway sections of the A417 at Brockworth and Cowey, known as the Missing Link. The scheme comprises the following main elements:

- 3.4 miles (5.5 km) of new dual carriageway connecting the existing A417 Brockworth bypass with the existing A417 dual carriageway south of Cowey;
- the section to the west of the existing Ar Barton roundabout would follow the existing A417 corridor. However, the section to the south and east of the Ar Barton roundabout would be off-line, away from the existing road corridor;
- a new crossing near Emma's Grove for walkers, cyclists and horse riders including disabled users, which would accommodate the Cotswold Way National Trail;
- a new junction at Shab Hill, providing a link from the A417 to the A436 (towards the A40 and Oxford) and to the B4070 (for Brighthelm and other local destinations);
- a new multi-purpose crossing in the region of 25m wide to provide essential mitigation for bats and for landscape integration. It will also further benefit from accommodating the Gloucestershire Way and provide an improved visitor experience;
- a new junction would be included near Cowey, replacing the existing Cowey roundabout, making use of an existing underbridge to provide access to local destinations such as Nettleton Bottom and Brimsfield. The use of the existing underbridge would allow for additional sections of travel to be made; and
- the existing A417 between the Ar Barton roundabout and the Cowey roundabout would be repurposed. Some lengths of this existing road would be converted into a route for walkers, cyclists and horse riders including disabled users. Other sections would be retained to maintain local access for residents and replacement Common Land.

We intend to apply to the Planning Inspectorate for a Development Consent Order (DCO), which would authorise the construction of the scheme under Section 37 of the Planning Act 2008 (the Act).

Before making our application, we have produced a Statement of Community Consultation (SoCC), setting out how we will consult with the local community about our proposals. Following our provision of the SoCC, we will carry out the consultation in accordance with this statement.

This notice contains a summary of the consultation details; **full details of the consultation can be found in the SoCC which can be viewed online, alongside our consultation materials at:**

[www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link).

**Please note:** At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the host local authorities to make sure that copies of the consultation materials will be made available for inspection via the websites from **Tuesday 13 October to Thursday 12 November 2020** at the following online locations:

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**Tewkesbury Borough Council website:**

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The scheme will require an Environmental Impact Assessment (EIA), and therefore we are publishing a Preliminary Environmental Information (PEI) Report as part of the consultation material.

It also means that an Environmental Statement will be produced and submitted with the application in due course, anticipated in the first half of 2021.

#### Contact the team:

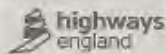
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

**Write:** FREEPOST A417 MISSING LINK

**Telephone:** 0300 123 5000  
(this phone line is open 24/7)

# Gloucestershire Echo

THURSDAY, OCTOBER 1, 2020



**NOTICE OF CONSULTATION  
A417 MISSING LINK SECTION 47 PLANNING ACT 2008  
NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION**

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- a new junction at Shab Hill, providing a link from the A417 to the A436 (towards the A40 and Oxford) and to the B4070 (for Birdlip and other local destinations);
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We intend to apply to the Planning Inspectorate for a Development Consent Order (DCO), which would authorise the construction of the scheme under Section 37 of the Planning Act 2008 (the Act). Before making our application, we have produced a Statement of Community Consultation (SoCC), setting out how we will consult with the local community about our proposals. Following our provision of the SoCC, we will carry out the consultation in accordance with this statement.

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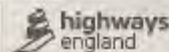
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HURSDAY, OCTOBER 8, 2020

**Public Notices**

**Public Notices**



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# London Gazette

### Notice details

**Type:**

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> Town and Country Planning

**Publication date:**

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**Edition:**

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**Notice code:**

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**Issue number:**

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**Page number:**

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[About Town and Country Planning notices](#)

## Town and Country Planning

### Highways England Company Limited

#### SECTION 48 - PLANNING ACT 2008

#### A417 MISSING LINK

#### NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

**Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and Regulation 13 of The Infrastructure Planning (Environmental Impact Assessment "EIA") Regulations 2017.**

Notice is hereby given that **Highways England Company Limited** ("Highways England") of Bridge House, Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO").

The Application is for the proposed A417 Missing Link scheme in Gloucestershire. The scheme's main proposals in summary are:

- 3.4 miles (5.5 km) of new dual carriageway connecting the existing A417 Brockworth bypass with the existing A417 dual carriageway south of Cowley;
- the section to the west of the existing Air Balloon roundabout would follow the existing A417 corridor. However, the section to the south and east of the Air Balloon roundabout would be offline, away from the existing road corridor;
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- the existing A417 between the Air Balloon roundabout and the Cowley roundabout would be repurposed. Some lengths of this existing road would be converted into a route for walkers, cyclists and horse riders including disabled users. Other sections would be retained to maintain local access for residents and replacement Common Land.

The scheme is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the application. A Preliminary Environmental Information ("PEI") Report forms part of the consultation material.

Consultation on the proposals will take place from **Tuesday 13 October to Thursday 12 November 2020**.

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the host local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI Report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

#### Online locations which will host information on how to access consultation documents

| Online location | Host authority                 | Website address   |
|-----------------|--------------------------------|---|
| Cirencester     | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester      | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury      | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |

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- 🔍 [Signed Provenance RDF](#)
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Copies of the consultation materials will also be available online free of charge from **Tuesday 13 October 2020** on the project website: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)

Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided below:

- Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- Phone: 0300 123 5000 (this phone line is open 24/7)
- Post: FREEPOST A417 MISSING LINK

Individual paper copies of the consultation brochure, feedback questionnaire and Statement of Community Consultation (SoCC) will be supplied free of charge, however, there may be a charge for paper copies of other consultation materials of up to £200. Please contact Highways England for further details.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 13 October to Thursday 12 November 2020**.

**Responses must be received no later than Thursday 12 November 2020 at 11.59pm. Responses received after this time may not be considered.**

A consultation feedback questionnaire is available as part of the consultation materials and online at [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link). When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response using the contact methods below:

- Online: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
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Highways England will consider and have regard to all responses when developing the application for a DCO once consultation has closed.

Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

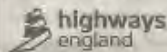
**Michael Goddard**



# Western Daily Press

# Public Notices

## Public Notices



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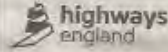
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- Gloucestershire County Council website: <https://www.gloucestershire.gov.uk/>
- Tewkesbury Borough Council website: <https://www.tewkesbury.gov.uk/>

You can also view our consultation materials at on our virtual consultation room. Due to COVID-19, Highways England is not proposing to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period, to replicate public events as much as possible. Topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times. The virtual exhibition room will be open 24/7 during the consultation period. Highways England will hold 17 web chats at a range of times and days, to include lunchtimes, evenings and weekends. The specialists will be available at the following times but you will be able to submit a question at any time during this consultation period via the virtual exhibition room:

| Date                 | Time       |
|----------------------|------------|
| Tuesday 13 October   | 11am – 2pm |
| Tuesday 13 October   | 6pm – 8pm  |
| Friday 16 October    | 8am – 11am |
| Friday 16 October    | 4pm – 7pm  |
| Saturday 17 October  | 9am – 1pm  |
| Tuesday 20 October   | 11am – 2pm |
| Thursday 22 October  | 6pm – 9pm  |
| Saturday 24 October  | 1pm – 4pm  |
| Tuesday 27 October   | 8am – 11am |
| Thursday 29 October  | 2pm – 5pm  |
| Monday 2 November    | 10am – 1pm |
| Monday 2 November    | 6pm – 9pm  |
| Wednesday 4 November | 4pm – 7pm  |
| Saturday 7 November  | 9am – 1pm  |
| Tuesday 10 November  | 8am – 11am |
| Tuesday 10 November  | 6pm – 9pm  |
| Thursday 12 November | 8am – 11am |

# **Appendix 8.6 2020 Statement of Community Consultation (SoCC) Compliance Table**

**A417 Missing Link  
2020 Statement of Community Consultation (SoCC) compliance table**

| Section                          | Commitment   | Response   |
|----------------------------------|--|--|
| The scheme                       | A detailed map of the scheme will be available at consultation.  | A copy of the detailed map of the scheme was published at the consultation and can be found at Appendix 9.13 of the Consultation Report Appendices (Document Reference 5.2)  |
| Next consultation – why and when | The consultation will run from Tuesday 13 October to Thursday 12 November 2020.  | The dates were advertised on consultation documents, including in the published SoCC, Section 47 and Section 48 notices, consultation booklet and feedback questionnaire. The dates were also published on the project website, social media posts, stakeholder information packs and the three consultation press releases. Evidence of this can be found in Appendix 8.5, Appendix 9.10 and Appendices 9.11 – 9.15 of the Consultation Report Appendices (Document Reference 5.2)  |
|                                  | Due to the nature of the above changes, there has been a reduction to the project boundary (red line) since the last consultation in autumn 2019, and a map to show the new boundary will be made available at the consultation.   | A list of documents made available at public consultation can be found at Appendix 9.13 of the Consultation Report Appendices (Document Reference 5.2). This includes a map which shows the updated scheme boundary.   |
|                                  | The scheme will require an Environmental Impact Assessment (EIA), and therefore we are publishing a Preliminary Environmental Information (PEI) Report as part of the consultation material.   | A list of documents made available at public consultation can be found in Chapter 9 of the Consultation Report (Document Reference 5.1) . A link to the digital copy of the 2020 PEI Report can also be found on the project website, here: <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a><br><br>A link to the 2020 PEI report can also be found at the consultation website page, here: <a href="https://highwaysengland.citizenspace.com/he/a417-missing-link-supplementary-consultation/">https://highwaysengland.citizenspace.com/he/a417-missing-link-supplementary-consultation/</a> |
|                                  | As part of Highways England's programme of consultation and engagement, we will have a two-week pre-launch period, otherwise referred to as a 'Have Your Say campaign', where we will notify stakeholders, landowners and members of the local community of the upcoming consultation, and include details of how to get involved. | Highways England launched a pre-launch period on 28 September, two-weeks prior to the launch of consultation. As part of the 'Have your say campaign,' the project website was updated, stakeholders, landowners and members of the local community were notified of the upcoming consultation, stakeholders were issued with an information pack, and a press release was issued to the local media. Evidence of this can be found in Chapter 9 of the Consultation Report (Document Reference 5.1) and related appendices (Document Reference 5.2).  |
| How will we consult?             | Highways England has taken into consideration that a digital approach to consultation and engagement, whilst more suitable for some demographics, may not be suitable for all. We will therefore endeavour to continue to utilise non-digital methods where possible and practicable to do   | Due to Covid-19 restrictions and the second lockdown, Highways England were unable to hold in-person consultation events. This was necessary to ensure the safety of both the public and the project team.<br><br>To maximise access to consultation materials through appropriate non-digital methods,  |

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|   | <p>so in line with government health guidance relating to COVID-19. Due to COVID-19, at the time of writing, it's not possible to guarantee holding face to face consultation events in the local community. To mitigate this, in line with government guidance, Highways England will explore the possibility of holding face to face events in convenient locations for local residents.</p> | <p>Highways England offered paper copies of materials to stakeholders, available on request. A copy of the postcard that was mailed out to the consultation zone, media coverage and Section 48 notices indicating how people can apply for paper copies of the consultation materials can be found at Appendix 9.7, Appendix 9.9 and Appendix 9.10 of the Consultation Report Appendices (Document Reference 5.2)</p> <p>Highways England also offered telephone call backs from a member of the project team throughout consultation. Evidence of this can be found in Chapter 9 of the Consultation Report (Document Reference 5.1). The project team received 15 call back requests during the consultation period.</p>  |
|   | <p>Highways England will explore the possibility of holding face to face events in convenient locations for local residents</p>  | <p>Due to the ongoing Covid-19 pandemic, it was not safe for Highways England to hold face to face events for local residents during this consultation.</p>  |
|   | <p>Highways England is hosting a number of online events in the form of a virtual exhibition during the consultation period, where members of the project will be available at specific times to discuss the proposals.</p>  | <p>17 online consultation events through the virtual exhibition room were held at the dates and times specified in the SoCC. An overview of attendance at the events can be found at Chapter 9 of the Consultation Report (Document Reference 5.1).</p> <p>The dates and times were included on the project website, consultation documents, Section 47 &amp; Section 48 notices and promoted via press and social media . Evidence of this can be found in Appendix 8.5 and Appendix 9.10 of the Consultation Report Appendices (Document Reference 5.2)</p> <p>The virtual exhibition room provided stakeholders, landowners, local communities and customers with the opportunity to browse the consultation materials. A link to the virtual exhibition room can be found at <a href="https://virtualengage.arup.com/A417-missing-link/">https://virtualengage.arup.com/A417-missing-link/</a></p> |
| <p>How will we consult? - Have your Say</p> | <p>We will write to all registered users (those who have subscribed to project updates) of the Highways England project website and respondents of the previous consultation that wished to stay in touch. This will include a link to the consultation website, details of the virtual consultation events and a link to a video introducing the consultation and how to get involved.</p>    | <p>Information on the Have Your Say campaign is provided in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>   |
|   | <p>We will publish a video of members of the project team introducing the consultation on the Highways England website, social media</p>   | <p>Information on the Have Your Say campaign is provided in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>   |

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|                                     | channels and share with local media platforms.  |  |
|                                     | We will provide a digital pack of information about the consultation including blocks of text and images to stakeholders so that they can promote the forthcoming consultation on their own communications channels. This will include the directly affected local authorities, GFirst LEP and other stakeholders who have expressed an interest in helping us promote the consultation.  | A copy of the Have your say stakeholder information pack and the covering email sent to stakeholders can be found at Appendix 9.15 of the Consultation Report Appendices (Document Reference 5.2).   |
|                                     | We will arrange to brief key stakeholders, including MPs, local authorities and parish councils, prior to the launch of the consultation to advise them of how we plan to undertake consultation and how they can get involved.   | Highways England held stakeholder briefings on 14, 16, 17, 22 and 24 September, 7 and 8 October 2020 with MPs, local authorities and parish councils. This is set out in Chapter 9 of the Consultation Report (Document Reference 5.1).  |
| How will we consult? - Consultation | <p>Due to COVID-19, it may not be possible for Highways England to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times, which are detailed below. The virtual exhibition room will be open 24/7 during the consultation period.</p> <p>Highways England will hold 17 virtual consultation events at a range of times and days, to include lunchtimes, evenings and weekends. Proposed dates and times are provided below:</p> <ul style="list-style-type: none"> <li>• 13 October, 11am – 2pm</li> <li>• 13 October, 6pm – 8pm</li> <li>• 16 October, 8am – 11am</li> <li>• 16 October, 4pm – 7pm</li> <li>• 17 October, 9am – 1pm</li> <li>• 20 October, 11am – 2pm</li> <li>• 22 October, 6pm – 9pm</li> <li>• 24 October, 1pm – 4pm</li> <li>• 27 October, 8am – 11am</li> <li>• 29 October, 2pm – 5pm</li> <li>• 2 November, 10am – 1pm</li> <li>• 2 November 6pm – 9pm</li> <li>• 4 November, 4pm – 7pm</li> <li>• 7 November, 9am – 1pm</li> <li>• 10 November, 8am – 11am</li> <li>• 10 November, 6pm – 9pm</li> </ul> | <p>17 online consultation events through the virtual exhibition room were held at the dates and times specified in the SoCC. An overview of attendance at the events can be found in Chapter 9 of the Consultation Report (Document Reference 5.1).</p> <p>The dates and times were included on the project website, consultation documents, Section 47 &amp; Section 48 notices and promoted via press and social media. Evidence of this can be found in Appendix 8.5 and Appendix 9.10 of the Consultation Report Appendices (Document Reference 5.2)</p> <p>Due to Covid-19 restrictions and the second lockdown, Highways England were unable to hold in-person consultation events. This was necessary to ensure the safety of both the public and the project team.</p> <p>In place of the in-person events, the virtual exhibition room provided stakeholders with the opportunity to browse the consultation materials. A link to the virtual exhibition room can be found at <a href="https://virtualengage.arup.com/A417-missing-link/">https://virtualengage.arup.com/A417-missing-link/</a></p> |

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|  | <ul style="list-style-type: none"> <li>• 12 November, 8am – 11am</li> </ul> <p>The dates and times of the virtual consultation events will be detailed on the project website, included in consultation publicity materials, promoted via press and social media and editorial coverage will also be sought in local and hyperlocal publications.</p> <p>Comments made via the online exhibition chat function will not be considered as formal responses to the consultation. Regard will be had to written responses to the consultation, via the feedback questionnaire, and emails or letters to the project team.</p> <p>Should government restrictions about public events be eased before the end of the consultation period, Highways England may decide to hold some in-person consultation events. This would only be considered if it is deemed safe to do so, and can be delivered within government guidelines. Public health will remain the priority. Should in-person events be deemed practical and possible, these will be arranged in consultation with local authorities and notice of any alternative arrangements will be given as soon as possible, using methods similar to those outlined above.</p> |  |
|  | <p>We will host a briefing event at the start of the consultation to raise awareness of the consultation amongst local stakeholders and organisations.</p>  | <p>Highways England held stakeholder briefings on 14, 16, 17, 22 and 24 September, 7 and 8 October 2020 with MPs, local authorities and parish councils. This is set out in Chapter 9 of the Consultation Report (Document Reference 5.1).</p> |
|  | <p>Working with Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council, we have developed a consultation target area for the distribution of our consultation information. This is based on who we think will be most affected by our proposals. This area is shown on the plan at Appendix A.</p> <p>We will let people within the local area know about our consultation by sending them a postcard. The postcard will provide details of the virtual consultation events, how to find out more information and provide</p>   | <p>A map of mail out zone can be found at Appendix 9.6 of the Consultation Report Appendices (Document Reference 5.2). A copy of the distributed postcard can be found in Appendix 9.7.</p>  |

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|  | <p>feedback. Addresses will be taken from the latest version of the Royal Mail database.</p>  |   |
|  | <p>We will issue a media release to the following local press publications and media outlets at the launch of the 'Have Your Say' campaign, and issue a second media release at the start of the consultation period:</p> <ul style="list-style-type: none"> <li>• Gloucestershire Echo</li> <li>• Gloucestershire Citizen</li> <li>• Gloucestershire Live</li> <li>• Western Daily Press</li> <li>• Wiltshire and Gloucestershire Standard</li> <li>• Cotswold Journal</li> <li>• BBC Points West/South West</li> <li>• ITV South West</li> <li>• BBC Radio Gloucestershire</li> <li>• Breeze FM</li> <li>• Heart FM</li> </ul> <p>A third media release will be issued to these publications and outlets before the end of the consultation period to encourage people to provide</p> | <p>Information on the media releases and Have Your Say campaign is set out in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>  |
|  | <p>We will send either emails or letters advising of the consultation and how to get involved to:</p> <ul style="list-style-type: none"> <li>• MPs in the Gloucestershire area</li> <li>• Elected representatives at Cotswold District Council, Gloucestershire County Council and Tewkesbury Borough Council</li> <li>• Host parish councils</li> </ul> <p>Adjacent local authorities to include parish councils/meetings.</p>   | <p>Copies of the s42 letters to host local authorities, neighbouring local authorities, prescribed consultees and non prescribed consultees can be found in Appendix 9.3 of the Consultation Report Appendices (Document Reference 5.2). A redacted copy of the distribution list can be found in Appendix 9.8 of the Consultation Report Appendices (Document Reference 5.2)</p>   |
|  | <p>Statutory notices to publicise the proposed DCO application and the SoCC will be published as follows:</p> <ul style="list-style-type: none"> <li>• proposed DCO application - once in a national newspaper and the London Gazette and twice in local circulating newspapers</li> <li>• publicising the SoCC - in two local circulating newspapers.</li> </ul>   | <p>Section 47 notices were placed in the Gloucestershire Echo on 1 and 8 October 2020, and in the Western Daily Press on 2 and 9 October 2020.</p> <p>Section 48 notices were placed in The Telegraph and the London Gazette on 14 October 2020 and 9 October 2020, respectively.</p> <p>Evidence of this can be found in Appendix 8.5 and Appendix 9.10 of the Consultation Report Appendices (Document Reference 5.2)</p> |
|  | <p>We will place an advert advising of the consultation and promoting the public consultation events in the online edition of Gloucestershire Live.</p>   | <p>Three articles advertising the consultation and promoting the consultation events featured in Gloucestershire Live as set out in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>  |



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|  | <p>We will promote the consultation on Highways England's South West Twitter account, @HighwaysSWEST and will also be running a Facebook advertising campaign. Consultation feedback will not be accepted through social media channels.</p>  | <p>Information on the promotion of the consultation via social media is set out in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>   |
|  | <p>We will provide information regarding the consultation, including posters, to directly affected local authorities, parish councils and other organisations such as GFirst LEP and Cotswold Way Association so that they can raise awareness of the consultation through their own communications channels.</p>               | <p>An information pack was distributed to stakeholders at the beginning of the consultation period, and was updated twice throughout the consultation and re-distributed to members. Copies of the three information packs can be found in Appendix 9.9 of the Consultation Report Appendices (Document Reference 5.2).</p> |
|  | <p>We will contact hard to reach groups in advance of the 'Have Your Say' campaign and launch of consultation, to advise of them of the forthcoming consultation and gain insight into the best way to consult with their members.</p>  | <p>A list of the hard to reach consultees is provided in Appendix 9.9 of the Consultation Report Appendices (Document Reference 5.2)</p>  |
|  | <p>Information on the proposed scheme, public consultation events, what we are consulting on and how to respond will be available on the scheme website. This information will be published on the project website following the launch of our 'Have Your Say' campaign.</p>  | <p>Information on the Have Your Say campaign is set out in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>   |
| How to respond to the consultation   | <p>Completing the online feedback questionnaire via <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a></p>   | <p>Information on the number of people who completed the online questionnaire is provided in Chapter 10 of the Consultation Report (Document Reference 5.1).</p>  |
|  | <p>Requesting a hard copy of the feedback questionnaire to be sent to you in the post, and return via freepost to the FREEPOST A417 MISSING LINK.</p>   | <p>A copy of the feedback questionnaire that could be requested is provided in Appendix 9.12 of the Consultation Report Appendices (Document Reference 5.2). The number of hard copies requested is set out in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>   |
|  | <p>Alternatively, you can:<br/>email<br/>a417missinglink@highwaysengland.co.uk</p>  | <p>Information on the number of people who submitted responses by email is provided in Chapter 10 of the Consultation Report (Document Reference 5.1).</p>  |
|  | <p>Write to us FREEPOST A417 MISSING LINK</p>   | <p>Information on the number of people who submitted a response by post is provided in Chapter 10 of the Consultation Report (Document Reference 5.1)..</p>   |
| <p>Information available at and details of local display / deposit locations</p> | <p>As part of our 'Have Your Say' campaign prior to the launch of consultation, people will be able to pre-register to receive hard copies of documents on the launch of consultation. The documents that will be made available, on request, free of charge will be: the consultation brochure, feedback questionnaire and</p> | <p>Information on the Have Your Say campaign is set out in Chapter 9 of the Consultation Report (Document Reference 5.1).</p>   |

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|   | Statement of Community Consultation (SoCC).  |  |
| Information available at and details of local display deposit locations / | <p>Consultation booklet - Written in plain English, this document will provide a summary of the proposals including:</p> <ul style="list-style-type: none"> <li>• the background to the scheme;</li> <li>• the vision for the scheme;</li> <li>• a summary of the proposed scheme;</li> <li>• information about design changes since last consultation;</li> <li>• information about potential benefits, effects and impacts of the proposed scheme, with a particular focus on the design changes;</li> <li>• how we propose to mitigate against any potential impacts;</li> <li>• signposts for readers to more detailed information reports and how to provide feedback on the proposed scheme.</li> </ul> <p>This document will be available online and in hard copy on request.</p> | A copy of the consultation booklet is provided in Appendix 9.11 of the Consultation Report Appendices (Document Reference 5.2).  |
|   | <p>Feedback questionnaire - Available in hard copy on request and online, this questionnaire will be available for people to provide their feedback on the specific aspects of the scheme, and provide overall feedback on our proposals.</p>  | A copy of the feedback questionnaire is provided in Appendix 9.12 of the Consultation Report Appendices (Document Reference 5.2).  |
|   | <p>Preliminary Environmental Information (PEI) Report - This will contain preliminary information on the likely environmental effects of our proposals as we have ascertained them so far, for example noise and air quality, and how we propose to reduce these effects, as well as how we propose to maximise the benefits of the scheme. A non-technical summary of the PEI Report will also be made available. The PEI Report and non-technical summary will be available online.</p>  | <p>A digital copy of the 2020 PEI Report can be found on the project website, here: <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a></p> <p>A link to the 2020 PEI report can also be found at the consultation website page, here: <a href="https://highwaysengland.citizenspace.com/he/a417-missing-link-supplementary-consultation/">https://highwaysengland.citizenspace.com/he/a417-missing-link-supplementary-consultation/</a></p> |
|   | <p>Map of the route - This will highlight where the proposed route is located.</p>   | A copy of the maps published at consultation is provided in Appendix 9.13 of the Consultation Report Appendices (Document Reference 5.2).  |

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|   | <p>A set of plans of the scheme - These will provide details of the designs for the proposed scheme, including a plan showing the red line boundary of the application proposed.</p>  | <p>A copy of the maps published at consultation is provided in Appendix 9.13 of the Consultation Report Appendices (Document Reference 5.2). General Arrangement plans were provided in the 2020 PEI Report. A digital copy of the 2020 PEI Report can be found on the project website, here:<br/> <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a></p> <p>A link to the 2020 PEI report can also be found at the consultation website page, here:<br/> <a href="https://highwaysengland.citizenspace.com/he/a417-missing-link-supplementary-consultation/">https://highwaysengland.citizenspace.com/he/a417-missing-link-supplementary-consultation/</a></p>  |
|   | <p>A notice of application - We will publish a notice of the consultation and provide it to statutory consultees as required.</p>   | <p>The section 48 notice was provided to the statutory consultees listed in Appendix 9.1 of the Consultation Report Appendices (Document Reference 5.2).</p>  |
|   | <p>Statement of Community Consultation - This SoCC document will be made available as part of the consultation.</p>   | <p>The 2020 SoCC was made available on the project website, here:<br/> <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a></p> <p>The scheme's host authorities (Gloucestershire County Council, Cotswolds District Council and Tewkesbury Borough Council) also provided a signpost on their respective websites where people could access a copy of the SoCC. Signed forms to confirm their commitment to this were provided by the authorities.</p>  |
| <p>Methods to make consultation documents available</p> | <p>All consultation documents will be published on the scheme's website which can be accessed via<br/> <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a></p> <p>Pre-agreed content and links to all consultation documents will be placed on the websites of the following organisations:</p> <ul style="list-style-type: none"> <li>• Cotswold District Council</li> <li>• Gloucestershire County Council</li> <li>• Tewkesbury Borough Council</li> </ul> <p>See Appendix B for website addresses.</p> <p>Highways England will also engage with the local authorities to agree a list of public information points most relevant and convenient for their constituents on which to provide links to consultation documents online. This list will be publicised as part of consultation materials, in advertising and also on the project website.</p> | <p>The list of documents made available during consultation can be found in Chapter 9 of the Consultation Report (Document Reference 5.1).</p> <p>The scheme's host authorities (Gloucestershire County Council, Cotswolds District Council and Tewkesbury Borough Council) provided a signpost on their respective websites where people could access a copy of the SoCC. Signed forms to confirm their commitment to this were provided by the authorities.</p> <p>Following engagement with the host authorities, it was agreed that Gloucestershire County Council, Cotswold District Council and Tewkesbury Borough Council would provide links to the consultation documents online on their respective websites.</p> <p>The scheme's host authorities (Gloucestershire County Council, Cotswolds District Council and Tewkesbury Borough Council) provided a</p> |

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|            |  | signpost on their respective websites where people could access a copy of the SoCC. Signed forms to confirm their commitment to this were provided by the authorities.   |
| Next steps | We will summarise our findings in a Consultation Report, which will include a description of how our application was informed by the responses received, and outline any changes made as a result of consultation.                               | The Consultation Report (Document Reference 5.1) is submitted with the DCO application.  |
| Next steps | ...visit our scheme webpage, here: <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a> where you can also sign up for email alerts whenever the webpage is updated | It is possible to sign up for email alerts at the website: <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a> |

### Additional activities:

Highways England carried out further promotional and communications activities in addition to those committed to in the published 2020 Statement of Community Consultation. These are outlined in the table below.

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| Materials | In addition to the consultation booklet and feedback questionnaire, Highways England also created a summary of this information on banners, which were displayed in the virtual consultation exhibition. This allowed members of the public to get a snap-shot of the proposals in order to best inform their questions to the project team. The information on these banners was further supported by the consultation booklet, website, social media posts and other documentation. Copies of these banners can be found at Appendix 9.14 of the Consultation Report Appendices (Document Reference 5.2). |
|           | To provide additional context and reasoning for the supplementary public consultation, Highways England also produced a 'Responding to feedback from our public consultation 2019' document, which outlined the feedback received from stakeholders, landowners, the local community and customers in 2019, and how Highways England has changed or amended the designs as a result. A copy of this document can be found in Appendix 9.14 of the Consultation Report Appendices (Document Reference 5.2).  |
|           | Highways England commissioned the creation of a fly-through animation of the proposed scheme. This enabled stakeholders to view what the proposals could look like once constructed, and to see the benefits that this could bring to the local area. It provided an additional visualisation tool to aid the project team in explaining the details of the proposed scheme. This can be viewed at the virtual exhibition room <a href="https://virtualengage.arup.com/A417-missing-link/">https://virtualengage.arup.com/A417-missing-link/</a>  |
|           | Highways England also produced a series of virtual 360-degree views of the scheme, all taken from various locations across the route. This allowed stakeholders to view the proposed scheme and design changes from key viewpoints. This can be viewed at the virtual exhibition room <a href="https://virtualengage.arup.com/A417-missing-link/">https://virtualengage.arup.com/A417-missing-link/</a>   |
|           | Highways England created a range of STEM educational materials for children that was available in the 'Kids' corner' within the virtual consultation room. The resources increased engagement with younger demographics by involving children in the consultation. They also gave time-poor parents educational activities for their children during the Covid-19 pandemic. The materials can be found in Appendix 9.14 of the Consultation Report Appendices (Document Reference 5.2).   |

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| Events | <p>Highways England hosted five question and answer events through the Teams Live webinar software. The events were focused on specific topics relating to the scheme and consisted of a short presentation by the project team followed by a question-and-answer session in which technical specialists provided detailed responses to queries from attendees. Copies of the presentations shown at each event can be found in Annex – Teams Live presentations. The dates and times of the events were included on the project website, consultation documents, and promoted via press and social media. Evidence of this can also be found in Chapter 9 of the Consultation Report (Document Reference 5.1).</p> |
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**Appendix 9.1 List of the section 42(a)  
prescribed consultees for 2020  
supplementary statutory consultation**

| <b>Schedule 1 Description</b>   | <b>Organisation</b>                                |
|---|--|
| The Health and Safety Executive   | The Health and Safety Executive                    |
| The National Health Service Commissioning Board                         | NHS England  |
| The relevant clinical commissioning group                               | NHS Gloucestershire Clinical Commissioning Group   |
| Natural England   | Natural England                                    |
| The Historic Buildings and Monuments Commission for England             | Historic England                                   |
| The relevant fire and rescue authority                                  | Gloucestershire Fire and Rescue Service            |
| The relevant police authority   | Gloucestershire Police and Crime Commissioner      |
| The relevant parish council   | Badgeworth Parish Council                          |
| The relevant parish council   | Brimpsfield Parish Council                         |
| The relevant parish council   | Coberley Parish Council                            |
| The relevant parish council   | Cowley and Birdlip Parish Council                  |
|   |  |
| The Environment Agency  | The Environment Agency                             |
| The Equality and Human Rights Commission                                | The Equality and Human Rights Commission           |
| AONB Conservation Boards  | Cotswolds National Landscape                       |
| The Homes and Communities Agency  | Homes England                                      |
| The Civil Aviation Authority  | The Civil Aviation Authority                       |
| The Highways Agency   | Highways England                                   |
| The relevant Highways Authority   | Gloucestershire County Council Highways Department |
| The (Passengers' Council)   | Transport Focus                                    |
|   |  |
| The Coal Authority  | The Coal Authority                                 |
| The relevant internal drainage board                                    | Lower Severn Drainage Board                        |
| The Disabled Persons Transport Advisory Committee                       | The Disabled Persons Transport Advisory Committee  |
| The British Waterways Board   | The Canal and River Trust                          |
| Public Health England, an executive agency of the Department for Health | Public Health England                              |
| The relevant local resilience forum                                     | Gloucestershire Prepared                           |
| Relevant Statutory Undertakers  | BT Openreach                                       |
| Relevant Statutory Undertakers  | Cadent Gas Ltd                                     |
| Relevant Statutory Undertakers  | Colt Technology Services                           |
| Relevant Statutory Undertakers  | Defence Infrastructure Organisation                |
| Relevant Statutory Undertakers  | Eclipse Power Network Limited                      |
| Relevant Statutory Undertakers  | Energetics Electricity Limited                     |
| Relevant Statutory Undertakers  | Energetics Gas Limited                             |
| Relevant Statutory Undertakers  | Energy Assets Networks Limited                     |
| Relevant Statutory Undertakers  | Energy Assets Power Networks Limited               |

|                                |  |
|--------------------------------|--|
| Relevant Statutory Undertakers | Energy Assets Pipelines Limited                      |
| Relevant Statutory Undertakers | ESP Connections Ltd                                  |
| Relevant Statutory Undertakers | ESP Electricity Limited                              |
| Relevant Statutory Undertakers | ESP Networks Ltd                                     |
| Relevant Statutory Undertakers | ESP Pipelines Ltd                                    |
| Relevant Statutory Undertakers | Fulcrum Electricity Assets Limited                   |
| Relevant Statutory Undertakers | Fulcrum Pipelines Limited                            |
| Relevant Statutory Undertakers | Gigaclear  |
| Relevant Statutory Undertakers | Gloucestershire County Council                       |
| Relevant Statutory Undertakers | GTC Pipelines Limited                                |
| Relevant Statutory Undertakers | Harlaxton Energy Networks Limited                    |
| Relevant Statutory Undertakers | Harlaxton Gas Networks Limited                       |
| Relevant Statutory Undertakers | Independent Pipelines Limited                        |
| Relevant Statutory Undertakers | Independent Power Networks Limited                   |
| Relevant Statutory Undertakers | Indigo Pipelines Limited                             |
| Relevant Statutory Undertakers | Interoute  |
| Relevant Statutory Undertakers | Leep Electricity Networks Limited                    |
| Relevant Statutory Undertakers | Murphy Gas Networks Limited                          |
| Relevant Statutory Undertakers | Murphy Power Distribution Limited                    |
| Relevant Statutory Undertakers | National Grid Electricity Transmission Plc           |
| Relevant Statutory Undertakers | National Grid Gas Plc                                |
| Relevant Statutory Undertakers | Quadrant Pipelines Limited                           |
| Relevant Statutory Undertakers | Royal Mail Group                                     |
| Relevant Statutory Undertakers | Scotland Gas Networks Plc                            |
| Relevant Statutory Undertakers | Severn Trent   |
| Relevant Statutory Undertakers | South Western Ambulance Service NHS Foundation Trust |
| Relevant Statutory Undertakers | Southern Gas Networks Plc                            |
| Relevant Statutory Undertakers | Teliasonera  |
| Relevant Statutory Undertakers | Teletrac Navman (Traffic Master)                     |
| Relevant Statutory Undertakers | The Electricity Network Company Limited              |
| Relevant Statutory Undertakers | UK Power Networks                                    |
| Relevant Statutory Undertakers | UK Power Distribution Ltd                            |
| Relevant Statutory Undertakers | Utility Assets Limited                               |
| Relevant Statutory Undertakers | Vattenfall Networks Limited                          |
| Relevant Statutory Undertakers | Wales and West Utilities Ltd                         |
| Relevant Statutory Undertakers | Western Power Distribution                           |
| The Crown Estate Commissioners | The Crown Estate                                     |
| The Forestry Commission        | The Forestry Commission                              |
| Secretary of State for Defence | Ministry of Defence                                  |



**Appendix 9.2 List of the section 42(1)(d)  
Persons with an Interest in the  
Land consulted for the 2020  
supplementary statutory consultation**

## Introduction

The below provides a list of PILs that were consulted as part of the Supplementary statutory consultation held between 13 October 2020 and 12 November 2020. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### PILs Consulted in 2020 Supplementary Statutory Consultation:

- PIL ID 1
- PIL ID 2
- PIL ID 3
- PIL ID 5
- PIL ID 8
- PIL ID 10
- PIL ID 12
- PIL ID 13
- PIL ID 14
- PIL ID 16
- PIL ID 18
- PIL ID 19
- PIL ID 20
- PIL ID 21
- PIL ID 22
- PIL ID 23
- PIL ID 25
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- PIL ID 171
- PIL ID 174
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- PIL ID 176
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- PIL ID 178
- PIL ID 179
- PIL ID 180
- PIL ID 181
- PIL ID 182
- PIL ID 13
- PIL ID 184

## **Appendix 9.3 Sample copy of letters sent to each category of section 42 consultee for 2020 supplementary statutory consultation**

### **Comprising:**

- **A: Letter sent to section 42(1)(a) prescribed consultees**
- **B: Letter sent to section 42(1)(b) host local authorities**
- **C: Letter sent to section 42(1)(b) neighbouring local authorities**
- **D: Letter sent to section 42(1)(d) category 1 and 2 consultees**
- **E: Letter sent to section 42(1)(d) category 3 consultees**
- **F: Letter sent to additional organisations, elected representatives and hard-to-reach groups**

## **Appendix 9.3A: Letter sent to section 42(1)(a) prescribed consultees**

Our ref: TR010056/S42(1)(a)/October 2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

<Title><First Name><Surname>  
<Organisation>  
<Address Line 1>  
<Address Line 2>  
<Address Line 3>  
<Address Line 4>  
<Address Line 5>  
<Address Line 6>

**0300 123 5000**  
**13 October 2020**

Dear <Title><Surname>

**A417 Missing Link**  
**SUPPLEMENTARY STATUTORY CONSULTATION – 13 October 2020 to 12**  
**November 2020.**  
**PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED**  
**APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed A417 Missing Link which would improve the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4 mile (5.5km) new dual carriageway, with a grade separated junction at Shab Hill linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 to Birdlip.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (as amended) (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate ('the Inspectorate') who will examine the application on behalf of the Secretary of State, to get permission to construct and operate the scheme. We intend to make our application for a DCO in 2021.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have been identified as a prescribed consultee for the purposes of Section 42(1)(a) of the 2008 Act and Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).

This letter is notice of Highways England's consultation from **Tuesday 13 October 2020 to Thursday 12 November 2020.**

This consultation is an opportunity for you to share your views on our proposals. We would encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Inspectorate.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared a Preliminary Environmental Information (PEI) report to help you understand the likely effects of our proposals.

**Consultation documents**

To view full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link). These are provided to help you understand the proposals and share your views with us:

- The consultation booklet
- The consultation response form
- The PEI report accompanied by a Non-Technical Summary
- Associated plans/drawings/reports

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided in this letter. Please note that there may be a charge for paper copies of some consultation materials.

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the relevant local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

| <b>Online locations which will host information on how to access consultation documents</b> |                                |   |
|---|--------------------------------|---|
| <b>Online location</b>  | <b>Local authority</b>         | <b>Website address</b>  |
| Cirencester   | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester  | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury  | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |



## Virtual consultation room

You can also view our consultation materials at our virtual consultation room. Due to COVID-19, Highways England is not proposing to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times.

The virtual exhibition room will be open 24/7 during the consultation period. Highways England will hold 17 web chats at a range of times and days, to include lunchtimes, evenings and weekends. The specialists will be available at the following times but you will be able to submit a question at any time during this consultation period via the virtual exhibition room:

| Date                 | Time       |
|----------------------|------------|
| Tuesday 13 October   | 11am – 2pm |
| Tuesday 13 October   | 6pm – 8pm  |
| Friday 16 October    | 8am – 11am |
| Friday 16 October    | 4pm – 7pm  |
| Saturday 17 October  | 9am – 1pm  |
| Tuesday 20 October   | 11am – 2pm |
| Thursday 22 October  | 6pm – 9pm  |
| Saturday 24 October  | 1pm – 4pm  |
| Tuesday 27 October   | 8am – 11am |
| Thursday 29 October  | 2pm – 5pm  |
| Monday 2 November    | 10am - 1pm |
| Monday 2 November    | 6pm - 9pm  |
| Wednesday 4 November | 4pm – 7pm  |
| Saturday 7 November  | 9am – 1pm  |
| Tuesday 10 November  | 8am – 11am |
| Tuesday 10 November  | 6pm – 9pm  |
| Thursday 12 November | 8am – 11am |

Any responses to this consultation in respect of the scheme should be sent to the following:



- **Online:** [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 12 November 2020**.

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Section 48 Notice

**Appendix 9.3B: Letter sent to section 42(1)(b) host local authorities**

Our ref: TRO10056 S42(1)(b)/October 2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

<Title><First Name><Surname>  
<Local Authority>  
<Address Line 1>  
<Address Line 2>  
<Address Line 3>  
<Address Line 4>  
<Address Line 5>  
<Address Line 6>

**0300 123 5000**  
**13 October 2020**

Dear <Title><Surname>

**A417 Missing Link**  
**SUPPLEMENTARY STATUTORY CONSULTATION – 13 October 2020 to 12**  
**November 2020**  
**PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED**  
**APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed A417 Missing Link which would improve the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4 mile (5.5km) new dual carriageway, with a grade separated junction at Shab Hill linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 to Birdlip.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate (the Inspectorate), who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in 2021.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have been identified as a host authority within which the proposed development is situated for the purposes of Section 42(1)(b) of the 2008 Act.

This letter is notice of Highways England's consultation from **Tuesday 13 October 2020 to Thursday 12 November 2020.**

This consultation is an opportunity for you to share your views on our proposals. We would encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting the application to the Inspectorate. There will be limited opportunity to influence the proposals once the application has been submitted, so now is the best time to have your say on the proposed scheme.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information (PEI) report to help you understand the likely effects of our proposals.

### Consultation documents

To view the full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link). These are provided to help you understand the proposals and share your views with us:

- The consultation booklet
- The consultation response form
- The PEI Report accompanied by a Non-Technical Summary
- Associated plans/drawings/reports

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided in this letter. Please note that there may be a charge for paper copies of some consultation materials.

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the relevant local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

| Online locations which will host information on how to access consultation documents |                                |   |
|--|--------------------------------|---|
| Online location  | Local authority                | Website address   |
| Cirencester  | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester   | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury   | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |

## Virtual consultation room

You can also view our consultation materials at our virtual consultation room. Due to COVID-19, Highways England is not proposing to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times.

The virtual exhibition room will be open 24/7 during the consultation period. Highways England will hold 17 web chats at a range of times and days, to include lunchtimes, evenings and weekends. The specialists will be available at the following times but you will be able to submit a question at any time during this consultation period via the virtual exhibition room:

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| Monday 2 November    | 6pm - 9pm  |
| Wednesday 4 November | 4pm – 7pm  |
| Saturday 7 November  | 9am – 1pm  |
| Tuesday 10 November  | 8am – 11am |
| Tuesday 10 November  | 6pm – 9pm  |
| Thursday 12 November | 8am – 11am |

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 12 November 2020**.

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)**  
**Tel: 0300 123 5000**

**Enc.**

- Section 48 Notice

## **Appendix 9.3C: Letter sent to section 42(1)(b) neighbouring local authorities**

Our ref: TR010056/S42(1)(b)/October 2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

<Title><First Name><Surname>  
<Local Authority>  
<Address Line 1>  
<Address Line 2>  
<Address Line 3>  
<Address Line 4>  
<Address Line 5>  
<Address Line 6>

**0300 123 5000**  
**13 October 2020**

Dear <Title><Surname>

**A417 Missing Link**  
**SUPPLEMENTARY STATUTORY CONSULTATION – 13 October 2020 to 12**  
**November 2020**  
**PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED**  
**APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed A417 Missing Link which would improve the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4 mile (5.5km) new dual carriageway, with a grade separated junction at Shab Hill linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 to Birdlip.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate (the Inspectorate), who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in 2021.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have been identified as an authority which shares a boundary with the host authority for the purposes of Section 42(1)(b) of the 2008 Act.

This letter is notice of Highways England's consultation from **Tuesday 13 October 2020 to 12 November 2020**.



This consultation is an opportunity for you to share your views on our proposals. We would encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting an application to the Inspectorate. There will be limited opportunity to influence the proposals once the application has been submitted, so now is the best time to have your say on the proposed scheme.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared a Preliminary Environmental Information (PEI) report to help you understand the likely effects of our proposals.

**Consultation documents**

To view full suite of consultation documents listed below, please visit the project website at: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link). These are provided to help you understand the proposals and share your views with us:

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- Associated plans/drawings/reports

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided in this letter. Please note that there may be a charge for paper copies of some consultation materials.

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the relevant local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

| <b>Online locations which will host information on how to access consultation documents</b> |                                |   |
|---|--------------------------------|---|
| <b>Online location</b>  | <b>Local authority</b>         | <b>Website address</b>  |
| Cirencester   | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester  | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury  | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |



## Virtual consultation room

You can also view our consultation materials at our virtual consultation room. Due to COVID-19, Highways England is not proposing to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times.

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| Monday 2 November    | 6pm - 9pm  |
| Wednesday 4 November | 4pm – 7pm  |
| Saturday 7 November  | 9am – 1pm  |
| Tuesday 10 November  | 8am – 11am |
| Tuesday 10 November  | 6pm – 9pm  |
| Thursday 12 November | 8am – 11am |

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 12 November 2020**.

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Section 48 Notice

**Appendix 9.3D: Letter sent to  
section 42(1)(d) category 1 and  
2 consultees**

Our ref: TR010056/S42(1)(d)Cat1&2/October 2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

<Title><First Name><Surname><Organisation>  
<Address Line 1>  
<Address Line 2>  
<Address Line 3>  
<Address Line 4>  
<Address Line 5>  
<Address Line 6>  
<Address Line 7>

**0300 123 5000**  
**13 October 2020**

Dear <Title><Surname>

**A417 Missing Link**  
**SUPPLEMENTARY STATUTORY CONSULTATION – 13 October 2020 to 12**  
**November 2020**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

**PLOTS: <Plot>**  
**DRAWING NOS: <Drawing Number 1><Drawing Number 2><Drawing Number**  
**3><Drawing Number 4><Drawing Number 5><Drawing Number 6><Drawing**  
**Number 7><Drawing Number 8><Drawing Number 9><Drawing Number**  
**10><Drawing Number 11><Drawing Number 12><Drawing Number 13><Drawing**  
**Number 14><Drawing Number 15>**

I am writing to you regarding the consultation on Highways England's proposed A417 Missing Link which would improve the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4 mile (5.5km) new dual carriageway, with a grade separated junction at Shab Hill linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 to Birdlip.

We are writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land

The enclosed plan(s) detail where we believe your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need

to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme, we will have previously contacted you regarding the proposals; if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate ('the Inspectorate'), who will examine the application and make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in 2021.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's consultation from **Tuesday 13 October 2020 to Thursday 12 November 2020**.

This consultation is an opportunity for you to share your views on our proposals. We would encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as far as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Inspectorate. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. Therefore, it would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete, or update us on anything we have missed.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared a Preliminary Environmental Information (PEI) report to help you understand the likely effects of our proposals.

**Consultation documents**

To view the full suite of consultation documents listed below, please visit the project website at: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link). These are provided to help you understand the proposals and share your views with us:

- The consultation booklet
- The consultation response form
- The PEI report accompanied by a Non-Technical Summary
- Associated plans/drawings/reports

As you have an interest in the affected land, we are enclosing the following documents in hard copy to help you understand our proposals and share your views with us:

- Land Interest Plan(s) - A plan showing what land in the area of the proposed scheme we believe you have an interest in, and whether your land is required temporarily, permanently or temporarily with permanent access rights
- A plan showing the extents of proposed scheme, which is called the “red line boundary plan”

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via:

<https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase
- Your property and blight

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the relevant local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

| <b>Online locations which will host information on how to access consultation documents</b> |                                |   |
|---|--------------------------------|---|
| <b>Online location</b>  | <b>Local authority</b>         | <b>Website address</b>  |
| Cirencester   | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester  | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury  | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |



Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided in this letter. Please note that there may be a charge for paper copies of some consultation materials.

**Meeting appointment**

We would also like to invite you to meet with our project team for further discussion. To arrange an appointment please contact Highways England on [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk) or **0300 123 5000**. Please note that we are able to carry out meetings online or by telephone if required, due to COVID-19. Please let us know in advance if you would like to discuss any specific issues and we will try to make sure the relevant specialist(s) can attend.

**Virtual consultation room**

You can also view our consultation materials at our virtual consultation room. Due to COVID-19, Highways England is not proposing to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times.

The virtual exhibition room will be open 24/7 during the consultation period. Highways England will hold 17 web chats at a range of times and days, to include lunchtimes, evenings and weekends. The specialists will be available at the following times but you will be able to submit a question at any time during this consultation period via the virtual exhibition room:

| Date                | Time       |
|---------------------|------------|
| Tuesday 13 October  | 11am – 2pm |
| Tuesday 13 October  | 6pm – 8pm  |
| Friday 16 October   | 8am – 11am |
| Friday 16 October   | 4pm – 7pm  |
| Saturday 17 October | 9am – 1pm  |
| Tuesday 20 October  | 11am – 2pm |
| Thursday 22 October | 6pm – 9pm  |
| Saturday 24 October | 1pm – 4pm  |
| Tuesday 27 October  | 8am – 11am |
| Thursday 29 October | 2pm – 5pm  |
| Monday 2 November   | 10am - 1pm |
| Monday 2 November   | 6pm - 9pm  |





|                      |            |
|----------------------|------------|
| Wednesday 4 November | 4pm – 7pm  |
| Saturday 7 November  | 9am – 1pm  |
| Tuesday 10 November  | 8am – 11am |
| Tuesday 10 November  | 6pm – 9pm  |
| Thursday 12 November | 8am – 11am |

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 12 November 2020**.

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Land Interest Plan
- Red line boundary plan

## **Appendix 9.3E: Letter sent to section 42(1)(d) category 3 consultees**

Our ref: TR010056/S42(1)(d)Cat3/October 2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

<Landowner Name>  
<Address Line 1>  
<Address Line 2>  
<Address Line 3>  
<Address Line 4>  
<Address Line 5>  
<Address Line 6>

**0300 123 5000**  
**13 October 2020**

Dear <Title>

**A417 Missing Link**  
**SUPPLEMENTARY STATUTORY CONSULTATION – 13 October 2020 to 12**  
**November 2020**  
**PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A**  
**PROPOSED APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed A417 Missing Link which would improve the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4 mile (5.5km) new dual carriageway, with a grade separated junction at Shab Hill linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 to Birdlip.

We are writing to you because we believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new road is in use. If your property or business has been adversely affected by the construction works carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase act 1965. Or, under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 ("the 2008 Act"). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to

build the scheme. This application will be made to the Planning Inspectorate ('the Inspectorate') who will examine the application on behalf of the Secretary of State, to get permission to construct and operate the scheme. We intend to make our application for a DCO in 2021.

This letter is notice of Highways England's consultation from **Tuesday 13 October 2020 to Thursday 12 November 2020**.

This consultation is an opportunity for you to share your views on our proposals. We would encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Inspectorate.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared a Preliminary Environmental Information (PEI) report to help you understand the likely effects of our proposals.

### **Consultation documents**

To view the full suite of consultation documents listed below, please visit the project website at [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link). These are provided to help you understand the proposals and share your views with us:

- The consultation booklet
- The consultation response form
- The PEI report accompanied by a Non-Technical Summary
- Associated plans/drawings/reports

Highways England has produced the following guidance in relation to compensation which can be viewed via: <https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>.

- Your property and Highways England road proposals
- Your property and discretionary purchase
- A guide to Part I claims

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the relevant local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

**Online locations which will host information on how to access consultation documents**

| Online location | Local authority                | Website address   |
|-----------------|--------------------------------|---|
| Cirencester     | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester      | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury      | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |

Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided in this letter. Please note that there may be a charge for paper copies of some consultation materials.

### Meeting appointment

We would also like to invite you to meet with our project team for further discussion. To arrange an appointment please contact Highways England on [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk) or 0300 123 5000. Please note that we are able to carry out meetings online or by telephone if required, due to COVID-19. Please let us know in advance if you would like to discuss any specific issues and we will try to make sure the relevant specialist(s) can attend.

### Virtual consultation room

You can also view our consultation materials at our virtual consultation room. Due to COVID-19, Highways England is not proposing to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times.

The virtual exhibition room will be open 24/7 during the consultation period. Highways England will hold 17 web chats at a range of times and days, to include lunchtimes, evenings and weekends. The specialists will be available at the following times but you will be able to submit a question at any time during this consultation period via the virtual exhibition room:

| Date                | Time       |
|---------------------|------------|
| Tuesday 13 October  | 11am – 2pm |
| Tuesday 13 October  | 6pm – 8pm  |
| Friday 16 October   | 8am – 11am |
| Friday 16 October   | 4pm – 7pm  |
| Saturday 17 October | 9am – 1pm  |
| Tuesday 20 October  | 11am – 2pm |

|                      |            |
|----------------------|------------|
| Thursday 22 October  | 6pm – 9pm  |
| Saturday 24 October  | 1pm – 4pm  |
| Tuesday 27 October   | 8am – 11am |
| Thursday 29 October  | 2pm – 5pm  |
| Monday 2 November    | 10am - 1pm |
| Monday 2 November    | 6pm - 9pm  |
| Wednesday 4 November | 4pm – 7pm  |
| Saturday 7 November  | 9am – 1pm  |
| Tuesday 10 November  | 8am – 11am |
| Tuesday 10 November  | 6pm – 9pm  |
| Thursday 12 November | 8am – 11am |

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 12 November 2020**.

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

## **Appendix 9.3F: Letter sent to additional organisations, elected representatives and hard-to-reach groups**

Our ref: TR010056/S42 non-prescribed/October  
2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

<Title><First Name><Surname>  
<Organisation>  
<Address Line 1>  
<Address Line 2>  
<Address Line 3>  
<Address Line 4>  
<Address Line 5>  
<Address Line 6>

**0300 123 5000**  
**13 October 2020**

Dear <Title><Surname>

**A417 Missing Link**  
**SUPPLEMENTARY STATUTORY CONSULTATION – 13 October 2020 to 12**  
**November 2020**  
**PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED**  
**APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed A417 Missing Link which would improve the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4 mile (5.5km) new dual carriageway, with a grade separated junction at Shab Hill linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 to Birdlip.

We are writing to you to as an organisation or individual that may be interested in the A417 Missing Link project, to invite you to participate in the upcoming consultation on the proposed scheme.

This consultation is an opportunity for you to share your views on our proposals. We would encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application for a Development Consent Order to the Planning Inspectorate in 2021.

As the project is Environmental Impact Assessment (EIA) development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), we have prepared a Preliminary Environmental Information (PEI) report to help you understand the likely effects of our proposals.



## Consultation documents

To view the consultation documents set out below, including the PEI report, please visit the project website from Tuesday 13 October 2020 at: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link).

These are provided to help you understand the proposals and share your views with us:

- The consultation booklet
- The consultation response form
- The PEI report accompanied by a Non-Technical Summary
- Associated plans/drawings/reports

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the relevant local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

| Online locations which will host information on how to access consultation documents |                                |   |
|--|--------------------------------|---|
| Online location  | Local authority                | Website address   |
| Cirencester  | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester   | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury   | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |

Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided in this letter. Please note that there may be a charge for paper copies of some consultation materials.

## Virtual consultation room

You can also view our consultation materials at on our virtual consultation room. Due to COVID-19, Highways England is not proposing to host face to face consultation events in the local community. Instead, we will host a number of online events in the form of a virtual exhibition during the consultation period. To replicate public events as much as possible, topic specialists and members of the project team will be on hand to answer questions from members of the public at allocated times.

The virtual exhibition room will be open 24/7 during the consultation period. Highways England will hold 17 web chats at a range of times and days, to include lunchtimes,

evenings and weekends. The specialists will be available at the following times but you will be able to submit a question at any time during this consultation period via the virtual exhibition room:

| <b>Date</b>          | <b>Time</b> |
|----------------------|-------------|
| Tuesday 13 October   | 11am – 2pm  |
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| Tuesday 20 October   | 11am – 2pm  |
| Thursday 22 October  | 6pm – 9pm   |
| Saturday 24 October  | 1pm – 4pm   |
| Tuesday 27 October   | 8am – 11am  |
| Thursday 29 October  | 2pm – 5pm   |
| Monday 2 November    | 10am - 1pm  |
| Monday 2 November    | 6pm - 9pm   |
| Wednesday 4 November | 4pm – 7pm   |
| Saturday 7 November  | 9am – 1pm   |
| Tuesday 10 November  | 8am – 11am  |
| Tuesday 10 November  | 6pm – 9pm   |
| Thursday 12 November | 8am – 11am  |

Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 12 November 2020**.

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website: <https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)**  
**Tel: 0300 123 5000**

# **Appendix 9.4 Copy of the section 46 notification letter for 2020 consultation**

PINS ref: TR010056

Susannah Guest  
The Planning Inspectorate  
Major Applications and Plans  
Temple Quay House  
Temple Quay  
Bristol  
BS16PN

Michael Goddard  
A417 Missing Link  
Highways England  
Temple Quay House  
2 The Square, Temple Quay  
Bristol,  
BS1 6HA

12 October 2020

Dear **Ms Guest**,

**A417 Missing Link –  
PLANNING ACT 2008 SECTION 46: DUTY TO NOTIFY SECRETARY OF STATE  
OF PROPOSED APPLICATION**

I am hereby notifying you under Section 46 of the Planning Act 2008 that Highways England (“the applicant”) intends to apply under Section 37 of the Planning Act 2008 (the Act) for a Development Consent Order (DCO) for the A417 Missing Link.

**Consultation Information**

Highways England will be undertaking statutory pre-application consultation under Section 42 of the Act between 13 October 2020 and 12 November 2020.

Please find enclosed on a USB drive the information being supplied to consultees as part of this consultation. This information has been supplied via the project website [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link).

The covering letters provided confirm how this information has been supplied to the consultees. The content of the USB drive includes:

- Covering letters sent to consultees under Section 42 of the Act as follows:
  - Letter sent to consultees prescribed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009
  - Letter sent to host local authorities as defined in Section 43 of the Act
  - Letter sent to neighbouring local authorities as defined in Section 43 of the Act
  - Letter sent to categories 1 and 2 land interests as defined in Section 44 of the Act

- Letter sent to category 3 land interests as defined in Section 44 of the Act
- Letter sent to non-statutory consultees
- Section 48 Notice
- Consultation booklet
- Consultation response form
- Preliminary Environmental Information (PEI) report, accompanied by a Non-Technical Summary
- Consultation plans and engineering drawings

Consultation materials will be available online at [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link) and via the relevant local authority websites. Further details of the consultation arrangements can be found on the website and in the enclosed Section 48 Notice.

Should you have any queries, please do not hesitate to contact me using the details provided below. Please acknowledge that this notice has been received as a record of compliance.

**Yours sincerely,**

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)**  
**Tel: 0300 123 5000**

**Enc.**

- USB drive

**Appendix 9.5 Copy of the  
acknowledgment of receipt of  
the section 46 letter, provided  
by PINS on 21 October 2020**



# The Planning Inspectorate

National Infrastructure  
Planning  
Temple Quay House  
2 The Square  
Bristol, BS1 6PN

Customer  
Services: 0303 444 5000  
e-mail: A417MissingLink@planninginspectorate.gov.uk

---

By email only

Your Ref:

Our Ref: TR010056

Date: 21 October 2020

---

Dear Mr Goddard

Planning Act 2008 (as amended) (PA2008) – Section 46 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – Regulation 8

Proposed application by Highways England for an Order Granting Development Consent for the A417 Missing Link

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 12 October 2020 and the following documentation:

- covering letters sent to consultees under section 42 of the PA2008 as follows:
  - letter sent to consultees prescribed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009;
  - letter sent to host local authorities as defined in section 43 of the PA2008;
  - letter sent to neighbouring local authorities as defined in section 43 of the PA2008;
  - letter sent to category 1 and 2 land interests as defined in section 44 of the PA2008;
  - letter sent to category 3 land interests as defined in section 44 of the PA2008;
  - and
  - letter sent to non-statutory consultees.
- section 48 notice;
- consultation booklet;
- consultation response form;
- Preliminary Environmental Information (PEI) report, accompanied by a Non-Technical Summary (NTS); and
- consultation plans.



I acknowledge that you have notified the Planning Inspectorate of the proposed application for an order granting development consent for the purposes of section 46 of the PA2008 and supplied the information for consultation under section 42. The following reference number has been given to the proposed application, which I would be grateful if you would continue to use in subsequent communications:

TR010056

I also acknowledge notification in accordance with Regulation 8(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 that you propose to provide an environmental statement in respect of the proposed development.

I will be your point of contact for this application – my contact details are at the end of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with potential applicants, statutory bodies and others about the processes and requirements of the new regime. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other interested parties on our website and, if relevant, direct parties to you as the applicant. We are happy to meet at key milestones and/or provide advice as the case progresses through the pre-application stage.

Once you have prepared draft documents we are able to provide technical advice, in particular on the draft development consent order, explanatory memorandum, the consultation report and any draft HRA. You may therefore wish to build this into your timetables.

In the meantime, you may wish to have regard to the guidance and legislation material provided on our website including the Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When seeking to meet your pre-application obligations you should also be aware of your obligation under the current data protection legislation to process personal data fairly and lawfully.

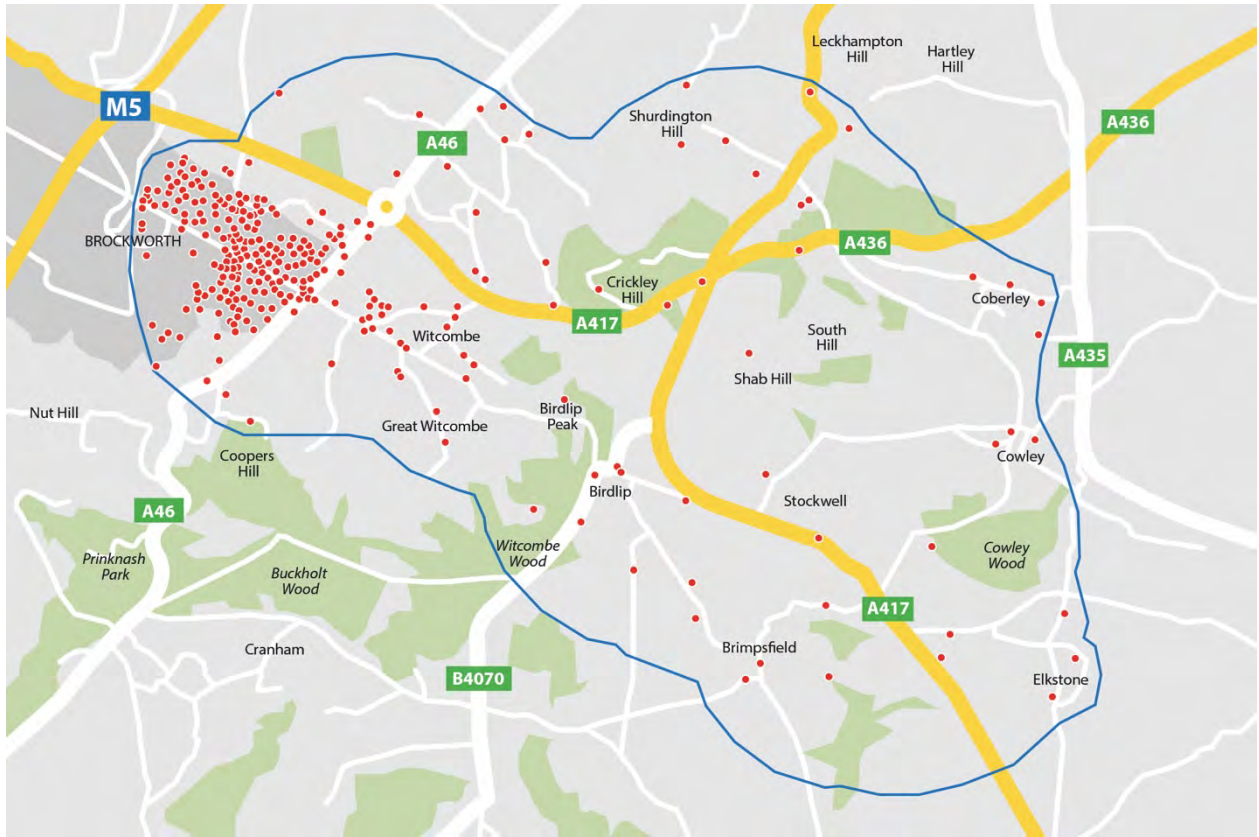
If you have any further queries, please do not hesitate to contact me.

Yours sincerely

*Susannah Guest*

Susannah Guest  
Operations Lead – National Infrastructure and Transport

# **Appendix 9.6 Map of mailing zone for 2020 supplementary statutory consultation**



Although the scheme's red line boundary has reduced slightly since our last consultation and as a result of the design changes, Highways England has retained the mailing area for consultation materials used during our 2019 public consultation. There will be a map of the revised red line boundary available at the consultation.

# **Appendix 9.7 Copy of mailing zone postcard for 2020 supplementary statutory consultation**

# A417 Missing Link

## Public consultation

13 October – 12 November 2020

## Highways England is consulting on plans to upgrade the A417 Missing Link between the Brockworth bypass and Cowley roundabout in Gloucestershire.

The consultation is running from **Tuesday 13 October until 11.59pm on Thursday 12 November 2020**. Please make sure you submit your response by this time.

Since our consultation last autumn (2019), we've made some changes to the scheme's design and now it's your chance to have your say on our updated proposals. The changes we're seeking feedback on are:

### 1. New crossings:

- Cotswold Way crossing - a new crossing in the region of 5m wide near Emma's Grove
- Gloucestershire Way crossing – a new crossing in the region of 25m wide just north of Shab Hill junction.

### 2. The gradient of the A417 as it climbs the escarpment at Crickey Hill

Reducing the gradient of the existing road from 10% to 8%, to help improve safety, conserve and enhance the special character of the surrounding landscape, and bring more construction benefits compared to our previous proposals.

### 3. Cowley junction

The removal of vehicular access to Cowley Lane, retained only for residents, walkers, cyclists and horse riders, including disabled users.

### 4. The rerouting of the B4070 to Birdlip, via Barrow Wake

Replacing the existing junction with a roundabout and utilising the existing underpass.

### 5. Improvements for walkers, cyclists and horse riders, including disabled users

Creating new or diverted rights of way.

### 6. Replacement Common Land

Providing a new and greater area of Common Land to replace that which we need to build the scheme.

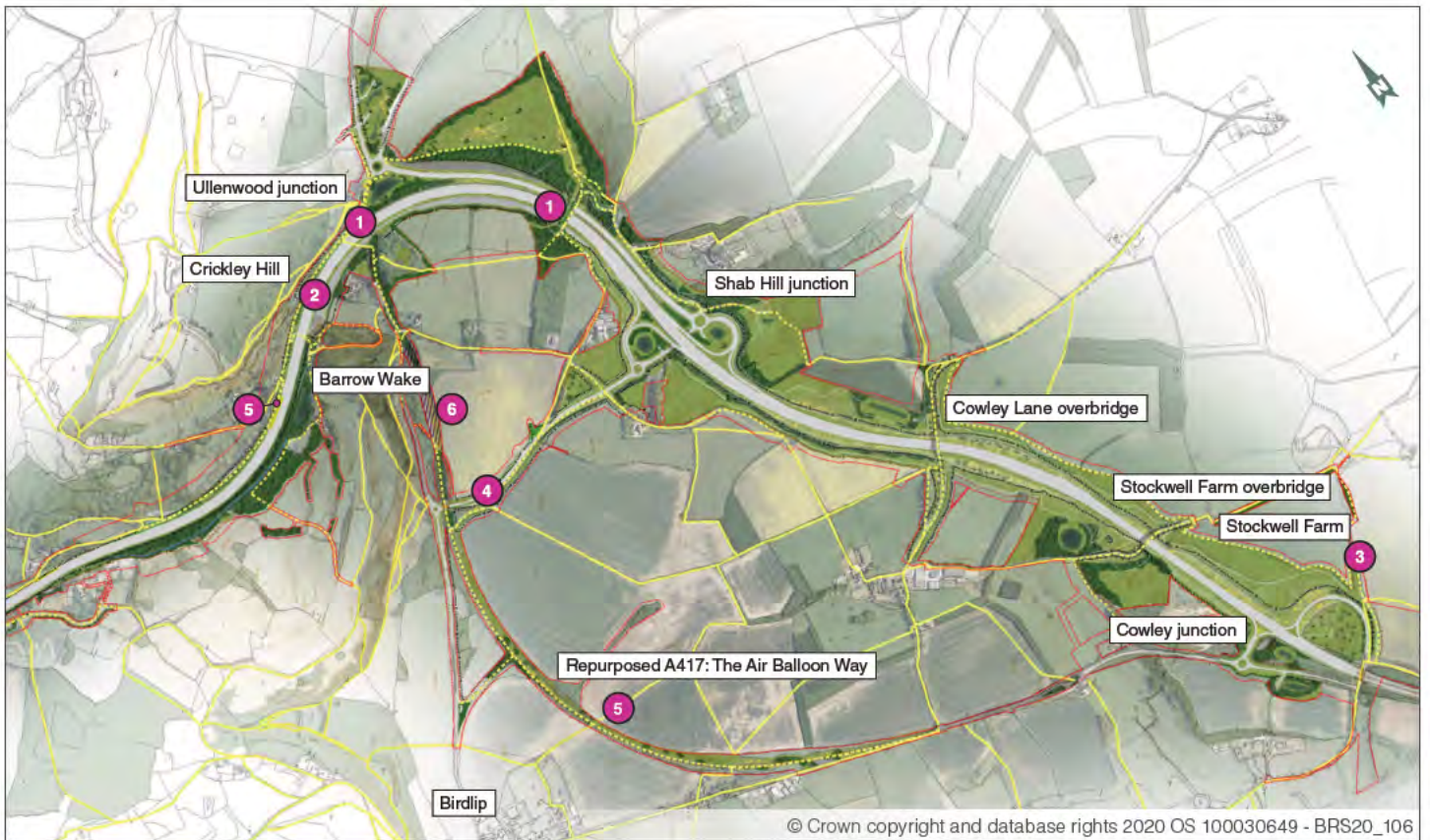
You can request a free copy of our consultation booklet, feedback questionnaire and responding to feedback document. Register by Monday 2 November to receive a hard copy of our consultation materials using the tear off form below or calling 0300 123 5000.

If you're not able to take part in the consultation online (details overleaf), you can request hard copies of the consultation booklet, feedback questionnaire and responding to your feedback documents to be sent to you.

If you need a large print copy, please tick here [  ]

Fill in your details overleaf, and return this slip in an envelope to: **FREEPOST A417 MISSING LINK**

This should be written in capitals; no stamp is required.



Locations of proposed changes to the scheme's design

## How to have your say

Your feedback is important to us, as it will help us shape our proposals before we submit our Development Consent Order (DCO) application. We would like you to submit your response by **11.59pm on Thursday 12 November 2020:**

- Complete the feedback questionnaire online at: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- Email your response to: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- Post your feedback to us at: FREEPOST A417 MISSING LINK

For more information about the project, please visit: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)

Due to COVID-19 we are unable to host face to face consultation events in the local community. Instead, you can visit our virtual exhibition room which will be open 24/7 during the consultation period, where we will host virtual consultation events at dedicated times, where you can speak to a member of the project team.

We're also running a series of online question and answer sessions on specific topics, where you can anonymously ask questions of the project team. You can find details of these on our webpage.

Finally, we're offering a telephone surgery service. If you'd like to arrange a call back from a member of the project team you can request one by calling our customer contact centre on 0300 123 5000.

Please write clearly in block capitals

Name .....

Address .....

Postcode .....



**Appendix 9.8 List of additional organisations (including 'hard to reach' groups) notified of the 2020 supplementary statutory consultation**

| <b>Additional Organisation/ Group</b>                       |
|---|
| Ampney Crucis Parish Council                                |
| AA  |
| Active Gloucestershire                                      |
| Ancient Monument Society                                    |
| Baunton Parish Council                                      |
| BPE Solicitors LLP  |
| British Horse Society Gloucestershire                       |
| British Horse Society                                       |
| British Motorcycle Federation                               |
| British Vehicle Leasing Association                         |
| British Vehicle Rental Leasing Association                  |
| Brockworth Parish Council                                   |
| Campaign for Better Transport                               |
| Campaign to Protect Rural England (CPRE)<br>Gloucestershire |
| Chamber of Commerce and Industry, Thames Valley             |
| Charlton Kings Parish Council                               |
| Cheltenham and Tewkesbury Cycle Campaign                    |
| Cheltenham Chamber of Commerce                              |
| Cheltenham Civic Society                                    |
| Cheltenham Development Task Force                           |
| Children and Young People's Service                         |
| Churchdown Parish Council                                   |
| Cirencester Opportunity Group                               |
| Cirencester Town Council                                    |
| Colesbourne Parish Council                                  |
| Community Connexions  |
| Confederation of British Industry                           |
| Confederation of Passenger Transport                        |
| Cotswold House Care Home                                    |
| Cotswold Way Association                                    |
| Cotswolds RDA   |
| Cranham Parish Council                                      |
| Cyclists Touring Club                                       |
| Daglingworth Parish Council                                 |
| Disabled Motoring UK (DMUK)                                 |
| Disabled Ramblers   |
| Dowdeswell Parish Council                                   |
| Elkstone Parish Council                                     |
| Endsleigh Insurance   |
| English Heritage  |
| Farming & Wildlife Advisory Group (South West)              |
| Federation of Small Businesses                              |
| Freight Transport Association                               |



|  |
|--|
| Friends of the Earth Gloucestershire               |
| Garden History Society                             |
| Gardner's Lane Children and Family Centre          |
| GFirst LEP   |
| Gloucester Chamber of Commerce                     |
| Gloucestershire Constabulary                       |
| Gloucestershire Deaf Association (GDA)             |
| Gloucestershire Amphibian Group                    |
| Gloucestershire Badger Trust                       |
| Gloucestershire Bat Group                          |
| Gloucester Civic Trust                             |
| Gloucestershire Federation of Young Farmers' Clubs |
| Gloucestershire Ambulance Service                  |
| Gloucestershire Care Services NHS Trust            |
| Gloucestershire Centre for Environmental Records   |
| Gloucestershire Environmental Data Unit            |
| Gloucestershire Community Foundation               |
| Gloucestershire Local Nature Partnership           |
| Gloucestershire Constabulary                       |
| Gloucestershire Local Access Forum                 |
| Gloucestershire Ramblers                           |
| Gloucestershire Wildlife Trust                     |
| Great Witcombe Parish Council                      |
| Hawling Parish Council                             |
| Inward Waterways Association                       |
| IAM Roadsmart                                      |
| Latton Parish Council                              |
| Leckhampton with Warden Hill Parish Council        |
| Mencap   |
| Mid Cotswold Tracks & Trails Group                 |
| Miserden Parish Council                            |
| MP for Cotswolds                                   |
| MP for Cheltenham                                  |
| MP for Forest of Dean                              |
| MP for Gloucester                                  |
| MP for North Swindon                               |
| MP for North Wiltshire                             |
| MP for Tewkesbury                                  |
| MP for Stroud                                      |
| MP for West Worcestershire                         |
| National Autistic Society Gloucestershire          |
| National Express                                   |
| National Farmers Union                             |
| National Trust                                     |
| Network Rail                                       |

|  |
|--|
| Pebbles Nursery                                    |
| Pedestrians Association (Living Streets)           |
| RAC Motoring Foundation                            |
| Rail Freight Group                                 |
| RNIB Gloucestershire (Insight Gloucestershire)     |
| Road Haulage Association                           |
| Road Management Services (Gloucestershire Limited) |
| RSPB Gloucestershire                               |
| SENDIASS Gloucestershire                           |
| Severn Vale Housing                                |
| Shurdington Parish Council                         |
| Staverton Parish Council                           |
| Sustrans   |
| Syde Parish Council                                |
| Tetbury Chamber of Commerce & Industry             |
| Tewkesbury Town Council                            |
| The Camping and Caravanning Club                   |
| The Caravan Club                                   |
| The Woodland Trust                                 |
| Trail Riders Fellowship                            |
| Up Hatherley Parish Council                        |
| Winstone Parish Council                            |
| Withington Parish Council                          |

|  |
|--|
| <b>Hard to Reach Groups</b>              |
| 2gether NHS Foundation Trust             |
| Age UK Gloucestershire                   |
| Birdlip Primary School                   |
| Brandon Trust                            |
| Brockworth Primary School                |
| Building Circles                         |
| Carers Gloucestershire                   |
| Castle Hill Primary School               |
| Cheltenham Borough Homes                 |
| Cirencester Community Development Trust  |
| Cirencester Housing for Young People     |
| Cirencester Housing Society              |
| CMAS CIC School                          |
| Coberley C of E Primary School           |
| Cotswold Friends                         |
| Cotswold Old Peoples Housing Association |

|   |
|---|
| Cotswold Youth Network (World Jungle)       |
| Cottsway Housing                            |
| Cranham Primary School                      |
| Explore Gloucestershire                     |
| Gay-Glos                                    |
| Gloucester Chinese Women's Guild            |
| Gloucester City Homes                       |
| Gloucester Muslim Welfare Association       |
| Gloucestershire College                     |
| Gloucestershire Community Foundation        |
| Gloucestershire Deaf Association            |
| Gloucestershire Disability Forum            |
| Gloucestershire Rural Communities Council   |
| Insight Gloucestershire                     |
| North Cotswold Community Awareness          |
| PeopleForYou                                |
| Peter Lang Children's Trust                 |
| Ridgemount Cottage Nursery                  |
| Sapperton Primary School                    |
| Severn Vale Housing                         |
| Shurdington Primary School                  |
| Stratton Primary School                     |
| The Churn Project                           |
| The Cotswolds Tour Guide                    |
| The Gloucestershire Gay & Lesbian Community |
| The Hindu Cultural Association Gloucester   |
| The Little People Day Nursery               |
| The Proud Trust                             |
| Young Gloucestershire                       |
| Youth Support Team                          |

**Appendix 9.9 Copy of documents provided as part of Stakeholder Information Packs for 2020 supplementary statutory consultation**

**Have Your Say  
Stakeholder Information  
Pack (28 September 2020)**

## A417 Missing Link stakeholder pack

### Text block

Please mention the A417 Missing Link consultation in your communications materials to your members, subscribers and colleagues. This will help ensure that as many people as possible are aware of the consultation, and that everyone has the opportunity to have their say. Here is some suggested text:

|                   |  |
|-------------------|--|
| A417 Missing Link | <p>Highways England is holding a consultation on proposals to improve the A417 Missing Link between the Brockworth bypass and Cowley roundabout in Gloucestershire.</p> <p>This consultation runs from 13 October to 12 November 2020. If you use the A417, this is your opportunity to have your say.</p> <p>Please follow this <a href="#">link</a> to see more information on how you can get involved from 13 October, including details of the virtual exhibition, theme specific question and answer sessions and telephone surgeries.</p> <p>Once delivered, the 3.4 mile scheme will provide a safe and free-flowing road for long-distance vehicles, while repurposing the existing route for local traffic.</p> <p>For people living near the scheme this means less congestion and safer journeys. For the region, it means better opportunities for businesses, and wider economic growth.</p> <p>You can find out the latest information about the A417 Missing Link by visiting the project <a href="#">website</a>. You can also register for updates <a href="#">here</a>, and email any questions you have to <a href="mailto:a417missinglink@highwaysengland.co.uk">a417missinglink@highwaysengland.co.uk</a>.</p> |
|-------------------|--|

### Social media posts

@HighwaysSWEST is Highways England’s official South West Twitter feed. Please keep an eye out for any tweets about the A417, and re-share if possible.

If you are tweeting your own messages, please use the following hashtag: **#A417MissingLink**

Some suggested wording for social media can be found below for your convenience. We can provide updated posts for you to include in your social media as they become available.

|                                |  |
|--------------------------------|--|
| A417 Missing Link consultation | Highways England will be consulting from 13 October to 12 November on plans to improve |
|--------------------------------|--|

|                                      |   |
|--------------------------------------|---|
|                                      | the #A417MissingLink. Find out more and how you can get involved on Highways England's <a href="#">website</a> .  |
| Need for the scheme                  | The #A417MissingLink road scheme will improve safety, reduce congestion and boost local businesses. Find out more about the scheme and the upcoming consultation <a href="#">here</a> . |
| A417 Missing Link / Highways England | Stay up to date on the #A417MissingLink scheme by registering for updates on Highways England's <a href="#">website</a> .   |

## Useful links:

Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a417-missing-link/>

The scheme website:

<https://highwaysengland.co.uk/projects/a417-missing-link/>

Email:

[a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

Telephone:

0300 123 5000

## Photos:







**Launch of consultation  
Stakeholder Information Pack  
(12 October 2020)**

# A417 Missing Link stakeholder pack

## Introduction

This stakeholder pack is designed to be a resource for you to help share information about the A417 Missing Link public consultation that is taking place from 13 October – 12 November 2020.

Below you will find blocks of text that can be cut and pasted into newsletters, onto Facebook pages or similar, along with suggested tweets to use on Twitter, to help raise awareness of what is happening, why, and how you and others can get involved.

Sharing information about the consultation will help to ensure that those people affected by the proposed road improvement have the opportunity to have their say.

## Text block

Please mention the A417 Missing Link consultation in your newsletter, e-bulletin, parish magazine, blog and/or website. Here is some suggested text:

|                   |   |
|-------------------|---|
| A417 Missing Link | <p>Highways England is holding a consultation on its updated designs to dual the A417 between the Brockworth bypass and Cowley roundabout in Gloucestershire. Upgrading the 'missing link' will provide benefits to road users, local communities and businesses.</p> <p>The consultation runs from Tuesday, 13 October to Thursday, 12 November 2020 with feedback helping Highways England develop its application for a Development Consent Order to be submitted early next year.</p> <p>One of the best ways to find out more about the proposals and have your say is to visit Highways England's online exhibition. You can access this via <a href="http://www.highwaysengland.co.uk/a417-missing-link">http://www.highwaysengland.co.uk/a417-missing-link</a> – there are also dedicated times when you can chat with members of their project team who'll be happy to answer any questions you may have.</p> <p>If you do not have access to the internet or experience problems downloading the consultation materials, Highways England can send free of charge one printed copy of documents including the consultation booklet, feedback questionnaire, and a Freepost return envelope to your home, which are available on request by calling 0300 123 5000 or emailing <a href="mailto:A417MissingLinkatAirBalloon@highwaysengland.co.uk">A417MissingLinkatAirBalloon@highwaysengland.co.uk</a></p> |
|-------------------|---|

|  |  |
|--|--|
|  |  |
|--|--|

## Social media posts

We'll be posting regularly from our regional Twitter feed (@HighwaysSWEST) and Facebook page (@HighwaysSWest). Below is our draft schedule up to w/c 26 October, please share where you feel appropriate. We'll send through a schedule for the final weeks of consultation once finalised.

\*Please note some times of posts may change if we are dealing with an incident on the network.

| Date       | Time  | Channel            | Copy   | Image                       |
|------------|-------|--------------------|--|-----------------------------|
| 9/10/2020  | 16:00 | Twitter & Facebook | Before our consultation on the A417 Missing Link starts next week, our project team shared why they think this scheme is so important. Find out more about the consultation here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .   | Nick Aldworth video snippet |
| 12/10/2020 | 11:00 | Twitter & Facebook | We're launching our A417 Missing Link consultation tomorrow. As part of this you can join our project team online for a discussion on various elements of the scheme. Find out more about the consultation and register for events here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .                                | Poster image                |
| 13/10/2020 | 8:00  | Facebook & Twitter | We've listened to your feedback and made some changes to the A417 Missing Link scheme. Our consultation is now open. You can view our updated plans and have your say here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .   | Fly-through snippet         |
| 14/10/2020 | 14:00 | Facebook & Twitter | GCC M5 J10 consultation go live.   | Share GCC social media      |
| 15/10/2020 | 10:00 | Twitter            | We've listened to your feedback and made some changes to the A417 Missing Link scheme. You can view our updated plans and have your say here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .   | Consultation gif            |
| 16/10/2020 | 16:00 | Facebook & Twitter | Join us next week for one of our question and answer events with the A417 Missing Link project team. Each session will focus on a different topic such as 'Landscape, wildlife and habitats'. Register for an event or provide feedback on the consultation plans here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> . | Image of event times        |

|            |       |                    |  |  |
|------------|-------|--------------------|--|--|
| 19/10/2020 | 8:00  | Facebook & Twitter | Our proposed new 'Gloucestershire Way' crossing on the A417 scheme will bring benefits for walkers, cyclists and horse riders, including disabled users. We'll also plant it with hedgerows to help bats and other animals such as badgers and barn owls to cross safely. Find out more and have your say on the scheme here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> . | Artistic impression of Gloucestershire Way |
| 19/10/2020 | 11:00 | Twitter            | If you have an interest in the A417 Missing Link or want to know how we consider landscape, wildlife and habitats on our major projects, join our team for an online Q&A tomorrow at 9:30. Register for the event here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .   | Landscape photo                            |
| 20/10/2020 | 11:00 | Twitter            | If you have an interest in the A417 Missing Link or want to know how we consider local access and public rights of way in the design of our major projects, join our team for an online Q&A tomorrow at 9:30. Register for the event here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .  | PRoW photo                                 |
| 21/10/2020 | 11:00 | Twitter            | If you have an interest in the A417 Missing Link or want to know how we consider land, property, business and tourism in the design of our major projects, join our team for an online Q&A tomorrow at 9:30. Register for the event here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .   | Tourism photo                              |
| 22/10/2020 | 11:00 | Twitter            | If you have an interest in the A417 Missing Link or want to know about the planning process and construction for a major project, join our team for an online Q&A tomorrow at 9:30. Register for the event here: <a href="http://www.highwaysengland.co.uk/a417-missing-link">www.highwaysengland.co.uk/a417-missing-link</a> .  | Construction photo                         |
| 22/10/2020 | 17:00 | Facebook & Twitter | Placeholder for stakeholder advocacy gif   | stakeholder advocacy gif                   |

If you'd prefer to issue your own post, some suggested wording for social media can be found below for your convenience.

|                                |  |
|--------------------------------|--|
| A417 Missing Link consultation | Highways England is consulting on plans to improve the #A417MissingLink. Find out more and have your say here: <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a> |
|                                | Whether you support the scheme, have concerns or have suggestions for the #A417MissingLink, let @HighwaysSWest know your thoughts by <b>12 November</b> .  |

|                        |   |
|------------------------|---|
|                        | Find out more and have your say at:<br><a href="https://highwaysengland.co.uk/a417-missing-link/">https://highwaysengland.co.uk/a417-missing-link/</a>  |
| Benefits of scheme     | The #A417MissingLink scheme will improve safety, reduce congestion and support local growth. Find out more about the project here: <a href="https://highwaysengland.co.uk/a417-missing-link/">https://highwaysengland.co.uk/a417-missing-link/</a>  |
| Feedback questionnaire | Do you want to help shape the plans for the #A417MissingLink project?<br><br>You can take Highways England's feedback questionnaire to give your views on the proposal by following this link: <a href="https://highwaysengland.co.uk/a417-missing-link/">https://highwaysengland.co.uk/a417-missing-link/</a><br><br>Highways England wants your feedback on their proposals for the #A417MissingLink. It's easy to give your views online by following this link: <a href="https://highwaysengland.co.uk/a417-missing-link/">https://highwaysengland.co.uk/a417-missing-link/</a> |
| Consultation ending    | The consultation period for the #A417MissingLink project is coming to an end on <b>12 November</b> . Make sure to have your say before then. It's easy to explore the scheme and give your views – simply follow this link: <a href="https://highwaysengland.co.uk/a417-missing-link/">https://highwaysengland.co.uk/a417-missing-link/</a>   |
| Virtual consultation   | Consultation on proposals for the #A417MissingLink is open until <b>12 November</b> . You can still explore the proposals with their virtual consultation which you can access here: <a href="http://westdigital.arup.com/virtualengage/A417/viewer.html">http://westdigital.arup.com/virtualengage/A417/viewer.html</a>  |

## Useful links:

Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a417-missing-link/>

The scheme website:

<https://highwaysengland.co.uk/a417-missing-link/>

Email:

[a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

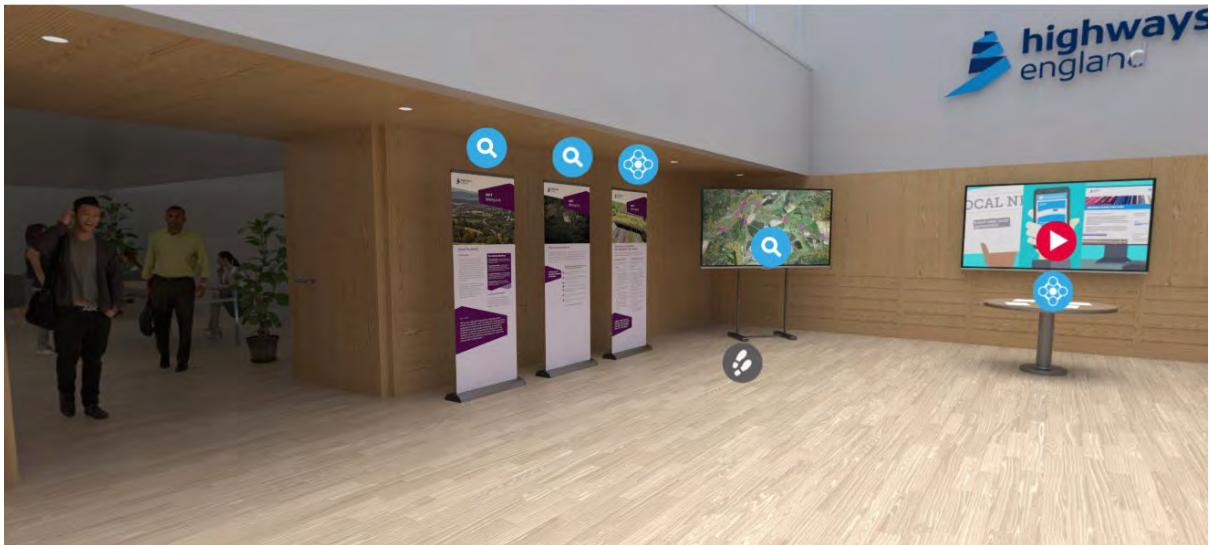
Highways England Customer Contact telephone:

0300 123 5000

## Photos

Below are some suggested photos to support your communications, if you would like a copy of any in a different size or format, please get in touch.

The below image is embargoed until 0:01 Tuesday 13 October.



Artist's impression of Cotswold Way crossing, looking towards Emma's Grove. **The below image is embargoed until 0:01 Tuesday 13 October**



Artist's impression Gloucestershire Way crossing, looking north towards Ullenwood junction. **The below image is embargoed until 0:01 Tuesday 13 October.**







# **End of Consultation Stakeholder Information Pack (5 November 2020)**

# A417 Missing Link stakeholder pack

## Text block

We're nearing the end of our consultation and want to encourage as many people as possible to provide feedback on the project before our consultation closes on 12 November.

We'd be grateful if you could help remind people about the A417 Missing Link consultation through your communications channels, such as e-bulletin, blog and/or website. For ease, here is some suggested text:

|                   |   |
|-------------------|---|
| A417 Missing Link | <p>Highways England would like to say a big thank you to everyone who has already commented on our updated proposals to improve the A417 Missing Link.</p> <p>Don't forget that the public consultation closes at 11.59pm on 12 November, so make sure you have your say by then.</p> <p>You can find out more about the A417 Missing Link and the consultation by visiting the project website: <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a>. Here you can also register for updates and provide feedback via our online survey.</p> <p>Your feedback will help shape the final proposals. Highways England plan to submit a Development Consent Order application to the Planning Inspectorate in 2021.</p> <p>If you have any questions get in touch by email <a href="mailto:a417missinglink@highwaysengland.co.uk">a417missinglink@highwaysengland.co.uk</a>.</p> |
|-------------------|---|

## Social media posts

We have a few final posts planned to go out from our regional Twitter feed (@HighwaysSWEST) and Facebook page (@HighwaysSWest). Our schedule is included below, please share where you feel appropriate.

| Date       | Time  | Channel              | Copy   |
|------------|-------|----------------------|--|
| 5/11/2020  | 17:00 | Facebook and Twitter | With just one week left to go on our A417 Missing Link consultation, if you have an interest in the scheme, make sure you check out our virtual exhibition at: <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a> |
| 9/11/2020  | 10/30 | Facebook and Twitter | Our A417 Missing Link scheme will improve safety, reduce congestion and support local growth. Find out more about the project and take part in our consultation here: <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a>                |
| 12/11/2020 | 8:00  | Facebook and Twitter | It's the final countdown. If you have any feedback on our updated plans for the A417   |

|  |  |  |  |
|--|--|--|--|
|  |  |  | Missing Link, make sure you get your comments to us by midnight tonight. You can submit your comments on our webpage here: <a href="https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/">https://highwaysengland.co.uk/our-work/south-west/a417-missing-link/</a> |
|--|--|--|--|

If you are tweeting your own messages, please use the following hashtag: **#A417MissingLink**. We've provided some suggested wording below for your convenience.

|                        |   |
|------------------------|---|
| Benefits of scheme     | The #A417MissingLink scheme will improve safety, reduce congestion and support local growth. Find out more about the project here: <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a>  |
| Feedback questionnaire | There's still time for you to get involved with Highways England's #A417MissingLink project. Closing on Thursday 12 November, remember to #HaveYourSay by filling out the feedback questionnaire which you can access here: <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a>   |
| Consultation ending    | The consultation period for the #A417MissingLink project is coming to an end on 12 November. Make sure to #HaveYourSay before then. It's easy to explore the scheme and give your views – simply follow this link: <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a><br>Today is the last chance to #HaveYourSay on the #A417MissingLink project. Get involved by filling out Highways England's feedback questionnaire by following this link: <a href="https://highwaysengland.co.uk/projects/a417-missing-link/">https://highwaysengland.co.uk/projects/a417-missing-link/</a> |

## Useful links:

Planning Inspectorate website:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a417-missing-link/>

The scheme website:

<https://highwaysengland.co.uk/projects/a417-missing-link/>

Consultation website:

<https://highwaysengland.citizenspace.com/he/a417-missing-link-supplementary-consultation/>

Online exhibition:

<https://virtualengage.arup.com/A417-missing-link/>

Email:

[a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

Telephone:

0300 123 5000

**Appendix 9.10 Copy of the section 48  
notice for 2020 supplementary  
statutory consultation and scanned  
copies of notices in publications**

Section 48 - Planning Act 2008

### **A417 Missing Link**

Notice publicising a proposed application for a Development Consent Order

#### **Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and Regulation 13 of The Infrastructure Planning (Environmental Impact Assessment "EIA") Regulations 2017.**

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The scheme is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the application. A Preliminary Environmental Information ("PEI") Report forms part of the consultation material.

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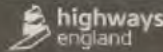
**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

# Gloucestershire Echo

THURSDAY, OCTOBER 8, 2020

# Public Notices

Public Notices



## SECTION 48 - PLANNING ACT 2008 A417 MISSING LINK NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

### REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 AND REGULATION 13 OF THE INFRASTRUCTURE PLANNING ENVIRONMENTAL IMPACT ASSESSMENT "EIA" REGULATIONS 2017.

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THURSDAY, OCTOBER 1, 2020

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# London Gazette

# ENVIRONMENT & INFRASTRUCTURE

## ENVIRONMENTAL PROTECTION

HIGHWAYS ENGLAND COMPANY LIMITED  
SECTION 48 - PLANNING ACT 2008  
A417 MISSING LINK

NOTICE PUBLISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER  
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Michael Goddard, Senior Project Manager, A417 Missing Link  
Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk) (3549902)

## Planning

### TOWN PLANNING

#### DEPARTMENT FOR TRANSPORT

##### TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (West Midlands) (No.23) Order 2020" authorising the stopping up of an area of highway verge adjoining number 11 Arundel Road at Bromsgrove, in the District of Bromsgrove. This is to enable development as permitted by Bromsgrove District Council under reference 20/00589/FUL.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or [nationalcasework@dtf.gov.uk](mailto:nationalcasework@dtf.gov.uk) by quoting NATTRAN/WM/S247/4289.

# The Telegraph

Ireland  
BC/KR 622149/75



**Section 48 - Planning Act 2008  
A417 Missing Link**

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- Online: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
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- Post: FREEPOST A417 MISSING LINK

Highways England will consider and have regard to all responses when developing the application for a DCO once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

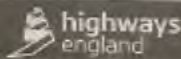
If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Michael Goddard**  
Senior Project Manager,  
A417 Missing Link Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

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# Western Daily Press



**SECTION 48 - PLANNING ACT 2008  
A417 MISSING LINK  
NOTICE PUBLICISING A PROPOSED APPLICATION FOR  
A DEVELOPMENT CONSENT ORDER**

**REGULATION 4 INFRASTRUCTURE PLANNING  
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS  
2009 AND REGULATION 13 OF THE INFRASTRUCTURE PLANNING  
(ENVIRONMENTAL IMPACT ASSESSMENT "EIA") REGULATIONS 2017.**

Notice is hereby given that Highways England Company Limited ("Highways England") of Bridge House, Walnut Tree Close, Guildford, GU11 4LZ proposes to make an application ("the Application") to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO").

The Application is for the proposed A417 Missing Link scheme in Gloucestershire. The scheme's main proposals in summary are:

- 3.4 miles (5.5 km) of new dual carriageway connecting the existing A417 Brockworth bypass with the existing A417 dual carriageway south of Cowley;
- the section to the west of the existing Air Balloon roundabout would follow the existing A417 corridor. However, the section to the south and east of the Air Balloon roundabout would be off-line, away from the existing road corridor;
- a new crossing near Emma's Grove for walkers, cyclists and horse riders including disabled users, which would accommodate the Cotswold Way National Trail;
- a new junction at Shab Hill, providing a link from the A417 to the A436 (towards the A40 and Oxford) and to the B4070 (for Birdlip and other local destinations);
- a new multi-purpose crossing in the region of 25m wide to provide essential mitigation for bats and for landscape integration, north of Shab Hill junction. It will also further benefit from accommodating the Gloucestershire Way and provide an improved visitor experience;
- a new junction would be included near Cowley, replacing the existing Cowley roundabout, making use of an existing underbridge to provide access to local destinations such as Nettleton Bottom and Brimpsfield. The use of the existing underbridge would allow for all directions of travel to be made; and
- the existing A417 between the Air Balloon roundabout and the Cowley roundabout would be repurposed. Some lengths of this existing road would be converted into a route for walkers, cyclists and horse riders including disabled users. Other sections would be retained to maintain local access for residents and replacement Common Land.

The scheme is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the application. A Preliminary Environmental Information ("PEI") Report forms part of the consultation material.

Consultation on the proposals will take place from **Tuesday 13 October to Thursday 12 November 2020**.

At the time of writing, due to COVID-19, it will not be possible to host physical documents for inspection at local deposit points. Instead, Highways England will work with the host local authorities to make sure that copies of the consultation materials - including documents, plans and maps showing the nature and location of the proposed development and the PEI Report - will be made available for inspection via their websites from **Tuesday 13 October to Thursday 12 November 2020**.

| Online locations which will host information on how to access consultation documents |                                |   |
|--|--------------------------------|---|
| Online location  | Host authority                 | Website address   |
| Gloucester   | Cotswold District Council      | <a href="https://www.cotswold.gov.uk/">https://www.cotswold.gov.uk/</a>               |
| Gloucester   | Gloucestershire County Council | <a href="https://www.gloucestershire.gov.uk/">https://www.gloucestershire.gov.uk/</a> |
| Tewkesbury   | Tewkesbury Borough Council     | <a href="https://www.tewkesbury.gov.uk/">https://www.tewkesbury.gov.uk/</a>           |

Copies of the consultation materials will also be available online free of charge from **Tuesday 13 October 2020** on the project website: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)

Copies of the consultation materials may be requested in hard copy or on USB during the consultation period from Highways England using the email address, postal address or telephone number provided below:

- Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- Phone: 0300 123 5000 (this phone line is open 24/7)
- Post: FREEPOST A417 MISSING LINK

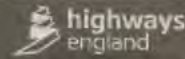
Individual paper copies of the consultation brochure, feedback questionnaire and Statement of Community Consultation (SoCC) will be supplied free of charge; however, there may be a charge for paper copies of other consultation materials of up to £200. Please contact Highways England for further details.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 13 October to Thursday 12 November 2020**.

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**Appendix 9.11 Copy of the 2020  
supplementary statutory  
consultation booklet**

# A417 Missing Link

**Public consultation**

13 October – 12 November 2020







## Introduction

### About this booklet

Thank you for taking an interest in this consultation on the A417 Missing Link scheme, and for helping shape the scheme so far.

We're improving the A417 Missing Link, a single lane stretch of carriageway between the Brockworth bypass and Cowley roundabout in Gloucestershire, which will significantly benefit road users, local communities and businesses.

The consultation is taking place between 13 October and 12 November 2020. It's important that you submit your response by **11.59pm on Thursday 12 November 2020**. Responses received after this time may not be considered.

We've been reviewing all the feedback received during our consultation in autumn 2019 and have amended our plans. We're directly responding to requests to improve local connectivity and accessibility, and to reduce the scheme's impact on communities, the environment, and the local landscape.

This booklet is designed to be read alongside the consultation feedback questionnaire, which you should complete to provide your response to this consultation.

You may also wish to read *A417 Missing Link: Responding to your feedback: public consultation 2019*, which summarises how the feedback we received during our consultation in autumn 2019 has helped shape our latest plans for the A417 Missing Link scheme.

### Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £27.4 billion of investment in our network.

We're committed to delivering the A417 Missing Link scheme, with the support of central government, who confirmed funding in their second Road Investment Strategy (RIS2), published in March this year.

As part of the planning process, we're required to consult on changes to our project design before submitting our Development Consent Order application to the Planning Inspectorate. In this booklet, we're providing you with information about the changes we've made, why we've made them and the mitigation we're proposing to reduce the impact of this scheme. We also explain where you can find more information, how you can have your say, and what will happen next.

Due to Covid-19, we're living through a period of significant change. Social distancing means we've introduced new and innovative ways for you to view and take part in the consultation online. To ensure that everyone can get involved, we'll continue to use traditional ways of communicating which are safe and practicable and in line with government guidelines. For more information please go to pages 24 and 25.



## The scheme

The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the north to the south of England via the M5 and M4 motorways. While most of the A417 route is dual carriageway, there is one section that isn't. Known as the Missing Link, this three-mile stretch of single carriageway between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic.

We plan to build 3.4 miles (5.5km) of new dual carriageway, which will considerably improve road safety, reduce traffic congestion and improve connectivity for road users and local communities, while unlocking economic growth in Gloucestershire and beyond.

## The scheme objectives

Our road schemes follow the Design Council's ten principles of good road design, which are outlined in *The road to good design*. Our overarching objectives for this scheme are:

**Transport and safety:** to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417

**Environment and heritage:** to reduce the impact on the landscape and the natural and historic environment of the Cotswolds and, where possible, enhance the surrounding environment

**Community and access:** to reduce queuing traffic and pollution, improve access for local people to the strategic road network, and support residents' and visitors' enjoyment of the countryside

**Economic growth:** to help boost growth and prosperity by making journeys more reliable and improving connectivity

## The scheme vision – reconnecting the landscape

### Our vision

We fully recognise the importance of the Cotswolds Area of Outstanding Natural Beauty (AONB) landscape. Through proactive engagement with a number of groups and organisations, we've agreed a landscape-led scheme vision statement:



“We want to create a landscape-led highways improvement scheme that will deliver a safe and resilient free-flowing road while conserving and enhancing the special character of the Cotswolds AONB; reconnecting landscape and ecology; bringing about landscape, wildlife and heritage benefits, including enhanced residents' and visitors' enjoyment of the area; improving quality of life for local communities; and contributing to the health of the economy and local businesses.”

### What do we mean by 'landscape-led'?

It means that landscape is a primary consideration in every design decision that we make. Our proposals have been designed to meet the character of the surrounding area, rather than changing the landscape to fit our proposals.

### How is this scheme landscape-led?

Our approach has brought together specialists and stakeholders from a range of disciplines, enabling us to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. During the design process, we've focused on how best to conserve and enhance the special character of the AONB. This will be achieved by integrating the landscape: introducing new crossings, linking and restoring hedgerows, creating woodland and planting locally important grassland, as well as providing new habitat for rare and protected local wildlife.

We're also proposing to improve access to the area by reconnecting the Cotswold Way National Trail and Gloucestershire Way with two new traffic-free crossings. To add to this, we're planning to repurpose the existing A417 between the proposed new parking area near the Golden Heart Inn and Barrow Wake, which would create a traffic-free route for people that improves access to the AONB and enhances the enjoyment of the area.

### Leaving a positive legacy

We want to leave a positive legacy for local communities and visitors to the area. We're proposing a scheme with long-lasting benefits. It will not only improve the long-term safety and reliability of the A417, but it will also boost the local economy by making it a more attractive area to live, work, explore and visit.

We'll make local journeys easier, reduce rat running through local villages, create new open spaces and enhance the footpath, cycling and bridleway network, providing a safe, fully accessible route from the Brockworth bypass to Stockwell, Cowley and beyond. This will help improve local people's quality of life.

### The Air Balloon Way

The Air Balloon pub needs to be demolished to make way for the new road, but we understand how much people value its history. Recognising that the pub was named after one of the first British balloon flights, we're proposing to call the section of repurposed A417, between the proposed new parking area near the Golden Heart Inn and Barrow Wake, the Air Balloon Way. This would be accessible to walkers, cyclists and horse riders, including disabled users.

## The story so far

### Previous public consultation

We've been developing plans to improve the A417 Missing Link since 2015, and every step of the way we've sought your input and feedback on our proposals.

Following consultation in 2018, we announced our preferred route for the A417 Missing Link in March 2019.

In autumn 2019 we held a public consultation, which asked for your views on our detailed proposals. We heard from local communities, the wider public, businesses and interested groups, with more than 2,100 people attending our public information events to talk to the project team about the project, and over 900 people giving us formal feedback on the consultation.

### Responding to your feedback

As a result of your feedback, we've made some improvements to the scheme, which will further benefit local connectivity and accessibility and reduce the scheme's impact on communities, the environment, and the local landscape.

As part of the planning process, we're required to consult on our project design and are committed to improving our proposals in collaboration with you.

One decision we've made is to remove the previously proposed green bridge at Crickley Hill. While we believe it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI).

The concept of the green bridge grew out of the need to enable users of the Cotswold Way National Trail to safely cross the A417, and allowed us to explore opportunities to integrate the landscape and connect wildlife habitats on either side of the new road. Following its removal, we've looked at how best to meet these needs, the scheme objectives and our landscape vision. You can read more about how we've done this in this document.

As a result of feedback and our design review, we're now proposing to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. This will improve safety and reduce congestion on this stretch of the road. To find out more go to pages 10-11.

In addition, you asked us to enhance the safety and accessibility of Barrow Wake, change the design of Cowley junction, and improve local walking, cycling and horse riding routes so they're accessible to all. We're also now proposing to add new open spaces near the new Air Balloon Way, which you can read about on page 15.

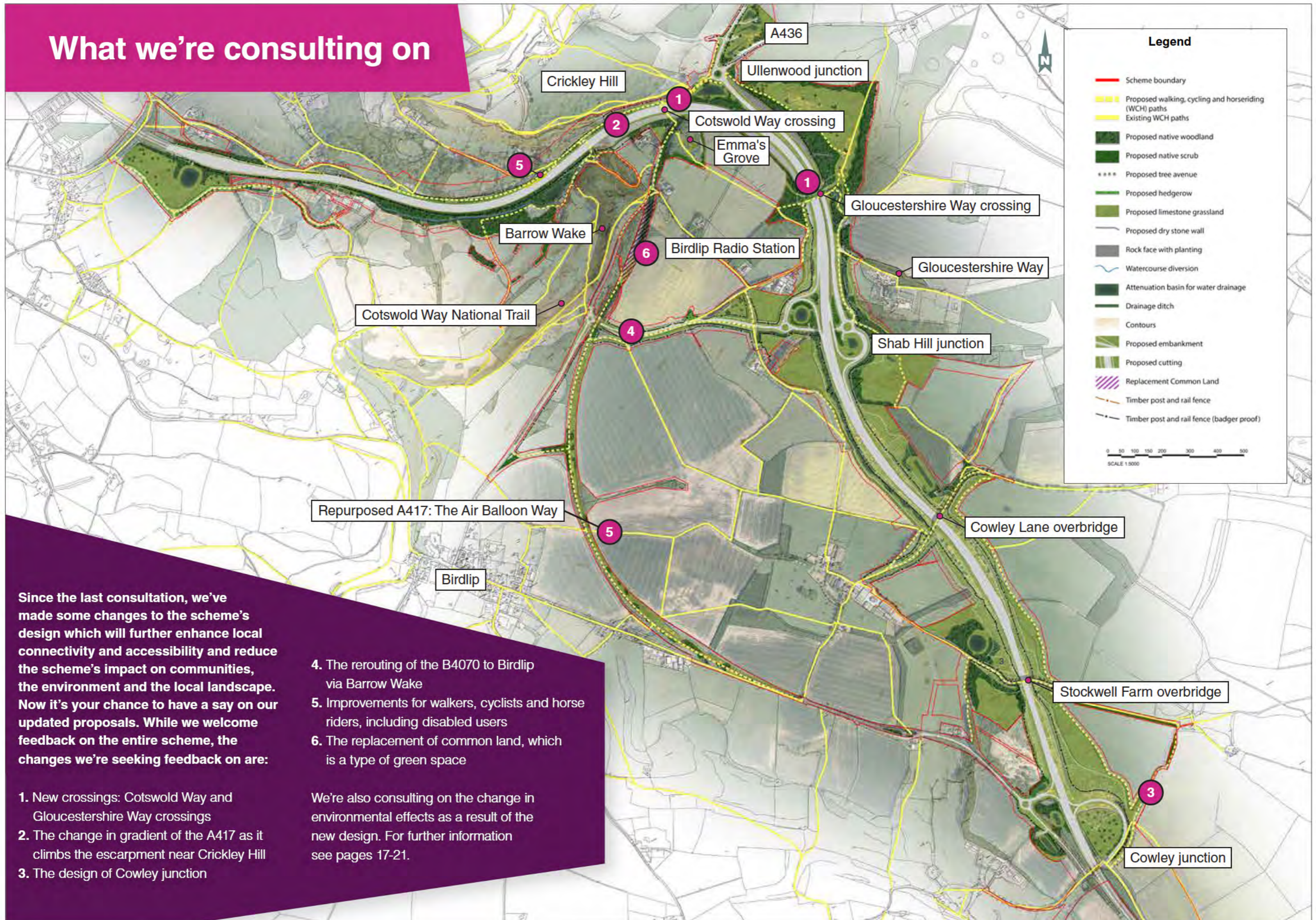
Our separate document *A417 Missing Link: Responding to your feedback: public consultation 2019* summarises the feedback we received during consultation and explains in more detail how we've listened, responded, amended and improved our plans since autumn 2019.

## Key features of the scheme

- We're upgrading a single carriageway section of the A417. We're building 3.4 miles (5.5km) of new dual carriageway between the existing A417 Brockworth bypass and the existing A417 dual carriageway south of Cowley.
- The new dual carriageway will have a gentler gradient than the existing road and a crawler lane for slow vehicles climbing the hill.
- We'll plant new woodland, grassland, trees and hedgerows to improve habitat connectivity and maximise biodiversity.
- We'll create a new junction at Shab Hill, with a link road to both Birdlip and the A436, for journeys towards Seven Springs, Oxford and Cheltenham.
- We'll build new wildlife-friendly overbridges to maintain local connectivity.
- We'll replace Cowley roundabout with an improved junction and retain the existing underbridge to maintain local connectivity.
- We'll convert the existing A417, between the proposed new parking area near the Golden Heart Inn and Barrow Wake, into a route for walkers, cyclists and horse riders, including disabled users. We'll continue to retain some of the route to maintain access for local residents.



# What we're consulting on



Since the last consultation, we've made some changes to the scheme's design which will further enhance local connectivity and accessibility and reduce the scheme's impact on communities, the environment and the local landscape. Now it's your chance to have a say on our updated proposals. While we welcome feedback on the entire scheme, the changes we're seeking feedback on are:

1. New crossings: Cotswold Way and Gloucestershire Way crossings
2. The change in gradient of the A417 as it climbs the escarpment near Crickley Hill
3. The design of Cowley junction

4. The rerouting of the B4070 to Birdlip via Barrow Wake
5. Improvements for walkers, cyclists and horse riders, including disabled users
6. The replacement of common land, which is a type of green space

We're also consulting on the change in environmental effects as a result of the new design. For further information see pages 17-21.

# 1. New crossings

Responding to your feedback, and with the benefit of new survey information, we're now proposing two key new crossings of the A417:

- Cotswold Way crossing – a new crossing in the region of 5m wide near Emma's Grove
- Gloucestershire Way crossing – a new crossing in the region of 25m wide north of Shab Hill junction

## Cotswold Way crossing



Artist's impression looking towards Emma's Grove

### The benefits

The Cotswold Way crossing would:

- enable users of the Cotswold Way National Trail to safely cross the A417 (meaning users of this national trail would no longer have to walk down the hill to the Air Balloon roundabout and cross the busy and noisy A417)
- be for walkers, cyclists, and horse riders, including disabled users
- be wide enough to be used as a cattle crossing, something requested by local farmers
- broadly follow the historical alignment of the Cotswold Way National Trail
- reconnect the Cotswold Way National Trail, and provide better links to Emma's Grove, the Gloucestershire Way and the proposed new Air Balloon Way
- be built using materials that are sympathetic to the local landscape and include a viewing platform for people to enjoy this Area of Outstanding Natural Beauty

## Gloucestershire Way crossing



Artist's impression looking north towards Ullenwood junction

### The benefits

The Gloucestershire Way crossing would:

- enable users of the Gloucestershire Way to safely cross the A417, without having to navigate the busy Shab Hill junction
- be for walkers, cyclists, and horse riders, including disabled users
- be planted with hedgerows to help bats and other animals such as badgers and barn owls to cross safely; this requirement has been identified by the latest ecological survey data
- be wide enough to accommodate and separate wildlife and people
- broadly follow the historical alignment of the Gloucestershire Way
- improve access to places of historical interest, such as at Emma's Grove and Barrow Wake
- reconnect the Gloucestershire Way and link key landscape features in the area, including Ullen Wood, Emma's Grove and the proposed new Air Balloon Way

- be built using materials that are sympathetic to the local landscape and Area of Outstanding Natural Beauty

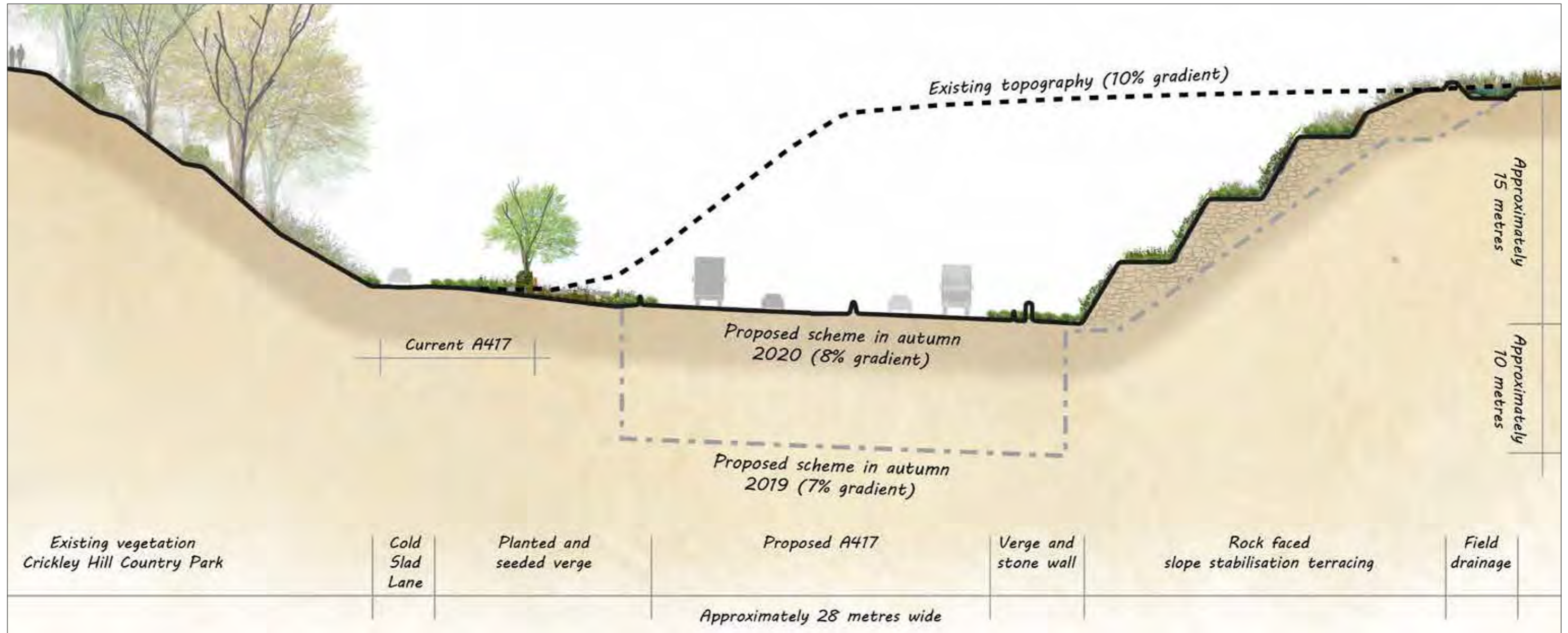
In addition, we're proposing to plant hedgerows on the proposed Stockwell Farm and Cowley Lane overbridges, which will help connect habitats and integrate them into the landscape.

We're also planning to build a new bat underpass near Dog Lane to improve habitat connections, and an underpass with a new bridleway leading to local properties near Cold Slad.

The introduction of more traffic-free crossings would result in a better, more integrated landscape and would improve visitors' enjoyment of the area.

To provide feedback on the Cotswold Way and Gloucestershire Way crossings, please refer to questions 1a and 1b in the feedback questionnaire.

## 2. The gradient of the A417 as it climbs the escarpment at Crickley Hill



At our last consultation, we proposed to reduce the road's gradient from 10% to 7% to improve safety and congestion but there were concerns about the impact of the required cutting through the escarpment, which at its deepest point would have been up to 25m deep.

As a result of your feedback, and to conserve and enhance the special character of the Cotswolds Area of Outstanding Natural Beauty (AONB), we're now proposing to change the gradient of the A417 as it climbs the escarpment near Crickley Hill to 8% rather than 7%. This will include a third climbing lane to help heavy goods vehicles climb the escarpment.

The safety benefits remain, and we're still proposing to include a safety barrier and integrate the road into the landscape using sensitively designed earthworks, woodland, flower-rich grassland and Cotswold drystone walling. By changing the gradient from 7% to 8%, we would:

- reduce the depth of the cutting from approximately 25 metres to approximately 15 metres
- reduce the visual intrusion on this special landscape and the road's impact on the Cotswold AONB and Emma's Grove scheduled monument

- reduce the effects on groundwater
- reduce the impact on geological features at Crickley Hill and Barrow Wake Site of Special Scientific Interest
- reduce the impact on valuable agricultural land
- reduce the amount of material that needs to be dug out and removed from site by nearly one million cubic metres – equivalent to the contents of approximately four Kingsholm Stadiums
- reduce the number of vehicle and lorry movements during construction and help minimise the impact on communities, and businesses

- reduce the scheme's impact on local waste management facilities, as there would be less material to dispose of
- remove the need for around 1,200 metres of retaining walls, therefore reducing the construction carbon footprint of the scheme
- reduce the impact of the scheme on veteran trees in the area
- reduce construction noise for nearby properties
- reduce the construction period by up to six months, meaning less disruption

To provide feedback on the gradient change, please refer to question 2 in the feedback questionnaire.

### 3. The design of Cowley junction

During our public consultation in autumn 2019, you raised concerns about safety and rat running as a result of the proposed Cowley junction.

You were worried that there would be an increase in traffic and rat running on Cowley Lane, which is a narrow, single-lane road. You were also worried that an increase in traffic would cause disruption in Cowley village.

As a result, we've redesigned the junction to prevent vehicles from accessing Cowley Lane. Access would, however, be retained along Cowley Lane for local properties, as well as for walkers, cyclists and horse riders, including disabled users.

To provide feedback on the changes to the Cowley junction, please refer to question 3 in the feedback questionnaire.



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Stockwell Lane

### 4. The rerouting of the B4070 to Birdlip via Barrow Wake

Your feedback highlighted how important Barrow Wake is to local people and you asked us to take the opportunity to improve accessibility and make it a safer and more welcoming place to visit.

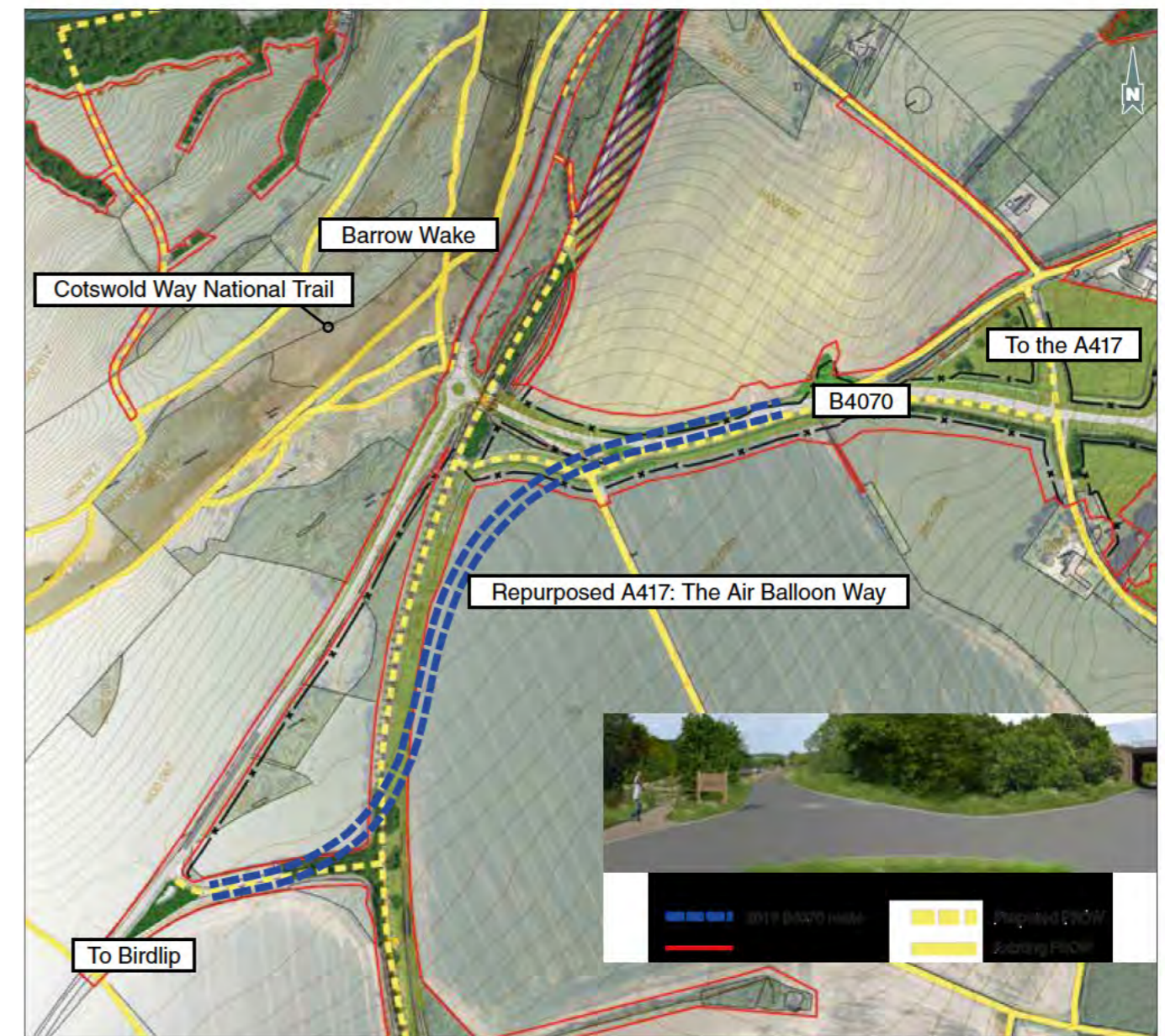
In 2019, we proposed to join the B4070 to the new road, via some fields near Barrow Wake and along an existing narrow lane in the vicinity of Birdlip Radio Station. There were, however, concerns about it crossing the repurposed A417, and the loss of agricultural land.

We've changed the alignment of the B4070. We're now proposing to use an existing underpass and Barrow Wake's access road, and replace the existing T-junction with a new, safer roundabout.

We're also planning to resurface the car park and build new Cotswold drystone walls along the edge of the car park to minimise light pollution from cars at night and reduce the impact on Barrow Wake SSSI.

The changes will mean that the B4070 would no longer cross the repurposed A417, and the new roundabout would help slow traffic, increase the natural surveillance of the area and make Barrow Wake a more welcoming place to visit.

To provide feedback on the rerouting of the B4070, and the changes at Barrow Wake, please refer to question 4 in the feedback questionnaire.



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## 5. Improvements for walkers, cyclists, and horse riders, including disabled users

We try to accommodate everyone's needs on our road improvement schemes and want to leave a positive legacy for local communities and visitors to the area.

Both the users of the Cotswold Way National Trail and the Gloucestershire Way currently cross over the busy A417, which impacts on visitors' and locals' experience of the area. We've been working closely with local authorities and groups who have an interest in public rights of way to improve the walking, cycling and horse riding network for everyone, including disabled users.



Existing A417 layout



Artists impression of proposed repurposed A417

We're proposing to:

- repurpose parts of the existing A417, creating a new traffic-free route between the new proposed parking area near the Golden Heart Inn and Barrow Wake and improving access to and enjoyment of the Area of Outstanding Natural Beauty. We're proposing to call this the Air Balloon Way, which will be for walkers, cyclists and horse riders, including disabled users
- reconnect the Cotswold Way National Trail and Gloucestershire Way with two new crossings of the A417 (pages 8-9)
- create a new connection for walkers, cyclists and horse riders, including disabled users, along and between Dog Lane and Cold Slad Lane, which will improve pedestrian links between Brockworth and Nettleton Bottom via Crickley Hill, the Cotswold Way crossing and the new Air Balloon Way
- link some popular, local lanes to the wider walking, cycling and horse riding network
- create more car parking away from sensitive areas such as Barrow Wake and the Crickley Hill Country Park. Located near the Golden Heart Inn, the new car park would include disabled and horse box spaces, and help everyone access this special area
- create earth banks which would reduce road noise for residents and users of public rights of way in the area

For more information about the improvements we've made to local public rights of way see Chapter 12 of our Preliminary Environmental Information (PEI) report.

To provide feedback on the improvements we've made to local public rights of way, please refer to question 5 in the feedback questionnaire.

## 6. Replacement of common land

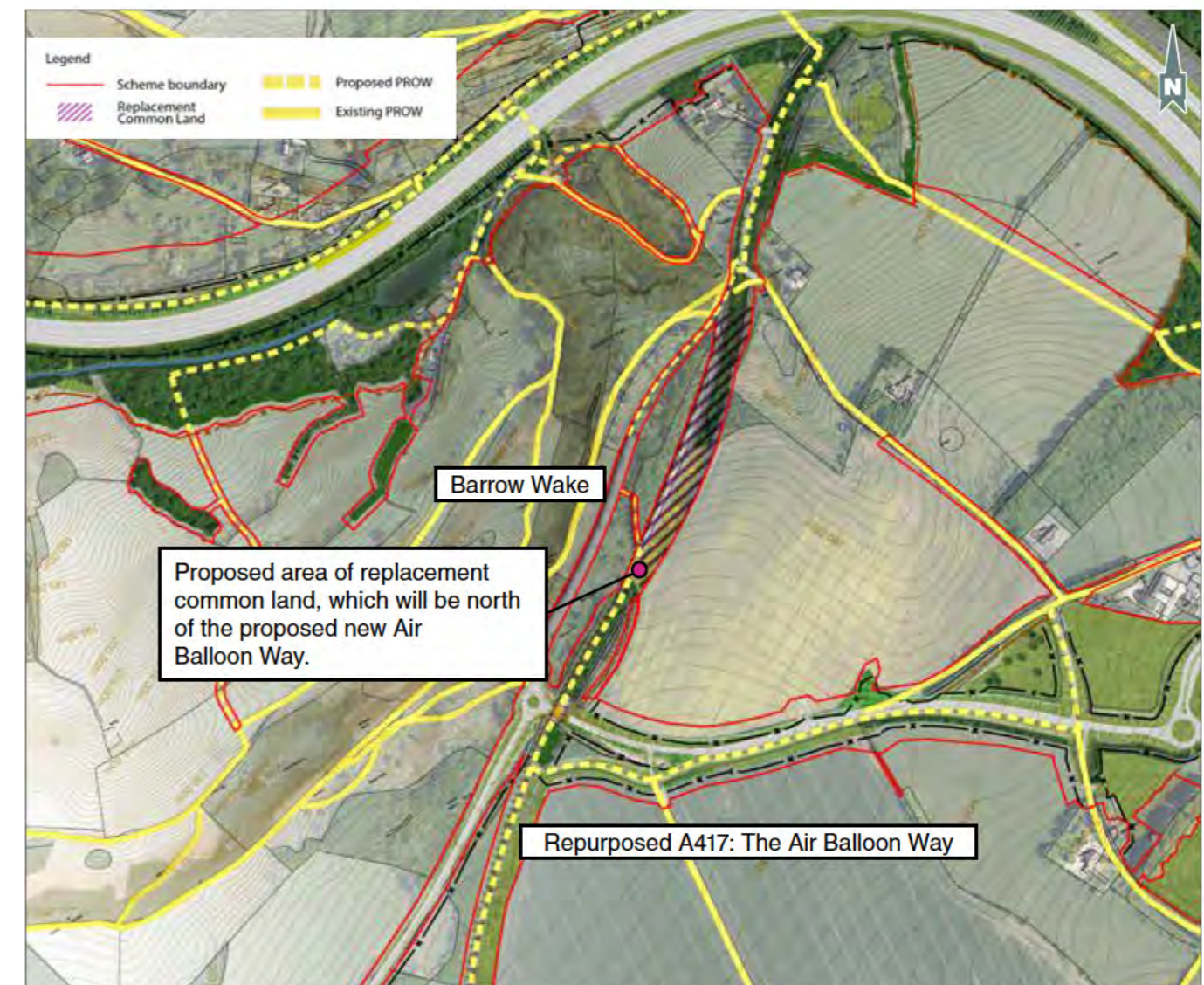
The scheme would result in some loss of common land near Crickley Hill and at Barrow Wake. We're proposing to replace this with an area of new common land next to Barrow Wake which would be made up from the repurposed A417, north of the new Air Balloon Way. It would be connected to the existing area of common land and Crickley Hill and Barrow Wake SSSI, be bigger than the area lost, and could be used for the same purposes.

This location has been identified following an assessment, which is summarised in Chapter 12 of our *Preliminary Environmental Information* report.

To provide feedback on the replacement of common land, please refer to question 6 in the feedback questionnaire.

### What is common land?

It is land where people, other than the landowner, may have certain traditional rights, for example to graze their livestock or to collect wood. The public also usually have the right to roam over common land on foot. This means you can use it for activities such as walking and running. You cannot use the land for horse riding or cycling, or access it in a vehicle.





## Planning ahead to construction

During construction, we appreciate there may be a short-term temporary impact on the way people access and enjoy the area. However, in the longer term, the scheme will improve safety and journey times, which will benefit the local and regional economy and make the area a more attractive place to explore and visit.

We'll be preparing an Environmental Management Plan (EMP) as part of our Development Consent Order application, which will detail how we'll manage the impact of construction on local communities, the environment and the local landscape.

In the meantime, we've continued to look at how we'll build the road and reduce disruption during construction. Changing the gradient of the A417 as it climbs the escarpment at Crickley Hill will significantly help. See pages 10-11 for more information. We'll also do the following to help minimise disruption:

- keep the existing road open during construction while we build the new road alongside
- use the new road to transport material as soon as sections are built, which will reduce traffic on the existing road
- reuse excavated materials from the existing landscape wherever possible
- carefully plan and manage our roadworks to ensure we maintain safety at all times

In 2019, you raised safety concerns about rat running during construction. We're looking at ways of reducing this and continue to discuss options with the local highway authority (Gloucestershire County Council). We'll appoint a Public Liaison Officer to help keep people safe and address any concerns raised during construction.

Improving road safety is a primary objective for this scheme and is our number one priority. This applies both before and during construction, and once the scheme is built. We regularly monitor the safety of our network and work throughout the year to ensure our motorways and A roads meet all required safety standards.



## Environmental mitigation

Upgrading the A417 Missing Link will significantly improve safety and connectivity, reduce congestion and help boost the local and regional economy. In line with our objectives and landscape-led vision, we believe we've designed the scheme in a sensitive way to reduce the impact on this special landscape and the natural and historic environment of the Cotswolds Area of Outstanding Natural Beauty.

### Environmental Impact Assessment

We recognise that any improvements we make may have some impact on this sensitive location. We're therefore undertaking a thorough Environmental Impact Assessment of the scheme: carrying out a huge amount of surveys to assess the environmental impact of the scheme, and identifying the measures we'll take to reduce any impact. We're assessing:

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

Our surveys are ongoing, and we now have a much better understanding of the environmental conditions surrounding the scheme. The survey results and mitigation measures will be reported in an Environmental Statement, which we'll submit with our Development Consent Order (DCO) application and make publicly available.

While this process is ongoing, we're required to prepare and publish an interim report known as a Preliminary Environmental Information report, which helps people understand the potential effects of the scheme and what mitigation we're proposing to minimise the impact of the scheme, before we submit our DCO application.



We published our *Preliminary Environmental Information (PEI)* report in 2019 and at the time a number of concerns and issues were raised about the potential environmental impacts of the scheme. We've listened to your feedback, worked closely with our environmental specialists and tried to address them. We've now updated the PEI report to reflect the improvements and changes we've made to the scheme since 2019.

We do not anticipate that the design changes would introduce any new significant adverse environmental effects. We touch on some of the positive environmental effects that have resulted from the recent design changes in this document.

We've also made some other minor modifications to the scheme, which will help us further meet our scheme objectives and landscape-led vision, for example:

- we're proposing to add some earth banks and plant extra trees, which would reduce the visual impact of the A417
- we're proposing to improve the way we integrate the new Air Balloon Way into the landscape by restoring or building new Cotswold drystone walls, and planting hedgerows, woodland and areas of native grassland
- we're reducing the impact on Crickley Hill Country Park, the Crickley Hill and Barrow Wake SSSI, and veteran trees, by removing the green bridge
- we're protecting more veteran trees, including an apple tree in the current Air Balloon pub car park
- we're reducing the number of walking, cycling and horse riding routes through local Sites of Special Scientific Interest

## Biodiversity

We're planting new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These new and improved habitats will be in keeping with the AONB, and have been carefully designed to improve habitat connectivity and biodiversity.

We've worked hard to maximise biodiversity improvements on the land we have available.

We're continuing to investigate further opportunities to improve biodiversity with neighbouring landowners and other off-site measures.



A red-tailed bumblebee on woolly thistle found at Barrow Wake during a walkover survey.

## Our proposed mitigation

Since our consultation in autumn 2019, we've identified additional measures that will help us to reduce the scheme's impact on the environment and improve the local area.

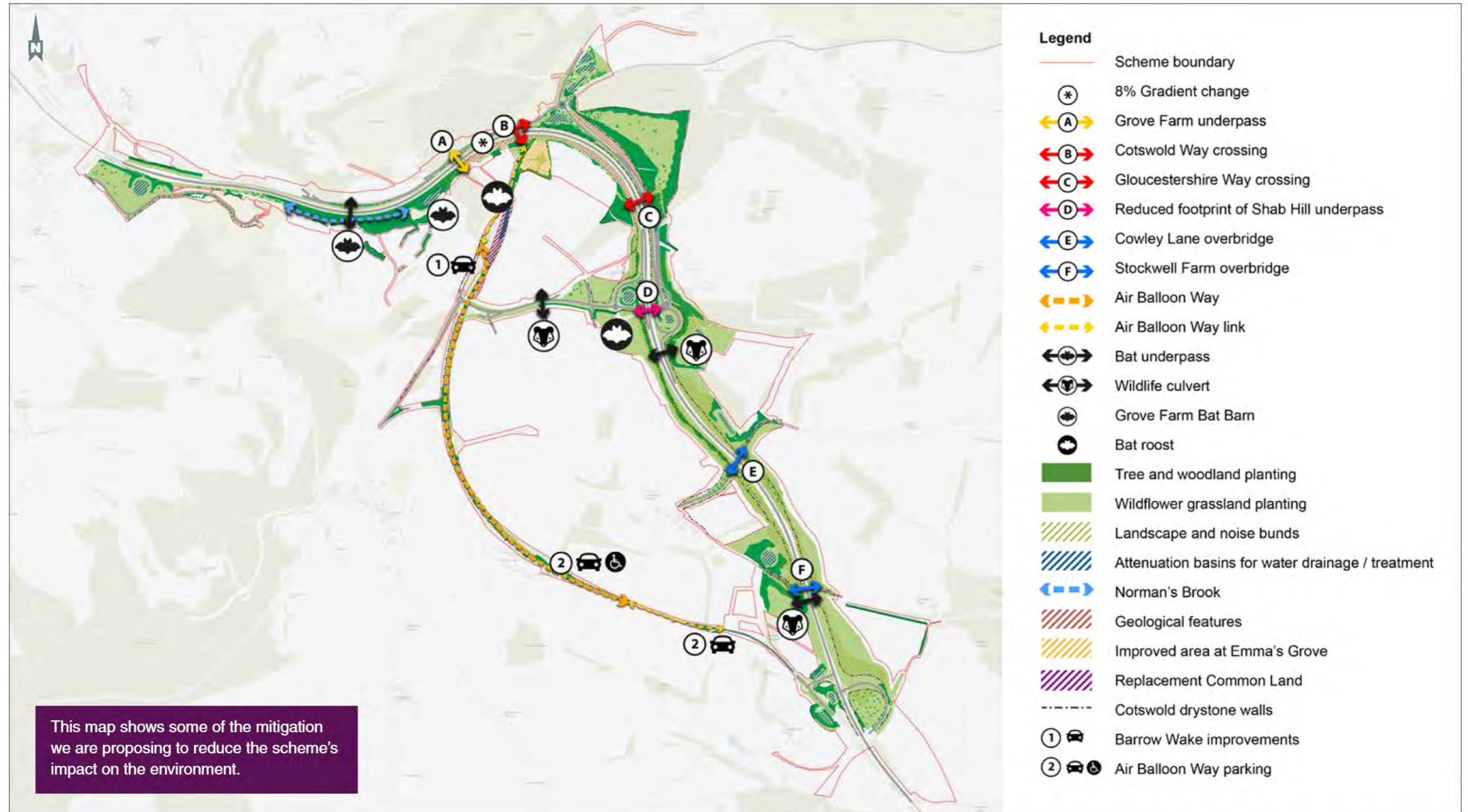
More detailed information can be found in the *Preliminary Environmental Information (PEI) report*.

To provide feedback on our PEI report, in particular the environmental effects and mitigation measures associated with the design changes, please refer to question 7 in the feedback questionnaire.

## What do we mean by mitigation and enhancement?

**Mitigation** – actions we're taking to avoid, reduce or offset the adverse effects of the scheme.

**Enhancement** – extra actions we're taking that will improve the local area and make it a nicer place to live and visit.



## What our proposals mean for you

They will:

- improve safety compared with the existing route and contribute to reducing the number of people killed or seriously injured on our network
- make journey times more predictable and reliable, reducing the cost and inconvenience of unexpected delays on businesses and other people who use the road
- reduce rat running through neighbouring communities, improving the lives of people who live close to the route and making it easier for drivers, walkers, cyclists, horse riders and other users of rights of way and our roads to get around
- improve landscape integration and ecological connectivity through landscape and habitat measures
- improve air quality and reduce pollution caused by congestion
- improve access to public rights of way, including the Cotswold Way National Trail and the Gloucestershire Way, helping more people to enjoy the area safely
- support the predicted growth in jobs and housing in the Gloucestershire area by improving this key road connection



## Have your say

We're seeking your views on the changes to the A417 Missing Link since consultation in autumn 2019. Your feedback will help shape our proposals before we submit our Development Consent Order application.

These are unprecedented times in terms of public health and Covid-19. In order to keep our staff and members of the public safe, we've taken our consultation online. We've tried to ensure that information is accessible to all, and that people can easily respond and give feedback. For the most up-to-date information about what we're doing and how you can get involved, visit our website or call us on the number below.

As well as reading this booklet, we'd encourage you to visit our online exhibition at:

[www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)

and use its web chat function to speak to members of the project team.

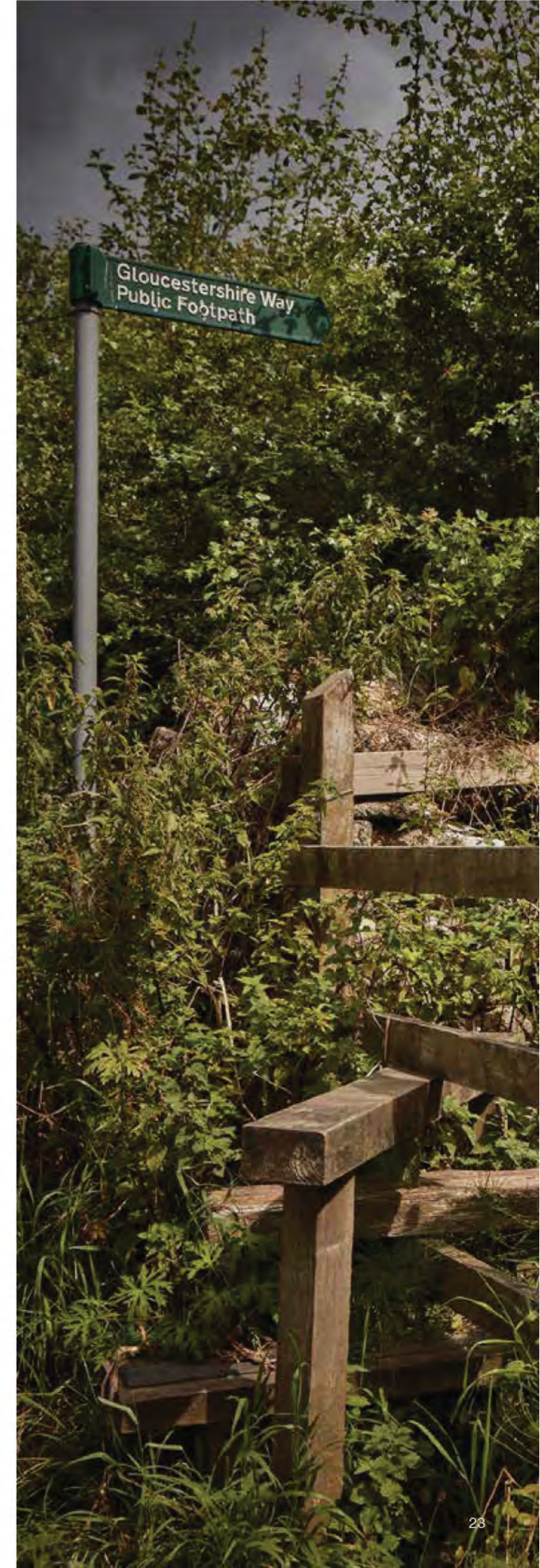
You can either complete a feedback questionnaire during your visit to our online exhibition, or download, print and return it to: FREEPOST A417 MISSING LINK (the address must be written in capital letters and you do not need a stamp).

You can also request a hard copy of the feedback questionnaire via the phone number or email address below. **Please send all feedback to us by 11.59pm on Thursday 12 November 2020. Responses received after this time may not be considered.**

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

**Telephone: 0300 123 5000**

**Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)**



## Online exhibition and web chat

One of the best ways to find out more about our proposals and have your say is to visit our online exhibition. You can access this via [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link).

There are dedicated times when you can chat or video call with members of the project team who will be happy to answer any questions you may have:

|           |             |            |
|-----------|-------------|------------|
| Tuesday   | 13 October  | 11am – 2pm |
| Tuesday   | 13 October  | 6pm – 8pm  |
| Friday    | 16 October  | 8am – 11am |
| Friday    | 16 October  | 4pm – 7pm  |
| Saturday  | 17 October  | 9am – 1pm  |
| Tuesday   | 20 October  | 11am – 2pm |
| Thursday  | 22 October  | 6pm – 9pm  |
| Saturday  | 24 October  | 1pm – 4pm  |
| Tuesday   | 27 October  | 8am – 11am |
| Thursday  | 29 October  | 2pm – 5pm  |
| Monday    | 2 November  | 10am – 1pm |
| Monday    | 2 November  | 6pm – 9pm  |
| Wednesday | 4 November  | 4pm – 7pm  |
| Saturday  | 7 November  | 9am – 1pm  |
| Tuesday   | 10 November | 8am – 11am |
| Tuesday   | 10 November | 6pm – 9pm  |
| Thursday  | 12 November | 8am – 11am |

## Online Q&A events

We'll also be hosting five online question and answer (Q&A) events, focusing on different topics:

Safety, traffic and engineering Q&A  
**Monday 19 October, 9.30am - 11am**

Landscape, wildlife and habitats Q&A  
**Tuesday 20 October, 9.30am - 11am**

Local access and public rights of way Q&A  
**Wednesday 21 October, 9.30am - 11am**

Land, property, business and tourism Q&A  
**Thursday 22 October, 9.30am - 11am**

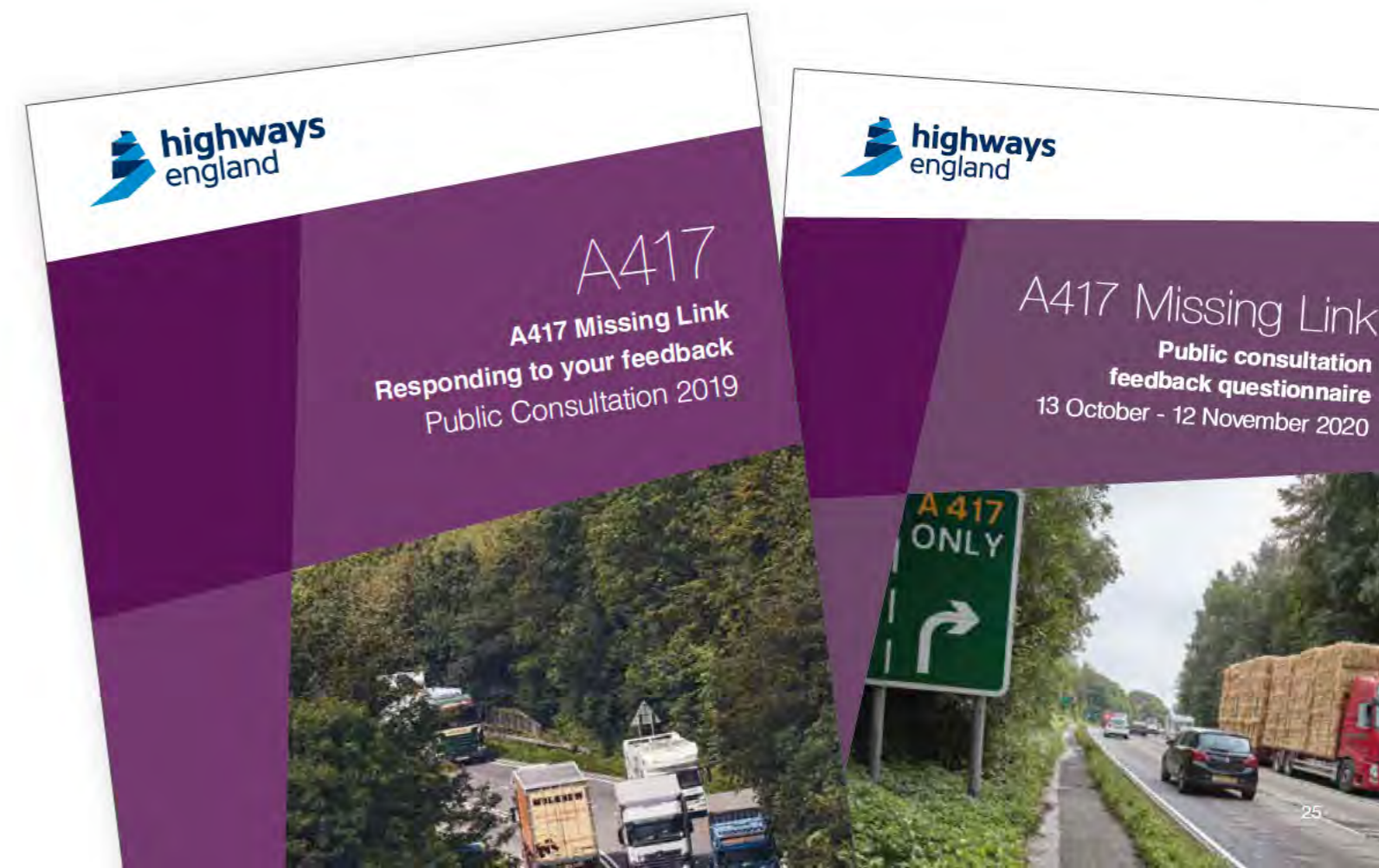
Looking ahead: submission, examination and construction Q&A  
**Friday 23 October, 9.30am - 11am**

At these events, the project team will give a short presentation to camera and then take questions from attendees. Email: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk) to register for one of these events.

## Reading

Below is a list of suggested reading:

| Document name   | Purpose   |
|---|---|
| A417 Missing Link public consultation (this document)               | Summarises the consultation and explains how you can have your say  |
| Public consultation feedback questionnaire                          | Enables you to provide feedback to this consultation  |
| A417 Missing Link: Responding to feedback: public consultation 2019 | Summarises how the feedback we received during public consultation in 2019 has shaped our plans for the A417 Missing Link scheme. Responds to common questions asked during public consultation |
| Preliminary Environmental Information report                        | Sets out how we're assessing the potential environmental effects of the design changes made since autumn 2019, and the measures we'll take to reduce any impact                                 |



## Next steps

Once the consultation has closed at 11.59pm on Thursday 12 November 2020, we'll review all the suggestions and comments received. We'll take time to analyse and consider your feedback when making final refinements to the proposed design and to develop our planned mitigation measures.

We'll set out a summary of the responses, and describe how our proposals have been informed and influenced by them, in a Consultation Report.

This will form part of our draft Development Consent Order (DCO) and will also be available to the public following submission of the application.

We expect to submit our DCO application in 2021. Subject to approvals, we expect to start works in 2023, and the road to open for traffic by the end of 2025.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representation and public hearings, and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

In addition to this consultation process, we'll continue to engage with anyone interested in, or impacted by the scheme.



You can keep up to date with updates about scheme progress and consultation by visiting our website, emailing us or following us on Twitter or Facebook:

- [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link)
- [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- [@HighwaysSWEST](https://twitter.com/HighwaysSWEST)
- [Facebook@HighwaysSWEST](https://www.facebook.com/HighwaysSWEST)

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your response by **11.59pm on Thursday 12 November 2020**.



## Notes

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

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

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR126/20**.

Highways England creative job number BRS20\_0104

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**Appendix 9.12 Copy of the  
response form provided at  
2020 supplementary statutory  
consultation**

# A417 Missing Link

**Public consultation  
feedback questionnaire**

13 October - 12 November 2020





## Introduction

The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the north to the south of England via the M5 and M4 motorways. While most of the route is dual carriageway, there is one section that isn't. Known as the Missing Link, this three-mile stretch of single carriageway between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic.

## Why we're consulting

As part of the planning process, we're required to consult on changes to our project design before submitting our Development Consent Order application to the Planning Inspectorate. You can find out more about the planning process online at <https://infrastructure.planninginspectorate.gov.uk/>.

Since our consultation in autumn 2019, we've been reviewing all the feedback received. We've amended our plans in direct response to requests to improve local connectivity and accessibility, and to reduce the scheme's impact on communities, the environment, and the local landscape. It's now important you have your say and provide feedback on our updated proposals.

## Your views matter

You can respond to this consultation in a number of ways:

- **Online:** complete the online feedback questionnaire at: [www.highwaysengland.co.uk/A417-missing-link/](http://www.highwaysengland.co.uk/A417-missing-link/)
- **Email:** email your response to: [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **Post:** send your feedback to us at: FREEPOST A417 MISSING LINK (the address must be written in capital letters and you do not need a stamp)

The consultation is taking place between 13 October and 12 November 2020. **It's important that you submit your response by 11.59pm on Thursday 12 November 2020. Responses received after this time may not be considered.**

## More information

We've produced a consultation booklet to accompany this feedback questionnaire, which describes our updated proposals. You may also wish to read *A417 Missing Link; Responding to your feedback: public consultation 2019*, which summarises how the feedback we received during our consultation in autumn 2019 has helped shape our latest plans for the A417 Missing Link scheme.

The booklets and further information, including plans of the scheme and our *Preliminary Environmental Information (PEI) report* are available to view on our website: [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link).

Hard copies are also available on request via [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk) or by calling 0300 123 5000.

If you have any questions, or would like to talk to the project team, you can visit our online exhibition at [www.highwaysengland.co.uk/a417-missing-link](http://www.highwaysengland.co.uk/a417-missing-link) and use its web chat function, or register via our website for one of our live Q&A events.

## What we're consulting on

We're proposing to upgrade the single carriageway section of the A417 between the Brockworth bypass and Cowley roundabout. Our proposed scheme comprises 3.4 miles (5.5km) of new dual carriageway connecting the existing A417 Brockworth bypass with the existing A417 dual carriageway south of Cowley.

We've made some improvements and changes to the scheme, which will further enhance local connectivity and accessibility and reduce the scheme's impact on communities, the environment, and the local landscape. Now it's your chance to have a say on our updated proposals.

While we welcome feedback on the entire scheme, the changes we're seeking feedback on are:

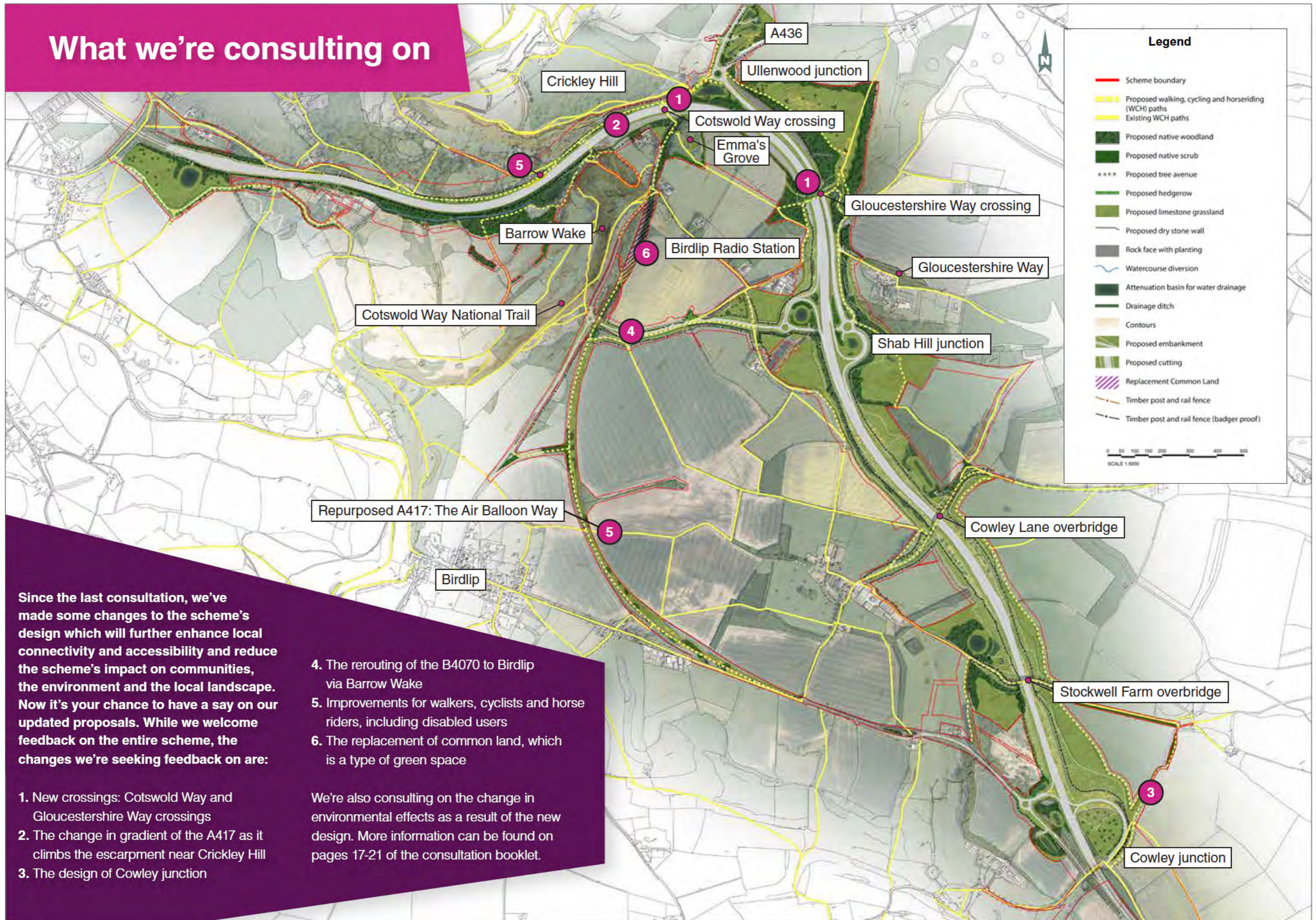
1. new crossings: Cotswold Way and Gloucestershire Way crossings
2. the change in gradient of the A417 as it climbs the escarpment near Crickley Hill
3. the design of Cowley junction
4. the rerouting of the B4070 to Birdlip via Barrow Wake
5. the improvements we've made for walkers, cyclists and horse riders, including disabled users
6. the replacement of common land, which is a type of green space
7. the change in environmental effects as a result of the new design

### How to provide comments

Please tick one of the provided options to indicate your response. We've also provided feedback boxes which you can use to provide further detail to support your selection.

| Strongly oppose          | Oppose                   | Neither support nor oppose          | Support                  | Strongly support         |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

# What we're consulting on



Since the last consultation, we've made some changes to the scheme's design which will further enhance local connectivity and accessibility and reduce the scheme's impact on communities, the environment and the local landscape. Now it's your chance to have a say on our updated proposals. While we welcome feedback on the entire scheme, the changes we're seeking feedback on are:

1. New crossings: Cotswold Way and Gloucestershire Way crossings
2. The change in gradient of the A417 as it climbs the escarpment near Crickley Hill
3. The design of Cowley junction

4. The rerouting of the B4070 to Birdlip via Barrow Wake
5. Improvements for walkers, cyclists and horse riders, including disabled users
6. The replacement of common land, which is a type of green space

We're also consulting on the change in environmental effects as a result of the new design. More information can be found on pages 17-21 of the consultation booklet.

## New crossings: Cotswold Way and Gloucestershire Way crossings

Responding to your feedback, and with the benefit of new survey information, we're now proposing two key new crossings of the A417:

- **Cotswold Way crossing** - a new crossing in the region of 5m wide that would enable users of the Cotswold Way National Trail to safely cross the A417.
- **Gloucestershire Way crossing** - a new crossing in the region of 25m wide that would enable users of the Gloucestershire Way to safely cross the A417, without having to navigate the busy Shab Hill junction. It would also be planted with hedgerows to help bats and other animals such as badgers and barn owls cross safely.

**More information on this section can be found on pages 8 and 9 of the consultation booklet.**

**1a.** To what extent do you support the Cotswold Way crossing?

| Strongly oppose          | Oppose                   | Neither support nor oppose | Support                  | Strongly support         |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

Can you explain why you've chosen this option?

**1b.** To what extent do you support the Gloucestershire Way crossing?

| Strongly oppose          | Oppose                   | Neither support nor oppose | Support                  | Strongly support         |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

Can you explain why you've chosen this option?

## The change in gradient of the A417 as it climbs the escarpment near Crickley Hill

At consultation in 2019, we proposed to reduce the road's gradient from 10% to 7% to improve safety and congestion but there were concerns about the impact of the required cutting through the escarpment, which at its deepest point would have been approximately 20 and 25 meters deep.

As a result of your feedback, and to conserve and enhance the special character of the Cotswolds Area of Outstanding Natural Beauty (AONB), we're now proposing to change the gradient of the A417 as it climbs the escarpment at Crickley Hill to 8% rather than 7%. This will include a third climbing lane to help heavy goods vehicles climb the escarpment.

**More information on this section can be found on pages 10 and 11 of the consultation booklet.**

**2.** To what extent do you support the change in gradient of the scheme?

| Strongly oppose          | Oppose                   | Neither support nor oppose | Support                  | Strongly support         |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

Can you explain why you've chosen this option?

## The design of Cowley junction

Feedback received during our consultation in autumn 2019 highlighted concerns about safety and rat running at the proposed Cowley junction.

As a result of this, we've redesigned the roundabout at Cowley junction to prevent vehicles from accessing Cowley Lane from this junction. Access would, however, be retained along Cowley Lane for local properties, as well as for walkers, cyclists and horse riders, including disabled users.

**More information on this section can be found on page 12 of the consultation booklet.**

**3.** To what extent do you support the changes to Cowley junction?

| Strongly oppose          | Oppose                   | Neither support nor oppose | Support                  | Strongly support         |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

Can you explain why you've chosen this option?

## The rerouting of the B4070 to Birdlip via Barrow Wake

We're planning to reroute the B4070 to Birdlip via the entrance of Barrow Wake car park and along the existing road to Birdlip.

We're proposing a new, safer roundabout on the road leading to Barrow Wake, which will help slow traffic and deter large goods vehicles from using the road.

This change would see the road follow its historic alignment, improve safety, accessibility and natural surveillance of the area, and make Barrow Wake a more welcoming place to visit.

**More information on this section can be found on page 13 of the consultation booklet.**

4. To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake?

| Strongly oppose          | Oppose                   | Neither support nor oppose | Support                  | Strongly support         |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

Can you explain why you've chosen this option?

## Improvements for walkers, cyclists, and horse riders, including disabled users

Both users of the Cotswold Way National Trail and the Gloucestershire Way currently cross the busy A417, which impacts on the experience of visitors to the area and locals alike. There's also a wider network of footpaths, bridleways and other routes with public access rights, which makes the area attractive to walkers, cyclists and horse riders, including disabled users.

We've been working closely with stakeholders, who have given up their time to help us develop proposals for a new and improved network for walkers, cyclists and horse riders, including disabled users.

**More information on this section can be found on page 14 of the consultation booklet.**

5. To what extent do you support the changes to public rights of way?

| Strongly oppose          | Oppose                   | Neither support nor oppose | Support                  | Strongly support         |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

Can you explain why you've chosen this option?

## Replacement of common land

The scheme will result in some loss of common land near Crickley Hill and at Barrow Wake. We're proposing to replace this with an area of new common land next to Barrow Wake which would be made up from the repurposed A417, north of the proposed new Air Balloon Way. It would be connected to the existing area of common land and Crickley Hill and Barrow Wake Special Site of Scientific Interest (SSSI), be bigger than the area lost, and could be used for the same purposes.

As it's an area of common land, it would not be accessible to cyclists or horse riders. This would, however help protect Crickley Hill and Barrow Wake SSSI.

This location has been identified following an assessment, which is summarised in Chapter 12 of our Preliminary Environmental Information (PEI) report.

**More information on this section can be found on page 15 of the consultation booklet.**

6. Do you agree with our proposals for replacement common land?

| Strongly oppose          | Oppose                   | Neither support nor oppose | Support                  | Strongly support         |
|--------------------------|--------------------------|----------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input type="checkbox"/> |

Can you explain why you've chosen this option?

## Environment

More information on this section can be found on pages 17-21 of the consultation booklet and our Preliminary Environmental Information report.

7. Do you have any comments on the likely environmental effects that have changed since the previous consultation?

## General commentary

8. Do you have any comments on any of the other design changes that have been introduced since the previous consultation?

9. Do you have any other comments?

## About you

Please tell us your name and address. This information is optional but will enable us to update you on the outcome of the consultation and the next stages for this scheme. If you do not want to provide these additional details, please provide us with your postcode.

|  |  |
|--|--|
| Name   |  |
| Email  |  |
| Address  |  |
| Postcode   |  |
| Are you an affected landowner?   | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| Are you responding on behalf of an organisation?                               | Yes <input type="checkbox"/> No <input type="checkbox"/> |
| If yes, which organisation?  |  |
| How did you find out about the consultation? <i>Please tick all that apply</i> |  |
| <input type="checkbox"/> Direct mail to your home/business                     | <input type="checkbox"/> Advert in the local press       |
| <input type="checkbox"/> Facebook  | <input type="checkbox"/> Twitter                         |
| <input type="checkbox"/> Word of mouth   |  |
| Other, please state:   |  |

It is important that you submit your response by **11.59pm on Thursday 12 November 2020**. Responses received after this time may not be considered.

### Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

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Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing

#### ■ Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: [DataProtectionAdvice@highwaysengland.co.uk](mailto:DataProtectionAdvice@highwaysengland.co.uk)

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This document is also available on our website at [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

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

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000\***. Please quote the Highways England publications code **PR127/20**

Highways England creative job number BRS20\_0105

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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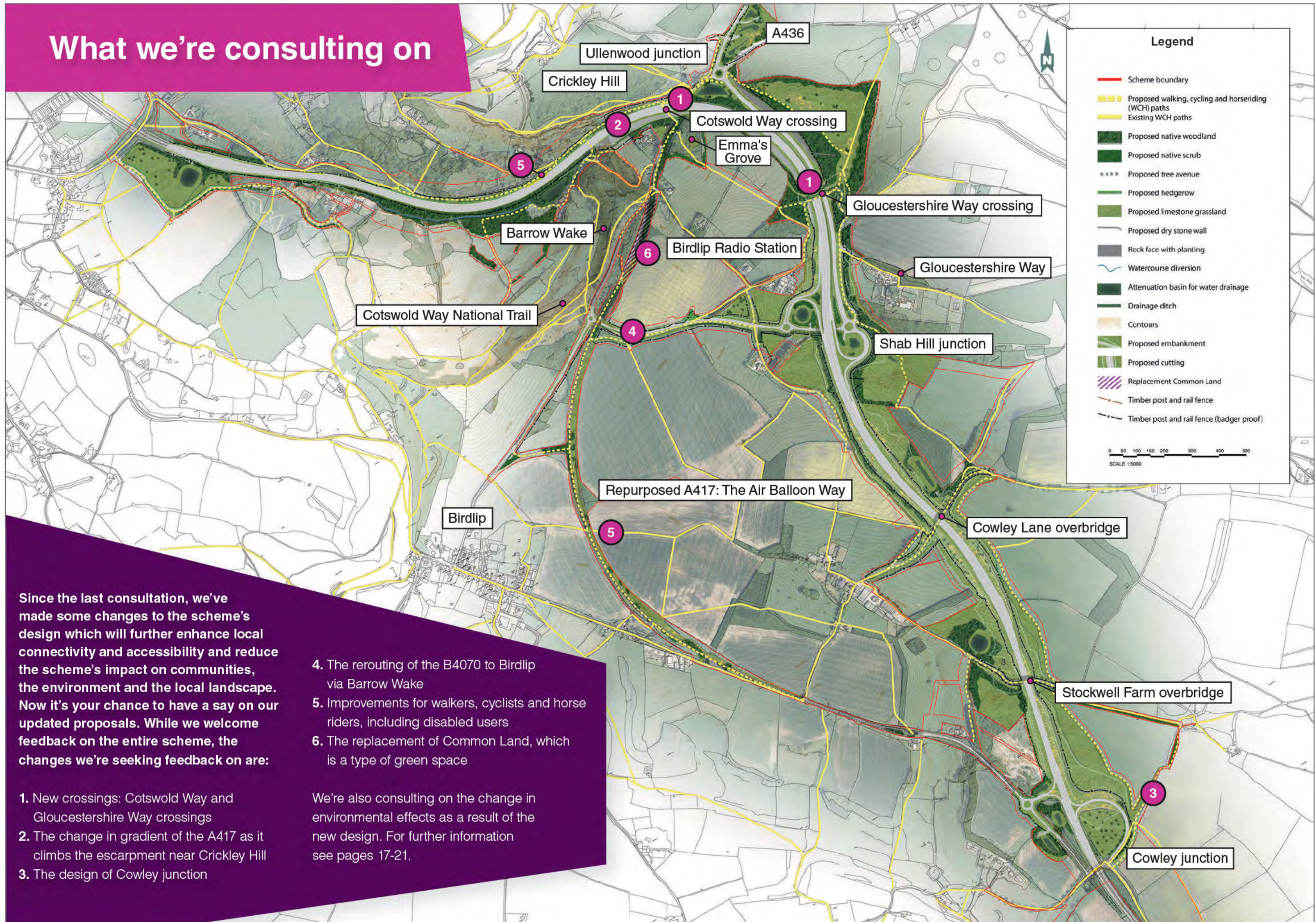
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**Appendix 9.13 Copy of the Main Scheme Map, Proposed Mitigation Plan and Red Line Boundary Plan provided at 2020 supplementary statutory consultation**

# What we're consulting on



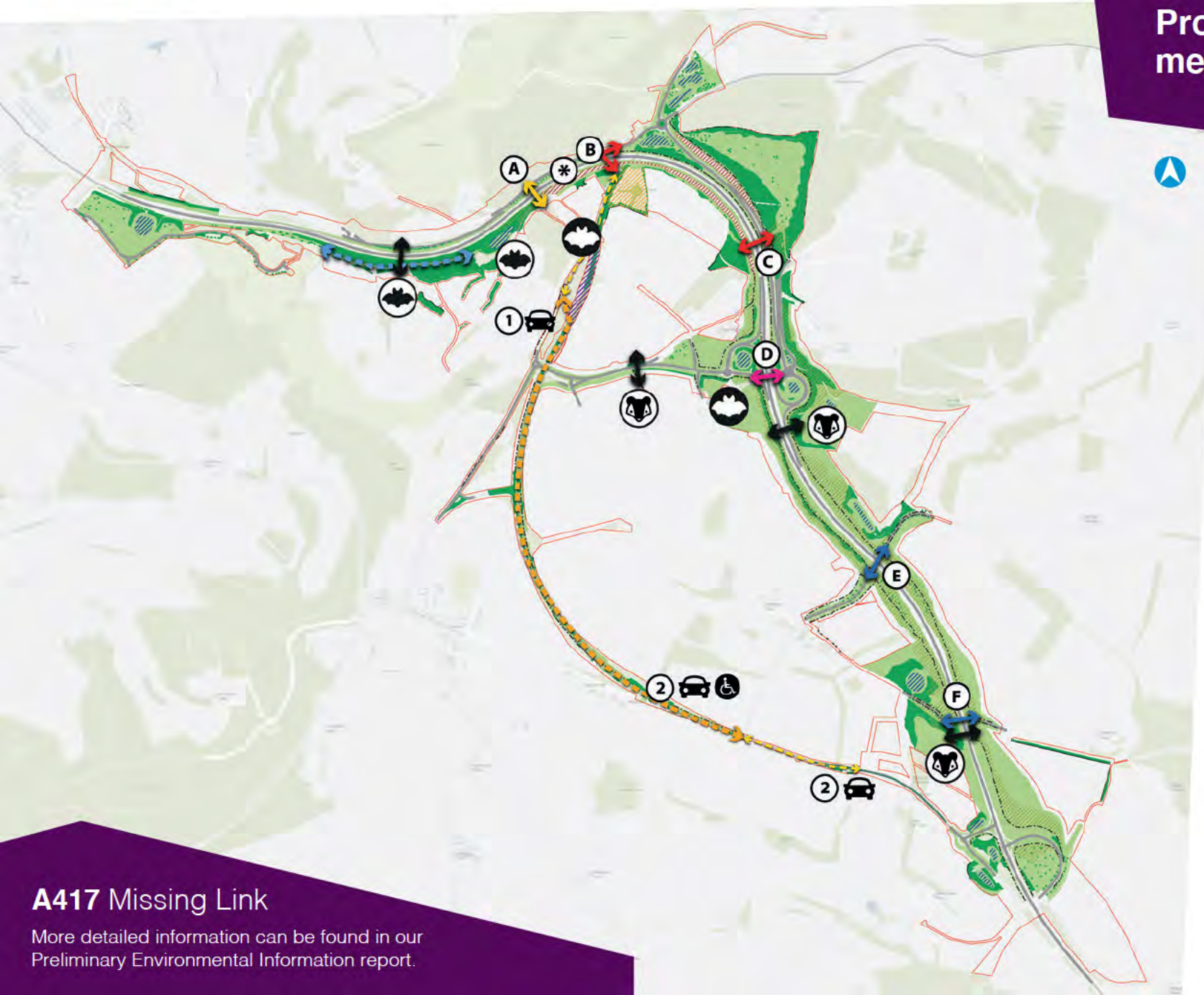
Since the last consultation, we've made some changes to the scheme's design which will further enhance local connectivity and accessibility and reduce the scheme's impact on communities, the environment and the local landscape. Now it's your chance to have a say on our updated proposals. While we welcome feedback on the entire scheme, the changes we're seeking feedback on are:

1. New crossings: Cotswold Way and Gloucestershire Way crossings
2. The change in gradient of the A417 as it climbs the escarpment near Crickley Hill
3. The design of Cowley junction

4. The rerouting of the B4070 to Birdlip via Barrow Wake
5. Improvements for walkers, cyclists and horse riders, including disabled users
6. The replacement of Common Land, which is a type of green space

We're also consulting on the change in environmental effects as a result of the new design. For further information see pages 17-21.

# Proposed mitigation measures



This map shows some of the mitigation measures we're proposing to reduce the scheme's impact on the environment.

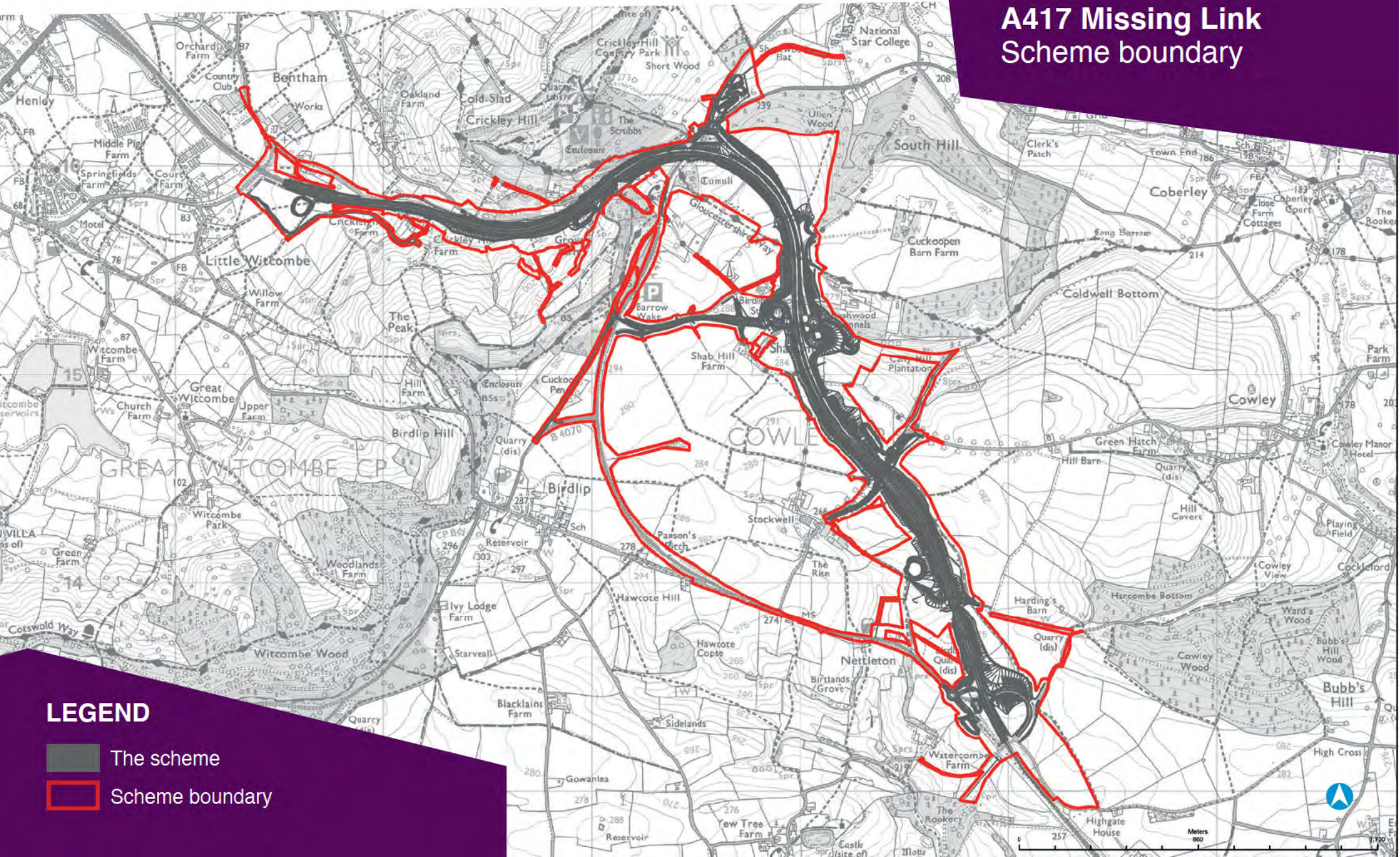
### Legend

- Scheme boundary
- 8% Gradient change
- Grove Farm underpass
- Cotswold Way crossing
- Gloucestershire Way crossing
- Reduced footprint of Shab Hill underpass
- Cowley Lane overbridge
- Stockwell Farm overbridge
- Air Balloon Way
- Air Balloon Way link
- Bat underpass
- Wildlife culvert
- Grove Farm Bat Barn
- Bat roost
- Tree and woodland planting
- Wildflower grassland planting
- Landscape and noise bunds
- Attenuation basins for water drainage / treatment
- Norman's Brook
- Geological features
- Improved area at Emma's Grove
- Replacement Common Land
- Cotswold drystone walls
- Barrow Wake improvements
- Air Balloon Way parking



## A417 Missing Link

More detailed information can be found in our Preliminary Environmental Information report.

# A417 Missing Link Scheme boundary



## LEGEND

-  The scheme
-  Scheme boundary



**Appendix 9.14 Copy of the  
additional documents available on  
the 2020 supplementary statutory  
consultation website**

# **Copy of Your Data, Your Rights General Data Protection Regulations Leaflet**

# Data protection and you

On 25 May 2018, the General Data Protection Regulations (GDPR) came into force. This legislation requires Highways England to explain to consultees, stakeholders and customers how their personal data will be used and stored.

Highways England is permitted under the Government's Consultation Principles, the Planning Act 2008 and the Highways Act 1980 to collect personal data in the development of proposed schemes.

Personal data collected for the purposes of this project will be processed and retained by Highways England and its appointed contractors until the scheme has been completed.

Under the GDPR regulations you have the right to request the following information from us:

1. Right of access to the data (Subject Access Request);
2. Right for the rectification of errors;
3. Right to erasure of personal data – this is not an absolute right under the legislation;
4. Right to restrict processing or to object to processing and
5. Right to data portability.

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact [DataProtectionAdvice@Highwaysengland.co.uk](mailto:DataProtectionAdvice@Highwaysengland.co.uk)

# **Copy of Development Consent Order Information Leaflet**



# Development consent for our major road schemes





**The local community can raise any concerns they have about our proposals via the consultation.**

## What is development consent?

The Planning Act 2008 established the legal framework for applying for, examining and determining planning applications for Nationally Significant Infrastructure Projects (NSIP).

Under the Planning Act, a Development Consent Order (DCO) is the means of obtaining permission to construct and maintain developments categorised as NSIPs. This includes energy, transport, water and waste projects.

Some of our major road improvement proposals are classed as NSIPs. Before we submit a DCO application to the Planning Inspectorate, we hold consultations as part of our wider engagement activity. This is in addition to the request for representations and the examination of the application that the Planning Inspectorate organises once an application has been accepted.

## How do I have my say?

We consult with relevant local authorities, anyone with an interest in the land, and statutory consultees, such as the Environment Agency. We prepare a statement, in consultation with relevant local authorities, on how we will consult people living in the vicinity of the land, and then carry out that consultation.

We advertise locally and nationally to ensure people are aware of consultations that affect them and how they can take part. Highways England sometimes carries out consultation in stages so that feedback from our customers, local communities and stakeholders can influence the type, geographical route and design of the project that we take forward.

Customers, stakeholders and the local community can raise any concerns they have about our proposals via the consultation.

## **Some of our major road improvement proposals are classed as Nationally Significant Infrastructure Projects**

To ensure transparency, we publish a consultation report to set out how we have considered responses following each round of consultation. A consultation report will be included in our application to the Planning Inspectorate for the DCO.

### **How does it work?**

On receiving and accepting an application, the Planning Inspectorate carries out the examination. During this stage, people who have registered to have their say are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters, including any Local Impact Reports received by local authorities, representations of all interested parties, any evidence submitted and answers provided to questions set out in writing and explained at hearings.

The Planning Inspectorate maintains a public register of applications received and members of the public are able to examine applications and accompanying documents, as well as reports of pre-application consultations.

The Planning Inspectorate manages the examination of applications, including deciding the principal issues to be examined. It has the discretion to decide whether cross-examination of evidence should take place at hearings. At the end of an examination, the Planning Inspectorate prepares a report on the application to the relevant Secretary of State, including a recommendation on whether to grant development consent. The Secretary of State then makes the decision on whether to grant or refuse development consent.

For more information about the planning process for Nationally Significant Infrastructure Projects, please visit:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes>



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



**Copy of a poster advertising the  
Teams Live Q&A events and  
telephone surgery service**

# A417 Missing Link

## Public Consultation

13 October - 12 November 2020

### Online question and answer events

We're hosting five online question and answer events with the project team, focusing on different topics and specialist areas. At these events, the project team will give a short presentation to camera and then take questions from attendees.

You can submit your questions using the chat function, which can be used anonymously. Email us at [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk) to register for one of these events\*

| Theme  | Date                 | Time          |
|--|----------------------|---------------|
| Safety, traffic and engineering                          | Monday 19 October    | 9.30am - 11am |
| Landscape, wildlife and habitats                         | Tuesday 20 October   | 9.30am - 11am |
| Local access and public rights of way                    | Wednesday 21 October | 9.30am - 11am |
| Land, property, business and tourism                     | Thursday 22 October  | 9.30am - 11am |
| Looking ahead – submission, examination and construction | Friday 23 October    | 9.30am - 11am |



In addition, we're offering a telephone surgery service. Please contact our customer contact centre to arrange a call back with the project team; **0300 123 5000**.



We would like you to submit your response by **11.59pm on Thursday 12 November 2020**

\* These live sessions will be recorded and published on Highways England's website after the event.

#### Your data, your rights

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**Copy of the 'Kids Corner' materials  
from the online exhibition room**

## Bridge building activity



We're building bridges which will make it easier and safer for people and wildlife to cross the road. We carefully design bridges to make sure that they are strong and work well for everyone that uses them. Now it's time for you to design and build your own bridge.

### The challenge:

Build the strongest bridge possible only using the materials below. The bridge needs to be 30cm long. You can build one or you can work in teams and make different bridges to see who's is strongest. **Good luck building!**







1.

————— **You will need:** —————

- A4 sheets of paper
- Straws
- Spaghetti
- Pens or pencils
- Tape



2.

————— **Rules:** —————

1. Only use the materials listed.
2. You have **45 minutes to build**.
3. It can only be supported at both ends with nothing holding the bridge up in the middle.
4. It must be 30cm long.



3.

————— **Top tips:** —————

- **Good planning and design are important in bridge building.** Make sure you draw and plan out your bridge before you start building it!
- There are lots of different types of bridges. **Think about bridges you've seen when you design it.**
- **Each end of the bridge needs to be strong.** Think about how you can strengthen each end so it doesn't fall over.
- **Folding the paper in different ways can make the bridge stronger.** Try folding it to see what works best.



4.

————— **Time to test:** —————

After you've finished building your bridge you can test how strong it is. Try placing a small toy in the middle of the bridge. If the bridge stays strong, add another toy.

If you've built more than one bridge, place toys on each structure. **The bridge that can hold the most toys is the winner!**



5.

————— **Thinking time:** —————

This activity was about designing and building a strong structure. Now you've finished, think about how it went. Did your bridge work well? If it did, what was it that made it so strong? If it didn't work very well, **what would you do differently if you built it again?**



## Fast facts for teachers

### The project

- The A417 links the M5 motorway and the M4 motorway - it is a useful road for people travelling across England
- We're building 3.4 miles (5.5km) of new road that has two lanes for cars and lorries
- The new road will reduce the number of traffic jams and serious accidents
- The project is very important so the Secretary of State for Transport will decide if the project can go ahead
- Over 900 people told us what they thought of our project at our last consultation in 2019
- The project will cost between £250 million and £500 million to build
- We're turning the old A417 into a new path that can be enjoyed by walkers, cyclists and horse-riders. We're proposing to call the new path The Air Balloon Way, which celebrates Edward Jenner, a famous scientist who lived in the area and was one of the first people ever to fly a hot air balloon
- We'll build 11.6km of new Cotswold dry stone walls – unique to the local area
- We'll create new and better habitats for animals. We'll do this by planting lots of new hedges, bushes, trees and grass



## The area

- The Cotswolds Area of Outstanding Natural Beauty (AONB) is a special place with lots of open, green space and animals. It's the largest AONB in England and Wales and is protected so everyone can enjoy the area for many years to come
- The Cotswold Way National Trail is 102 miles (164km) long and will be 50 years old this year (2020)
- The Gloucestershire Way is 94 miles (151km) long and runs from Chepstow in Wales, through the Cotswold AONB to Tewkesbury in Gloucestershire
- 15 of the 17 species of bat in the UK live in this area
- There are lots of great places to visit in the area including Emma's Grove ancient monument and Barrow Wake, which is home to lots of butterflies. You can also see for miles from the top of Crickley Hill!





## What did the Romans do for the A417?



The Romans were famous for building long, straight roads.

This road was called the Ermin Way and was used by the Romans to travel across the county.

Our archaeologists are digging some holes in the ground to see if they can find any interesting old objects that will tell us more about the people who used to live here.

The current A417 runs on the line of the old Roman Road from Cirencester to Gloucester.

Archaeology is the study of humans by finding and studying things from the past, like ruins of old buildings, roads or old coins and pots.

In Roman times people who lived in the local area were quite rich. There were many big important houses, like the one at Great Witcombe.

## Scavenger hunt

We have lots of information about the project in this virtual exhibition room. Read our exhibition boards and see if you can find the answers to all the questions below. **Good luck!**

1. How many miles of new road are we proposing to build?
2. How many people gave us feedback during our last consultation?
3. Name three things we're now consulting on?
  1.
  2.
  3.
4. What could you plant on a bridge to help animals cross?
5. What does AONB stand for?
6. Can you fill in the missing numbers?

We'll create new and better habitats for animals. We'll do this by planting lots of new hedges, bushes, trees and grass:

- miles of new Cotswold drystone walls
- miles of new hedgerows
- ha of new native woodland
- ha of new scrub, e.g. small bushes and trees
- ha of new species rich, native grassland
- ha of new limestone grassland

## Answers

---

1. How many miles of new road are we proposing to build? **3.4**
2. How many people gave us feedback during our last consultation? **900**
3. Name three things we're now consulting on?

**Could be three of the following:**

**a. New crossings**

**b. The change in gradient of the road**

**c. Cowley junction**

**d. Rerouting of the B4070**

**e. Improvements for walkers, cyclists and horse riders,**

**f. Including disabled users**

**g. The replacement of Common Land**

**h. The change in environmental effects**

4. What could you plant on a bridge to help animals cross? **Hedges**
5. What does AONB stand for? **Area of Outstanding Natural Beauty**
6. Can you fill in the missing numbers?

We'll create new and better habitats for animals. We'll do this by planting lots of new hedges, bushes, trees and grass:

**7.2** miles of new Cotswold drystone walls

**4.8** miles of new hedgerows

**19.69** ha of new native woodland

**4.37** ha of new scrub, e.g. small bushes and trees

**14.9** ha of new species rich, native grassland

**55.3** ha of new limestone grassland

---



## Wildlife fast facts

The local area is home to lots of different animals. When we build the new road, we'll work really hard to keep them safe - we might even have to find them new homes. **Here are some cool facts about animals living in your area.**



Greater Horseshoe bat

### Bats

There are lots of different species of bats in the area. Their homes are called roosts and can be found in trees, caves and buildings.

We're planting new hedges and trees to help the bats find their way when they are flying at night. We're also creating new, safe places for them to live. The bats will also have their very own tunnel under the road so they can cross it safely!

#### Fun fact!

Bats eat moths, mosquitoes and beetles. One bat can eat up to 3000 insects a night!



Photo from Badger Trust website

### Badgers

There are badgers living in this area. They live underground and their homes are called setts.

We're building tunnels under the road to make sure badgers can safely cross and visit the places where they like to find food.

#### Fun fact!

Badgers eat mainly earthworms. An adult badger might eat 200 worms a night!

## Reptiles

There are snakes, slow worms and lizards living locally. They are usually found in long grass and under rocks.

We'll have to move some of these reptiles out of the way to a new home. We're creating nice habitats with piles of stones and logs that they can hide in.

### Fun fact!

The adder is the only poisonous snake in the country.

Photo from  
RSPB website



## Insects

There are lots of insects that live in the area. They are usually found in grassland and meadows.

We're creating new grassland with wild flowers to provide food for bees and other insects.

### Fun fact!

There are around 20,000 different species of bee in the world!

## Barn owls

We've found barn owls nearby. Barn owls like roosting in barns or trees and hunt in grassy fields and woodland.

We're planting trees so they have lots of places to roost. New grassland fields will provide habitats where they can fly at night and find their food.

### Fun fact!

Barn owls like to eat small mice or voles for their dinner!





# Wildlife and habitats matching activity

We've found lots of wildlife living in the area. Different animals can be found living in different homes, called habitats. Sometimes we need to move animals to new habitats to keep them safe. **Match each animal on the left to its habitat on the right.**

**Bats**



**Setts**

**Badgers**

Photo from RSPB website



**Long grass**

**Barn owls**



**Trees, barns and caves**

**Reptiles**

Photo from RSPB website



**Woodland edge and grassland**

**Insects**

Photo from Butterfly Conservation Trust



**Grassland**

**Roman snails**

You can only handle these protected snails with a special license



**Trees and barns**

# Answers

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**Bats**



**Badgers**

Photo from RSPB website



**Barn owls**



**Reptiles**

Photo from RSPB website



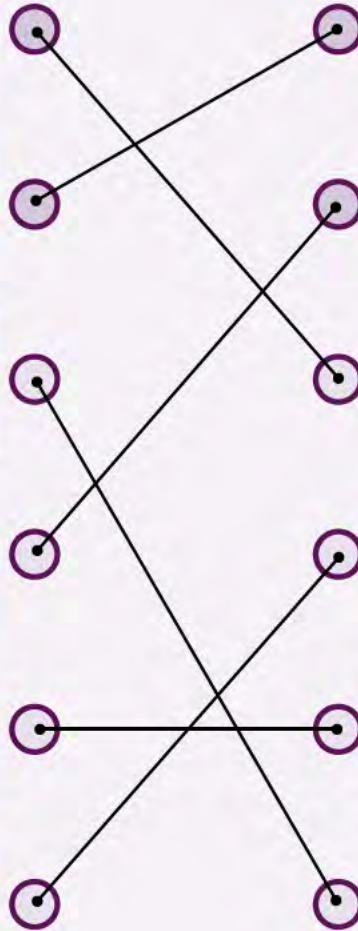
**Insects**

Photo from Butterfly Conservation Trust



**Roman snails**

You can only handle these protected snails with a special license



**Setts**



**Long grass**



**Trees, barns and caves**



**Woodland edge and grassland**



**Grassland**



**Trees and barns**

## Wordsearch

Check out the wordsearch below and see if you can **find all the words!**

|   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|
| B | B | A | D | G | E | R | T | C | B |
| D | J | U | N | C | T | I | O | N | A |
| R | O | U | N | D | A | B | O | U | T |
| O | Y | H | A | B | I | T | A | T | P |
| A | S | R | Q | U | G | C | P | O | K |
| D | A | O | B | G | D | A | X | J | H |
| T | F | I | T | R | A | F | F | I | C |
| R | E | F | R | B | R | I | D | G | E |
| E | T | W | I | L | D | L | I | F | E |
| E | Y | U | B | U | I | L | D | R | J |

- |                                     |                                   |                                 |
|-------------------------------------|-----------------------------------|---------------------------------|
| <input type="checkbox"/> road       | <input type="checkbox"/> traffic  | <input type="checkbox"/> bridge |
| <input type="checkbox"/> safety     | <input type="checkbox"/> wildlife | <input type="checkbox"/> badger |
| <input type="checkbox"/> junction   | <input type="checkbox"/> build    | <input type="checkbox"/> tree   |
| <input type="checkbox"/> roundabout | <input type="checkbox"/> habitat  | <input type="checkbox"/> bat    |

## Answers

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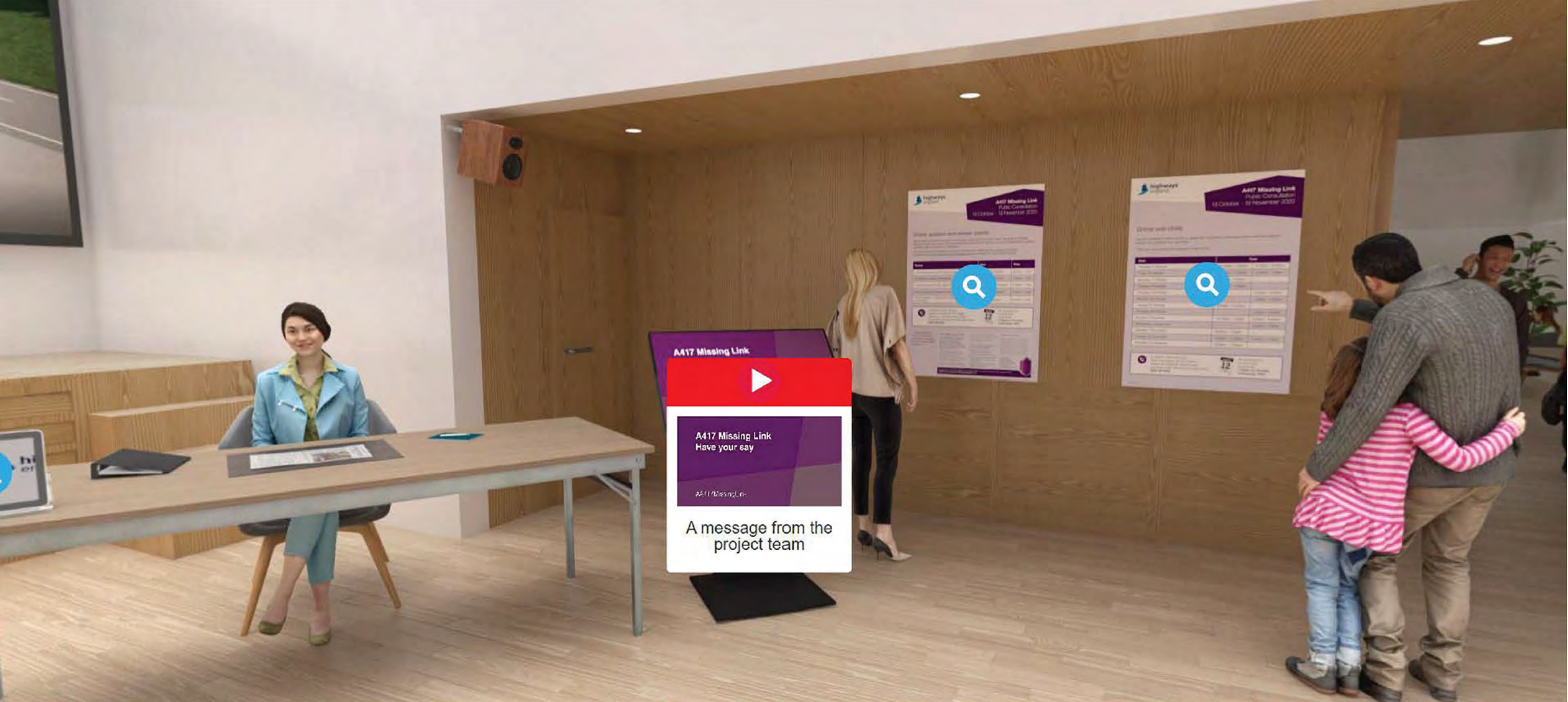
|   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|
| B | B | A | D | G | E | R | T | C | B |
| D | J | U | N | C | T | I | O | N | A |
| R | O | U | N | D | A | B | O | U | T |
| O | Y | H | A | B | I | T | A | T | P |
| A | S | R | Q | U | G | C | P | O | K |
| D | A | O | B | G | D | A | X | J | H |
| T | F | I | T | R | A | F | F | I | C |
| R | E | F | R | B | R | I | D | G | E |
| E | T | W | I | L | D | L | I | F | E |
| E | Y | U | B | U | I | L | D | R | J |

---


## **Screenshot of the Scheme Visualisation from the online exhibition room**



## **Screenshot of the 'Message from the Project Team' video in the online exhibition room**



A417 Missing Link



A417 Missing Link  
Have your say

A417 Missing Link

A message from the project team

Highways  
England

A417 Missing Link  
Public Consultation  
12 February 2020

12



Highways  
England

A417 Missing Link  
Public Consultation  
12 February 2020

12





**Screenshot of the 'Views of the Scheme'  
interactive map from the online exhibition  
room**

+

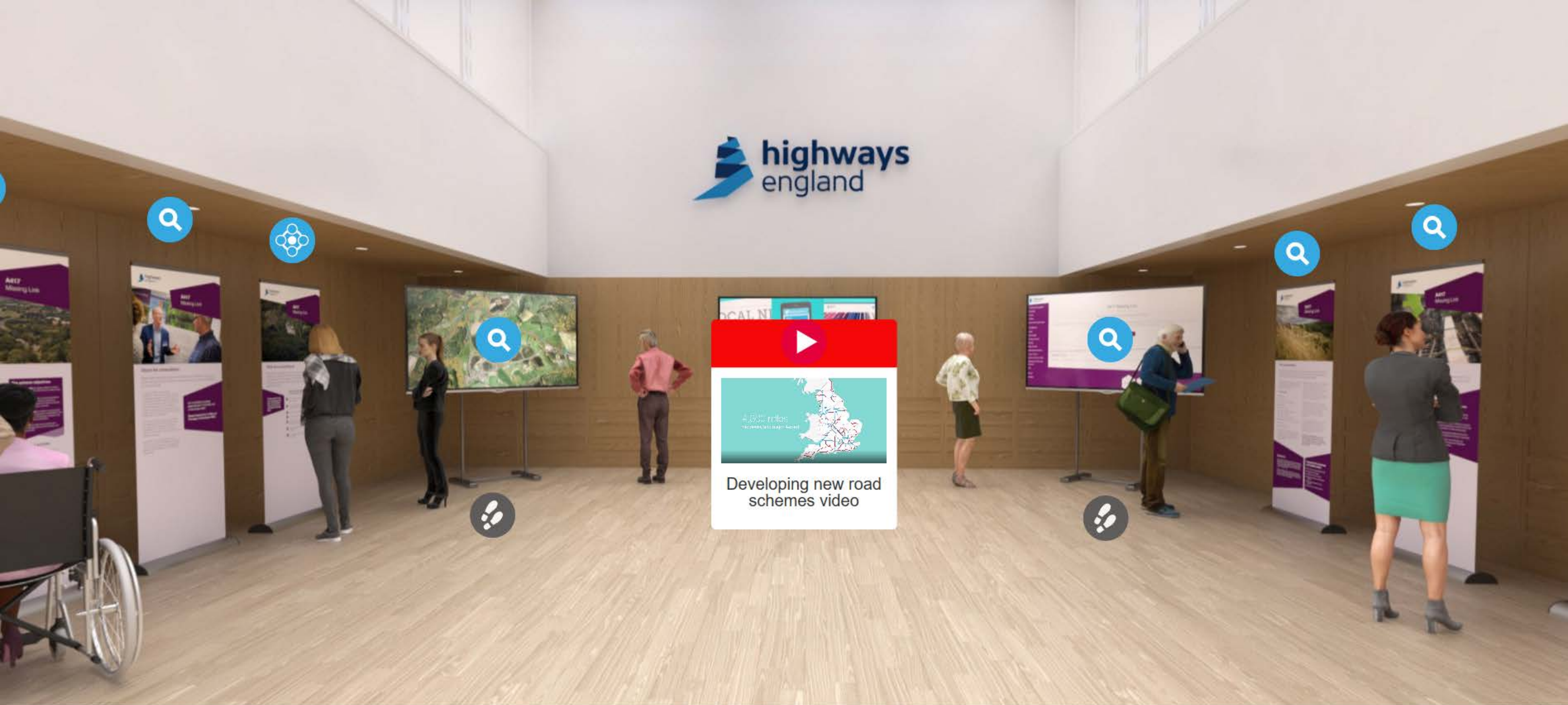
-



The Gloucestershire Way crossing  
[360 Image](#)



**Screenshot of the "Developing new road schemes' video from the online exhibition room**



Developing new road schemes video

A video player overlay with a red play button and a map of the UK showing road schemes. The text "4,630 miles" is visible on the map.

# **Appendix 10.1 Summary of the matters raised by section 47 general public respondents to the 2020 consultation and the Highways England response**

## Appendix 10.1: Summary of the matters raised by section 47 consultees in response to the 2020 supplementary statutory consultation and the Highways England response

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### Appendix Table 10.1A Summary of matters raised in relation to Q1a of the feedback questionnaire and the Highways England response

| Row ID | Topic                      | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|----------------------------|--|---|--|
| 1.     | Air quality                | Support for the scheme as the levelling out of traffic flow will reduce emissions from vehicles with engines running.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 2.     | Alternatives to the scheme | Would like to see a tunnel from the bottom of Crickley Hill through to the Cowley Roundabout.  | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 3.     | Biodiversity               | Support for the Cotswold Way crossing as it would provide sustainable support for local ecosystems.  | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing. The Cotswold Way crossing is designed as a footbridge to link the Cotswold Way National Trail. The new Gloucestershire Way crossing north of Shab Hill will provide a safe crossing point for wildlife over the road and the location is based primarily on ecological survey data for bats. The Gloucestershire Way crossing will include a 25m calcareous grassland strip and two native species-rich hedgerow to link habitat on either side. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information  | N  |
| 4.     | Biodiversity               | Support for the Cotswold Way crossing as it allows animals to cross the road and reduces the impact of the road dividing the habitat. Considers that it gives high priority to preserving the biodiversity of the region.  |   |  |
| 5.     | Biodiversity               | Support for the Cotswold Way in replacement of the original green bridge, which would have damaged ancient National Trust Woodland.  | Highways England acknowledges the range of views expressed in support of the Cotswold Way crossing.   | N  |
| 6.     | Biodiversity               | Support for change of proposals as original proposals would have severely impacted Crickley Hill during the building phase with the loss of many trees.  | Highways England acknowledges the views expressed in support of the Cotswold Way crossing and Gloucestershire Way crossing.   | N  |
| 7.     | Biodiversity               | Support for crossings over or under the road as it will benefit wildlife at night.   | Highways England acknowledges the views expressed in support of the Cotswold Way crossing, Gloucestershire Way crossing, wildlife culverts and bat underpass.   | N  |
| 8.     | Biodiversity               | Objection to the Cotswold Way crossing as it does not reconnect the severed Sites of Special Scientific Interest (SSSI) of Crickley Hill and Barrow Wake. Considers that a green bridge is essential, as the scheme is otherwise short-sighted and is adding to the growing problem of loss of habitat connectivity. This causes a further decline in iconic and declining species such as adders. | <p>As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a SSSI.</p> <p>The new Gloucestershire Way crossing is located to the north of Shab Hill to provide essential mitigation for bats. The width of the Gloucestershire Way crossing will be approximately 37m. This includes a 3.5m bridleway to accommodate people, which will be additional to the 25m width of calcareous grassland and two 3m width hedgerows.</p> <p>Larger areas of calcareous grassland will be created either side of the new Gloucestershire Way crossing to create habitat stepping-stones providing connected habitat between the Barrow Wake and Crickley Hill units of the SSSI and trees and hedgerow will provide woodland connectivity.</p> | Y  |

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|--------|--------------|---|--|--|
|        |              |   | The proposed Stockwell and Cowley overbridges will be planted with native species-rich hedgerows, which will help connect habitats and integrate them into the landscape. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more broadleaved woodland and plant more locally appropriate grassland. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  |  |
| 9.     | Biodiversity | Opposition to the scheme as it will ruin the countryside and lead to loss of habitat.   | <p>Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds Area of Outstanding Natural Beauty (AONB) landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in Environmental Statement (ES) Chapter 7 Landscape and Visual Effects (Document Reference 6.2). submitted with the Development Consent Order (DCO) application.</p> <p>As part of the scheme, it is proposed to plant new broadleaved woodland, species rich grassland, trees and native species-rich hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Department for Environment, Foods and Rural Affairs (Defra) Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme. Highways England is continuing to investigate further opportunities to achieve Biodiversity Net Gain (BNG) with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p> | N  |
| 10.    | Biodiversity | Comment that the design of the Cotswold Way crossing should be similar to the green crossing aspect of the Gloucestershire Way crossing.  | The primary purpose of the Cotswold Way crossing is to provide a safe, traffic free crossing for the Cotswold Way National Trail and for walkers, cyclists and horse riders (including disabled users). Ecological surveys undertaken to date have not identified that the Cotswold Way crossing is required to provide a crossing for wildlife. Furthermore, the Cotswold Way crossing is in a sensitive environmental location and is very close to Emma's Grove woodland. Highways England has therefore sought to provide a slim and lightweight design that would fit into the AONB landscape. Habitat connectivity is provided across the Gloucestershire Way crossing a short distance away, where ecological surveys identified a need for such a crossing. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 11.    | Biodiversity | Support for the Cotswold Way crossing as it will link green spaces. However, would also like to see a wildlife corridor or hedgerows.   |  |  |
| 12.    | Biodiversity | Comment that the crossing should have been designed for wildlife as well as for walkers.  |  |  |
| 13.    | Biodiversity | Would prefer the Cotswold Way crossing to take the form of a 'green bridge' similar to the Gloucestershire Way crossing, which would provide a wildlife movement corridor that would compensate for the habitat severance to be caused. |  |  |
| 14.    | Biodiversity | Suggests that the Cotswold Way crossing be wider and incorporate natural vegetation similar to the Gloucestershire Way crossing. Considers that this will reduce the severance between habitats at Crickley Hill and Barrow Wake.       |  |  |
| 15.    | Biodiversity | Disappointed that the Cotswold Way is not a green bridge as per the previous scheme design, as it was good for wildlife and looked nice.  |  |  |
| 16.    | Biodiversity | Considers that the Cotswold Way crossing won't be detrimental to existing habitats.   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing. The Cotswold Way crossing will not result in the loss of any priority habitats or SSSI.  | N  |
| 17.    | Biodiversity | Comment that proposals will not go far enough towards creating a BNG.   | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.   | N  |



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|        |              |  | <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p>  |  |
| 18.    | Biodiversity | Comment that encouraging and preserving nature and wildlife is important.  | Highways England acknowledges the importance of protecting wildlife. Highways England has produced an ES (Document Reference 6.2) and ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) which explains how the impact of construction and operational activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 19.    | Biodiversity | Suggests providing access for cattle to cross the Cotswold Way crossing.   | The Cotswold Way crossing has been designed to enable it to be used for the crossing of cattle.   | N  |
| 20.    | Biodiversity | Highlights the importance of protecting the Barrow Wake SSSI.  | Highways England acknowledges the importance of protecting designated sites, including Barrow Wake SSSI. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction and operational activities on the environment, including SSSIs, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 21.    | Biodiversity | Suggests that there should be a 50m wildlife corridor for wildlife to cross the Gloucestershire Way crossing.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 22.    | Biodiversity | Suggestion that a wildlife bridge that is even wider should also be considered, together with tunnels for all wildlife along the entire length of this road. | <p>Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Further embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies, and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> | Y  |
| 23.    | Biodiversity | Objection to the Cotswold Way crossing should it prove to have an adverse impact on the National Trust or ecology.   | The crossing would not affect National Trust land and would cause no significant or permanent ecological impacts. ES Chapter 8 Biodiversity (Document Reference 6.2) describes the ecological impacts of the scheme.  | N  |
| 24.    | Consultation | Comment that consultation is slowing down the scheme progress.   | Pre-application consultation is a statutory requirement under the Planning Act 2008. As set out in the Consultation Report (Document Reference 5.1), Highways England has carried out a supplementary statutory consultation in 2020 to seek feedback on a number of design changes made following the 2019 statutory consultation. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central  | N  |

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|        |                    |   | government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   |  |
| 25.    | Consultation       | Support for proposals as considers that all views have been considered and the best solution designed.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 26.    | Cultural heritage  | Opposition to the scheme as it will lead to the loss of local landmarks such as the Air Balloon public house.   | Highways England 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. Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme. | N  |
| 27.    | Cultural heritage  | Raises concerns that the Air Balloon public house has disappeared from the plans. Considers that this is important, both as a historical landmark and also as a destination for many people from Gloucester and Cheltenham. | As set out in the 2019 and 2020 statutory consultation materials, the Air Balloon public house would be demolished as part of the scheme. Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.  | N  |
| 28.    | Economics          | General opposition to Highways England and to the use of taxpayers money on the scheme, as it is not needed or wanted.  | Highways England 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 A417 Missing Link is part of the Government's RIS2, which identifies parts of the Strategic Road Network which need upgrading to improve safety, connectivity, and reliability for its users. The reasons the scheme is needed, and how the scheme meets those needs, are set out in the Case for the Scheme (Document Reference 7.1).   | N  |
| 29.    | Engineering design | Considers that the Cotswold Way would satisfy 'the environmental lobby'.  | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.   | N  |
| 30.    | Engineering design | Supports the proposal for the Cotswold Way crossing but does not like the design.   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing. Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 31.    | Engineering design | Support for the Cotswold Way crossing as it will be much safer and is architecturally very impressive.  |   |  |
| 32.    | Engineering design | Support for the Cotswold Way crossing as good piece of design which is imaginative and eye catching.  |   |  |
| 33.    | Engineering design | Considers that the Cotswold Way crossing should be on the level, with the A417 road going below the crossing.   | Whilst the suggestion is noted, aligning the Cotswold Way crossing as suggested would require an increase in cutting depth of the main carriageway of approximately 6 metres, which would result in more environmental impact and significant increase in cost. Such a design would also not align with changes Highways England made to the scheme design following the 2019 statutory consultation to reduce the cutting depth and reduce such impacts. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 34.    | Engineering design | Support for the proposals as the hill section of the road is unsafe and has caused many accidents.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. The existing section of the A417 has a particularly poor safety record and over 10 fatalities have occurred in this area in the last 10 years. One of the primary aims of the scheme is to improve safety of this link. The scheme would eliminate many of the factors associated with its poor safety record, providing a significantly safer route.  | N  |
| 35.    | Engineering design | Considers the route needs significant improvement to improve safety and enhance the driving experience both now and in the future.  |   |  |
| 36.    | Engineering design | Considers that improving the A417 is especially relevant as it is signposted as the main route to follow from the M5 to London.   | Highways England recognises that the A417/A419 is a strategic route between Gloucester and Swindon that provides an important link between the Midlands/North and South of England. The route is an alternative to the M5/M4 route via Bristol. The section of the A417   | N  |

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|--------|------------------------------|---|--|--|
|        |                              |   | near Birdlip, known as the 'Missing Link', forms the only section of single carriageway along the route. The scheme would complete the upgrade of this route.  |  |
| 37.    | Engineering design           | Opposes the Cotswold Way crossing on the basis of its appearance and design. Considers that the design is over-complicated and that the proposed seating area will not be used. Suggestion that the seating area is removed and the crossing design is a straight foot bridge, which will not distract motorists. | The objection relating to the appearance of the Cotswold Way crossing is acknowledged. Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 38.    | Engineering design           | Comment that the viewing platform has insufficient benefit to justify the additional cost and suggestion that the bridge should continue to meet the slope of the hill. Concern as to whether maintenance of the footway has been considered.   |  |  |
| 39.    | Engineering design           | Questions the need for the Cotswold Way crossing to have a viewing platform, which could itself be visually intrusive when viewed from nearby viewpoints.   |  |  |
| 40.    | Engineering design           | Raises concerns that the Cotswold Way crossing is too narrow, and considers that there is a danger to vehicles below from objects being thrown.   | Highways England considers that the width of the bridge would be sufficient to accommodate all likely users effectively. The heights of the parapet (in excess of 1.8m) would comply with requirements for equestrian use and also discourage people from throwing objects on to the carriageway below.  | N  |
| 41.    | Engineering design           | Suggests that the Cotswold Way crossing needs to be wider to accommodate pedestrians horse riders and cyclists. Raises concerns that the sides of a bridge so narrow would need to be very tall, as if a horse rider is thrown off their horse, they could easily fall over the rail.                             |  |  |
| 42.    | Engineering design           | Support for the Cotswold Way crossing. Preferred the concept of the green bridge but understands the objections of other parties.   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.  | N  |
| 43.    | Engineering design           | Would not like a structure to be built which has an adverse impact on the National Trust or ecology.  | The crossing would not affect National Trust land and would cause no significant or permanent ecological impacts. ES Chapter 8 Biodiversity (Document Reference 6.2) describes the ecological impacts of the scheme.   | N  |
| 44.    | Engineering design           | Neutral to the design of the Cotswold Way crossing. Considers that it should be a crossing that prevents misuse and has minimal impact.   | Measures to prevent misuse would be provided. This would include parapets which would be in excess of 1.8m high and barriers at each end of the bridge to prevent vehicular access. The likely environmental effects of the scheme, including the Cotswold Way crossing, are reported in the ES (Document Reference 6.2).  | N  |
| 45.    | Engineering design           | Comment that parapets should be in accord with British Horse Society (BHS) guidelines, with clear panels on both sides to help with the sharp bend (horses plan well ahead and like to see where the track goes) and the surface must not be at all slippery for shod and unshod horses in all weathers.          | The heights of the parapets would comply with requirements for equestrian use and would be a minimum of 1.8m high. Details such as surfacing type and forward visibility will be determined at the detailed design stage of the project, prior to construction, however comments relating to the design are noted.   | N  |
| 46.    | Engineering design           | Disappointed that the National Trust objected to the Green Bridge as the design of that proposal was much better than the newly designed Cotswold Way crossing.   | Highways England acknowledges the preference for the green bridge proposed in the scheme at the time of the 2019 statutory consultation. As a result of feedback received during that consultation, ongoing discussions with stakeholders and emerging ecological survey data, Highways England decided to remove the green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a SSSI. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change and how Highways England is delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting. | N  |
| 47.    | Landscape and Visual Impact  | Support for the Cotswold Way crossing in principle but concern that the new proposal will have a negative visual impact.  | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of this Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 48.    | Landscape and visual effects | Questions why the Cotswold Way crossing does not feature any trees as per the Gloucestershire Way crossing.   | The primary purpose of the Cotswold Way crossing is to provide a safe, traffic free crossing for the Cotswold Way National Trail and for walkers, cyclists and horse riders including  | N  |

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| 49.    | Landscape and visual effects | Suggests that there should be sufficient provision for landscaping on the Cotswold Way crossing.   | disabled users. Ecological surveys undertaken to date have not identified that the Cotswold Way crossing is required to provide a crossing for wildlife. Furthermore, the Cotswold Way crossing is in a sensitive environmental location and is very close to Emma's Grove woodland. Highways England has therefore sought to provide a slim and lightweight design that would fit into the AONB landscape. Habitat connectivity is provided across the Gloucestershire Way crossing a short distance away, where ecological surveys identified a need for such a crossing.   |  |
| 50.    | Landscape and Visual Impact  | Comment that proposals are not appropriate and a land bridge as at the Gloucestershire Way crossing, wide enough to mitigate the spoiled view and to act as a landscape corridor should be used.   |   |  |
| 51.    | Landscape and visual effects | Is pleased to see that the Cotswold Way crossing will have a viewing platform.   | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 52.    | Landscape and visual effects | As a user of the Cotswold Way, pleased with the proposed Cotswold Way crossing and the opportunity it will provide to linger and enjoy the views over the Severn Vale.   |   |  |
| 53.    | Landscape and visual effects | Considers that a crossing is required for the Cotswold Way, however the inclusion of a viewing point looking over the road, noise and fumes is not, as people use the Cotswold Way to be part of nature.   |   |  |
| 54.    | Landscape and visual effects | Considers that the Cotswold Way crossing should be more in keeping with the natural environment. Suggests that it should blend into the surroundings.  |   |  |
| 55.    | Landscape and visual effects | Considers that the design of the Cotswold Way crossing is unsuitable as the materials do not fit with the Cotswold AONB. Highlights that the crossing will be the gateway between the escarpment and the Wold and should be designed better and greened. |   |  |
| 56.    | Landscape and visual effects | Support for the Cotswold Way crossing as it will be complementary to the landscape and improve connectivity for walkers to enjoy views over the Vale from a unique vantage point.  |   |  |
| 57.    | Noise and vibration          | Considers that the A417 should not be audible from the Cotswold Way crossing.  | The effects of the scheme on Public Rights of Way (PRoW), in relation to noise during operation, have been assessed and reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The noise contour maps referred to in ES Chapter 11 Noise and Vibration (Document Reference 6.2) show the noise reductions predicted either side of the proposed Cotswold Way crossing. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. There will be beneficial effects for several PRoW due to the removal of traffic from the existing A417 to the south of the Air Balloon roundabout; including parts of the Gloucestershire Way, Cotswold Way, and Gustav Holst Way. | N  |
| 58.    | Noise and vibration          | Considers that the Cotswold Way crossing will be very noisy.   |   |  |
| 59.    | Noise and vibration          | Raises concerns that the noise and movement below the Cotswold Way crossing could be disturbing for horses, especially considering the bridge is narrow.   | The effects of the scheme on PRoW, in relation to noise during operation, have been assessed based on three-dimensional road noise model and forecast traffic flows using the road and the proximity of individual PRoW. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The noise contour maps referred to in ES Chapter 11 Noise and Vibration (Document Reference 6.2) show the noise reductions predicted either side of the proposed Cotswold Way crossing. Highways England considers that the width of the bridge would be sufficient to accommodate all likely users effectively. The heights of the parapet (in excess of 1.8m high) would comply with requirements for equestrian use.                                   | N  |
| 60.    | Noise and vibration          | Comment that the construction must be such that there is no noise, vibration or movement resulting from moderate to high winds.  | The extent to which construction noise may be heard at locations close to the works will depend on the wind direction. A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Temporary significant adverse noise effects associated with the   | N  |

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|--------|--|---|--|--|
|        |  |   | proposed construction works have been identified as part of the assessment. Mitigation to manage construction noise and vibration impacts is described in ES Appendix 2.1 EMP (Document Reference 6.4),.   |  |
| 61.    | Noise and vibration  | Comment that the scheme is inappropriate in an AONB due to increased road noise and use of vehicles in the area.  | Highways England recognises the significance and sensitivity of the landscape. As set out in the statutory consultation in 2020, Highways England has taken a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. A lower noise road surface, cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and PRoW. | N  |
| 62.    | Population and human health – business and tourism                   | Support for the scheme as it is an essential link which will stimulate the economy of the region.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 63.    | Population and human health – business and tourism                   | Supportive of the infrastructure as it will bring employment to the area.   |  |  |
| 64.    | Population and human health – business and tourism                   | Support for the Cotswold Way crossing which will improve upon the already nationally recognised Cotswold Way which brings tourism to the local area.  |  |  |
| 65.    | Population and human health – business and tourism                   | Support for proposals as they offer an improved crossing as well as a tourist attraction.   |  |  |
| 66.    | Population and human health – community impacts                      | Support for the Cotswold Way crossing as local residents could regularly use.   |  |  |
| 67.    | Population and human health – community impacts                      | Highlights that the Cotswold Way crossing needs sufficient safety railings which will be tall and strong enough to deter jumpers.   | ES Appendix 12.2 Walking, Cycling and Horse-riding including Disabled Users Review at Preliminary Design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out proposals for a safe crossing for the Cotswold Way including appropriate parapets that would be high enough to accommodate horse riders as well as walkers and cyclists. A suicide risk assessment has formed part of the safety considerations and has informed the preliminary design.  | N  |
| 68.    | Population and human health – community impacts                      | Suggests that the Cotswold Way crossing be wide enough for tractor and trailers to access to carry out maintenance such as trimming back vegetation along the paths. Also suggests that LED lighting be installed which could be activated by lasers, meaning when nobody is using the bridge the LED lights be switched off. | The crossing would be 5m wide to accommodate the different users including for maintenance activities. The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies. Responding to the scheme's setting within the Cotswolds AONB, the scheme would not be lit, to reduce the amount of light spillage to the Dark Skies area.   | Y  |
| 69.    | Population and health – PRoW/ Walking cycling and horse riders       | Considers the Cotswold Way crossing is a good compromise which satisfies all needs.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 70.    | Population and human health – PRoW/ Walking cycling and horse riders | Supportive of the Cotswold Way crossing as more people are seeking outdoor activities as a result of the pandemic.  |  |  |
| 71.    | Population and human health – PRoW/ Walking cycling and horse riders | Support for the Cotswold Way crossing as it provides a safe and practical route to cross the A417.  |  |  |
| 72.    | Population and human health – PRoW/ Walking                          | Support for the Cotswold Way crossing as it allows a landmark walking route for safe passage over the road. Is pleased that walkers will benefit from the scheme too.   |  |  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act | Matter relevant to a design change? (Y/N?) |
|--------|--|---|--|--|
|        | cycling and horse riders   |   |  |  |
| 73.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Cotswold Way crossing as it provides access for farmers and the public.   |  |  |
| 74.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Cotswold Way crossing as it seems to be a low impact build environmentally.   |  |  |
| 75.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Cotswold Way crossing as currently the route is hazardous and polluted for walkers and cyclist who have to wait for a gap in the traffic to cross the road. |  |  |
| 76.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Cotswold Way crossing as it creates an opportunity for shared-use and a more attractive and family-accessible cycle route.                                  |  |  |
| 77.    | Population and human health – PRow/ Walking cycling and horse riders | Supportive of the Cotswold Way crossing as it will provide an access for walkers, horse riders and disabled users between the top of Crickley Hill and the Air Balloon Way. |  |  |
| 78.    | Population and human health – PRow/ Walking cycling and horse riders | Supports proposals for the design of the Cotswold Way Crossing due to the minimal impact on the landscape and the retention of the PRow.                                    |  |  |
| 79.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the position of the Cotswold Way crossing as it maintains the trail with a safe crossing of the busy road.  |  |  |
| 80.    | Population and human health – PRow/ Walking cycling and horse riders | Support for proposals as they will benefit residents and wildlife.  |  |  |
| 81.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the proposals as walking should be given priority over vehicles.  |  |  |
| 82.    | Population and human health – PRow/ Walking cycling and horse riders | Support for Cotswold Way crossing as there needs to be provision for all users in the area.   |  |  |
| 83.    | Population and human health –  | Support for the Cotswold Way crossing because it has improved the access to the lane to Gloucester.   |  |  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--|--|--|--|
|        | PRoW/ Walking cycling and horse riders                               |  |  |  |
| 84.    | Population and human health – PRoW/ Walking cycling and horse riders | Support for the Cotswold Way crossing to keep all users and persons safe. Respondent has lived in Birdlip for 26 years and considers there has been far too many accidents on this stretch of road.  |  |  |
| 85.    | Population and human health – PRoW/ Walking cycling and horse riders | Support for the Cotswold Way crossing as it will open up parts of bridleways that are currently lost or too dangerous to use.  |  |  |
| 86.    | Population and human health – PRoW/ Walking cycling and horse riders | Support for the proposals as access to Crickley will be easier than at present.  |  |  |
| 87.    | Population and human health – PRoW/ Walking cycling and horse riders | Supports proposals as considered as an innovative and interesting use of highways.   |  |  |
| 88.    | Population and human health – PRoW/ Walking cycling and horse riders | Support for the Cotswold Way crossing which is excellently planned and is the answer to safely crossing the A417 by bicycle, horse and foot. Is pleased that the crossing will connect Brockworth to Birdlip and will make walking and cycling the escarpment much better than at present. |  |  |
| 89.    | Population and human health – PRoW/ Walking cycling and horse riders | Considers it beneficial to have improvements to Cold Slad and Dog Lane, as well as a segregated bicycle path enabling access into and through the AONB.  |  |  |
| 90.    | Population and human health – PRoW/ Walking cycling and horse riders | Considers the Cotswold Way crossing to be unimportant due to the limited amount of people who will use it. Priority should be on building the road.  | The Cotswold Way crossing is required to provide a safe, traffic free crossing for users of the Cotswold National Trail, the existing alignment which would be severed by the scheme. The Cotswold Way crossing will provide a safe route for walkers, cyclists and horse riders, including disabled users. It will also provide a crossing for cattle to be used by local farmers.  | N  |
| 91.    | Population and human health – PRoW/ Walking cycling and horse riders | Suggests that the National Trail should be kept away from all major thoroughfares if possible.   | The National Trail would be diverted over the Cotswold Way crossing, close to its authored alignment, where it would then continue along its existing route either side of the overbridge.   | N  |
| 92.    | Population and human health – PRoW/ Walking cycling and horse riders | Opposition to the scheme generally but accepts that the road needs safer crossing points. Therefore, supportive of the Cotswold Way crossing as it will benefit wildlife and users of the Cotswold Way.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 93.    | Population and human health – PRoW/ Walking cycling and horse riders | Opposes the Cotswold Way crossing because it appears to have been given priority over providing a better access from the A436 and Leckhampton Hill and connectivity with the M5, which is currently the key underlying cause of congestion.  | The National Trail would be diverted over the Cotswold Way crossing, close to its authored alignment, where it would then continue along its existing route either side of the overbridge. The Case for the Scheme (Document Reference 7.1) sets out the need and response to the transport related problems in the area, including congestion. As part of the work undertaken by Highways England, an assessment of the impact of the scheme on the road network is provided in the Case for the Scheme (Document Reference 7.1) and the Transport Report | N  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--|---|--|--|
|        |  |   | (Document Reference 7.10). This provides details on the situation in 2015 (the baseline year for the South West Regional Traffic Model which is the basis of the traffic model used to appraise the scheme), the forecast traffic flows for the 'With Scheme' and 'Without Scheme' scenarios and the results from the economic appraisal of the scheme. An assessment of Walking, Cycling and Horse Riding (WCH) infrastructure use and needs identified opportunities to overcome existing problems and mitigate against introducing new problems. The opportunities are reviewed, and the proposed scheme aims to enhance users experience of the WCH networks. Design of facilities and networks takes into account traffic flows, road safety, demand and destinations. Details can be found in ES Appendix 12.2 Walking, Cycling and Horse-riding including Disabled Users Review at Preliminary Design (Document Reference 6.4). |  |
| 94.    | Population and human health – PRow/ Walking cycling and horse riders | Comment that the PRow design fits in with the scheme whilst retaining views.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) sets out the Landscape and Visual Impact Assessment on the basis of this design.   | N  |
| 95.    | Population and human health – PRow/ Walking cycling and horse riders | Suggests that many people would not use the Cotswold Way as a viewing platform as there are many other viewpoints including Crickley Hill and Barrow Wake.  | Taking into account feedback received to the 2020 supplementary public consultation, the viewing platform has been removed from the design of the crossing, but seating areas are retained to assist users including those with mobility needs. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 96.    | Population and human health – PRow/ Walking cycling and horse riders | Agrees that the road is dangerous to cross but questions the need for two crossings in such close proximity.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for PRow and WCH routes. This includes a safe crossing of the existing A417 near Grove Farm, a safe crossing to accommodate the Cotswold Way National Trail, and a crossing to accommodate the diversion of the Gloucestershire Way in this area.   | N  |
| 97.    | Population and human health – PRow/ Walking cycling and horse riders | Suggests that there should be provision for the Cotswold Way route to remain open even if diverted during construction.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for PRow and WCH routes during construction and operation. Details would be agreed at the detailed design stage should Highways England proceed to appoint a contractor. Highways England are working closely with Natural England to help progress the statutory process required to divert the National Trail and there is a commitment to keeping the route open at all times subject to agreement between all relevant parties.   | N  |
| 98.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Cotswold Way crossing as it provides a solution to current dangerous arrangements. Raises concerns that a viewing platform will not be used, as most walkers will want to avoid the busy roads and polluted air in this area. | Taking into account feedback received to the 2020 supplementary public consultation, the viewing platform has been removed from the design of the crossing, but seating areas are retained to assist users including those with mobility needs. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 99.    | Population and human health – PRow/ Walking cycling and horse riders | Considers that the crossings only address a few crossing points over the road and that further PRow need to be preserved.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for PRow and WCH routes during construction and operation. These are considered to provide enhancement to the PRow network overall, as concluded in ES Chapter 12 Population and Human Health (Document Reference 6.2).   | N  |
| 100.   | Population and human health – PRow/ Walking cycling and horse riders | Supports the proposals in principle but concern that people using the crossing will not likely want to dwell on it.   | Taking into account feedback received to the 2020 supplementary public consultation, the viewing platform has been reduced from the design of the crossing, but seating areas are retained to assist users including those with mobility needs. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 101.   | Population and human health – PRow/ Walking cycling and horse riders | Comment that better shielding from the road is needed for the Cotswold Way.   | The Cotswold Way crossing would have parapets in excess of 1.8m height. ES Chapter 7 Landscape and Visual (Document Reference 6.2) sets out the Landscape and Visual Impact Assessment on the basis of this design. The preliminary design seeks to maximise views whilst being an appropriate structure in the special landscape.   | N  |
| 102.   | Population and human health –  | Raises concerns that designating the Cotswold Way crossing as a bridleway is not in accordance with Paragraph 1.2.6 of ES Appendix 2.1  | Taking into account feedback received to the 2020 supplementary public consultation, the designation has changed to a restricted byway to maximise opportunities across user groups,   | Y  |



| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--|--|---|--|
|        | PRoW/ Walking cycling and horse riders                               | EMP Annex F PRoW Management Plan (Document Reference 6.4) which states that the diversions involve improved classifications in order to maximise opportunities across user groups.   | as suggested.   |  |
| 103.   | Population and human health – PRoW/ Walking cycling and horse riders | Considers that the Cotswold Way crossing should not be designated as a bridleway and should instead be a restricted byway. Horse-drawn vehicles will not be able to cross the A417 and proceed onto Dog Lane to make a continuous journey. |   |  |
| 104.   | Principle of development   | Support for the Cotswold Way crossing.   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.   | N  |
| 105.   | Principle of development   | Considers the Cotswold Way crossing to be a waste of public money and environmental vandalism.   | Highways England 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 Cotswold Way crossing is required to provide a safe, traffic free crossing for users of the Cotswold National Trail, the existing alignment which would be severed by the scheme. The Cotswold Way crossing will provide a safe route for walkers, cyclists and horse riders, including disabled users. It will also provide a crossing for cattle to be used by local farmers.  | N  |
| 106.   | Principle of development   | General support for the scheme as a nationally important route.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 107.   | Principle of development   | Considers the existing road is currently one of the most problematic in the UK and would like to see the scheme delivered quickly.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 108.   | Principle of development   | Objection due to the climate and ecological emergency. Considers more trees and better public transport is needed, rather than more roads.   | Highways England 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. Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information. | N  |
| 109.   | Principle of development   | Opposition to the scheme as the construction of a new road is an ethically unsound practice considering the ecological challenges we are currently facing.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme and how it complies with the National Policy Statement for National Networks and other national and local policy regarding ecological effects.   | N  |
| 110.   | Principle of development   | Comment that the new section of the A417 is not necessary or appropriate given the need to reduce carbon emissions.  | Highways England 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. This assessment is reported in the Environmental Statement (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the (Environmental Impact Assessment (EIA) regulations.                        | N  |
| 111.   | Principle of development   | Object to the principle of development due to the climate crisis and the impact on health which is of even more relevance in light of the Covid-19 pandemic.   |   |  |
| 112.   | Principle of development   | Comment that green spaces are more important than a new road scheme.   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |

| Row ID | Topic                    | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------------|--|---|--|
| 113.   | Principle of development | Comment that the money should be spent on alternative travel options and that this scheme will only bring marginal improvement for cars.   | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 114.   | Traffic and transport    | Considers the road should be built as soon as possible to mitigate traffic issues.   | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  | N  |
| 115.   | Traffic and transport    | Objection to the scheme as it will encourage more traffic, rather than reduce it.  | Highways England 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  |
| 116.   | Traffic and transport    | Supportive of the scheme, as the single-lane section is currently dangerous and highly congested.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 117.   | Traffic and transport    | Concerned that the Cotswold Way crossing may distract drivers on this part of the incline. Suggests that an enforced speed limit be implemented on this section to prevent sudden braking. | Speed limits for the scheme would be in accordance with national highways standards. A national speed limit is proposed for the road and variable speed limits are only implemented by Highways England as part of smart motorway schemes, which requires Government legislation to approve their use on those specific stretches of road. The Road Traffic Regulation Act 1984 does not allow for variable speed limits and Highways England has no plans to extend their use onto A roads, including the A417.  | N  |
| 118.   | Traffic and transport    | Support for Cotswold Way crossing as it will help traffic flow.  | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.   | N  |
| 119.   | Traffic and transport    | Considers that the Air Balloon hill and roundabout are a major impediment to traffic which should be removed.  | Highways England acknowledges that the Air Balloon roundabout is a constraint on the existing A417 and that this is a cause of delays and safety issues. The scheme has been designed to ensure it meets its objectives to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417. The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction (formerly Air Balloon roundabout) would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 120.   | Traffic and transport    | Comment that the existing infrastructure is a dangerous bottleneck in both directions.   | Highways England acknowledges that the Air Balloon roundabout is a constraint on the existing A417 and that this is a cause of delays and safety issues as is the single carriageway nature of the A417 Missing Link. The scheme has been designed to ensure it meets its objectives to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417.  | N  |

Appendix Table 10.1B Summary of matters raised in relation to Q1b of the feedback questionnaire and the Highways England response

| Row ID | Topic        | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|--|--|
| 1.     | Biodiversity | Suggests that provision should be made for the maintenance of the wildlife corridor along the Gloucestershire Way crossing to ensure pedestrian routes do not become overgrown.  | The Gloucestershire Way crossing is approximately 37m wide to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Environmental Statement (ES) Appendix 2.1 Environmental Management Plan (EMP) Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Matters such as surfacing and maintenance agreements will be agreed at the detailed design stage.   | N  |
| 2.     | Biodiversity | Support for the Gloucestershire Way but more clarity is needed on how the green corridor for wildlife will be maintained.  |  |  |
| 3.     | Biodiversity | Concern that the wildlife corridor on the bridge must be maintained to ensure nothing of any size can blow off onto the carriageway below, that things have sufficient soil to anchor them and supply sufficient moisture to support them in droughts. Tree growth will have to be controlled as well.   |  |  |
| 4.     | Biodiversity | Support for the Gloucestershire Way crossing as it will provide a wildlife movement corridor which will help compensate for habitat severance. Requests more details regarding what measures will be put in place to ensure that the bridge remains 'green', especially in summer drought conditions which would require adequate soil depths and possible artificial irrigation.  |  |  |
| 5.     | Biodiversity | Is pleased that the project seems to genuinely improve the wildlife environment, rather than use this as a tick-box exercise.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.   | N  |
| 6.     | Biodiversity | Support for the Gloucestershire Way crossing as it will provide a much-needed crossing for wildlife.   |  |  |
| 7.     | Biodiversity | Support for the Gloucestershire Way crossing as it allows animals to cross the road and reduces the impact of the road dividing the habitat. Considers that it gives high priority to preserving the biodiversity of the region.   |  |  |
| 8.     | Biodiversity | Support for the Gloucestershire Way crossing as it will provide animals with a safe place to cross, aiding with their natural migration patterns and maintaining hunting territory for predators.  |  |  |
| 9.     | Biodiversity | Considers that the Gloucestershire Way won't be detrimental to the existing habitat.   |  |  |
| 10.    | Biodiversity | Support for proposals as they include environmental mitigation measures.   |  |  |
| 11.    | Biodiversity | Support for crossings over or under the road as it will benefit wildlife at night.   |  |  |
| 12.    | Biodiversity | Support for the Gloucestershire Way crossing as it will allow wildlife to cross the new route to improve biodiversity  |  |  |
| 13.    | Biodiversity | Supports proposals for the wildlife crossing and consider the Cotswold Way crossing should be of similar design.   | The primary purpose of the Cotswold Way crossing is to provide a safe, traffic free crossing for the Cotswold Way National Trail and for walkers, cyclists and horse riders including disabled users. Ecological surveys undertaken to date have not identified that the Cotswold Way crossing is required to provide a crossing for wildlife. Furthermore, the Cotswold Way crossing is in a sensitive environmental location and is very close to Emma's Grove woodland. Highways England has therefore sought to provide a slim and lightweight design that would fit into the Area of Outstanding Natural Beauty (AONB) landscape. Habitat connectivity is provided across the Gloucestershire Way crossing a short distance away, where ecological surveys identified a need for such a crossing. | N  |
| 14.    | Biodiversity | Reiterates the Wildlife Trust's stance that the crossing as Shab Hill should be a minimum of 50 metres wide in order to mitigate the impact of the road scheme. The road increases severance within the nationally important Crickley Hill and Barrow Wake Site of Special Scientific Interest (SSSI), which are some of the last remaining pieces of flower-rich grassland in the Cotswolds. A sufficient link between them is a vital connection in Gloucestershire's Nature Recovery Network. | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing.<br><br>Larger areas of calcareous grassland will be created either side of the new Gloucestershire Way crossing to create habitat stepping-stones providing connected habitat between the   | Y  |

| Row ID | Topic        | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|---|--|
|        |              |  | <p>Barrow Wake and Crickley Hill units of the SSSI and trees and hedgerow will provide woodland connectivity.</p> <p>The proposed Stockwell and Cowley overbridges will be planted with native species-rich hedgerows, which will help connect habitats and integrate them into the landscape. To further improve habitat connections, the scheme will also link and restore more hedgerows, create more broadleaved woodland and plant more locally appropriate grassland. Please refer to section 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p>   |  |
| 15.    | Biodiversity | Support for proposals for planting as the route will be as natural as possible.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Habitat creation has focussed on the creation of priority habitat, broadleaved woodland, lowland calcareous grassland and species-rich hedgerows.  | N  |
| 16.    | Biodiversity | Comment that proposals will not go far enough towards creating a Biodiversity net gain.  | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Department for Environment, Foods and Rural Affairs (Defra) Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve Biodiversity Net Gain (BNG) with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p> | N  |
| 17.    | Biodiversity | Comment that encouraging and preserving nature & wildlife is important.  | Highways England acknowledges the importance of protecting wildlife. Habitat creation has focussed on the creation and gain of priority habitat, broadleaved woodland, lowland calcareous grassland and species-rich hedgerows. Highways England has produced the ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 18.    | Biodiversity | Considers that a green bridge is a benefit wherever it is on the scheme and is therefore supportive of the Gloucestershire Way crossing, however first choice would have been at the Cotswold Way alignment. | Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on the removal of the green bridge on Crickley Hill (as proposed in the scheme at the time of the 2019 statutory consultation) and how Highways England is delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting. The location of the Gloucestershire Way crossing is based on bat survey results and provides mitigation for bat commuting routes.  | N  |
| 19.    | Biodiversity | Raises concerns as to how wildlife will be separated from pedestrians along the Gloucestershire Way crossing.  | The width of the Gloucestershire Way crossing will be approximately 37m. This includes a 3.5m bridleway to accommodate people, which will be additional to the 25m width of calcareous grassland and two 3m width hedgerows as essential bat mitigation. The bridleway would also function as a maintenance strip on the southern boundary of the crossing, along with a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 20.    | Biodiversity | Opposition to the scheme but considers that the Gloucestershire Way crossing compensates for the destruction of the natural habitat.   | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N  |
| 21.    | Biodiversity | Suggests that the Gloucestershire Way crossing needs to be at least 50m wide to ensure biodiversity net gain.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on   | Y  |

| Row ID | Topic              | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|---|--|
|        |                    |  | <p>the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p> |  |
| 22.    | Biodiversity       | Objection to the Cotswold Way crossing should it prove to have an adverse impact on the National Trust or ecology.   | The crossing would not affect National Trust land and would cause no significant or permanent ecological impacts. ES Chapter 8 Biodiversity (Document Reference 6.2) describes the ecological impacts of the scheme.  | N  |
| 23.    | Consultation       | Support for proposals as consultation comments regarding maintaining pedestrian and cyclist access from Birdlip to Ullenwood have been taken into account.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 24.    | Economics          | Oppose the Gloucestershire Way crossing due to the likely costs.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the Gloucestershire Way crossing. The Gloucestershire Way crossing is required to provide habitat connectivity and to mitigate for the effects of the scheme on bats. It would also provide a safe, traffic free crossing for users of the Gloucestershire Way footpath and for walkers, cyclists and horse riders including disabled users. The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including the Gloucestershire Way crossing.   | N  |
| 25.    | Engineering design | Considers the design of Gloucestershire Way a good balance of natural and practical.   | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N  |
| 26.    | Engineering design | Support for the Gloucestershire Way crossing as it is well-designed  |   |  |
| 27.    | Engineering design | Considers that celebrating civil engineering excellence whilst maintaining pedestrian and wildlife connections is a win-win for everyone   |   |  |
| 28.    | Engineering design | Support for the Gloucestershire Way crossing because it fulfils its purpose, is well sited and is an excellent design.   |   |  |
| 29.    | Engineering design | Support for the Gloucestershire Way crossing as it is a good idea but not over-extravagant.  |   |  |
| 30.    | Engineering design | Support for the principle of the Gloucestershire Way crossing but considers that it is not sufficiently wide to separate people and wildlife.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 31.    | Engineering design | Suggests that the Gloucestershire Way crossing be wider (at least 40m) to further mitigate the severance caused by the road.   |   |  |
| 32.    | Engineering design | Pleased that the National Trust's feedback has been incorporated into the design to ensure the Gloucestershire Way crossing is suitable for wildlife and pedestrians to cross separately and concurrently. |   |  |
| 33.    | Engineering design | Neutral to the design of the Gloucestershire Way crossing. Considers that it should be a crossing that prevents misuse and has minimal impact.   |   |  |
| 34.    | Engineering design | Suggestion that the road is narrower, with fewer lanes. Query as to why the number of lanes is required, as a wider road will not improve traffic congestion in the long-term.                             | The route between Brockworth bypass and Shab Hill junction would have a total of five lanes, three in the eastbound direction and two in the westbound direction. The extra lane eastbound carriageway would be a climbing lane to enable slower moving vehicles to climb the steep (8%) gradient without delaying other vehicles. This would provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design standards and a well-established balance between traffic capacity and economic benefit. The number of lanes would be consistent with the existing dual carriageway sections of the A417 between Gloucester and Cirencester.   | N  |

| Row ID | Topic                        | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|------------------------------|--|---|--|
| 35.    | Engineering design           | Questions the surfaces being used along the Gloucestershire Way crossing, as it could get muddy.   | Comments in relation in relation to the type of surfacing for the Gloucestershire Way crossing are noted. Although the specific material is not yet determined, the crossing would be paved in material which would be suitable for pedestrian, cycle and equestrian usage. Should the scheme proceed to construction, there would be a detailed design phase when surfacing and other detailed matters would be agreed.  | N  |
| 36.    | Engineering design           | Would not like a structure to be built which has an adverse impact on the National Trust or ecology.   | The Gloucestershire Way crossing would not impact on National Trust land and has been designed to provide habitat connectivity and a safe crossing for wildlife species.  | N  |
| 37.    | Engineering design           | Indicates that crossings such as the Gloucestershire Way crossing would not be needed had a tunnel option been chosen for the scheme.  | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 38.    | Landscape and visual effects | Support for the Gloucestershire Way crossing as the design has listened to environmental concerns.   | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N  |
| 39.    | Landscape and visual effects | Support for the Gloucestershire Way crossing because it enables much greater landscape connectivity.   |   |  |
| 40.    | Landscape and visual effects | Support for the Gloucestershire Way crossing as it will cover up some of the carriageway in an AONB.   |   |  |
| 41.    | Landscape and visual effects | Comment that the scheme is not designed sensitively considering its location in the AONB.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 42.    | Landscape and visual effects | Questions what measures will be in place to reduce the visual impact from the Cowley side of Shab Hill Junction, as the public footpath here will face the junction.                 | Landscape earthworks topped with stone walls will screen the majority of the scheme in this location and will appear as part of the surrounding area's field patterns. Copses of trees scattered along the earthworks will further integrate the scheme into the landscape over time as they mature. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) depicts the proposed landscaping for the scheme.  | N  |
| 43.    | Noise and vibration          | Considers it important that the Gloucestershire Way crossing is quiet enough. Suggestion that the road is lined with solar sound barriers.   | The effects of the scheme on PRoW, in relation to noise during operation, have been assessed based on three-dimensional road noise model and forecast traffic flows using the road and the proximity of individual PRoW. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. There will be beneficial effects for several PRoW due to the removal of traffic from the existing A417 to the south of Air Balloon roundabout; including parts of the Gloucestershire Way, Cotswold Way, and Gustav Holst Way. In areas to the southeast of Air Balloon roundabout, the incorporated noise mitigation would reduce adverse noise impacts as far as reasonably practicable, however, there would be some residual adverse noise impacts on footpaths around the new alignment, including parts of the Gloucestershire Way between Air Balloon roundabout and Coberley. The acoustic screening would generally be created by landscaped earth bunds rather than barriers. | N  |
| 44.    | Noise and vibration          | Considers proposals better than those for the Cotswold Way although does not consider that the route will be a pleasant experience for walkers and that there will be noise impacts. |   |  |
| 45.    | Noise and vibration          | Questions what measures are being taken to reduce noise from the Shab Hill Junction, and whether trees will be used to disguise the road and reduce noise.                           | ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A lower noise road surface is incorporated into the proposed scheme design. For the case of Shab Hill, additional mitigation measures comprised of a variety of screening (stone wall and earth bunds, or a combination of them) ranging from 1.2 to 8.2m high have been included in the design. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.                      | N  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--|---|--|--|
| 46.    | Population and human health – community impacts                      | Highlights that the Gloucestershire Way crossing needs sufficient safety railings which will be tall and strong enough to deter jumpers.  | ES Appendix 12.2 Walking, Cycling and Horse Hiding including Disabled Users Review at Preliminary Design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for a safe crossing for the Gloucestershire Way including appropriate parapets that would be high enough to accommodate horse riders as well as walkers and cyclists. A suicide risk assessment has formed part of the safety considerations and has informed the preliminary design. | N  |
| 47.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it provides a safer route to cross the A417.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 48.    | Population and human health – PRow/ Walking cycling and horse riders | Considers the Gloucestershire Way crossing to be unimportant due to the limited amount of people who will use it. Priority should be on building the road.                                      | The Case for the Scheme (Document Reference 7.1) helps set out that the Gloucestershire Way crossing seeks to provide ecological connectivity, landscape integration and provide for a diversion of the Gloucestershire Way with increased access for wider WCH users.   | N  |
| 49.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it would further extend recreation to the south-east of Cheltenham.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 50.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it would be an improvement on the current situation.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 51.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing because it makes the route more appealing and the design looks environmentally friendly. Considers such routes must be safeguarded for the future. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 52.    | Population and human health – PRow/ Walking cycling and horse riders | Considers it is not clear if the Gloucestershire Way crossing is for cyclists as it looked grassy.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the Gloucestershire Way crossing which includes a bridleway route across it to accommodate walkers, cyclists and horse riders.  | N  |
| 53.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it maintains the important walking route to ensure it is not bisected by the new road.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.   | N  |
| 54.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as currently, the route is hazardous and polluted for walkers and cyclist who have to wait for a gap in the traffic to cross the road.             |  |  |
| 55.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing due to previous experiences struggling to cross the Air Balloon roundabout, as a walker and cyclist (mountain biker).                              |  |  |
| 56.    | Population and human health – PRow/ Walking                          | Support for the proposals due to retention of the nationally important PRow.  |  |  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--|--|--|--|
|        | cycling and horse riders   |  |  |  |
| 57.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the proposals due to the severance of footpaths elsewhere within the southern area of the scheme.  |  |  |
| 58.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing because it provides a good connection, safe crossing and has a thoughtful design.   |  |  |
| 59.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the proposals as walking should be given priority over vehicles.   |  |  |
| 60.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it will provide safer access to Birdlip.   |  |  |
| 61.    | Population and human health – PRow/ Walking cycling and horse riders | Support for proposals for a separate crossing for walkers to reduce the potential for accidents.   |  |  |
| 62.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it is an improvement on the existing situation.  |  |  |
| 63.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it will provide a bicycle network which will connect the Cotswold Escarpment from Ullenwood to Birdlip. Considers that there is currently no safe way to travel by bicycle and that the crossing will be an important feature. |  |  |
| 64.    | Population and human health – PRow/ Walking cycling and horse riders | While supporting the principle of a safe crossing for humans, notes that the Gloucestershire Way crossing is for a less well-used path than the National Trail. Concern about the taxpayer funding a 'grand' crossing of 25 metres.  | The Case for the Scheme (Document Reference 7.1) helps set out that the Gloucestershire Way crossing seeks to provide ecological connectivity, landscape integration and provide for a diversion of the Gloucestershire Way with increased access for wider WCH users. After taking into account feedback received to the 2020 supplementary public consultation, the overbridge will be up to 37m in width to improve its functions. The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including the Gloucestershire Way crossing. | Y  |
| 65.    | Population and human health – PRow/ Walking cycling and horse riders | Opposition to the scheme generally but accepts that the road needs safer crossing points. Therefore, supportive of the Gloucestershire Way crossing as it will benefit wildlife and users of the Way.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing, but in objection to the principle of the scheme.  | N  |
| 66.    | Population and human health – PRow/ Walking                          | Agrees that the road is dangerous to cross but questions the need for two crossings in such close proximity.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for PRow and WCH routes. This includes a safe crossing of the existing A417 near Grove Farm, a safe crossing to accommodate the Cotswold Way National Trail, and a crossing to accommodate the diversion of the Gloucestershire Way in this area.   | N  |



| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--|--|---|--|
|        | cycling and horse riders   |  |   |  |
| 67.    | Population and human health – PRow/ Walking cycling and horse riders | Supports the Gloucestershire Way crossing but concern that it is too narrow for wildlife and that more wildlife crossings are needed, although tunnels would be more effective.  | The Case for the Scheme (Document Reference 7.1) helps set out that the Gloucestershire Way crossing seeks to provide ecological connectivity, landscape integration and provide for a diversion of the Gloucestershire Way with increased access for wider WCH users. After taking into account feedback received to the 2020 supplementary public consultation, the overbridge will be up to 37m in width to improve its functions. Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information. | Y  |
| 68.    | Population and human health – PRow/ Walking cycling and horse riders | Support in principle with suggestion to ensure it is wide enough to allow trees to be planted to mitigate the spoiled view and to act as a landscape corridor.   |   |  |
| 69.    | Population and human health – PRow/ Walking cycling and horse riders | Supports proposals for a crossing for walkers and wildlife but comment that to complete an existing local circular walk, a safe segregated pedestrian and cycle route is needed to be routed under the Shab Hill Junction.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Provision for WCH at Shab Hill would be available either side of the grade-separated junction at Shab Hill. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley crossing. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.  | Y  |
| 70.    | Population and human health – PRow/ Walking cycling and horse riders | Considers that the crossings only address a few crossing points over the road and that further PRow need to be preserved.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for PRow and WCH routes during construction and operation. These are considered to provide enhancement to the PRow network overall, as concluded in ES Chapter 12 Population and Human Health (Document Reference 6.2).  | N  |
| 71.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing as it will enable people to follow the Gloucestershire Way. Questions whether this is one footpath, or whether there will be separate paths for cyclists and horse riders. Would like more information regarding the surface, as if this is to be left as grass, horse riders could cause churned up mud which would make the crossing difficult to cross for walkers and cyclists. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the Gloucestershire Way crossing include a bridleway route across it to accommodate walkers, cyclists and horse riders. Connecting routes would be segregated where appropriate either end of the overbridge with different PRow. Surfacing, signage and enclosures would be agreed at the detailed design stage.  | N  |
| 72.    | Population and human health – PRow/ Walking cycling and horse riders | Considers that the Gloucestershire Way should not be designated as a bridleway and should instead be a restricted byway. Horse-drawn vehicles will not be able to come off the Gloucestershire Way crossing and proceed onto Ullenwood Manor Lane to make a continuous journey.  | The WCH corridor at the Gloucestershire Way crossing would be 3.5m width adjacent to the boundary fence and discrete from the wildlife corridor, designated as a bridleway. Walkers, cyclists and horse-riders would share the corridor and the width would be adequate to allow people to move around one another. This width would not be sufficient to cater for horse & carriage users as well. Alternative crossings for horse & carriage users would be available at both the Cotswold Way and Cowley crossings, where it would be safer for those users to cross the A417 and connect back into the local highway and PRow network.  | N  |
| 73.    | Population and human health – PRow/ Walking cycling and horse riders | Raises concerns that designating the Gloucestershire Way crossing as a bridleway is not in accordance with Paragraph 1.2.6 of the PRow Management Pan which states that the diversions involve improved classifications in order to maximise opportunities across user groups.   | The WCH corridor at the Gloucestershire Way crossing would be 3.5m width adjacent to the boundary fence and discrete from the wildlife corridor, designated as a bridleway. Walkers, cyclists and horse-riders would share the corridor and the width would be adequate to allow people to move around one another. This width would not be sufficient to cater for horse & carriage users as well. Alternative crossings for horse & carriage users would be available at both the Cotswold Way and Cowley crossings, where it would be safer for those users to cross the A417 and connect back into the local highway and PRow network.  | N  |
| 74.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the Gloucestershire Way crossing but raises concerns that the balance between humans being able to cross the bridge on foot, by bicycle or horse is narrow in comparison to space for wildlife. Suggests that a wider path be provided to allow more space, for instance, for bicycles to pass horses safely.  | The WCH corridor at the Gloucestershire Way crossing would be 3.5m width adjacent to the boundary fence and discrete from the wildlife corridor, designated as a bridleway. Walkers, cyclists and horse-riders would share the corridor and the width would be adequate to allow people to move around one another.   | Y  |
| 75.    | Principle of development   | Support for the Gloucestershire Way crossing.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N  |
| 76.    | Principle of Development   | Comment that these proposals are preferred over doing nothing.   |   |  |

| Row ID | Topic                    | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------------|---|---|--|
| 77.    | Principle of development | Considers that the Gloucestershire Way would satisfy 'the environmental lobby'.   |   |  |
| 78.    | Principle of development | Opposition to the Gloucestershire Way crossing because the scheme as a whole is not required or wanted.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme.   | N  |
| 79.    | Principle of development | Considers the Gloucestershire Way to be a waste of public money and environmental vandalism.  | Highways England 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  |
| 80.    | Principle of development | Comment that ensuring free-flowing traffic is more important than PRow considerations.  | The scheme has been designed to ensure it meets its objectives to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417. The Case for the Scheme (Document Reference 7.1) helps set out that the Gloucestershire Way crossing seeks to provide ecological connectivity, landscape integration and provide for a diversion of the Gloucestershire Way with increased access for wider WCH users.   | N  |
| 81.    | Principle of development | Objection due to the climate and ecological emergency. Considers more trees and better public transport is needed, rather than more roads.  | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 82.    | Principle of development | Comment that the money should be spent on alternative travel options and that this scheme will only bring marginal improvement for cars.  |   |  |
| 83.    | Principle of development | Comment that green spaces are more important than a new road scheme.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 84.    | Traffic and transport    | Hopes the road will be built as soon as possible to resolve traffic congestion.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 85.    | Traffic and transport    | Support for the Gloucestershire Way crossing as it will improve traffic flow.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 86.    | Engineering design       | Raises concerns that the Ullenwood Junction Roundabout does not have safe crossings within this consultation, suggests a Dutch Style roundabout with zebra crossings for pedestrians and cyclists to have priority over traffic. Questions why there is no crossing over the A436 Ullenwood to Severn Springs Road. | Highways England acknowledges the range of views expressed, including those received in relation to pedestrian and cyclist provision at Ullenwood junction roundabout. An uncontrolled crossing point would be provided on the A436 Link adjacent to the roundabout however it is not proposed to provide a zebra crossing as these would only be suitable in an urban setting. Whilst there is a crossing point provided, WCH would be encouraged to use an alternative route such as the Gloucestershire Way crossing to avoid conflict with vehicular traffic. This would form part of wider proposals to provide a network of interconnected PRow separated from traffic. | Y  |

Appendix Table 10.1C Summary of matters raised in relation to Q2 of the feedback questionnaire and the Highways England response

| Row ID | Topic                      | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|----------------------------|--|--|--|
| 1.     | Air quality                | Concern that the steeper the gradient, the more exhaust fumes are produced, and the more fuel is used, due to slower traffic.  | Total emissions are predicted to increase as a result of the scheme, however there are some improvements in air quality where the scheme results in reducing congestion related emissions and moving the source of emissions away from areas of already poor air quality. The air quality impacts have been assessed and are presented in Environmental Statement (ES) Chapter 5 Air Quality (Document Reference 6.2).   | N  |
| 2.     | Air quality                | Would like to see the balance between CO2 emissions saved by making the road shallower against increased emissions from vehicles climbing a steeper gradient.  | ES Chapter 14 Climate (Document Reference 6.2) describes the changes in CO2 emissions as a result of the scheme compared to the existing route and gradient. Total emissions are predicted to increase as a result of the scheme, mainly due to the additional traffic generated by the scheme.  | N  |
| 3.     | Alternatives to the scheme | Suggestion of a cut and cover scheme.  | Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered the suggestion of a cut and cover solution, and chosen not to incorporate it into the scheme, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 4.     | Alternatives to the scheme | Suggests that a tunnel be utilised to conserve the Area of Outstanding Natural Beauty (AONB).  | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.  | N  |
| 5.     | Alternatives to the scheme | Objects to the gradient design change because it is unnecessary. Considers that a smaller scale scheme which adds a lane in each direction to the road and duals the road past the White Hart would be easier and significantly cheaper. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process, leading to the Preferred Route Announcement in 2019. This has included consideration of lower cost, lower scale options, however it was concluded that such alternatives would not result in the required improvements to safety and capacity that the scheme will deliver. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 6.     | Biodiversity               | Comment that widening of the road for this negates the improvement by reducing the gradient and that the scheme still has an unacceptable impact on Crickley Hill and Barrow Wake SSSI and the AONB.                                     | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). Compensatory planting in the form of calcareous grassland will be undertaken in order to replace Site of Special Scientific Interest (SSSI) habitat lost, although Highways England acknowledges that there will be a minor adverse impact of moderate adverse significance on the Barrow Wake Unit of the Crickley Hill and Barrow Wake SSSI during construction. The ecological impacts on the SSSI are assessed and presented in ES Chapter 8 Biodiversity (Document Reference 6.2). | N  |
| 7.     | Biodiversity               | Objection to proposals due to destroying of wildlife.  | Highways England 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. Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 8.     | Climate                    | Concern that there is no consideration of offsetting the greenhouse gas emissions from the construction phase and implementation of the scheme.  | ES Chapter 14 Climate (Document Reference 6.2), section 14.9 Design, mitigation and enhancement measures, sets out mitigation measures embedded into the scheme design to avoid, prevent and reduce greenhouse gas emissions under the heading 'Impact of the scheme on climate (greenhouse gas emissions assessment)'. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200-300Ha of forest would be required to sequester the embodied carbon impacts of the   | N  |

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|        |                    |  | scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.   |  |
| 9.     | Climate            | Raises concerns that vehicles driving up-hill will emit more harmful toxins while the new scheme is in operation. Suggests showing figures on the short-term carbon footprint of lowering the gradient to 7%, versus the long term carbon footprint of the existing traffic.                         | The current gradient of Crickley Hill is 10%, which results in higher greenhouse gas emissions caused by slow-moving vehicles. The scheme would reduce the gradient to 8% and provide two lanes in each direction, with a climbing lane for slow-moving vehicles from Brockworth heading eastwards towards Cowley. This would assist in reducing the operational carbon footprint from road users due to free-flowing traffic and shallower gradients.  | N  |
| 10.    | Climate            | Considers that the scheme is unnecessary as we will soon move to a more carbon neutral economy with electric and self-driving cars.  | The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme. Highways England is required by the National Policy Statement for National Networks (NPSNN) to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the Environmental Impact Assessment (EIA) regulations.   | N  |
| 11.    | Consultation       | Support for proposals as considers all views have been considered and the best solution designed.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 12.    | Consultation       | Suggests that it needs to be clearer on the consultation materials the routes which are marked separately for WCH.   | The main map of the scheme provided at the 2020 supplementary statutory consultation identified existing and proposed routes for WCH. More detailed information on the proposals for these routes was provided in ES Appendix 2.1 EMP Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4) published as Appendix 12.2 of the 2020 Preliminary Environmental Information (PEI) Report. This identified the proposed designation of routes and how they would therefore be used by different users such as cyclists, walkers and horse riders.  | N  |
| 13.    | Cultural heritage  | Interested to see the archaeological finds from the excavation of material.  | Archaeological surveys were ongoing at the time of 2020 public consultation due to delays in gaining access to the land. Highways England has now completed extensive archaeological surveys of the area and a number of interesting artefacts were found, which are being analysed. As set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2), Highways England has prepared a detailed mitigation plan for the future stages of the project in collaboration with Historic England and the County Archaeologist at Gloucestershire County Council. Ahead of construction, a team of archaeologists, under the watchful eye of Historic England and the County Archaeologist will monitor digs before work will be allowed to continue. Any interesting archaeological finds will be excavated, analysed and preserved for future generations to enjoy.  | N  |
| 14.    | Economics          | Concern over the cost of the gradient change when it would only be a 2% difference to the existing gradient.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time and cost. The change in gradient reduces the construction cost and this is beneficial in terms of improving the Value for Money (VfM) of the scheme as with the change in gradient there are still benefits in terms of reduced journey times, improved journey time reliability, improved safety all of which combine to ensure the scheme still represents Value for Money. The Case for the Scheme (Document Reference 7.1) provides a summary of the economic case supporting the development of the scheme. | N  |
| 15.    | Economics          | Considers that money should not be wasted on road improvement schemes.   | Highways England 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. Please refer to the Case for the Scheme (Document Reference 7.1) Report submitted as part of DCO application for further information on why the scheme is needed and how it complies with national and local policy.   | N  |
| 16.    | Engineering design | Concern that the shift from 3 lanes to 2 lanes when travelling southbound towards Shab Hill junction could be problematic for traffic flow and road safety. This requires three interactions within a short distance: slip road off lane 1 towards A436; lane 3 merge into lane 2; traffic from A436 | The route climbing the escarpment to Shab Hill junction would have three lanes in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The proposed layout would provide sufficient opportunity for slower vehicles to reach an appropriate speed before lane 3 terminates. The climbing lane  | Y  |

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|        |                    | merging into lane 1. Suggestion that the number of interactions should be reduced from 3 to 2. Suggestion that by making lane 1 a dedicated access lane for the A436, this would create just two lanes passing through Shab Hill junction, mitigating multiple lane changes to overtake slower vehicles just before the junction turnoff. The same could occur halfway through the junction as lane 3 merges into lane 2. | <p>would also extend past the diverge to Shab Hill junction by approximately 200m beyond the diverge nose. This is fully compliant with Highways England design standards which prescribe the criteria for termination of the crawler lane.</p> <p>Taking into account feedback received in response to the 2019 public consultation, the design has been also modified to ensure the merge from lane 3 to lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 220m further east. This would therefore separate the diverge, lane 3 termination and merge manoeuvres and ensure safe operation of the road reducing the probability of conflict and congestion issues. In addition, the merges and eastbound diverge would include an auxiliary lane to provide additional distance for diverging and merging vehicles to leave and join the mainline more safely. If lane one was made a dedicated diverge for the A436, it would introduce additional weaving manoeuvres at the diverge which would introduce an additional hazard of vehicles leaving lane 1 to continue on the mainline. This may also result in large vehicles moving into lane 2 before they have reached sufficient speed after the incline. This would not be encouraged.</p> |  |
| 17.    | Engineering design | Support for the change in gradient which will have environmental advantages and assist the movement of heavy vehicles.  | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient.   | N  |
| 18.    | Engineering design | Support for the change in gradient if it will help the project progress.  |  |  |
| 19.    | Engineering design | Support for the change in gradient as it reduces land-take and visual impact and will have an overall positive environmental impact.  |  |  |
| 20.    | Engineering design | Support for reduction in gradient to reduce the mechanical effort required for vehicles to ascend the hill.   |  |  |
| 21.    | Engineering design | Considers that most modern vehicles do not have an issue with the existing gradient, so the reduction to 8% is a bonus, without the negative impact of the previous 7% design.  |  |  |
| 22.    | Engineering design | Comment that revision of the earthworks plans has increased environmental mitigation.   |  |  |
| 23.    | Engineering design | Support for the change in gradient as it will have a positive environmental benefit which shouldn't cause major safety changes.   |  |  |
| 24.    | Engineering design | Support for the change in gradient, provided it does not compromise safety, as it will have less impact on ground water, ecology and vegetation.  |  |  |
| 25.    | Engineering design | Support for the change in gradient due to the lesser impact on groundwater, ecology and vegetation, provided that road safety and reduced pollution will be maintained.   |  |  |
| 26.    | Engineering design | Support for proposals as it may reduce the cost slightly with minimal impact on use.  |  |  |
| 27.    | Engineering design | Support for the change in gradient, however, believes that 7% would be better.  | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient. It is also noted that 7% would be preferred however increasing the gradient to 8% would result in a reduction in environmental impact, cost and would improve overall safety of the route by enabling the access to Grove Farm to be made via Cold Slad Lane. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on the change from a 7% to 8% gradient following the 2019 public consultation.  | N  |
| 28.    | Engineering design | Support for the change in gradient, however suggestion that the design should be two lanes with a barrier to prevent slow moving traffic overtaking. Considers three lanes will just result in two lorries overtaking at the same time rather than one.   | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient. To reduce the likelihood of Heavy Goods Vehicles (HGVs) overtaking and blocking other vehicles from overtaking, HGV's would be banned from lane 3. It would not be feasible to separate lane 1 from lanes 2 and 3 as this would require a significant increase in width of carriageway resulting in increased environmental impact and cost.  | N  |
| 29.    | Engineering design | Considers that the gradient would still be too steep for lorries and they would breakdown.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste,   | N  |

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|        |                    |  | construction traffic, carbon footprint, and construction time. By removing congestion from the existing Air Balloon roundabout and providing a reduced overall gradient the likelihood of breakdowns is considerably reduced.  |  |
| 30.    | Engineering design | Concerned that the proposed route still cuts deep into the countryside. Suggests that a steeper gradient could reduce the environmental impacts, especially in the area of the Air Balloon.  | Increasing the gradient further would not produce any additional benefit and would require an embankment to be constructed as the proposed route crosses the existing A417. This would lead to an increase in environmental impact in the vicinity of Air Balloon roundabout. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on why Highways England made the change to the gradient within the scheme design following the 2019 statutory consultation.  | N  |
| 31.    | Engineering design | Considers there must be enough opportunity for heavy vehicles to safely leave and join the A417 at junctions.  | Both Shab Hill and Cowley junctions have been designed in accordance with current Highways England design standards. Shab Hill junction would also incorporate higher standard parallel merge and diverge lanes which would further reduce risk. These would allow traffic to accelerate before joining or decelerate after leaving the main carriageway. The layout of Cowley junction has also been designed to a higher standard than that required by the design standards. The merge and diverge arrangements are consistent with a high level of provision when compared to that required for the traffic flows predicted to be using the junction.  | N  |
| 32.    | Engineering design | Support for proposals on the condition a climbing lane is included as well as prohibition of the use of lane 3 for overtaking by HGVs.   | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient. To reduce the likelihood of HGV's overtaking and blocking other vehicles from overtaking, HGV's would be banned from lane 3.  | N  |
| 33.    | Engineering design | Opposition to cutting through the land to reduce the gradient. Considers the current gradient is fine if speed limits are reduced and enforced.  | The existing section of the A417 has a particularly poor safety record and over 10 fatalities have occurred in this area in the last 10 years. One of the primary aims of the scheme is to improve safety of this link. Highways England recognises the suggestion of reducing the speed limit however this would not achieve the desired improvements in safety and traffic capacity. Therefore, Highways England considers that the scheme represents the best opportunity to deliver a landscape-led highways improvement which improves road safety.   | N  |
| 34.    | Engineering design | Support for proposals as they enable creation of an underpass to provide safe access to Grove Farm and reduces the excavation required.  | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient and the associated creation of an underpass to provide safe access to Grove Farm.  | N  |
| 35.    | Engineering design | Considers that the issues of the existing Air Balloon roundabout will be simply shifted to Ullenwood junction due to its design, which would have a similar steep gradient as the current roundabout and a 90 degree right turn onto the existing A436 (for traffic heading from the A417 to the A436). Traffic approaching from Leckhampton and Ullenwood would face significant, quickly moving traffic from the A417. | The traffic modelling undertaken by Highways England forecasts that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably due to removal of the A417 through traffic, freeing up capacity, reducing delays and improving journey time reliability for all movements. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.   | N  |
| 36.    | Engineering design | Suggests that the gradient should be 9% with the road having two lanes. Considers that there is no need for three lanes and that HGVs can be restricted to one.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please see section 7.4 of the Consultation Report (Document Reference 5.1) for further information. Increasing the gradient further would not produce any additional benefit and would require an embankment to be constructed where the proposed route crosses the existing A417. This would lead to an increase in environmental impact in the vicinity of Air Balloon roundabout. | N  |
| 37.    | Engineering design | Opposition to the addition of a crawler lane as this will increase the amount of landscape taken by the road.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the climbing lane. Land take has been one consideration in the design process and Highways England has sought to minimise land take where possible, while also balancing the need to provide a scheme which meets its vision and objectives.   | N  |
| 38.    | Engineering design | Opposition to the change in gradient and considers that the original gradient was better.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the change in gradient. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local  | N  |

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|        |                              |  | woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please see section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  |  |
| 39.    | Engineering design           | Considers that there is little difference between 7 and 8% and concern that gradient is still high and may stress heavily loaded axels, or impact trailers. Comment that the additional lane is essential.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. By removing congestion from the existing Air Balloon roundabout and providing a reduced overall gradient the likelihood of breakdowns is considerably reduced. The route climbing the escarpment to Shab Hill junction would have three lanes in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles.  | N  |
| 40.    | Engineering design           | Comment that the 10% gradient was adequate and it would be less costly to leave it as it is.   | Highways England 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 existing section of the A417 has a particularly poor safety record and over 10 fatalities have occurred in this area in the last 10 years. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The Case for the Scheme (Document Reference 7.1) sets out why the scheme is required and how it complies with national and local policy.  | N  |
| 41.    | Engineering design           | Opposes the scheme but acknowledges this proposal is better than the proposal previously consulted on.   | Highways England 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. It is recognised that the consultee considers the revised scheme is considered an improvement on that consulted upon in the 2019 public consultation.  | N  |
| 42.    | Engineering design           | Supports proposals due to provision of a slow lane to mitigate the increased gradient but concern about traffic merging into fewer lanes just before the slip road from the Shab Hill junction and suggestion that the extra lane should be run on well beyond the junction as the carriageway levels off. | The route climbing the escarpment to Shab Hill junction would have three lanes in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The proposed layout would provide sufficient opportunity for slower vehicles to reach an appropriate speed before lane 3 terminates. The climbing lane would also extend past the diverge to Shab Hill junction by approximately 200m beyond the diverge nose. This is fully compliant with Highways England design standards which prescribe the criteria for termination of the crawler lane.<br><br>Taking into account feedback received in response to the 2019 public consultation, the design has been also modified to ensure the merge from lane 3 to lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 220m further east. This would therefore separate the diverge, lane 3 termination and merge manoeuvres and ensure safe operation of the road reducing the probability of conflict and congestion issues. In addition, the merges and eastbound diverge would include an auxiliary lane to provide additional distance for diverging and merging vehicles to leave and join the mainline more safely. | Y  |
| 43.    | Engineering design           | Questions how the gradient can be reduced without changing that of the existing road.  | The proposed route would replace the existing A417 following a similar horizontal alignment for part of the gradient. The route would, however, deviate from the existing A417 in the vicinity of Cold Slad where it would continue at a shallower gradient than existing.  | N  |
| 44.    | Engineering design           | Consider that the wrong options are being pursued for the scheme.  | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2).   | N  |
| 45.    | Landscape and visual effects | Comment that this should not result in the road becoming more visible to walkers than it would have been in previous design proposals.   | The majority of the road in cut in the 7% scheme (as proposed at the 2019 public consultation) is still in cut in the 8% scheme (currently proposed). This results in the scheme being screened from most views and the wider landscape. There is a specific stretch of road which has increased in height and it is recognised this will become more visible from Barrow Wake. To mitigate this, Highways England has introduced a landscape earthwork with wider planting to reduce the views   | N  |

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|        |                              |   | towards the road. The gradient change also reduces the footprint of the road at the escarpment, therefore resulting in less existing vegetation that needs to be lost.  |  |
| 46.    | Landscape and visual effects | Supports the change in gradient as it reduces the extent of a deep visual scar on the landscape whilst maintaining a safer gradient for drivers.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 47.    | Landscape and visual effects | Support for the change in gradient to 8% as it will be less damaging and require less removal of old forest than the 7% gradient design.  |   |  |
| 48.    | Landscape and visual effects | Support for the change in gradient as it will minimise the impact on the AONB, environment and ecology.   |   |  |
| 49.    | Landscape and visual effects | Query as to the value for money of the gradient change, of 2% from existing, given existing views include some unsightly objects.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time and cost. The change in gradient reduces the construction cost and this is beneficial in terms of improving the Value for Money (VfM) of the scheme as with the change in gradient there are still benefits in terms of reduced journey times, improved journey time reliability, improved safety all of which combine to ensure the scheme still represents Value for Money. The Case for the Scheme (Document Reference 7.1) provides a summary of the economic case supporting the development of the scheme. | N  |
| 50.    | Landscape and visual effects | Query as to how a reduced depth of cutting impacts on the AONB - considers that hiding the road in a cutting would help the AONB and should start earlier, so that the gradient is less than 7%.  | The majority of the road in cut in the 7% scheme is still in cut in the 8% scheme. This results in the scheme being screened from most views and the wider landscape. There is a specific stretch of road which has increased in height and it is recognised this will become more visible from Barrow Wake. To mitigate this, Highways England has introduced a landscape earthwork with wider planting to reduce the views towards the road. The gradient change also reduces the footprint of the road at the escarpment, therefore resulting in less existing vegetation that needs to be lost.   | N  |
| 51.    | Landscape and visual effects | Objection to the route as it will destroy the AONB, rather than making use of the existing bypass.  | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2).   | N  |
| 52.    | Landscape and visual effects | Opposition to the environmental impact of the gradient of the scheme on the prehistoric landscape. Considers it will scar the area forever and should be reconsidered.  | The change to the gradient was made to reduce effects on the landscape compared to the gradient that was proposed at the time of the 2019 statutory consultation Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. An assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 53.    | Material assets and waste    | Prefers a shallower gradient to reduce visual impact and noise pollution but understands that the change in gradient will mean less material will be excavated and disposed of.   | Highways England has sought to limit the effect of the construction on the environment as far as is practicable. To assist with this, Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use. Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2).  | N  |
| 54.    | Noise and vibration          | Considers that the change in gradient will provide some environmental, landscape and construction benefits. However, raises concerns that the dual-carriageway may consequently be more visually and audibly obtrusive as a result of being placed in a more shallow cutting. | The majority of the road in cut in the previously proposed 7% scheme is still in cut in the now 8% scheme. This results in the scheme being screened from most views and the wider landscape. There is a specific stretch of road which has increased in height and we have recognised this will become more visible from Barrow Wake. To mitigate this, a landscape earthwork has been introduced with wider planting to reduce the views towards the road. The gradient change also reduces the footprint of the road at the escarpment, therefore resulting in less existing vegetation that needs to be lost.<br><br>The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. ES Figures  | N  |



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|        |   |   | 11.3 and 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme, including changes in areas of cutting. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design.  |  |
| 55.    | Noise and vibration   | Support for the gradient as it will help reduce noise pollution throughout the valley.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 56.    | Noise and vibration   | Highlights that it is not clear what impact the change in gradient will have on noise levels at Emma's Grove. Considers that currently Emma's Grove has very high noise levels, and hopes that this will be reduced by the reduction in gradient. | During construction, there would be noise increases due to the works relative to the existing noise level. However, during operation of the proposed scheme, the removal of the existing highway would result in noise reductions between 5 and 10 dB(A) approximately 100 metres either side of the removed highway, including Emma's Grove scheduled monument.  | N  |
| 57.    | Noise and vibration   | Suggests that small earth bunds with hedging or fencing may help alleviate excessive noise and air pollution from climbing vehicles, especially along sections of the road with steeper gradients.  | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. ES Figures 11.3 and 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design.   | N  |
| 58.    | Noise and vibration   | Comment that the design with 3 lanes will result in increased noise which will not support the aims of the AONB.  | Highways England recognises the significance and sensitivity of the landscape. As set out in the statutory consultation in 2020, Highways England has taken a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. A lower noise road surface, cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and PRow.  | N  |
| 59.    | Population and human health – PRow/ Walking cycling and horse riders  | Raises concerns that the steepest gradient for cyclists or horse riders will be along the Air Balloon way. Suggests that there be safe segregation to ensure it is safe.  | Highways England aims for a maximum gradient of 5% on new walking and cycling routes but accept this may not be possible on all / existing routes, as set out in ES Appendix 12.2 Walking, Cycling and Horse-riding including Disabled Users Review at Preliminary Design (Document Reference 6.4).   | N  |
| 60.    | Population and human health – PRow/ Walking cycling and horse riders  | Support for the planned bicycle paths linking Dog Lane and Cold Slad.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 61.    | Population and human health – PRow/ Walking cycling and horse riders  | Assumes that the Gloucestershire Way crossing will be a shared-use pathway for walkers, cyclists and horse-riders.  | The consideration of and proposals for existing and new routes with public access are set out within ES Chapter 12 Population and Human Health (Document Reference 6.2) and detailed within ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). Those documents explain how Highways England will provide a bridleway over the Gloucestershire Way crossing available to walkers, cyclists and horse riders, and connecting into PRow of different classifications either side of the overbridge, helping segregate users where appropriate.   | N  |
| 62.    | Population and human health – PRow/ Walking, cycling and horse riders | Objection to the scheme and suggestion that more cycle paths should be created instead, and the installation of speed cameras to reduce speeds and accidents.   | Highways England 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. Highways England has carefully considered alternatives to the scheme during the refinement of the current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information. | N  |
| 63.    | Principle of development  | Support for the change in gradient as it will limit damage. However, would still prefer a tunnel.   | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 64.    | Principle of development  | Considers the change in gradient to be a waste of public money and environmental vandalism.   | Highways England 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  |

| Row ID | Topic                    | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------------|--|---|--|
| 65.    | Principle of development | Supports the gradient change due to the overall benefits and the reduction in cost.  | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.   | N  |
| 66.    | Traffic and transport    | Would like to see HGVs banned from using the route.  | Together, the A417 and A419 make up one of the south-west's most important road corridors. They link the M5 at Gloucester (Junction 11A) to the M4 at Swindon (Junction 15). They help south-west businesses connect with markets and opportunities in the midlands and north, and they attract investment for Gloucestershire and its neighbours by linking them to London and the south-east. Considering the importance of this corridor to the economy of the south-west and the strategic nature of linking the south-west with the midlands and the north, in particular the ports on the south coast, there is no scope for restricting lorries on this or other dual carriageways.  | N  |
| 67.    | Traffic and transport    | Support for the change in gradient as it will smooth out traffic flow, making journeys quicker, safer and easier.  | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.   | N  |
| 68.    | Traffic and transport    | Support for the change in gradient as it will make it easier for traffic to climb the escarpment while reducing the environmental impact.  |   |  |
| 69.    | Traffic and transport    | Support for the change in gradient provided that it does not compromise the road safety benefits.  |   |  |
| 70.    | Traffic and transport    | The third climbing lane will reduce congestion from slow vehicles climbing the hill.   | The section of the scheme climbing the escarpment from Brockworth to the Shab Hill junction consists of three lanes. The inside lane is a crawler lane for slow moving vehicles and its provision will reduce congestion currently caused by slow vehicles.   | N  |
| 71.    | Traffic and transport    | Suggests that an enforced speed limit with cameras be implemented on the gradient section to prevent sudden braking.   | Speed limits for the scheme would be in accordance with national highways standards. A national speed limit is proposed for the road and variable speed limits are only implemented by Highways England as part of smart motorway schemes, which requires Government legislation to approve their use on those specific stretches of road. The Road Traffic Regulation Act 1984 does not allow for variable speed limits and Highways England has no plans to extend their use onto A roads, including the A417.  | N  |
| 72.    | Traffic and transport    | Objection to creation of a motorway 'by stealth'. Considers that the scheme should try to cut traffic rather than encourage it, and that creating increased capacity will result in more traffic.  | The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the North to the south of England via the M5 and M4 motorways. The Government's policy, as set out in the National Policy Statement for National Networks, is to bring forward improvements and enhancements to the Strategic Road Network that support further economic development and improve peoples' quality of life. Highways England has carefully considered alternatives to the scheme through the options identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). The scheme that is designed to the standards of a dual carriageway A road. Please refer to the Case for the Scheme (Document Reference 7.1) submitted as part of DCO application for further information on why the scheme is needed and how it complies with national and local policy. | N  |
| 73.    | Traffic and transport    | Comment that HGVs should be restricted to the inside lane.   | As with all dual carriageways, vehicles should keep left unless overtaking. Highways England do not plan to further restrict HGVs to the inside lane of the two lane sections of the scheme. The section of the scheme climbing the escarpment from Brockworth to the Shab Hill junction consists of three lanes with the inside lane as a crawler lane for slow moving vehicles. On this section of the scheme HGVs will be banned from using the third, outside lane.   | N  |
| 74.    | Traffic and transport    | Concern that the design and layout of the Ullenwood roundabout will favour traffic entering Cheltenham from the south and likely receive increased traffic flows onto the narrow road down Leckhampton Hill, which cannot take large vehicles as it descends the escarpment via tight bends. | Routes to Cheltenham from the south via the A46 to the west, Leckhampton Hill and the A435 to the east are retained as part of the scheme. The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction is forecast to decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. The traffic modelling also shows that as a result of the scheme, there is forecast to be an increase traffic on Leckhampton Hill, however the forecast traffic flows are below the existing capacity of the road. The majority of additional traffic on Leckhampton Hill as a result of the scheme is traffic that has rerouted from the A435. The methodology and results of the traffic modelling is reported in Transport Report (Document Reference 7.10).   | N  |
| 75.    | Traffic and transport    | Support for the change in gradient if it prevents further delay to delivery of the scheme. Respondent has experience of rat running on inappropriate roads in the local area and considers that it is getting worse.   | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains   | N  |

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|---|--|
|        |                       |   | committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020. |  |
| 76.    | Traffic and transport | Objection to the scheme and considers it to be perfectly usable as it is. The area does not need increased traffic flow and highlights that there is a motorway alternative should people not wish to climb the road. | Highways England 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  |

**Appendix Table 10.1D Summary of matters raised in relation to Q3 of the feedback questionnaire and the Highways England response**

| Row ID | Topic              | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|---|---|--|
| 1.     | Biodiversity       | Raises concerns that the natural environment at Stockwell will be harmed and the established ecosystem destroyed.   | Highways England acknowledges the concern over impacts to biodiversity at Stockwell. Environmental Statement (ES) Chapter 8 Biodiversity (Document Reference 6.2) describes the ecological impacts of the scheme and includes proposals for mitigation of impacts, including planting on overbridges for habitat connectivity and landscape planting comprising a gain in calcareous grassland.                             | N  |
| 2.     | Consultation       | Considers that the changes to Cowley junction were required to accommodate the views of nearby residents and Cowley village, which has been achieved through the redesign.                        | Highways England acknowledges the range of views expressed, including those received in support of the changes to Cowley junction.  | N  |
| 3.     | Consultation       | Confusion as the Missing Link website appears to refer to two Cowley Lanes.   | Highways England acknowledges the feedback regarding the naming of roads near Cowley junction in the consultation materials. Highways England has now clarified this in the Development Consent Order (DCO) application materials by referring to Cowley Lane and Cowley Wood Lane.   | N  |
| 4.     | Consultation       | Support for proposals as consider all views have been considered and the best solution designed.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 5.     | Consultation       | Raises concerns that the consultation document is unclear about the changes to Cowley Junction.   | Cowley village is not shown on the main scheme map published at the 2020 public consultation due to the scale required to show the full extent of the DCO Boundary of the scheme. However, Cowley village does appear on some figures of the ES (Document Reference 6.2) where the study area for particular topics extends to Cowley, e.g. ES Figure 12.1 Population and Human Health Study Area (Document Reference 6.3). | N  |
| 6.     | Consultation       | Raises concerns that the consultation document isn't clear on the changes to Cowley Junction. Questions whether Cowley will be blocked off from Brimpsfield.                                      |   |  |
| 7.     | Consultation       | Raises concerns that Cowley Village has been missed off the consultation maps and that consideration has not been given to the potential extra traffic and noise pollution residents will suffer. |   |  |
| 8.     | Engineering design | Support for the changes to Cowley Junction as they are well-designed  | Highways England acknowledges the range of views expressed, including those received in support of the Cowley junction. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.  | N  |
| 9.     | Engineering design | Support the changes to Cowley junction as it will improve safety.   |   |  |
| 10.    | Engineering design | Support for the design of Cowley junction because it fulfils local need whilst protecting the environment as much as possible.  |   |  |
| 11.    | Engineering design | Support for the changes to Cowley junction due to improved access.  |   |  |
| 12.    | Engineering design | Supports the change to Cowley junction as it will deliver the required improvements and would be a really good road network.  |   |  |
| 13.    | Engineering design | Support for proposals as disabled access is available.  |   |  |
| 14.    | Engineering design | Support for the changes to Cowley junction because the existing junction is very dangerous due to the volume of traffic in the area, the micro-climate and poor lighting.                         |   |  |
| 15.    | Engineering design | Support for the changes to Cowley Junction as they are sympathetic to the leisure aspects of the area.  |   |  |
| 16.    | Engineering design | Support for the changes to Cowley Junction as it has considered the views of residents of Cowley Village.   |   |  |
| 17.    | Engineering design | Support proposals to separate recreational traffic.   |   |  |
| 18.    | Engineering design | Support for the design of Cowley Junction as it prevents road traffic from using Cowley Lane while still providing access for non-motorised traffic.  |   |  |
| 19.    | Engineering design | Support for non-vehicular access proposals and comment that this should be enforced with signage and barriers.  |   |  |
| 20.    | Engineering design | Considers that the design change to Cowley junction is a good idea to stop the rat run, which can be dangerous.   |   |  |
| 21.    | Engineering design | Considers the changes to Cowley junction a sensible way to maximise the usefulness of the roundabout.   |   |  |
| 22.    | Engineering design | Would prefer things to remain as they are, but agrees with the changes to Cowley Junction.  |   |  |
| 23.    | Engineering design | Considers that Cowley junction should not be too complicated, however welcomes the reduction of a rat run.  |   |  |
| 24.    | Engineering design | Consider the proposals a good compromise.   |   |  |

| Row ID | Topic              | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|---|--|
| 25.    | Engineering design | Objection to the size of the junction. Considers the design should be a 'normal' junction and the money saved could be used to build more cycle lanes, footpaths and bus routes.   | Highways England acknowledges the range of views expressed including those responses received which object to the size of Cowley junction. The layout of Cowley junction has been designed in accordance with Highways England design standards to the principles of a compact grade separation utilising the existing underbridge to the south of Cowley Roundabout. This would make efficient use of the existing infrastructure whilst providing merge and diverge arrangements which enable safe operation of the junction. Providing a roundabout at this location on the existing A417 alignment would help with the construction phasing of the scheme and would provide a safe interface between traffic leaving the faster mainline A417 and the local road network. As a result of comments received during the 2020 public consultation, the design has been amended to include footway / cycleway to connect the Public Rights of Way (PRoW) to the east of the junction with local road network to the west of the junction. | Y  |
| 26.    | Engineering design | Opposes the Cowley junction design changes because they won't result in the desired effect.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to changes to the design of Cowley junction. The decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme was made following comments received during the 2019 public consultation and a review of the roads surrounding Cowley, in order to prevent issues with rat running through the village.   | N  |
| 27.    | Engineering design | Considers proposals for Cowley Junction should remain as per previous proposals.   | Highways England acknowledges the range of views expressed, including those received which oppose the changes to Cowley junction. The decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme was made following comments received during the 2019 public consultation and a review of the roads surrounding Cowley. The route would become a private access for local properties and for WCH, including for disabled users.  | N  |
| 28.    | Engineering design | Concern over limitation of access to Cowley Lane and suggestion of a single track road with passing places, open to all vehicles under 7.5 tonnes.   |   |  |
| 29.    | Engineering design | Opposes the changes to Cowley junction because they restrict access.   |   |  |
| 30.    | Engineering design | Considers the design of Cowley junction to be negligent because southbound traffic exiting the A417 by mistake cannot safely re-join.  | Highways England acknowledges the range of views expressed, including those received in relation to the layout of Cowley junction. Any eastbound traffic that mistakenly leaves the A417 would be able to turn round safely using the roundabout on the west side of the junction.  | N  |
| 31.    | Engineering design | Concern over retention of access to residents causing rat-running, suggestion that this access should be removed with access from Brimpsfield to Cowley retained using the existing underpass and access to Cheltenham and Gloucester from Brimpsfield through Birdlip.        | Highways England acknowledges the range of views expressed including those responses received and comments in suggesting that access should be removed from Cowley junction. Following on from the 2019 public consultation events including representations by residents of Cowley concerned about rat running and use by HGV's, and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for WCH, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.   | N  |
| 32.    | Engineering design | Comment that the repurposed Cowley roundabout should have some lengths converted into a route for WCH, while retaining other sections to maintain local access for residents.  | Highways England acknowledges the range of views expressed including those responses received and comments in relation to the layout of Cowley junction. As a result of comments received during the 2020 public consultation, the design has been amended to include footway / cycleway in the verge to connect the PRoW to the east of the junction with local road network to the west of the junction.  | Y  |
| 33.    | Engineering design | Query as to how a 'residents only' sign is going to stop other vehicles using the lane as a rat run.   | Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.  | N  |
| 34.    | Engineering design | Comment that it is unclear how access will be retained for residents but limited to other and that access for walkers and cyclists should be retained.   |   |  |
| 35.    | Engineering design | Questions how access to Daisy Bank Road (referred to as Cowley Lane) will be maintained for residents but restricted for other motorists. Would like to know what technical solution will make this possible, and also what will be done about deliveries and visiting guests. |   |  |
| 36.    | Engineering design | Considers that more detail is needed on how access from the junction would be regulated to ensure it is for residents only. Query if this would be a sign or something more effective?   |   |  |

| Row ID | Topic               | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|---------------------|---|---|--|
| 37.    | Engineering design  | Suggestion that the proposals at Cowley junction to prevent rat running should be considered for Ullenwood junction to protect local road users, as the narrow road via Leckhampton will not support increased traffic.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme and removal of the A417 through traffic, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. Measures to control usage of Leckhampton would fall outside the scope of the scheme.   | N  |
| 38.    | Engineering design  | Considers that the Cowley Junction has been over-engineered and extends the need to build into the neighbouring fields.   | The layout of Cowley junction has been designed in accordance with Highways England design standards to the principles of a compact grade separation utilising the existing underbridge to the south of Cowley Roundabout. This would make efficient use of the existing infrastructure whilst providing merge and diverge arrangements which enable safe operation of the junction. Providing a roundabout at this location on the existing A417 alignment would help with the construction phasing of the scheme and would provide a safe interface between traffic leaving the faster mainline A417 and the local road network.                              | N  |
| 39.    | Engineering design  | Comment that the design will restrict the opportunity for locals to drive between villages off the main road and that those wanting to drive from the A417 to Cowley and Coberley will likely divert onto the Stockwell farm overbridge, as the A436 route will be longer and more dangerous. | Following on from the 2019 public consultation, events including representations by residents of Cowley concerned about rat running and use by HGV's, and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for WCH, including for disabled users. Access to Cowley village would still be possible for locals via Cockleford.  | N  |
| 40.    | Engineering design  | Oppose the scheme but acknowledge this proposal is better than the proposal previously consulted on.  | Highways England 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  |
| 41.    | Engineering design  | Concern that there is insufficient slip road length on the Shab Hill and Cowley junctions to provide adequate visibility and capacity for acceleration.   | Both the Shab Hill and Cowley junctions have been designed in accordance with current Highways England design standards. At Shab Hill junction the merges and eastbound diverge would include an auxiliary lane to provide additional distance for diverging and merging vehicles to adjust speed to leave or join the mainline more safely. The layout of Cowley junction has also been designed to a higher standard than that required by the design standards. Full visibility would be provided at the merges and diverges of both junctions.  | N  |
| 42.    | Engineering design  | Comment that the changes offer little genuine benefit to vulnerable road users including cyclists and pedestrian.   | Highways England acknowledges the range of views expressed including those responses received and comments in relation to the layout of Cowley junction. As a result of comments received during the 2020 public consultation the design has been amended to include footway / cycleway in the verge to connect the PROW to the east of the junction with local road network to the west of the junction.   | Y  |
| 43.    | Engineering design  | Raises concerns that the changes to Cowley Junction appear to do little to reduce the land-take of the new junction, including land severed from agricultural use. Suggests that the new dual carriageway could have begun from the existing Cowley roundabout.                               | In designing the scheme, Highways England has had regard to the need to reduce land take where possible. The route would start just west of the existing underbridge and continue northwest. The existing roundabout would be removed and replaced with separate merges and diverges which would allow through traffic on the A417 to be removed from the junction. This would also enable local traffic to avoid the A417 completely. Land which has been severed by the junction would be landscaped.   | N  |
| 44.    | Engineering design  | Query as to whether disabled drivers will have access via Cowley junction.  | Disabled drivers would have access to Cowley junction in the same way as other drivers.   | N  |
| 45.    | Engineering design  | Considers proposals are not fit for purpose and are badly designed.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received critical of the design of the scheme.   | N  |
| 46.    | Engineering design  | Suggests that the end of Cowley Lane should be altered or blocked off in such a way to prevent regular traffic from accessing, to fully prevent its use as a rat run. Consultee provided additional drawings to illustrate this.  | Following on from the 2019 public consultation events including representations by residents of Cowley concerned about rat running and use by HGV's, and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for WCH, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners. | N  |
| 47.    | Noise and vibration | Raises concerns that the acoustic report indicates that noise levels post-construction would rise for the consultee's property as the road diverts up to Shab Hill Junction.  | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. ES Figures 11.3 and 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These figures show that there would be noise increases around the proposed Shab Hill Junction. All practicable measures to screen the   | N  |

| Row ID | Topic   | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|---|---|---|--|
|        |   |   | surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A low noise road surface is incorporated into the proposed scheme design.  |  |
| 48.    | Noise and vibration                             | Questions what noise reduction measures will be implemented, besides general concepts outlined. Questions what will be done in terms of road surface enhancement, banking height and the density of planting to reduce noise in neighbouring fields and properties. | ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A low noise road surface is incorporated into the proposed scheme design. From the north of proposed Shab Hill junction to Cowley junction, additional mitigation measures in the design comprise of a variety of screening (stone wall and earth bunds or a combination of them) ranging from 3.2 to 13.2 metres high. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Other research has shown that the use of shrubs or trees as a noise barrier is only effective if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. | N  |
| 49.    | Noise and vibration                             | Considers that the scheme will cause extreme noise pollution for nearby residents.  | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. Overall, the scheme will lead to more residential properties experiencing a noise decrease compared to those experiencing an increase. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).  | N  |
| 50.    | Noise and vibration                             | Raises concerns that the noise surveys at Cowley were done during lockdown, and took place at Cowley Manor which is the furthest point in the village from the existing road.   | Baseline noise surveys were undertaken between September and November 2019, before the pandemic and are described in ES Appendix 11.2 Baseline Noise Survey Results (Document Reference 6.4). The baseline assessment methodology used a variety of noise measurement locations to represent the noise climate at a range of distances from the proposed scheme area. This data has been used to inform the calculation and assessment of noise levels at all properties that could be affected by the scheme. Another survey location was established to the west of Cowley village. The assessment of traffic noise for the whole of the proposed scheme area has been carried out using standard prediction procedures. This is a requirement of the 'Design Manual for Roads and Bridges' which defines the procedure to be followed for the assessment of road traffic noise. All major road schemes must comply with this procedure. The use of predicted noise levels allows the direct comparison of the noise levels with and without the scheme to be assessed under standardised conditions to truly determine the effect of the scheme.   | N  |
| 51.    | Population and human health – community impacts | Support for the changes to Cowley Junction. Is pleased that only village traffic will be able to use the junction.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to Cowley junction.  | N  |
| 52.    | Population and human health – community impacts | Support for the changes to Cowley Junction as they have taken concerns into account and minimised any impacts.  |   |  |
| 53.    | Population and human health – community impacts | Supports the changes to Cowley junction provided residents can still access.  |   |  |
| 54.    | Population and human health – community impacts | Support for the changes to Cowley Junction as it will benefit the local communities along the roads frequently used as rat-runs, and also for walkers and cyclists along these roads.   |   |  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--|--|---|--|
| 55.    | Population and human health – community impacts                      | Highlights that there are some isolated houses near to Cowley Junction which may want access to High Cross, which needs to be considered.  | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route will become a private access for local properties and for WCH, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.                              | N  |
| 56.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the changes to Cowley Junction but reiterates that access for walkers and cyclists is essential.   | Highways England acknowledges the range of views expressed, including those received in support of the changes to Cowley junction.  | N  |
| 57.    | Population and human health – PRow/ Walking cycling and horse riders | Would like to see a segregated pedestrian/cycle path with graded crossings alongside quieter roads joining Cowley Junction, so provide safer access for non-motorised users without requiring use of the main roads, as these will inevitably have higher speeds and larger vehicles.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. As a result of comments received during the 2020 public consultation the design has been amended to include footway / cycleway in the verge to connect the PRow to the east of the junction with local road network to the west of the junction.   | Y  |
| 58.    | Population and human health – PRow/ Walking cycling and horse riders | Highlights that Cowley Wood Lane is very narrow and potholed. Hopes that this road will be maintained, especially for cyclists.  | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route will become a private access for local properties and for WCH, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.                              | N  |
| 59.    | Population and human health – PRow/ Walking cycling and horse riders | Raises concerns that both horses and cyclists are encouraged at Cowley Junction, as cyclists could come at speed down the steep, narrow lane which could be dangerous when travelling behind a horse.  | Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route will become a private access for local properties and for WCH, including for disabled users. Surfacing, signage and enclosures will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and interested user groups to help accommodate all users safely. | N  |
| 60.    | Population and human health – PRow/ Walking cycling and horse riders | Notes that one of the footpaths near Cowley Junction is being changed to allow horses. Raises concerns that this would make the footpath unpleasant to use in winter when it gets turned to mud.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Surfacing, signage and enclosures will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and interested user groups to help accommodate all users safely.  | N  |
| 61.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the separate bicycle paths planned for Cowley Junction. Suggests adopting a Dutch-style roundabout providing a safe way for cyclists to cross from west to east. Considers that, as the Cowley Junction is linked to the slip road from the A417, it needs to have slowed traffic giving way to somebody on a bicycle. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a safe route off Cowley Junction to Cowley Wood Lane which would be stopped up to motorised traffic (except for access to local properties) and a pedestrian connection between Cowley junction and the Air Balloon Way to improve safety for users.   | N  |
| 62.    | Principle of development   | Considers there is not an issue with the existing road and therefore opposes the Cotswold Way crossing.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the Cotswold Way crossing and the scheme going ahead in principle.  | N  |
| 63.    | Principle of development   | Considers design changes at Cowley junction to be a waste of public money and environmental vandalism.   | Highways England 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  |
| 64.    | Principle of development   | General support for the scheme to be delivered quickly.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 65.    | Principle of development   | Support for the overall health and safety aspects of the scheme, the changes to Cowley Junction and route diversions across local fields seems like a major disruption, interfering with local walking routes and  | Highways England acknowledges the range of views expressed, including those received in support of the project going ahead in principle. Highways England acknowledges concerns expressed over the potential for disruption to existing PRow during scheme construction. ES Appendix 2.1 EMP (Document Reference 6.4) has been. This includes ES Appendix 2.1 EMP   | N  |



| Row ID | Topic                    | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------------|--|---|--|
|        |                          | increasing noise levels, which will impact the unique nature of the AONB.  | Annex F PRow Management Plan (Document Reference 6.4) which explains how the impact of construction on PRow will be managed, including closures and temporary diversions. Highways England is working with local walking, cycling and horse riding groups to agree how the effect on PRow can be managed throughout the design and construction of the scheme. Highways England is committed to working with Gloucestershire County Council and other stakeholders at the detailed design stage to help agree detailed matters such as management during construction.  |  |
| 66.    | Principle of development | Opposition to Cowley junction as considers it is too complex, expensive and uses too much countryside.   | Highways England acknowledges the range of views expressed including those responses received which object to the design of Cowley junction. The layout of Cowley junction has been designed in accordance with Highways England design standards to the principles of a compact grade separation utilising the existing underbridge to the south of Cowley Roundabout. This would make efficient use of the existing infrastructure whilst providing merge and diverge arrangements which enable safe operation of the junction. Providing a roundabout at this location on the existing A417 alignment would help with the construction phasing of the scheme and would provide a safe interface between traffic leaving the faster mainline A417 and the local road network.                       | N  |
| 67.    | Traffic and transport    | Questions how to distinguish between vehicles at Cowley Junction accessing local properties, and those rat-running.  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Whilst it will not be possible to distinguish between vehicles accessing local properties and those rat-running, improved journey times, safety and reliability as a result of the scheme will mean that rat-running will no longer offer a better alternative to the A417. Access restrictions to Cowley Wood Lane will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners. | N  |
| 68.    | Traffic and transport    | Oppose the changes to Cowley Junction as everybody should have access to the highway.  | Highways England acknowledges the range of views expressed including those responses received which object to the change at Cowley junction. The decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme was made following comments received during the 2019 public consultation. The route would become a private access for local properties and for WCH, including for disabled users. Cowley junction will still provide access to Brimpsfield and communities further west, The Golden Heart pub, the Air Balloon Way and Cowley Village via the Cowley overbridge.   | N  |
| 69.    | Traffic and transport    | Suggests that the changes to Cowley Junction are unnecessary as rat running only occurs if traffic builds up towards the pub.  |   |  |
| 70.    | Traffic and transport    | Considers Cowley junction is unnecessary and a waste of money as locals can access the A417 at Birdlip, and questions how the junction will remove a rat run at Cowley.  |   |  |
| 71.    | Traffic and transport    | Objection to the changes to Cowley Junction as there will be a major reduction in minor routes which allow local residents to cross the A417. Considers that closing Cowley Lane will make this worse as local traffic will have to use major roads, increasing journey times and pressure on the A417.                  |   |  |
| 72.    | Traffic and transport    | Comment that access should be retained and there is minimal risk of this encouraging rat running.  |   |  |
| 73.    | Traffic and transport    | Raises concerns that it will be impossible to prevent regular traffic from travelling from the Cowley Junction to the lane at Cowley should vehicular access be allowed for Cowley properties. Highlights that currently lorries frequently force their way down the lane which damages verges, trees, walls and fences. |   |  |
| 74.    | Traffic and transport    | Comment that if access to Cowley from this junction will be for WCH, signage should make it clear that this route is unsuitable for vehicles to prevent it from being used as a rat-run.   |   |  |
| 75.    | Traffic and transport    | Considers that it would be better to retain vehicle access at Cowley Junction.   |   |  |
| 76.    | Traffic and transport    | Support for the changes to Cowley junction because it will reduce the risk of rat running and the impact of rat running on the local area.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 77.    | Traffic and transport    | Support for the changes to Cowley Junction as, although it is impossible to prevent rat running, the proposed junction will be a reasonable compromise.  |   |  |
| 78.    | Traffic and transport    | Support for the proposals as they will result in reduced rat-running through Cowley Village.   |   |  |

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|--|--|
| 79.    | Traffic and transport | Support for the changes to Cowley Junction which prevent cars from the A417 accessing Cowley Village, as the road is not suitable for large volumes of traffic.   |  |  |
| 80.    | Traffic and transport | Support for proposals at Cowley junction as the respondent has experienced near-miss accidents due to speeding via the rat-run at Cowley.   |  |  |
| 81.    | Traffic and transport | Support for the changes to Cowley Junction as it will improve upon the existing roundabout.   |  |  |
| 82.    | Traffic and transport | Support for the changes to Cowley junction as it will reduce the amount of traffic flow through surrounding villages.   |  |  |
| 83.    | Traffic and transport | Support for the changes to Cowley Junction as pleased to see access retained for recreational purposes.   |  |  |
| 84.    | Traffic and transport | Support for the changes to Cowley Junction as the lane between the junction and Cowley Village is unsuitable for vehicles.  |  |  |
| 85.    | Traffic and transport | Support for the changes to Cowley Junction which will greatly improve access for locals and hopefully ease congestion.  |  |  |
| 86.    | Traffic and transport | Support for proposals to limit access for HGVs to country lanes.  |  |  |
| 87.    | Traffic and transport | Support for the changes to Cowley Junction as it will reduce the likelihood of rat running through Cowley Village, but still allows residents access to local facilities.   |  |  |
| 88.    | Traffic and transport | Support for proposals for grade separation of local and long distance traffic.  |  |  |
| 89.    | Traffic and transport | Support for proposals as reduction in rat-running will improve accessibility for cyclists.  |  |  |
| 90.    | Traffic and transport | Support for the Cowley junction design changes to prevent drivers taking shortcuts via narrow local roads, however, expresses surprise that drivers would still choose to do so given that the scheme would improve traffic flow on the A417. |  |  |
| 91.    | Traffic and transport | Support for Cowley junction provided it allows in local traffic. Considers that incentives for people to cut through Cowley would be dramatically reduced as a result of the scheme.  |  |  |
| 92.    | Traffic and transport | Support for proposals as they will reduce rat running but concern as to how access will be limited to local traffic only.   | Highways England acknowledges the range of views expressed including those responses received in support of the change at Cowley junction. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Access restrictions to Cowley Wood Lane will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners.  | N  |
| 93.    | Traffic and transport | Opposition to Cowley junction because new roads bring more traffic, not less.   | Highways England acknowledges the range of views expressed including those responses received which object to the change at Cowley junction. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 is forecast to increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling also shows that as a result of the scheme, there is forecast to be a decrease in traffic on the A436 and the A435 as vehicles would redistribute to the A417 following improvements to the road. On the local road network the traffic modelling shows that there are forecast to be some decreases in traffic on the B4070 north of Birdlip and on Birdlip Hill/ Ermin Way and some increases on the B4070 south of Birdlip and on Leckhampton Hill. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 94.    | Traffic and transport | Raises concerns that the slip roads joining the A417 will be too short to deal with fast moving traffic combined with the gradient.   | The new Shab Hill and Cowley junctions are grade separated and joining the A417 will be via slip roads. With a slip road, the traffic joining the A417 will be travelling at a speed similar to that of the A417 and so access will be easier and safer than the current situation. All slip roads have been   | N  |

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|--|--|--|
|        |                       |  | designed to the latest highways design standards for a 70mph dual carriageway to ensure sufficient capacities, widths, run offs and turning radii are provided.  |  |
| 95.    | Traffic and transport | Raises concerns that it is unclear how the Cowley Junction will only be used by residents. Would like to know what signage there will be and how its use will be monitored.  | Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners. The route would become a private access for local properties and for WCH, including for disabled users. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Whilst it will not be possible to distinguish between vehicles accessing local properties and those rat-running, improved journey times, safety and reliability as a result of the scheme will mean that rat-running will no longer offer a better alternative to the A417.                                  | N  |
| 96.    | Traffic and transport | Suggests that there is a lack of clarity as to how local access will work practically at the Cowley Junction.  |  |  |
| 97.    | Traffic and transport | Concerned as to how the signage would prevent traffic using this road as a cut through whilst retaining access for local houses and how this would be enforced.  |  |  |
| 98.    | Traffic and transport | Questions how vehicular access will be retained just for residents at Cowley Junction, especially as Sat Navs will likely send drivers the most direct route.  |  |  |
| 99.    | Traffic and transport | Questions how the roads leading off Cowley Junction can be left open for some but closed to others. Raises concerns that 'access only' signs would have little effect and suggests re-naming as either Brimpsfield or Nettleton Junction could act as a deterrent.   |  |  |
| 100.   | Traffic and transport | Would like clarification regarding the Cowley Junction proposals. Questions whether Cowley will be blocked off from Brimpsfield and whether cars will be able to enter Cowley from the A417. Suggests that, while the existing A417 will be retained to a point for access to the Golden Heart Pub and Brimpsfield, this should be clearly stated at Cowley Junction to avoid continued rat runs through Cowley. | The decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme was made following comments received during the 2019 public consultation. The route would become a private access for local properties and for WCH, including for disabled users. Cowley junction will still provide access to Brimpsfield and communities further west, The Golden Heart pub, the Air Balloon Way and Cowley Village via the Cowley overbridge. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417 meaning that rat-running will no longer offer a better alternative to the A417. Signage for the scheme would be in accordance with national highways standards. Highways England would produce a detailed signage strategy at the detailed design and construction stage, in consultation with Gloucestershire County Council. | N  |
| 101.   | Traffic and transport | Questions whether there will remain an alternative route from Brimpsfield to Cowley via Birdlip and the new Cowley Lane Overbridge.  |  |  |
| 102.   | Traffic and transport | Support for the changes to Cowley Junction but raises concerns around the anticipated increase in traffic on Leckhampton Hill which is already extremely unsafe at times, especially as paths and verges are badly neglected.  | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there is forecast to be an increase in traffic on Leckhampton Hill, however the forecast traffic flows are below the existing capacity of the road. The majority of additional traffic on Leckhampton Hill as a result of the scheme is traffic that has rerouted from the A435. The maintenance of paths and verges on local roads is under the authority of Gloucestershire County Council; however, Highways England is working with Gloucestershire County Council regarding local roads affected by the scheme. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  | N  |
| 103.   | Traffic and transport | Suggests that it is unclear whether the Cowley lane Overbridge will allow traffic, and if it does not then this will result in a major detour for Cowley residents.  | The Cowley Lane overbridge will provide a route for traffic.   | N  |
| 104.   | Traffic and transport | Concern that restricting traffic will result in congestion elsewhere.  | The scheme has been designed to ensure it meets its objectives to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417 - the only section of the A417 that is single carriageway. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |

Appendix Table 10.1E Summary of matters raised in relation to Q4 of the feedback questionnaire and the Highways England response

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|--|--|--|
| 1.     | Air quality           | Suggests that the cumulative impacts from air quality on ecology should be considered, and that NOx and Ammonia should be considered at the Barrow Wake SSSI should the B4070 be moved closer to Barrow Wake.  | The cumulative impacts from air quality are considered in the Environmental Statement (ES) Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2). Nitrogen deposition is assessed at the Site of Special Scientific Interest (SSSI) in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 8 Biodiversity (Document Reference 6.2). Ammonia is not assessed.   | N  |
| 2.     | Anti-social behaviour | Considers that the Barrow Wake car park should be removed, and the access road removed to prevent anti-social behaviour.   | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.   | N  |
| 3.     | Anti-social behaviour | Raises concerns that the re-routing of the B4070, despite expanding traffic access and increasing traffic volumes, will lead to an increase in littering and fly-tipping. The car park at the Golden Heart pub may alleviate this but raises concerns that it is a long walk from Barrow Wake. | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 4.     | Anti-social behaviour | Considers the proposals may worsen anti-social behaviour at Barrow Wake as accessibility will be improved.   |  |  |
| 5.     | Anti-social behaviour | Suggestion that there should be measures put in place to deter antisocial behaviour at Barrow Wake car park.   |  |  |
| 6.     | Anti-social behaviour | Support for the B4070 design changes as it would help to stop anti-social behaviour at Barrow Wake as it would no longer be isolated.  |  |  |
| 7.     | Anti-social behaviour | Support for the rerouting of the B4070 as it will discourage the anti-social behaviour which occurs at Barrow Wake and also occurs in the nearby village. The rerouting of the B4070 will allow families and walkers to use the viewpoint and reclaim the historic area.                       |  |  |
| 8.     | Anti-social behaviour | Support proposals to make use of Barrow Wake feel safer for families.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N  |
| 9.     | Anti-social behaviour | Comment that anti-social behaviour considerations are important and that these proposals will improve existing issues.   |  |  |
| 10.    | Anti-social behaviour | Support for the proposals to reduce anti-social behaviour at Barrow Wake but concern that location of the new car park will attract more anti-social behaviour.  |  |  |
| 11.    | Anti-social behaviour | Concern that the new proposed car parking on the Air Balloon Way will create a new area for anti-social behaviour and travellers.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070. Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y  |
| 12.    | Biodiversity          | Objects to resurfacing the Barrow Wake car park. Suggestion that the Barrow Wake car park should be removed and restored back to species-rich limestone grassland, as the scheme should be focused on improving wildlife value of the area.  | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car  | N  |

| Row ID | Topic              | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|---|--|
|        |                    |  | park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.  |  |
| 13.    | Biodiversity       | Considers that the scheme will destroy rare natural habitats and make a costly, dangerous new road, and therefore opposes the changes to the B4070.  | Highways England acknowledges the concern around protection of natural habitats. The ecological impacts of the scheme have been assessed within ES Chapter 8 Biodiversity (Document Reference 6.2). The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic.   | N  |
| 14.    | Biodiversity       | Opposition to the rerouting of the B4070 as it will destroy Stockwell Farm and its wildlife. Raises concerns that much of this area is an SSSI within an Area of Outstanding Natural Beauty (AONB) and therefore protected by law. | Highways England acknowledges the concern around protection of natural habitats. The ecological impacts of the scheme, including those on the SSSI have been assessed within ES Chapter 8 Biodiversity (Document Reference 6.2), to ensure that both the construction and operation of the scheme are legally compliant.  | N  |
| 15.    | Biodiversity       | Considers that the ecological impacts should be considered in-combination with the whole scheme, along with the loss of agricultural land.   | ES Chapter 8 Biodiversity (Document Reference 6.2) describes the ecological impacts of the scheme.  | N  |
| 16.    | Consultation       | Support for proposals as consider all views have been considered and the best solution designed.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 17.    | Consultation       | Raises concerns that the consultation materials do not clarify how cyclists will be segregated from other users.   | ES Appendix 2.1 Environmental Management Plan (EMP) Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4), which was published with the 2020 supplementary consultation sets out the full details of proposed PRoW routes and all designations. Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed. Highways England will consult with Gloucestershire County Council and refer to the latest guidance for cycle infrastructure design from the Department for Transport. Suggestions put forward by Gloucestershire County Council and other interest groups have been included as a commitment in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). | N  |
| 18.    | Cultural heritage  | Raises concerns about possible damage to archaeology caused by rerouting the B4070 to Birdlip via Barrow Wake.   | This alignment may result in direct impacts upon buried archaeological remains. A comprehensive programme of mitigation will be implemented to ensure that these are recorded in detail prior to construction. This is set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2).  | N  |
| 19.    | Engineering design | Considers the changes to the B4070 is more accessible to Barrow Wake.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.  | N  |
| 20.    | Engineering design | Support for the rerouting of the B4070 as it will greatly benefit Birdlip Village.   |   |  |
| 21.    | Engineering design | Support the rerouting of the B4070 because it is a more sensitive and less intrusive option.   |   |  |
| 22.    | Engineering design | Support the rerouting of the B4070 to Birdlip as it will be much safer.  |   |  |
| 23.    | Engineering design | Supports the rerouting of the B4070 as it has the benefit of utilising an existing road and keeping the fields bounded by the escarpment, rather than bisecting with a busy road.  |   |  |
| 24.    | Engineering design | Supports the rationale behind rerouting the B4070 to Birdlip via Barrow Wake.  |   |  |
| 25.    | Engineering design | Supports the changes to the B4070 as a much safer option, especially for traffic turning right onto the A417 towards Cirencester.  |   |  |
| 26.    | Engineering design | Support for the rerouting of the B4070 as it makes better use of the original A417, which is currently used as an access road to Barrow Wake.  |   |  |
| 27.    | Engineering design | Support for the design of the B4070 because it protects a local beauty spot and restricts use by HGVs.   |   |  |
| 28.    | Engineering design | Support for proposals as they will result in reduced noise and improved road safety.   |   |  |
| 29.    | Engineering design | Support for the B4070 design changes as some alterations to the road are required.   |   |  |
| 30.    | Engineering design | Support for the changes to the B4070 as they make sense and demonstrates thoughtful planning.  |   |  |

| Row ID | Topic              | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|---|---|--|
| 31.    | Engineering design | Support for proposals due to improved road safety at the Birdlip junction.  |   |  |
| 32.    | Engineering design | Support for proposals due to improved road safety at the roundabout. Comment that Barrow Wake viewpoint should be made safer and more accessible.   |   |  |
| 33.    | Engineering design | Support for proposals following the historic alignment of the road.   |   |  |
| 34.    | Engineering design | Support for proposals as they offer a good solution to the problem of access to Birdlip without affecting the new 'Air Balloon Way'.  |   |  |
| 35.    | Engineering design | Support for the rerouting of the B4070 and considers that it makes sense to use the existing road to Barrow Wake.   |   |  |
| 36.    | Engineering design | Considers the B4070 a good use of a road that has not been used for 30 years.   |   |  |
| 37.    | Engineering design | Considers the changes to the B4070 to be an excellent piece of design because it reduces cost and land-take through the re-use of the existing underpass.   |   |  |
| 38.    | Engineering design | Support for the rerouting of the B4070 as it will improve the environment at Barrow Wake. Considers that it makes sense to re-use existing infrastructure rather than building new facilities.  |   |  |
| 39.    | Engineering design | Support proposals as the current route is used as rat run.  |   |  |
| 40.    | Engineering design | Support proposals as the current route is a dangerous junction.   |   |  |
| 41.    | Engineering design | Objection to the changes to the B4070 because they would preferred to keep Barrow Wake as it is.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object changes to the B4070. Concerns relating to anti-social behaviour that exist at Barrow Wake influenced the decision to reroute the B4070 link road. This would eliminate people parking on this section of the road and the roundabout adjacent to the car park would also act as a form of passive surveillance which would discourage anti-social behaviour. The route would also avoid impact on adjacent farmland associated with the previous alignment and would eliminate conflict between the B4070 and users of the Air Balloon Way. | N  |
| 42.    | Engineering design | Support for the re-routing of the B4070 but raises concerns that the bridge underpass will not be wide enough for two vehicles passing.   | Whilst the width of the road would be reduced to 6m through the bridge this would be sufficient for two vehicles to pass safely. This is similar to the existing A436 between Air Balloon Roundabout and Seven Springs.   | N  |
| 43.    | Engineering design | Query as to how a roundabout on the B4070 will aid the flow of traffic and whether the proposals require widening existing roads and bridges. Considers a more direct route would be preferable for traffic flow, even if it requires more land.            | The roundabouts on the scheme have been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design standards. Barrow Wake roundabout would provide a safe method of access to Barrow Wake carpark as well as helping to reduce speed of traffic in the vicinity. There is no intention to widen the bridge or the existing road to from Barrow Wake to Birdlip.  | N  |
| 44.    | Engineering design | Comment that use of the existing overbridge and increased oversight of the carpark are positive. Suggestion that an access ramp should be included from the car park to the Air Balloon way.  | An access ramp from Barrow Wake carpark to Air Balloon Way would be provided from the northern end of the carpark to enable all users to access Air Balloon Way safely.   | N  |
| 45.    | Engineering design | Raises concerns around the safety of re-routing the B4070 to Birdlip through the existing underpass, due to the underpass being narrow and in a dip where moisture accumulates and freezes. Also highlights that Barrow Wake is prone to low cloud and fog. | Whilst the width of the road would be reduced to 6m through the bridge this would be sufficient for 2 vehicles to pass safely. This is similar to the existing A436 between Air Balloon Roundabout and Seven Springs. Highways England is aware of issues in relation to inclement weather conditions, including snow and fog. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.   | N  |
| 46.    | Engineering design | Support for the rerouting of the B4070 as it will improve safety. However, disappointment that the A417 will encroach on Barrow Wake.   | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070. Although the rerouted B4070 would make use of the existing link from Barrow Wake to Birdlip, every effort has been made to minimise the effect on Barrow Wake.   | N  |
| 47.    | Engineering design | Support proposals for reuse of the B4070 but suggestion that it should be fully resurfaced for use by pedestrians to Barrow Wake carpark and Birdlip village.   | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070. The existing road surface would be resurfaced as part of the works. In addition, the existing footway would be improved and resurfaced to ensure it would be safe for pedestrians.   | N  |

| Row ID | Topic                        | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|------------------------------|--|--|--|
| 48.    | Engineering design           | Agrees that the roundabout should be improved with better signage but considers that rerouting is excessive, with concern over what the proposals are for the disused road.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070. The existing road surface would be resurfaced as part of the works. Re-routing the B4070 would reduce costs and would also avoid impact on adjacent farmland associated with the previous alignment. It would also eliminate conflict between the B4070 and users of Air Balloon Way, improving safety. Parts of the existing A417 would be repurposed to create a new traffic-free route for walkers, cyclists and horse riders, including disabled users.   | N  |
| 49.    | Engineering design           | Comment that the side lane on this road should be suitable for use by WCH, and that the road has an appropriate speed limit.   | A WCH route has been proposed which would provide connectivity between PRowWs to the east of the scheme and those on the west of the route. This would be provided by a dedicated WCH route via the proposed Gloucestershire Way crossing and would run adjacent to the B4070 link road before connecting with Air Balloon Way at Barrow Wake. Speed limits for the scheme would be in accordance with national highways standards.  | N  |
| 50.    | Engineering design           | Support proposals due to reduction in land take and provision of a safer junction to Barrow Wake but with concern that there is a lot of traffic from the B4070 that accesses the A417 east/south bound which will have to negotiate three new roundabouts to get to the new dual carriageway.   | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070. The B4070 and the proposed roundabouts on the scheme have been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is in accordance with current design standards.  | N  |
| 51.    | Engineering design           | Concern that there is not appropriate provision for Heavy Goods Vehicle (HGV) deliveries.  | The design of the proposed B4070 is such that it would enable HGV deliveries to be made between Birdlip and Shab Hill junction safely. Please refer to the General Arrangement and Section Plans (Document Reference 2.6) for detail of the proposals.   | N  |
| 52.    | Engineering design           | Objection to the rerouting of the B4070 as currently the road to Barrow Wake is a quiet road to walk along with views across the Severn Valley. Suggests it would be better to use the existing A417 for local traffic with a car park in Nettleton Bottom only accessible from Birdlip, to stop it being used for through-traffic.                    | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the rerouting of the B4070. As part of the scheme, the existing A417 would be de-trunked, and parts of it would be repurposed to create a new traffic-free route ('the Air Balloon Way') for walkers, cyclists and horse riders, including disabled users. Parking is proposed near the Golden Heart Inn to aid access to this route. Concerns relating to anti-social behaviour that exist at Barrow Wake influenced the decision to reroute the B4070 link road. This would eliminate people parking on this section of the road and the roundabout adjacent to the car park would also act as a form of passive surveillance which would discourage anti-social behaviour. The route would also avoid impact on adjacent farmland associated with the previous alignment and would eliminate conflict between the B4070 and users of the Air Balloon Way. | N  |
| 53.    | Engineering design           | Raises concerns that part of the rerouted B4070 would be built across farmland leading to Shab Hill Junction, the obtrusive and land-consuming extent of which could be reduced if the scheme did not require a new A416 Link Road to run parallel rather than share the A417's alignment.   | Rerouting the B4070 would reduce costs and would also avoid impact on adjacent farmland associated with the previous alignment and where possible the alignment would use the existing route of the lane between Birdlip Radio Station and Barrow Wake to minimise the impact on farmland.   | N  |
| 54.    | Engineering design           | Suggests that the proposed route along the rerouted B4070 be designed to ensure it is never blocked by road vehicles at the proposed car park and should be fully segregated throughout, to prevent a horse rider or cyclist from being blocked by vehicles along the path.  | The proposed B4070 would be designated as a 'clearway'. This would prohibit parking in the vicinity of Barrow Wake. A WCH route has also been proposed which would provide connectivity between PRowWs to the east of the scheme and those on the west of the route. This would be provided by a dedicated WCH route via the proposed Gloucestershire Way crossing and would run adjacent to the B4070 link road before connecting with Air Balloon Way at Barrow Wake. This would prevent conflict between WCH and road vehicles.   | N  |
| 55.    | Engineering design           | Considers that the design of the crossing near Shab Hill Junction needs to be made safe, and include a traffic island with a safe refuge for people crossing on bicycles or horses. Highlights the example of oval-shaped traffic islands at the A40 on the Ross-on-Wye Bypass in Herefordshire which physically slow traffic and prevent rat running. | The crossing of the B4070 has been designed to fully comply with recognised design standards to accommodate the requirements of equestrians, cyclists and pedestrians. This would include holding areas for equestrians.   | N  |
| 56.    | Landscape and visual effects | Support for the rerouting of the B4070 as it will maintain the viewpoint of Gloucester, which would be a great loss if removed.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N  |
| 57.    | Landscape and visual effects | Support for the re-routing of the B4070 as it will enhance the rural feel of the area.   |  |  |
| 58.    | Landscape and visual effects | Pleased that the Barrow Wake viewpoint will be enhanced and opened-up by the rerouting of the B4070.   |  |  |
| 59.    | Landscape and visual effects | Opposition to the rerouting of the B4070 as the changes will make the road come closer to Barrow Wake, adversely affecting the tranquil viewpoint.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the rerouting of the B4070. A Cotswold stone wall will be implemented along stretches of the road to screen headlights. Highways   | N  |

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|--------|--|---|--|--|
| 60.    | Landscape and visual effects                       | Objection to the rerouting of the B4070 as it will spoil Barrow Wake as a beauty spot. However, considers that the viewpoint will be spoiled in the future due to the development of the Cyberpark.   | England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   |  |
| 61.    | Landscape and visual effects                       | Opposes the rerouting of the B4070 to Birdlip via Barrow Wake as it will ruin the ridge and destroy the viewpoint for hundreds of visitors.   |  |  |
| 62.    | Landscape and visual effects                       | Objection to the rerouting of the B4070 as currently, Barrow Wake is a quiet beauty spot with a viewpoint of the AONB. Considers that this will be adversely impacted by the scheme.  |  |  |
| 63.    | Landscape and visual effects                       | Objection to proposals due to impact on AONB.   |  |  |
| 64.    | Noise and vibration                                | Acknowledges the benefits of the proposals but concern that traffic is being moved closer to the fields to the west of the B4070 which are heavily used by walkers, so this will increase traffic noise.  | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. ES Figures 11.3 and 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. These noise change maps will indicate the noise impact (increase or decrease) in the area in question. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design. | N  |
| 65.    | Population and human health – business and tourism | Support for the B4070 proposals as it would encourage use of the Barrow Wake car park.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N  |
| 66.    | Population and human health – business and tourism | Support for the changes to the B4070 because it will reduce the flow of traffic, including HGVs and make Barrow Wake a more peaceful and pleasant place to visit.   |  |  |
| 67.    | Population and human health – community impacts    | Support for the rerouting of the B4070 as it will improve local connections.  |  |  |
| 68.    | Population and human health – community impacts    | Support for the changes to the B4070 as it will be safer and better for local residents.  |  |  |
| 69.    | Population and human health – community impacts    | Support for the B4070 proposals as it will be a major improvement to the immediate local vicinity.  |  |  |
| 70.    | Population and human health – community impacts    | Support for the rerouting of the B4070 as traffic will not cut through the villages of Brimpsfield, Elkstone and Birdlip anymore. Cars currently drive fast through villages where children play, so the changes will mitigate this.                |  |  |
| 71.    | Population and human health – community impacts    | Considers that the changes to the B4070 will be a great improvement for residents of Birdlip, by reducing anti-social behaviour at Barrow Wake and noise pollution and light pollution at the Birdlip interchange.                                  |  |  |
| 72.    | Population and human health – community impacts    | Support for the changes to the B4070 via Barrow Wake as it will make Barrow Wake a more welcoming place.  |  |  |
| 73.    | Population and human health – community impacts    | Considers that if the changes to the B4070 will stop HGVs using the route, this will benefit the Birdlip community.   |  |  |
| 74.    | Population and human health – business and tourism | Raises concerns that the reduced access due to the rerouting of the B4070 will discourage investment and growth in villages cut off from the new road.  |  |  |
| 75.    | Population and human health – community impacts    | Support for the rerouting of the B4070 as it will provide natural surveillance for the area. Would like to see further opportunities explored to move Barrow Wake car park so that it is more visible from the road, to improve safety in the area. | Highways England acknowledges the range of views expressed, including those received in support of the scheme. The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the  | N  |



| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--|--|--|--|
|        |  |  | outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.  |  |
| 76.    | Population and human health – community impacts                      | Considers that the B4070 is a matter for local people.   | People living within the vicinity of the scheme have been consulted on the scheme as a whole and the B4070 proposals, as part of the non-statutory and statutory consultations for the scheme, as set out within the Consultation Report (Document Reference 5.1).   | N  |
| 77.    | Population and human health – community impacts                      | Considers that the rerouting of the B4070 will not make Barrow Wake a more pleasing place to visit, but will encourage littering and trampling of wildflowers.                   | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information. | Y  |
| 78.    | Population and human health – community impacts                      | Raises concerns that the rerouting of the B4070 has been designed to benefit the influential residents of Birdlip.   | Highways England has amended the design of the Birdlip link road to use more existing public highway and reduce the landscape impact of this element of the scheme. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 79.    | Population and human health – PRow/ Walking cycling and horse riders | Considers that the Barrow Wake car park should be removed and that cycling and walking connectivity through the Barrow Wake area should be improved as part of this opportunity. | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.   | N  |
| 80.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the changes to the B4070 because it will make pedestrian and cycle access safer.   | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N  |
| 81.    | Principle of development   | Support for the rerouting of the B4070 to Birdlip via Barrow Wake, which is a sensible option.   | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N  |
| 82.    | Principle of development   | Support for the proposals due to the need for improvement at Barrow Wake.  |  |  |
| 83.    | Principle of development   | Support for the re-routing of the B4070 to Birdlip via Barrow Wake.  |  |  |
| 84.    | Principle of development   | Supports enhancement of Barrow Wake to make it a more desirable place to visit.  |  |  |
| 85.    | Principle of development   | Considers the rerouting of the B4070 to be a waste of public money and environmental vandalism.  | Highways England 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  |
| 86.    | Principle of development   | General support for the scheme to be delivered quickly.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 87.    | Principle of development   | Support for proposals to reuse the existing road and improve the safety of the A417 junction. Suggestion of provision of rubbish bins to reduce the litter issue.                | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the project. While Highways England recognises concerns relating to littering, addressing such issues falls outside of the scope of a highways scheme and is a matter  | N  |

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|--|--|
|        |                       |   | for Gloucestershire County Council. Should the scheme proceed to construction, there would be a detailed design phase, when detailed matters such as surfacing, signage, furniture and other details would be agreed.  |  |
| 88.    | Traffic and transport | Support for the rerouting of the B4070 to Birdlip via Barrow wake as it will improve access which is greatly needed.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N  |
| 89.    | Traffic and transport | Support for the changes to the B4070 as it will deter HGVs from using the road.   |  |  |
| 90.    | Traffic and transport | Support for the rerouting of the B4070 as currently drivers experience significant delays during peak traffic.  |  |  |
| 91.    | Traffic and transport | Support for the rerouting of the B4070 provided it does deter heavy traffic from using the B4070  |  |  |
| 92.    | Traffic and transport | Supportive of the rerouting of the B4070 to Birdlip via Barrow Wake as it is efficient to use existing routes, rather than build new roads.   |  |  |
| 93.    | Traffic and transport | Support for the re-routing of the B4070 as it will significantly reduce the temptation for rat running through Birdlip.   |  |  |
| 94.    | Traffic and transport | Comment that proposals are suitable given the lesser volume of traffic along this route.  |  |  |
| 95.    | Traffic and transport | Suggests that a shorter access route to Birdlip from Gloucester should be maintained.   |  |  |
| 96.    | Traffic and transport | Concerned as to how far the parking area to access the Air Balloon Way is away from the pub at Nettleton Bottom. Also concerned that this could be a location that attracts anti-social behaviour due to its isolation. | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  | Y  |
| 97.    | Traffic and transport | Considers that the rerouting of the B4070 to Birdlip is essential, as it is a major route from Stroud District to Cheltenham and Gloucester and the A46 is a major bottleneck for traffic.                              | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N  |
| 98.    | Traffic and transport | Considers that Barrow Wake will not be a place worth visiting with the increased traffic as a result of the scheme.   | As part of the scheme, the Barrow Wake car park would be resurfaced and new Cotswold drystone walls would be built along the edge of the car park to reduce light pollution from cars at night. Furthermore, following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information. ES Chapter 12 Population and Human Health (Document Reference 6.2) provides an assessment of the effects of the scheme on community assets; walkers, cyclists and horse riders; and, human health outcomes including with regard to air quality, noise and open space. | Y  |
| 99.    | Traffic and transport | Comment that unrestricted flow of traffic from the A417 to Birdlip is needed and that proposals will create traffic congestion, pollution and accidents.  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Access between Birdlip and the A417 is provided via the new B4070 and Shab Hill junction. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.   | N  |
| 100.   | Traffic and transport | Opposition to Cowley junction because new roads bring more traffic, not less.   | Highways England 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 new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through   | N  |

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|--|---|--|
|        |                       |  | neighbouring communities and make it easier for drivers, walkers and other local road users to get around. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 is forecast to increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling also shows that as a result of the scheme, there is forecast to be a decrease in traffic on the A436 and the A435 as vehicles would redistribute to the A417 following improvements to the road. On the local road network there are forecast to be some decreases in traffic on the B4070 north of Birdlip and on Birdlip Hill/ Ermin Way and some increases on the B4070 south of Birdlip and on Leckhampton Hill. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  |  |
| 101.   | Traffic and transport | Questions why the current road/entrance at the B4070 to Birdlip can't be changed immediately to discourage HGVs.   | The provision of any immediate measures on the road network is outside of the scope of this scheme. Highways England do however look to monitor and continuously improve road safety on the Strategic Road Network.   | N  |
| 102.   | Traffic and transport | Opposition to the rerouting of the B4070 and considers that the current route is perfectly usable.   | Given the realignment of the A417 as a part of the scheme, there is a need to extend the B4070 to connect the two at Shab Hill junction. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 103.   | Traffic and transport | Raises concerns that through incorporating the existing A417 underpass into the rerouted B4070 will introduce road safety issues, as the underpass appears too narrow.   | Whilst the width of the road would be reduced to 6m through the bridge this would be sufficient for 2 vehicles to pass safely. This is similar to the existing A436 between Air Balloon Roundabout and Seven Springs. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, heights, widths, run offs and turning radii are provided.   | N  |
| 104.   | Traffic and transport | Object to proposals due to increase in traffic volume and pollution.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the rerouting of the B4070.   | N  |
| 105.   | Traffic and transport | Objection to the rerouting of the B4070, as this B road is regularly used by HGVs. Raises concerns that the route will now travel along a narrow old road and under a narrow underpass, which will lead to congestion. | Given the realignment of the A417 as a result of the scheme, there is a need to extend the B4070 to connect the two at Shab Hill junction. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, heights, widths, run offs and turning radii are provided. | Y  |

Appendix Table 10.1F Summary of matters raised in relation to Q5 of the feedback questionnaire and the Highways England response

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|--|--|--|
| 1.     | Anti-social behaviour | Comment that the location of the proposed car park is inappropriate and will result antisocial behaviour. Suggestion that it should be locked at night.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. Details such as enclosures will be agreed at the detailed design stage.  | Y  |
| 2.     | Anti-social behaviour | Objection to proposals for location of new car park due to the risk of increasing anti-social behaviour and impacting residential amenity.   |  |  |
| 3.     | Anti-social behaviour | Objection to the proposed disabled parking/ horse box parking along the Air Balloon Way as it could encourage further anti-social behaviour especially as there will be no passing traffic. Raises concerns that this problem will be shifted from Barrow Wake to this location. Also concerned that there will be no height restrictions which may encourage travellers to set up here. |  |  |
| 4.     | Anti-social behaviour | Suggests that the car parking along the Air Balloon Way be removed to discourage anti-social behaviour. Instead, suggests that the proposed car park near the Golden Heart be enlarged or redesigned to include horse trailer parking and disabled parking be created on the triangle of land created from the realignment of the B4070.   |  |  |
| 5.     | Anti-social behaviour | Concern over proposed car parking near Golden Heart as it will increase traffic through the village to access it and potentially move anti-social behaviour towards the village.   |  |  |
| 6.     | Anti-social behaviour | Suggests that automatic barriers on entry and exit points be installed on the proposed car park on the Air Balloon Way to discourage anti-social behaviour at night time. Also suggests subdued lighting.  |  |  |
| 7.     | Biodiversity          | Considers that changes in access must prevent disturbance to wildlife. Suggestion that footpaths bordering wildlife areas should be clearly signed and fenced off or hedges to prevent loose dogs entering them.   | Signage and interpretation boards would be situated at suitable locations of the site adjacent to footpaths, such as on the Air Balloon Way and entrances to the Cotswold Way crossing, to educate the public regarding the biodiversity of the site and the sensitivity of sites such as Barrow Wake, Crickley Hill and Emma's Grove. Interpretation boards would include geodiversity and heritage information also. The design and exact locations of these boards would be discussed and agreed at the detailed design stage to help avoid or reduce any impacts arising from recreational visitor pressure on sensitive sites.  | N  |
| 8.     | Biodiversity          | Comment that PRoW design should place emphasis on enhancing wildlife in the area.  | Design of crossings such as the Cotswold Way crossing and the Gloucestershire Way crossing carrying Public Rights of Way (PRoW) have been designed to minimise the impact to ecology and in the case of the Gloucestershire Way crossing, to provide essential mitigation for bats and a safe crossing for other wildlife also. Footpaths, both existing and previously proposed have been removed from the Barrow Wake unit of the Crickley Hill and Barrow Wake SSSI.<br><br>Where PRoW are within sensitive areas, signage and interpretation boards would be situated at suitable locations of the site, such as on the Air Balloon Way and entrances to the Cotswold Way crossing to educate the public regarding the biodiversity of the site and the sensitivity of sites such as Barrow Wake, Crickley Hill and Emma's Grove. Interpretation boards would include geodiversity and heritage information also. The design and exact locations of these boards would be discussed and agreed at the detailed design stage to help avoid or reduce any impacts arising from recreational visitor pressure on sensitive sites. | N  |
| 9.     | Biodiversity          | Considers that there has not been enough emphasis on habitats and nature in the overall planning of the scheme.  | Highways England recognises the significance and sensitivity of the landscape, including surrounding habitats and nature. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds Area of Outstanding Natural Beauty (AONB) landscape has been a primary consideration in every design decision made. The primary focus of the landscape design is to provide a gain in priority habitats, broadleaved woodland, lowland calcareous grassland and species rich hedgerows. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in Environmental Statement Chapter 7 Landscape and Visual Effects (Document Reference 6.2). submitted with the Development Consent Order (DCO) application. Furthermore, the ecological impacts of the scheme are described within ES Chapter 8 Biodiversity (Document Reference 6.2).   | N  |

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| 10.    | Biodiversity                 | Support for proposals provided that they benefit nature and wildlife.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. The ecological impacts and benefits of the scheme are described within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 11.    | Biodiversity                 | Query as to whether more could be done to return the roads no longer required back to nature?   | The existing A417 is to be repurposed as the Air Balloon Way walking, cycling and horse-riding (WCH) route. Calcareous grassland will be created with areas of scrub and scattered trees included along the road verges of the Air Balloon Way. It is considered that the conversion of the southern section of the existing A417 to a WCH route (Air Balloon Way) would be likely to increase suitability of adjacent habitats for wildlife such as birds due to the removal of traffic and therefore decreased disturbance from noise and lighting in this area.   | N  |
| 12.    | Biodiversity                 | Suggests underground tunnels should be utilised to allow animals safe passage across roads.   | Embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 13.    | Consultation                 | Concern that the consultation materials are not clear which existing PRoW will be extinguished and only shows existing and new routes.  | The main scheme map published at the 2020 public consultation depicted the existing and proposed PRoW routes within the scheme. ES Appendix 2.1 Environmental Management Plan (EMP) Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4) which was published at the 2020 public consultation as Appendix 12.2 of the 2020 PEI Report, set out the full details of proposed PRoW routes and all designations, including the routes to be extinguished as part of the scheme. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) is an updated version of the 2020 PEI Report Appendix 12.2 and contains full details of PRoW proposals within the scheme, including how the impact of construction on PRoW will be managed, including closures and temporary diversions. .   | N  |
| 14.    | Consultation                 | Raises concerns that the maps provided in the consultation materials are unclear which PRoW have been considered and which may have been missed.  |  |  |
| 15.    | Consultation                 | Comment that users' needs have been consulted on and addressed.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme consultation.  | N  |
| 16.    | Consultation                 | Comment that it is unclear which routes are just footpaths and which ones are full WCH routes.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the proposals for WCH.  | N  |
| 17.    | Engineering design           | Support for the changes to PRoW.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to PRoW.  | N  |
| 18.    | Engineering design           | Support for proposals as they improve road safety.  |  |  |
| 19.    | Engineering design           | Support for proposals as they ease access in a safe way even if there is some diversion.  |  |  |
| 20.    | Engineering design           | Raises concerns that the road is significantly closer to Cowley compared to Birdlip. Questions why the road cannot go closer to Stockwell Farm and away from Cowley as originally planned.  | Highways England consulted on two possible route options (Option 12 and Option 30) for the scheme in February and March 2018. These options were selected following extensive investigation of possible route options and they were assessed against the scheme's vision and objectives, and a range of engineering, economic and financial criteria. Overall, the consultation feedback in 2018 demonstrated a high level of support for Option 30, which was evidenced in the Report on Public Consultation (March 2019). The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 and Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). | N  |
| 21.    | Engineering design           | Considers that the Air Balloon Way will be a popular amenity but that if it is not proceeded with it should be returned to farmland.  | Highways England acknowledges the range of views expressed, including those received in support of Air Balloon Way. Air Balloon Way would be provided as part of the scheme however comments suggesting it should be returned to farmland should it not be delivered are noted.  | N  |
| 22.    | Landscape and visual effects | Opposition to the repurposing of the existing A417, as this would not reduce the environmental impact of the scheme. Suggests that the original road be left to be reclaimed by nature, as opposed to adding another area of human activity. Suggests that a compromise would be a bridleway/footpath with appropriate surfaces for disabled access, toilets and car parking. | The proposed repurposed A417 (Air Balloon Way) would provide a WCH route including for disabled users. Further to consultation comments received in response to the 2019 and 2020 public consultations, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area  | Y  |

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|        |   |   | proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. It is not proposed to provide toilet facilities as part of the scheme. Details of surfacing will be determined at the detailed design stage of the scheme prior to construction, should it receive development consent.   |  |
| 23.    | Landscape and visual effects  | Opposition to the repurposing of the A417 to create the Air Balloon Way as this will double the damage done to the AONB due to the existing route not being returned to its previous use.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the repurposing of the A417. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 24.    | Landscape and visual effects  | Considers the scheme to be highly detrimental as it is cutting through and polluting an AONB. Suggests that no amount of 'repurposing' can compensate for this.   |  |  |
| 25.    | Landscape and visual effects  | Considers that the crossing (not specified) will not enhance the landscape and will make the AONB unrecognisable.   |  |  |
| 26.    | Landscape and visual effects  | Concern that provision of carparks may contribute to urbanisation within an AONB.   | These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. It is not considered that they would result in urbanisation of the AONB, however an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 27.    | Noise and vibration   | Raises concerns that the scheme is in close proximity to Cowley Village which will mean increased noise pollution as indicated by the road noise maps. Highlights that adequate bunding needs to occur to limit the noise and visual impact as much as possible.  | ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A low noise road surface is incorporated into the proposed scheme design. From the north of proposed Shab Hill junction to Cowley junction, proposed mitigation measures comprise of screening (stone wall and earth bunds or a combination of them) ranging from 3.2 to 13.2 metres high relative to the road surface.   | N  |
| 28.    | Noise and vibration   | Questions whether there will be bunding on the section of the A417 at the Cowley Lane Overbridge, and if so, how deep/high this will be. Questions whether trees will also be used here to disguise the road and reduce noise.  | Screening will be included between the Cowley Lane bridlepath to Cowley Junction along the southbound carriageway (3.2 to 9.2 metres high relative to the road surface). With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no reliance is made on the attenuation effects of vegetation.  | N  |
| 29.    | Population and human health – business and tourism                    | Support for the changes to the PRoW because it will be safe, accessible and encourage visitors to the area in a safe manner.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to PRoW.  | N  |
| 30.    | Population and human health – business and tourism                    | Concerned about the impact of the scheme on the Golden Heart public house due to the closure of access from Birdlip and therefore from Witcombe or Stroud.  | Access to the Golden Heart Inn will be maintained via the Cowley junction. The repurposed A417 will also provide WCH access. In addition, proposals for additional parking to access this route have been included. Access during construction will be retained, with Highways England seeking to minimise disruption on the local network. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed.   | N  |
| 31.    | Population and human health – community impacts                       | Raises concerns that parking at the Golden Heart will be difficult to access in winter, especially due to steep slopes for traffic, walkers, horses etc. Raises concerns that disabled users will struggle to access facilities at Golden Heart due to toilets being upstairs and that pushing a wheelchair up or down a steep slope will be difficult. Considers that it will be at least a 2-mile walk to the nearest viewpoints. | Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. The existing parking at Barrow Wake and Crickley Hill Country Park would not be impacted by the scheme. | Y  |
| 32.    | Population and human health – PRoW/ Walking, cycling and horse riders | Support for proposals to improve walking facilities.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to PRoW. As set out in the Case for the Scheme (Document Reference 7.1), one of the objectives of the scheme is 'substantially improving public access for the enjoyment of the countryside', alongside other objectives to improve the safety and resilience of the road network, support economic growth and improve the natural environment.   | N  |
| 33.    | Population and human health – PRoW/                                   | Support for the proposals because it is important to improve access for those using PRoW.   |  |  |

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|        | Walking cycling and horse riders  |   |  |  |
| 34.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW as they are well designed and necessary.  |  |  |
| 35.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW as they are good compromises.   |  |  |
| 36.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW as at present, it is tricky and dangerous for cyclists to safely navigate around.   |  |  |
| 37.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Supportive of the changes to PRoW as improved sections to walk along without cars are beneficial.   |  |  |
| 38.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW which would improve safety for all users, local and visitors to the area,   |  |  |
| 39.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW as it will improve the lives of walkers.  |  |  |
| 40.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW as they provide solutions to previously overlooked problems, including cyclists wishing to use the B4070 and crossing the Cotswold Way at the Air Balloon roundabout. |  |  |
| 41.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Supports the proposals for PRoW if this is what the potential users of them want and if it will encourage more walking.   |  |  |
| 42.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Full support for improving PRoW and access for all users, so that people can enjoy the wonderful landscapes around the A417.  |  |  |
| 43.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Hopes that the proposals for PRoW will be as good as they sound.  |  |  |
| 44.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Pleased to see that there will be a nice route to hike from Coberley to Barrow Wake.  |  |  |
| 45.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW as safety is the main priority.   |  |  |
| 46.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Considers the PRoW proposals would cater for those wishing to enjoy the natural environment whilst also dealing with the road traffic problems.   |  |  |

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| 47.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Strong support for improvements in general for non-road users in the area. As a local walker and cyclist, has experienced issues with crossing the existing road at Air Balloon roundabout.                   |  |  |
| 48.    | Population and human health – PRoW/<br>Walking cycling and horse riders | As a walker and motorist, supports the efforts of stakeholders seeking to improve the footpath network.   |  |  |
| 49.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support proposals for PRoWs due to improved access for disabled persons.  |  |  |
| 50.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW, any improvements to public highways, footpaths and bridleways is welcomed.   |  |  |
| 51.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW as these routes should be inclusive to everyone.  |  |  |
| 52.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW, as especially during a time of Covid-19, it is important for people to enjoy the outdoors and fresh air.   |  |  |
| 53.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the PRoW proposals as the crossings will allow walkers to cross safely and the crossings are in sensible places which will enhance the walk. Considers the view from the crossings will be great. |  |  |
| 54.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Supports the PRoW proposals, as long as the improvement of the Cotswold Way and Gloucestershire Way is not a trade-off for increasing road capacity.  |  |  |
| 55.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW because no one wants to stop Ramblers and other users.  |  |  |
| 56.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the PRoW proposals because safe space for walkers and non-road users is essential.  |  |  |
| 57.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Considers the proposals for PRoW to be adequate - particularly the width of the crossings - however considers that it is a matter for the local people.   |  |  |
| 58.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW but considers that these changes should happen regardless.  |  |  |
| 59.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for PRoW proposals as it keeps vehicles away from other transport.  |  |  |



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| 60.    | Population and human health – PRow/<br>Walking cycling and horse riders | Supports changes to PRow only if they will benefit both local residents and visitors. Considers that visitors are infrequent and their decision to visit is less influenced by minor changes to PRow routes.  |  |  |
| 61.    | Population and human health – PRow/<br>Walking cycling and horse riders | Considers that the PRow is a strong element of the scheme.  |  |  |
| 62.    | Population and human health – PRow/<br>Walking cycling and horse riders | Considers the changes to PRow to be a good design and a much needed amenity for the area, which will be very popular.   |  |  |
| 63.    | Population and human health – PRow/<br>Walking cycling and horse riders | Supports the idea of the Air Balloon Way and the proposed car parking, and considers that the area itself will become a venue for walking and cycling.  |  |  |
| 64.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the changes to PRow and is pleased to see the proposals have been well-considered to enhance countryside access.  |  |  |
| 65.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the changes to PRow as local walkers, riders and cyclists should not be disadvantaged.  |  |  |
| 66.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the changes to PRow as they will provide a significantly enhanced network of WCH amenities for the area.  |  |  |
| 67.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for proposals that encourage active travel.   |  |  |
| 68.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the changes to PRow as they provide much better access, opportunities for exercise and will attract more visitors which will help the local economy.  |  |  |
| 69.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the repurposing of the existing A417 to provide the Air Balloon Way, which will provide a safe, surfaced path for disabled users, parents with pushchairs and children on scooters and bicycles.  |  |  |
| 70.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the changes to PRow which make them more accessible to disabled users.  |  |  |
| 71.    | Population and human health – PRow/<br>Walking cycling and horse riders | Concern that a number of PRowS crossing the A417 to the south will be obstructed due to lack of bridge provision.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) submitted in support of the scheme) sets out the proposals that are considered to provide an enhancement to the PRow network overall.  | N  |
| 72.    | Population and human health – PRow/<br>Walking cycling and horse riders | Objection to the number of footpaths being closed or diverted and raises concerns that there are not enough crossings over the new road. Suggests that there are too many plans to change field footpaths into bridleways, which could prevent walkers from being able to use a pathway if the ground becomes churned up. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the PRow, which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes a Grove Farm underpass, providing a new safe crossing of the A417. An assessment has been undertaken and shared with the WCH Technical Working Group as to why further provision of a grade separated crossing further west of the Grove | N  |

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|        |   |  | <p>Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds.</p> <p>The Plan also outlines three instances of reclassifications of PRoW including Badgeworth footpath 86, which would involve a 71m short section at its northern extent to be stopped up, with the remaining section to become bridleway and connect into new section of bridleway to new Grove Farm underpass. That would then connect existing Badgeworth Bridleway 87 and the new Grove Farm underpass bridleway to help increase access in the area.</p>  |  |
| 73.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Raises concerns that the changes to PRoW will lead to the loss of Common Land.   | Changes to PRoW will not result in any loss of Common Land. The compulsory acquisition of 6,577 square metres of Common Land is required to enable delivery of the scheme including in the area surrounding Barrow Wake. The existing Common Land to be acquired is characterised as wooded, densely vegetated areas adjacent to the highway or between the Barrow Wake access road and the existing A417. In visiting the area, the land in question could be considered to be highway verge and there is no PRoW through the Common Land to be acquired and no signs of access/use. Replacement Common Land is in the region of 10,543m <sup>2</sup> . The replacement Common Land would be re-landscaped as part of the scheme, would be accessible on foot and would be more advantageous to those with rights over the land and to the public, offering enhanced attributes when compared to the Common Land to be acquired. | N  |
| 74.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Comment that many PRoWs will be severed and provision has only been made to retain the Cotswold and Gloucestershire Ways.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) incorporates the Public Rights of Way Management Plan which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That considers where existing PRoW and local routes would be severed and provides appropriate mitigation as well as enhancement across the network.  | N  |
| 75.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Raises concerns about Cowley Footpath 46 which will inevitably become a popular access point to the Air Balloon Way. Currently residents have to maintain this footpath themselves and therefore considers that the surface should be improved and maintained to cope with the extra anticipated footfall. | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) incorporates the Public Rights of Way Management Plan which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Matters such as surfacing and maintenance agreements will be agreed at the detailed design stage.  | N  |
| 76.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Mindful that the Air Balloon Way will become very popular and hopes that all other PRoW will be maintained and/or improved to ensure they are suitable to accommodate the inevitable increased use.  |   |  |
| 77.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Considers that increased use of Cowley Footpath 46 is likely to cause increased parking on the Old Cirencester Road. Suggests that parking should be provided on the Old Cirencester Road to allow local residents parking and drop off only, which will improve safety for local schools.                 | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking near the Golden Heart Inn and Stockwell Lane junction.   | Y  |
| 78.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Comment that WCH provision is not given equal weight with road users.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the proposals that are considered to provide an enhancement to the PRoW network overall. This is assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2).   | N  |
| 79.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Comment that PRoWs should be retained.   |   |  |
| 80.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Considers that the Air Balloon Way will not be well-used as the access from the A417 at Birdlip will deter people from visiting.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access, including routes to and from the proposed Air Balloon Way. That includes safe connections from Birdlip.  | N  |
| 81.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Highlights that not all walkers, cyclists and horse riders use the most popular PRoW as suggested in the consultation materials, and that all other PRoW should be considered.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access, considering all routes that interface with the A417 in the study area.   | N  |
| 82.    | Population and human health – PRoW/                                     | Comment that the PRoW on the east side of the A417 between the Stockwell Farm Overbridge and Cowley Junction should be for cyclists as   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.  | Y  |

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|        | Walking cycling and horse riders  | well as walkers, as this will provide a valuable new biking route from Birdlip to Elkstone, as should the PRoW to the west of the new A417 between the existing A417 at the Golden Heart and the Stockwell Farm Overbridge.  | That includes new and reclassified bridleway, restricted byway and byway open to all traffic routes to help increase access to a wider range of user groups including cyclists.   |  |
| 83.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Comment that improvements to the local PRoW network should be considered on their own merits, not to facilitate a road scheme.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access, considering all routes that interface with the A417 in the study area. ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes there would be a benefit to the PRoW network overall with the proposals.   | N  |
| 84.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Raises concerns that a new section of bridleway has been used to connect Dog Lane with Cold Slad Lane, meaning horse-drawn vehicles are prevented from travelling from one section of highway to another. Suggests that a restricted byway be used to connected Dog Lane with Cold Slad Lane.                              | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access, including a bridleway connection to create a continuous west-east route safe for walkers, cyclists and horse riders utilising the lightly trafficked Dog and Cold Slad lanes. If the new bridleway link is accessible to carriages, it would require restricted byway status (or similar) with a wider route that could result in confusion for drivers using Dog or Cold Slad lanes, and contribute to the risk of it becoming used by vehicles and motorbikes for recreation or rat running trips. As a bridleway the risk would be reduced, with appropriate surfacing, signage and enclosures to be agreed at the detailed design stage. | Y  |
| 85.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Suggests that Cowley Footpath be reclassified as a restricted byway to allow horse-drawn vehicles crossing the Stockwell Farm Overbridge to come off the bridge at the far side.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That shows Stockwell overbridge would have public access rights as highway and provision for walkers, cyclists and horse riders. Details can be found in ES Appendix 12.2 Walking, Cycling & Horse-riding including Disabled Users Review at Preliminary Design (Document Reference 6.4). At each end of the crossing there are local routes with public access rights in addition to the footpaths and restricted byways that would allow safe access to the crossing for different user groups.  | Y  |
| 86.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Comment that the changes are an improvement, however suitable surfaces must be provided to allow access to all users throughout the years and during construction.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Matters such as surfacing will be agreed at the detailed design stage.   | N  |
| 87.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Raises concerns that the bridleways used to access the Gloucestershire Way crossing appear to pass over private land, and that the landowner can therefore damage the bridleway if they wish to prevent its use. Highlights that the paths are meant to be reinstated but this is often neglected and not enforced.        | The DCO would seek to acquire all land necessary to construct the scheme and landowner discussions and negotiations have helped to inform the preliminary design and are ongoing. At this stage of the project, it is anticipated that following construction all PRoW will be passed to Gloucestershire County Council as Highway Authority to manage and maintain. There will be opportunities during the detailed design stage to discuss this ongoing management and maintenance further.   | N  |
| 88.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Considers that cyclists, horses and disabled users should not mix along the Air Balloon Way as horses spooked by cyclists or wheelchairs could be dangerous for wheelchair users. Highlights the fact that horse droppings could provide an unpleasant environment for wheelchair users, pushchairs and bikes to navigate. | The re-purposed A417 as the Air Balloon Way would involve a restricted byway classification with minimum 5m width for WCH, proposed to provide a 3m hard and 2m soft segregated surface for different types of users. Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters such as signage and enclosures would be agreed.  | N  |
| 89.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the changes to PRoW provided they have been proposed with the advice and agreement of key stakeholders including Local Authorities, and groups with an interest in WCH.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to public rights of way. As set out in the Consultation Report (Document Reference 5.1), Highways England has engaged with the local authorities (the 'Joint Councils') and WCH interest groups (including disabled users) throughout the development of the scheme.   | N  |
| 90.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Suggests that the Air Balloon Way become a bridleway/footpath instead of being repurposed.   | The re-purposed A417 as the Air Balloon Way would involve a restricted byway classification with minimum 5m width for Walkers, Cyclists and Horse riders (including carriages), proposed to provide a 3m hard and 2m soft segregated surface for different types of users.  | N  |
| 91.    | Population and human health – PRoW/<br>Walking cycling and horse riders | Objection to the repurposing of the A417.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the repurposing of the existing A417. Highways England remains committed to repurposing the A417 with an Air Balloon Way (motor traffic free) route for WCH. Part of the repurposed A417 would also accommodate replacement common land, a type of green space, as well as associated landscaping and planting for ecological and landscape improvements.   | N  |

| Row ID | Topic   | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|---|---|--|--|
| 92.    | Population and human health – PRow/<br>Walking cycling and horse riders | Raises concerns that the bridlepath on the Stockwell side is reduced to one after the new road has been constructed.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.   | N  |
| 93.    | Population and human health – PRow/<br>Walking cycling and horse riders | Raises concerns that paths could allow tree roots to displace poorly laid tarmac, and suggests that the foundation for cycle routes be well-designed with strength and topped with high-quality asphalt.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That sets out that matters such as surfacing will be agreed at the detailed design stage. Appropriate surfacing would be selected following discussions between Highways England, its Contractor and Gloucestershire County Council with the involvement of local user groups as appropriate.                     | N  |
| 94.    | Population and human health – PRow/<br>Walking cycling and horse riders | Would object to the installation of anti-bicycle 'A' frame barriers which prevent upright bicycles such as omafiets, tandems and mobility scooters from using the proposed paths. Requests that these are not installed.                              | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That sets out that matters such as enclosures will be agreed at the detailed design stage. Enclosures would only be introduced if appropriate following discussions between Highways England, its Contractor and Gloucestershire County Council with the involvement of local user groups as appropriate.         | N  |
| 95.    | Population and human health – PRow/<br>Walking cycling and horse riders | Opposes proposals for PRow, as more needs to be done to improve them further to put people, animals and the environment first in the scheme.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the proposals for PRow. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes that the PRow network would benefit with the proposals in place. | N  |
| 96.    | Population and human health – PRow/<br>Walking cycling and horse riders | Comment that providing public footpaths along the ridge is good but there must be separate provision for each WCH group for whom use is intended.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That includes different routes for different users where appropriate but overall seeks to increase access for all.  | N  |
| 97.    | Population and human health – PRow/<br>Walking cycling and horse riders | Considers that the area has a large number of PRow for visitors, and that the proposals increase this especially with the new crossings.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals that are considered to provide an enhancement to the PRow network overall, with appropriate safe crossings of the existing and new section of A417. This is assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2).  | N  |
| 98.    | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the changes to PRow provided there is a continuous safe provision and that cyclists are not required to dismount. The changes provide an accessible route for families and cyclists to appreciate the views, especially at Crickley Hill. | Highways England acknowledges the range of views expressed, including those received in support of the scheme. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals for walkers, cyclists and horse riders.   | N  |
| 99.    | Population and human health – PW/<br>Walking cycling and horse riders   | Would like to see opportunities explored to provide integrated facilities, such as cycle parking near the Gloucestershire Way crossing, which will enhance dwell time and engagement with the natural environment at Crickley Hill.                   | This is a matter that would be subject to discussion and agreement between Highways England, its Contractor and Gloucestershire County Council at the detailed design stage. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals for walkers, cyclists and horse riders.   | N  |
| 100.   | Population and human health – PRow/<br>Walking cycling and horse riders | Support for the PRow proposals, however, raises some concern for local farmers.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals for walkers, cyclists and horse riders. ES Chapter 12 Population and Human Health (Document Reference 6.2) considers and assesses the impacts on agricultural holdings.   | N  |
| 101.   | Population and human health – PRow/<br>Walking cycling and horse riders | Considers that the rights of way should not be changed, only the roads.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals that are considered to provide an enhancement to the PRow network overall. This is assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2).   | N  |
| 102.   | Population and human health – PRow/<br>Walking cycling and horse riders | Oppose the PRow proposals as they will only benefit a minority of users.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals for walkers, cyclists and horse riders. ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes there would be a benefit to WCH and the PRow network with the proposals.  | N  |
| 103.   | Population and human health – PRow/                                     | Support for the proposals to PRow provided no routes are reduced.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme (and sets out the proposals for walkers, cyclists and horse   | N  |

| Row ID | Topic   | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|---|---|--|--|
|        | Walking cycling and horse riders  |   | riders. ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes there would be a benefit to WCH and the PRoW network with the proposals.  |  |
| 104.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Indifferent to the changes to PRoW and considers there is already plenty of space for exploring the area.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals for walkers, cyclists and horse riders. ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes there would be a benefit to WCH and the PRoW network with the proposals.  | N  |
| 105.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Questions why horse box spaces are needed as local riders would simply ride their horse to the area.  | The horse box parking proposals form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way; access is also provided for disabled users.  | N  |
| 106.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Overall support for the proposals for PRoW as it will encourage people to explore the countryside safely, however suggestion that bridleways are separated as horses can make some footpaths unusable, particularly in winter and spring. | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals for walkers, cyclists and horse riders. Details such as surfaces, signage and enclosures will be agreed at the detailed design stage. Appropriate surfacing would be selected following discussions between Highways England, its Contractor and Gloucestershire County Council with the involvement of local user groups as appropriate.  | N  |
| 107.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Support for the proposals but comment that routing a PRoW through the Shab Hill junction is not sensible.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Provision for WCH at Shab Hill would be available either side of the grade-separated junction at Shab Hill. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley crossing. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.   | N  |
| 108.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Raises concerns that the changes to PRoW will mean pedestrians will have to cross the dangerous road.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals that are considered to provide an enhancement to the PRoW network overall, with appropriate safe crossings of the existing and new section of A417. This is assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2).  | N  |
| 109.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Concerned that the changes to PRoW will encourage reliance on car journeys and the need for new car parks which will further damage the environment.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. This will also help address concerns expressed about recreational and parking pressure at Barrow Wake and the Country Park, with users of the Air Balloon Way able to park in areas away from the SSSI habitats. | Y  |
| 110.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Considers that more money should be spent on improving access for cyclists and pedestrians, and reducing emphasis on car drivers.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals for walkers, cyclists and horse riders.  | N  |
| 111.   | Population and human health – PRoW/<br>Walking cycling and horse riders | Requests that the PRoW routes replaced maintain the rural feel, as opposed to turning the pathways into kerbed asphalt pavements.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals, and matters of surfacing, signage and enclosures will be agreed at the detailed design stage.   | N  |
| 112.   | Principle of development  | Considers that the development will destroy this part of the Cotswolds and any improvements will be outweighed by increased noise, destruction of natural habitats, and road pollution.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out how the scheme is compliant with the National Policy Statement for National Networks (NPSNN) with regard to effects on the AONB.  | N  |
| 113.   | Principle of development  | Support for proposals due to improvements for walkers and cyclists.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |

| Row ID | Topic                    | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------------|--|---|--|
| 114.   | Principle of development | Support for proposals as consider the scheme should not consider vehicles exclusively.   |   |  |
| 115.   | Principle of development | Comment that there will be some aspects that don't work but that overall the scheme is well thought out.   |   |  |
| 116.   | Principle of Development | Considers this element of the scheme unimportant and comment that the scheme should be delivered quickly.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026.  | N  |
| 117.   | Principle of development | Comment that this is an essential part of the scheme.  | Highways England acknowledges the range of views expressed, including those received in support of. the scheme.   | N  |
| 118.   | Principle of development | Considers the scheme unnecessary as there isn't a major road in the UK that hasn't closed due to an accident from time to time.  | The existing section of the A417 has a particularly poor safety record and over 10 fatalities have occurred in this area in the last 10 years. One of the primary aims of the scheme is to improve safety of this link. The scheme would eliminate many of the factors associated with its poor safety record, providing a significantly safer route. Further information is in the Case for the Scheme (Document Reference 7.1) which sets out the need for the scheme.  | N  |
| 119.   | Principle of development | Does not consider the scheme appropriate in an AONB and considers the scheme prioritises vehicle travel over PRow use, which contradicts the aims of the AONB.   | Highways England 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. ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) was submitted in support of the scheme and sets out the proposals that are considered to provide an enhancement to the PRow network overall, with appropriate safe crossings of the existing and new section of A417. This is assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2). The Case for the Scheme (Document Reference 7.1) sets out how the scheme is compliant with the National Policy Statement for National Networks with regard to effects on the AONB.   | N  |
| 120.   | Traffic and transport    | Considers that the focus of the scheme should be resolving traffic congestion.   | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the North to the south of England via the M5 and M4 motorways. While most of the route is dual carriageway, the three-mile stretch of single carriageway - known as the Missing Link - between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic. The Government's policy, as set out in the NPSNN, is to bring forward improvements and enhancements to the Strategic Road Network that support further economic development and improve peoples' quality of life. Please refer to the Case for the Scheme (Document Reference 7.1) Report.                                 | N  |
| 121.   | Traffic and transport    | Suggests that the construction of the new road will mean that less advanced forms of transportation will need to be revised, which is inevitable and desirable to enhance safety and improve upon existing arrangements. | Highways England acknowledges the range of views expressed, including those received in support of the scheme. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The traffic modelling undertaken by Highways England shows that as a result of the scheme, the number of collisions resulting in a fatality or a serious injury is forecast to reduce. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).   | N  |
| 122.   | Traffic and transport    | Support for proposals as they reduce existing bottleneck issues.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 123.   | Traffic and transport    | Considers that the addition of more car parks should be discouraged.   | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y  |
| 124.   | Traffic and transport    | Concern that there should be proposals in place to deliver public transport to the area.   | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document   | N  |

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|--|--|--|
|        |                       |  | Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   |  |
| 125.   | Traffic and transport | Considers that the existing A417 should remain open between the Golden Heart and Shab Hill Junction to provide access for local people and enable residents of Cowley to access Stroud via Slad and Witcombe.                    | Vehicular access on the repurposed A417 will only be possible up to the access for Stockwell Farm and Cowley via the Cowley Lane overbridge. North of this section the repurposed A417 will only be accessible for walkers, cyclists and horse riders. An objective of the scheme is to reduce rat-running on local roads. Keeping more of the existing A417 open as suggested would not satisfy this objective. Cowley residents could travel to Stroud via Slad using the Cowley Lane overbridge, the southern section of the existing A417, Cowley junction and then the road to Brimpsfield towards the B4070. | N  |
| 126.   | Traffic and transport | Considers that connecting roads such as the roundabout from the Golden Heart to the Birdlip/A417 Junction would be better for local people. This would improve connections for residents and maintain trade at the Golden Heart. | Vehicular access on the repurposed A417 will only be possible up to the access for Stockwell Farm and Cowley via the Cowley Lane overbridge. North of this section the repurposed A417 will only be accessible for walkers, cyclists and horse riders. An objective of the scheme is to reduce rat-running on local roads. Keeping more of the existing A417 open as suggested would not satisfy this objective.   | N  |

Appendix Table 10.1G Summary of matters raised in relation to Q6 of the feedback questionnaire and the Highways England response

| Row ID | Topic                      | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|----------------------------|---|---|--|
| 1.     | Alternatives to the scheme | Considers that Common Land would not need to be used at all if the scheme were smaller in scale.  | Highways England acknowledges the range of views expressed relating to the need for the scheme. Alternatives to the scheme have been carefully considered during the refinement of current design and through the options identification and appraisal process. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 2.     | Alternatives to the scheme | Suggests that a scheme to improve the existing A417 would be less expensive and less destructive to the environment.  |   |  |
| 3.     | Anti-social behaviour      | Supports the proposals for Common Land as they will deter anti-social behaviour.  | Highways England acknowledges the range of views expressed, including those received in support of proposals for Common Land.   | N  |
| 4.     | Anti-social behaviour      | Raises concerns regarding the opportunity that anti-social behaviour would be encouraged should the greenways and proposed car parks be remote or not contain appropriate security. | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 5.     | Anti-social behaviour      | Concern that increasing Common Land at Barrow Wake will exacerbate anti-social behaviour issues.  |   |  |
| 6.     | Biodiversity               | Considers that Crickley Hill and Barrow Wake SSSI need protection.  | Highways England acknowledges the importance of protecting designated sites, including the Crickley Hill and Barrow Wake Site of Special Scientific Interest (SSSI). Highways England has produced an Environmental Statement (ES) (Document Reference 6.2) and ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) as part of the Development Consent Order (DCO) application, which explains how the impact of construction activities on the environment, including SSSIs, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).  | N  |
| 7.     | Biodiversity               | Considers that the ecological approach to Common Land will remove protected species and move them to new land where they will not survive.  | <p>The replacement Common Land will comprise species-rich calcareous grassland. In addition, wider habitat planting is proposed to mitigate other habitats lost, including new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the Area of Outstanding Natural Beauty (AONB) and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Department for Environment, Foods and Rural Affairs (Defra) Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve Biodiversity Net Gain (BNG) with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p> | N  |
| 8.     | Biodiversity               | Supports the replacement of Common Land as it will make up for the impact to areas of SSSI.   | Highways England acknowledges the range of views expressed, including those received in support of the replacement common land.   | N  |
| 9.     | Biodiversity               | Considers that while the scheme is better than it was, the proposals still aren't good enough. The Government has stated an ambition to build back better and greener.              | <p>Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made.</p> <p>The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This includes restoring</p>   | N  |



| Row ID | Topic        | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|--|--|
|        |              |  | <p>and enhancing landscape features typical to the area such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. It also includes ecological design features such as creating new habitat and wildlife crossings, linking and restoring locally important habitats, as well as providing new habitats for rare and protected local wildlife. The landscape-led approach has allowed design interventions on all aspects of the scheme to reduce its impact on the landscape and visual resource, with the careful location and sensitive design of structures and use of locally appropriate materials. Wider benefits of the scheme include improving access and recreational opportunities and improving access to cultural heritage sites.</p> <p>This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).</p>  |  |
| 10.    | Biodiversity | Considers that there should be a wildlife bridge of at least 50 metres to protect nature.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 11.    | Biodiversity | Support for the Common Land proposals because it shows that something of natural value is being given back to account for what would be lost through the project.  | Highways England acknowledges the range of views expressed, including those received in support of the replacement common land.  | N  |
| 12.    | Biodiversity | Supportive of the Wildlife Trust's position, which is that the proposed scheme will result in a net loss of wildlife habitat, despite assurances that this is a landscape-led scheme. Would like to see the scheme bring benefits for people, while avoiding increased impact on the most sensitive wildlife habitats. | <p>As part of the scheme, it is proposed to plant new broadleaved woodland, grassland, trees and species-rich hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. A gain in all these habitats is achieved compared to that lost.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p>                                 | N  |
| 13.    | Biodiversity | Objects to the Common Land proposals, as destruction of existing wildlife areas is not compensated for by newly created ones. Considers the SSSI and all undeveloped land in the AONB should be protected and we should not accept any form of destructive development due to the climate emergency.                   | <p>The replacement Common Land will comprise species-rich calcareous grassland. In addition, wider habitat planting is proposed to mitigate other habitats lost, including new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p> | N  |

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| 14.    | Biodiversity | Request that the old A417 is fully 'greened'.  | The existing A417 is to be repurposed as the Air Balloon Way walking, cycling and horse riding (WCH) route. Wider calcareous grassland verges will be created with scattered trees and woodland blocks along the length of the new Air Balloon Way. It is considered that the conversion of the southern section of the existing A417 to a WCH route (Air Balloon Way) would be likely to increase suitability of adjacent habitats for wildlife such as birds due to the removal of traffic and therefore decreased disturbance from noise and lighting in this area.   | Y  |
| 15.    | Biodiversity | Support for proposals to increase the area of common land and enhance the SSSI.  | Highways England acknowledges the range of views expressed, including those received in support of the replacement common land.  | N  |
| 16.    | Biodiversity | Comment that Common Land replacement must result in a net biodiversity gain.   | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p>  | N  |
| 17.    | Biodiversity | Expresses agreement with points raised by the Gloucestershire Wildlife Trust.  | Highways England acknowledges the consultee's agreement with the points raised by the Gloucestershire Wildlife Trust. Highways England has engaged with Gloucestershire Wildlife Trust during development of the scheme; refer to the Statement of Commonality (Document Reference 7.3) for more information on the current position of the Gloucestershire Wildlife Trust in relation to the scheme.  | N  |
| 18.    | Biodiversity | Suggests that the repurposing of the existing dual carriageway cannot compensate for the destruction of the natural environment with its existing biodiversity which will be caused by the new dual carriageway through an AONB.     | Highways England acknowledges the importance of protecting the natural environment and has considered the preservation of the AONB throughout the design of this landscape-led scheme. The ecological impacts of the scheme, along with appropriate mitigation measures in addition to the repurposing of the existing A417, are described within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 19.    | Biodiversity | Suggests that there must be increased access to natural green space when replacing Common Land, but this must be done in a way which avoids impacts on sensitive wildlife habitats.  | <p>A large area of calcareous grassland will be provided as part of the Common Land replacement. The Air Balloon Way would navigate a route adjacent and separate to the Common Land, to help ensure cyclists and horse riders avoid the Common Land that permits use to walkers only (as required by the Countryside and Rights of Way Act 2000). Use of drystone walls and/or other physical barriers and/or clear signage would help demark routes for these users to help manage the separation between the Common Land and unauthorised users, to be agreed at the detailed design stage as outlined in the ES Appendix 2.1 EMP Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4).</p> <p>Signage and interpretation boards would be situated at suitable locations of the site, such as on the Air Balloon Way and entrances to the Cotswold Way crossing to educate the public regarding the biodiversity of the site and the sensitivity of sites such as Barrow Wake, Crickley Hill and Emma's Grove. Interpretation boards would include geodiversity and heritage information also. The design and exact locations of these boards would be discussed and agreed at the detailed design stage to help avoid or reduce any impacts arising from recreational visitor pressure on sensitive sites.</p> | N  |
| 20.    | Biodiversity | Supportive of the principle of replacing Common Land but emphasises that the land replaced must be better in terms of biodiversity to ensure net gain is achieved. Highlights that 'more land' does not better 'wildlife rich land'. | The replacement Common Land will comprise species-rich calcareous grassland. In addition, wider habitat planting is proposed to mitigate other habitats lost, including new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.   | N  |

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|        |                   |   | <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p>   |  |
| 21.    | Biodiversity      | Raises concerns about the accessibility of Common Land to the general public, as this will not protect the SSSI.                          | Use of drystone walls and/or other physical barriers, clear signage and educational boards would help demark routes for WCH users to help manage the separation between the Common Land and unauthorised users. These features will be agreed at the detailed design stage as outlined in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). In addition the WCH route along the Air Balloon way has been realigned to avoid land planted in compensation for SSSI and Common land lost due to the scheme.   | N  |
| 22.    | Biodiversity      | Considers that the scheme will in no way protect Crickley Hill or Barrow Wake and that ecosystems need to be valued.                      | Highways England acknowledges the importance of protecting designated sites, including the Crickley Hill and Barrow Wake SSSI. Highways England has produced an ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.2) which explains how the impact of construction activities on the environment, including SSSIs, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 23.    | Biodiversity      | Objection to the proposed option due to impact on SSSIs.  | Highways England acknowledges the range of views expressed including those objecting to the land being taken for the scheme. Highways England have followed the mitigation hierarchy to avoid the loss designated habitat wherever possible. There is an unavoidable loss of 0.14Ha of the Barrow Wake unit of the SSSI due to the widening of the A417 and the creation of the B4070 roundabout. All SSSI habitat lost will be compensated for with the creation of additional calcareous grassland adjacent to the SSSI. This replacement SSSI falls within the same habitat created to replace the common land. Further details of the assessment of impacts on the SSSI are included in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 24.    | Biodiversity      | The replacement land area is too small to make a meaningful difference with regards to the wildlife that is dependent on the common land. | <p>The replacement Common Land will comprise species-rich calcareous grassland. In addition, wider habitat planting is proposed to mitigate other habitats lost, including new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p> | N  |
| 25.    | Cultural heritage | Opposes the replacement of Common Land. Considers that the historic area should not be disrupted and kept as is.                          | Highways England acknowledges the range of views expressed including those objecting to the land being taken for the scheme. Common Land that is being taken permanently for the scheme has been identified as essential for scheme delivery. In accordance with section 131 of the Planning Act 2008, Highways England must provide replacement land in exchange for the Common Land being compulsorily acquired. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed. An assessment of the effects of  | N  |

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|        |                   |  | the scheme on the historic environment is provided in ES Chapter 6 Cultural Heritage (Document Reference 6.2).  |  |
| 26.    | Cultural heritage | Support for the proposals for Common Land as it will protect such historic locations.  | Highways England acknowledges the range of views expressed including those in support of the Common Land proposals.   | N  |
| 27.    | Cultural heritage | Comment that the archaeological value of the land should be considered.  | The archaeological potential of the entire proposed DCO boundary has been considered in the design, and where impacts would occur, comprehensive archaeological recording will be implemented prior to construction. This is set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2).  | N  |
| 28.    | Land ownership    | Questions the need for replacement of Common Land as there is already enough open space.   | Highways England is proposing to acquire Common Land as part of the scheme. In accordance with section 131 of the Planning Act 2008, Highways England is proposing an area of replacement land in exchange for the Common Land being compulsorily acquired. The requirements for replacement land are defined in section 131(12) of the Planning Act 2008. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed.   | N  |
| 29.    | Land ownership    | Considers that it is not clear where the Common Land will be taken from, which would then require replacement.   | The area of affected Common Land and its proposed replacement was set out in the consultation materials at the 2020 public consultation, including in the consultation brochure and ES Chapter 12 Population and Human Health (Document Reference 6.2). Taking into account feedback from the 2020 public consultation, Highways England has made some amendments to the replacement Common Land, as set out in section 10.4 of the Consultation Report (Document Reference 5.1). Furthermore, Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed. | N  |
| 30.    | Land ownership    | Query as to whether the new area of Common Land will have the same builder duty value, particularly if the scheme results in more vehicles on the road. Considers the study is naive and limited in its scope and understanding of the real scale of impact. | In accordance with Section 131 of the Planning Act 2008, Highways England is proposing an area of replacement land in exchange for the Common Land being compulsorily acquired. The requirements for replacement land are defined in Section 131(12) of the Planning Act 2008. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1).   | N  |
| 31.    | Land ownership    | Supports proposals for Common Land replacement due to increased area of provision.   | Highways England acknowledges the range of views expressed including those in support of the Common Land proposals.   | N  |
| 32.    | Land ownership    | Considers that these proposals neutralise the impacts that arise from other aspects of the scheme.   |   |  |
| 33.    | Land ownership    | Support for proposals due to provision of a net gain of land in a key area.  |   |  |
| 34.    | Land ownership    | Support for the replacement of Common Land and considers it a good idea to expand the Barrow Wake area to compensate for any land take.  |   |  |
| 35.    | Land ownership    | Support for the Common Land proposals provided the replacement land is of a similar or better standard.  | Highways England acknowledges the range of views expressed including those in support of the Common Land proposals. As set out in Appendix D of the Statement of Reasons (Document Reference 4.1), Highways England has proposed replacement Common Land in accordance with the requirements for such land defined in section 131(12) of the Planning Act 2008. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed.  | N  |
| 36.    | Land ownership    | Considers that it is not clear who would have rights to the Common Land. Does not consider the replacement of a long narrow strip is equivalent when a road is being put through the old land.   | Common Land is land subject to rights enjoyed by one or more persons to take or use part of a piece of land or of the produce of a piece of land which is owned by someone else – these rights are referred to as 'rights of common'. The replacement common is owned by Highways England. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed.   | N  |
| 37.    | Land ownership    | Comment that it will be essential to agree a sustainability plan with the relevant local authority to maintain the proposed amenity.   | At this stage of the project, it is anticipated that following construction all replacement common land will be passed to Gloucestershire Wildlife Trust as the landowner of the existing common  | N  |

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|        |                              |   | land being replace, to manage and maintain. There will be opportunities during the detailed design stage to discuss this ongoing management and maintenance further.   |  |
| 38.    | Land ownership               | Support for the replacement of Common Land. Considers that the value of the new area will be dependent upon its detailed design and subsequent management.  | Highways England acknowledges the range of views expressed including those in support of the Common Land proposals. At this stage of the project, it is anticipated that following construction all replacement common land will be passed to Gloucestershire Wildlife Trust as the landowner of the existing common land being replace, to manage and maintain. There will be opportunities during the detailed design stage to discuss this ongoing management and maintenance further.  | N  |
| 39.    | Land ownership               | Considers that re-designating the existing A417 does not constitute replacement of Common Land and that any land being destroyed should be replaced like-for-like.                                | Highways England is proposing to acquire Common Land as part of the scheme. In accordance with section 131 of the Planning Act 2008, Highways England is proposing an area of replacement land in exchange for the Common Land being compulsorily acquired. The requirements for replacement land are defined in section 131(12) of the Planning Act 2008. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed.  | N  |
| 40.    | Land ownership               | Opposition to the current proposals for replacement of Common Land as the area replaced needs to be much larger and more useful.  | Highways England is proposing a greater area of Common Land as part of the scheme than currently exists. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed.  | N  |
| 41.    | Land ownership               | Support for the replacement of Common Land in principle, but objection to the taking of land for this project.  | Highways England acknowledges the range of views expressed including those objecting to the land being taken for the scheme. As a result of the scheme, a greater area of Common Land will be created than currently exists. Common Land that is being taken permanently for the scheme has been identified as essential for scheme delivery.  | N  |
| 42.    | Land ownership               | Support for overcompensation due to delivery of the scheme in a sensitive area.   | Highways England is proposing a greater area of Common Land as part of the scheme than currently exists. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1). The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed.  | N  |
| 43.    | Land ownership               | Neutral to the replacement of Common Land, as consultee is unsure what the Common Land being lost is currently used for.  | Common Land is land subject to rights enjoyed by one or more persons to take or use part of a piece of land or of the produce of a piece of land which is owned by someone else – these rights are referred to as 'rights of common'. The replacement common is owned by Highways England. The Special Category Land Plans (Document Reference 2.3) set out where the replacement Common Land is proposed.   | N  |
| 44.    | Land ownership               | Considers that the replacement of Common Land would not replace the actual greenfield land that would be lost.  | Highways England acknowledges the range of views expressed including those objecting to the land being taken for the scheme. As a result of the scheme, a greater area of Common Land will be created than currently exists. Common Land that is being taken permanently for the scheme has been identified as essential for scheme delivery. Much of the common land is part of the Barrow Wake unit of the Crickley Hill and Barrow Wake SSSI and the replacement common land will therefore also serve as compensation for SSSI habitat lost. In agreement with Gloucestershire Wildlife Trust, any trees lost within the SSSI will be replaced with calcareous grassland as a designated features of this SSSI unit.   | N  |
| 45.    | Landscape and visual effects | Support for the replacement of Common Land as it will improve the unsightly area currently in situ.   | Highways England acknowledges the range of views expressed including those supporting the proposals for replacement Common Land.   | N  |
| 46.    | Landscape and visual effects | Suggests that the repurposing of the existing dual carriageway cannot compensate for the destruction of the natural environment which will be caused by the new dual carriageway through an AONB. | Highways England acknowledges the range of views expressed including those objecting to the land being taken for the scheme. As a result of the scheme, a greater area of Common Land will be created than currently exists. Common Land that is being taken permanently for the scheme has been identified as essential for scheme delivery. Much of the common land is part of the Barrow Wake unit of the Crickley Hill and Barrow Wake SSSI and the replacement common land will therefore also serve as compensation for SSSI habitat lost. In agreement with Gloucestershire Wildlife Trust, any trees lost within the SSSI will be replaced with calcareous grassland as a designated feature of this SSSI unit.  | N  |
| 47.    | Landscape and visual effects | Disappointed that the land required for the scheme will cut into land users for walking and wildlife, and that the scheme has not been designed in respect of the AONB landscape.                 | Highways England acknowledges the range of views expressed including those objecting to the land being taken for the scheme. As a result of the scheme, a greater area of Common Land will be created than currently exists. Common Land that is being taken permanently for the scheme has been identified as essential for scheme delivery. Much of the common land is part of the Barrow Wake unit of the Crickley Hill and Barrow Wake SSSI and the replacement common land will therefore also serve as compensation for SSSI habitat lost. In agreement with Gloucestershire Wildlife Trust (see Statement of Commonality, Document Reference 7.3), any trees lost within the SSSI will be replaced with calcareous grassland as a designated feature of this SSSI unit. | N  |

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| 48.    | Noise and vibration   | Raises concerns that the area of Common Land to be replaced is likely to be noisy due to its proximity to the road, and therefore won't be an enjoyable place to walk.   | The effects of the scheme on PRoW, in relation to noise during operation, have been assessed based on three-dimensional road noise model and forecast traffic flows using the road and the proximity of individual PRoW. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. There will be beneficial effects for several PRoW due to the removal of traffic from the existing A417 to the south of Air Balloon roundabout; including parts of the Gloucestershire Way, Cotswold Way, and Gustav Holst Way. In areas to the southeast of Air Balloon roundabout, the incorporated noise mitigation would reduce adverse noise impacts as far as reasonably practicable, however, there would be some residual adverse noise impacts on footpaths around the new alignment, including parts of the Gloucestershire Way between Air Balloon roundabout and Coberley. | N  |
| 49.    | Population and human health – community impacts                       | Questions who will be responsible for clearing rubbish on the Common Land which is to be replaced.   | The DCO would seek to acquire all land necessary to construct the scheme and landowner discussions and negotiations have helped to inform the preliminary design and are ongoing. At this stage of the project, it is anticipated that following construction all replacement common land will be passed to Gloucestershire Wildlife Trust as the landowner of the existing common land being replaced, to manage and maintain. There will be opportunities during the detailed design stage to discuss this ongoing management and maintenance further.  | N  |
| 50.    | Land ownership  | Questions how cyclists and horse riders would be prevented from accessing the Common Land.   | The Countryside and Rights of Way Act 2000 (CRoW) details that rights to access Common Land are not afforded to cyclists or horse riders.   | N  |
| 51.    | Population and human health – PRoW/ Walking cycling and horse riders  | Would support making more Common Land available to walkers, and restricting access for cyclists and horses.  | Highways England is proposing a greater area of Common Land as part of the scheme than currently exists. The CRoW Act 2000 details that rights to access Common Land are not afforded to cyclists or horse riders   | N  |
| 52.    | Population and human health – PRoW/ Walking cycling and horse riders  | Considers that cyclists and horse riders will benefit significantly from the scheme and that these groups should focus on the bigger picture, rather than object to the scheme on the basis of minor problems.                                 | Highways England acknowledges the range of views expressed.   | N  |
| 53.    | Population and human health – PRoW/ Walking cycling and horse riders  | Support for the Common Land proposals preventing access to cyclists and horse riders.  | Highways England acknowledges the range of views expressed including those supporting the proposals for replacement Common Land.  | N  |
| 54.    | Population and human health – PRoW/ Walking cycling and horse riders  | Considers that Common Land should be accessible by walkers, cyclists and horse riders.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. As set out in ES Chapter 12 Population and Human Health (Document Reference 6.2), the replacement common land would not be accessible to cyclists or horse riders. Those user groups do not have the legal rights to use common land. The replacement common land would be accessible to walkers, with associated rights provided by the Countryside and Rights of Way Act 2000.   | N  |
| 55.    | Population and human health – PRoW/ Walking, cycling and horse riders | Concern that access is reduced for cyclists and horse riders as a result of proposals for Common Land replacement.   |   |  |
| 56.    | Population and human health – PRoW/ Walking cycling and horse riders  | Hopes that the Common Land replaced will have defined footpaths for walkers and that walkers will not be allowed to roam or picnic.  | As set out in ES Chapter 12 Population and Human Health (Document Reference 6.2), the replacement common land would be accessible to walkers, with associated rights provided by the Countryside and Rights of Way Act 2000.  | N  |
| 57.    | Population and human health – PRoW/ Walking cycling and horse riders  | Expression of disappointment that horse riders will not be able to use the Common land and suggestion that there is a good route from Barrow Wake through to the Cotswold Way bridge that does not involve going through the car park instead. | As set out in ES Chapter 12 Population and Human Health (Document Reference 6.2), the replacement common land would not be accessible to cyclists or horse riders. Those user groups do not have the legal rights to use common land. Taking into account consultation feedback, proposals set out in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) include the repurposed A417 as the Air Balloon Way continuing its route through to the Cotswold Way crossing offering a route not going through the car park at Barrow Wake.  | Y  |
| 58.    | Population and human health – PRoW/                                   | Considers it important to have well-designed bicycle paths which are smooth and free from obstructions so that people do not make unauthorised tracks across Common Land.  | Proposals set out in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) include the repurposed A417 as the Air Balloon Way running in part adjacent to the replacement common land. Appropriate surfacing, signage and enclosures will be agreed at  | N  |

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|        | Walking cycling and horse riders   |  | the detailed design stage to prevent or discourage unlawful access to the replacement common land by cyclists.  |  |
| 59.    | Population and human health – PRoW/<br>Walking cycling and horse riders  | Support for the replacement of Common Land but questions how much the land will be used by walkers as there are so many other areas for walking. | Highways England acknowledges the range of views expressed, including those received in support of the proposals for replacement Common Land. As set out in ES Chapter 12 Population and Human Health (Document Reference 6.2), the replacement common land is required as mitigation for the scheme, and will provide a benefit to open access land. | N  |
| 60.    | Population and human health – PRoW/<br>Walking, cycling and horse riders | Considers the Common Land proposals unacceptable as it would not be as accessible as before and therefore not as good.                           | The CRoW Act 2000 details that rights to access Common Land are not afforded to cyclists or horse riders. Proposals within ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) would enhance the PRoW network overall, as reported in ES Chapter 12 Population and Human Health (Document Reference 6.2).                       | N  |
| 61.    | Principle of development   | Considers that the scheme is not needed and therefore opposes the Common Land proposals.   | Highways England 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  |
| 62.    | Principle of development   | Concerned why money is being spent on the road which is not needed, and when the Council is struggling to maintain existing roads.               | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme.   | N  |
| 63.    | Principle of development   | General support for the scheme to be delivered quickly.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.          | N  |

Appendix Table 10.1H Summary of matters raised in relation to Q7 of the feedback questionnaire and the Highways England response

| Row ID | Topic       | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-------------|---|--|--|
| 1.     | Air quality | Objection to the scheme as it will increase pollution due to increased traffic capacity.  | Highways England 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. By improving congestion and reliability, the scheme aims to improve air quality. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement (ES) Chapter 5 Air Quality (Document Reference 6.2).  | N  |
| 2.     | Air quality | Suggests that the environmental impacts of doing nothing should also be shown to strengthen the case for delivering the project. In particular, pollution resulting from congestion of current constrained capacity.  | ES Chapter 5 Air Quality (Document Reference 6.2) assesses a "Do Minimum" scenario which is an assessment of air quality based on predicted traffic movements in the opening year of the scheme without the construction of the scheme going ahead.  | N  |
| 3.     | Air quality | Considers that the expected reduction in congestion will represent a positive contribution to the environment, due to the reduction of air pollution.   | Highways England acknowledges the range of views expressed concerning air pollution, including those received in support of the project. By improving congestion and reliability, the scheme aims to improve air quality. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2).  | N  |
| 4.     | Air quality | Concern about further delays in construction resulting in more pollution from queuing vehicles.   | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.<br><br>Emissions from the road fleet are predicted to improve year on year during this period and the completion of the scheme is predicted to improve air quality at location with existing poor air quality such as the Birdlip Air Quality Management Area (AQMA). | N  |
| 5.     | Air quality | Considers that the design changes do not reduce emissions.  | The design changes do not reduce emissions compared to not constructing the scheme. The results of an assessment of total emissions due to the scheme are presented in the ES Chapter 14 Climate (Document Reference 6.2), WebTAG assessment and Transport Report (Document Reference 7.10)  | N  |
| 6.     | Air quality | Hopes that tree and flower planting will screen the road as much as possible, reduce noise pollution, absorb carbon dioxide and screen diesel and other particulates from the road.   | A range of measures have been used to screen and integrate the road as much as possible including tree and shrub planting, calcareous grassland, Cotswold stone walls and landscape earthworks, as well as careful siting of the road. These measures will have no tangible impact on the absorption of CO2 or screening of pollutants from the road reaching sensitive human and ecological receptors.  | N  |
| 7.     | Air quality | Concern over the figures and the geographic area of figures used for NO2 and why they haven't triggered requirement for mitigation.   | The air quality assessment reported upon in ES Chapter 5 Air Quality (Document Reference 6.2) has followed the assessment requirements of DMRB LA105. Mitigation for operational effects would be implemented where a significant effect is predicted to occur. No significant effects are predicted for human health and therefore no mitigation has been suggested.  | N  |
| 8.     | Air quality | Considers that ensuring smooth traffic will contribute towards a reduction in environmental pollution in the immediate area.  | The scheme is predicted to result in an increase of emissions from vehicles due to an increase in traffic volumes. Improvements in local air quality are predicted to occur where the scheme improves congestion and moves traffic away from residential properties that currently experience poor air quality such as the Birdlip AQMA. This is set out in ES Chapter 5 Air Quality (Document Reference 6.2).   | N  |
| 9.     | Air quality | Comment that air quality in Cowley needs to be measured now so that any deterioration can be assessed when the road is operational and that compensation should be provided for local residents if this worsens.  | Air quality at selected receptors in Cowley for the opening year of the scheme has been predicted by modelling emissions from predicted traffic movements in the area with and without the scheme. There are predicted minor improvements in air quality as a result of the scheme at modelled receptors in Cowley. The results of the assessment are presented in the ES Chapter 5 Air Quality (Document Reference 6.2).  | N  |
| 10.    | Air quality | Comment that the positive effect of the scheme on the pollution outweighs the negative effects on the surrounding countryside.  | Highways England acknowledges the range of views expressed concerning air pollution, including those received in support of the project. By improving congestion and reliability, the scheme aims to improve air quality. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2).  | N  |
| 11.    | Air quality | Highlights the importance of any air quality impact modelling recognising that increased traffic is likely to occur on the new route, such as heavier traffic diverting from the M5/M4 route, along with local journeys particularly between Cirencester and Cheltenham/Gloucester. | An air quality assessment has been carried out and this incorporates reassignment of traffic from one road to another such as the M4 to M5 route onto the A417 due to the construction of the scheme. The results of the air quality assessment are in ES Chapter 5 Air Quality (Document Reference 6.2).  | N  |



| Row ID | Topic                      | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|----------------------------|---|---|--|
| 12.    | Alternatives to the scheme | Objects to scheme and considers that the budget could be spent on improving the natural environment instead. Considers installing speed cameras would slow the traffic and prevent accidents.   | Highways England acknowledges the range of views expressed relating to the need for the scheme. Alternatives to the scheme have been carefully considered during the refinement of current design and through the options identification and appraisal process. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 13.    | Alternatives to the scheme | Considers the scheme is unnecessary and existing national infrastructure should be fixed instead.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme. Alternatives to the scheme have been carefully considered during the refinement of current design and through the options identification and appraisal process. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 14.    | Alternatives to the scheme | Suggests that a widening of the road with a crawler lane at the Air Balloon public house could have had a similar result for a much lower cost.   | Highways England acknowledges the range of views expressed relating to the need for the scheme. Alternatives to the scheme have been carefully considered during the refinement of current design and through the options identification and appraisal process. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 15.    | Alternatives to the scheme | Considers that the only satisfactory solution from an environmental perspective would be to build a tunnel. Suggests the possibility of a tunnel from near Nettleton Bottom to Crickley Hill, which would be around 2 miles and would not require a steep gradient.   | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 16.    | Anti-social behaviour      | Concern that the parking proposed on the Air Balloon Way must not go ahead in the current location due to likelihood of anti-social behaviour being shifted from Barrow Wake to this new parking area. Considers the current anti-social behaviour at Barrow Wake is unacceptable and must not be encouraged. | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y  |
| 17.    | Biodiversity               | Considers that tens of thousands of mammals will die due to the scheme as there are insufficient culverts and the scheme will be impassable.  | Embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass east of Flyup, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. The ecological impacts of the scheme are described within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 18.    | Biodiversity               | Suggestion that as a result of the scheme, adders will continue to interbreed on Crickley Hill and go extinct, as they do not have a green bridge to access other adders on Barrow Wake.  | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change.<br><br>There is currently no habitat connectivity for reptiles across the existing A417 between Crickley Hill and Barrow Wake. There will be a translocation exercise to move reptiles from affected areas of the scheme to a designated reptile translocation site created within the Development Consent Order (DCO) boundary in agreement with stakeholders. With consideration given to the carrying capacity of the Crickley Hill area, reptiles, including adders, may also be moved to habitat within Crickley Hill from affected areas of the scheme.   | N  |
| 19.    | Biodiversity               | Concern over the inevitable increase in vehicle emissions and suggestion that there should be a commitment to planting additional trees above the number of those felled as a result of scheme construction.  | Total emissions are predicted to increase as a result of the scheme; the results of the assessment are presented in ES Chapter 14 Climate (Document Reference 6.2). As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the Area of Outstanding Natural Beauty (AONB) and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. Overall, there will be a gain of 9.59Ha of broadleaved woodland, 72.88Ha of lowland calcareous grassland and 5.5km of native species rich hedgerow across the scheme. The landscape design is shown in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).                     | N  |

| Row ID | Topic        | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--------------|---|--|--|
| 20.    | Biodiversity | Considers that achieving an increase of high-quality wildlife habitat through Biodiversity Net Gain, guided by the Nature Recovery Network is a fundamental measure of success for a landscape-led scheme.                        | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Department for Environment, Foods and Rural Affairs (Defra) Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve Biodiversity Net Gain (BNG) with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p>  | N  |
| 21.    | Biodiversity | Requests further details about the proposed woodland planting immediately to the north of the Gloucestershire Way crossing.   | Planting adjacent to Ullen Wood and on either side of the Gloucestershire Way Crossing would comprise a diverse mix of native broadleaved species appropriate to the area and in keeping with the AONB. This planting will connect Ullen Wood with Emma's Grove and funnel species across the Gloucestershire Way Crossing and direct them away from entering the highway, improving landscape connectivity. Additional woodland planting will act as a buffer between Ullen Wood ancient woodland and the new highway alignment. For further information, please refer to ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) which shows woodland planting.   | N  |
| 22.    | Biodiversity | Raises concerns that the scheme increases severance and destruction in Crickley Hill and Barrow Wake SSSI, which are some of the last pockets of flower-rich grassland in the Cotswolds.  | Highways England acknowledges the importance of protecting designated sites, including Barrow Wake SSSI. Highways England has produced an ES (Document Reference 6.2) and ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) which explains how the impact of construction activities on the environment, including SSSIs, will be managed. Large areas of calcareous grassland will be planted either side of the Gloucestershire Way crossing and adjacent to Barrow Wake to mitigate the impacts of increased fragmentation. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). The loss of calcareous grassland within the SSSI would be compensated for with the planting of calcareous grassland in a greater quantity than that lost within the scheme.   | N  |
| 23.    | Biodiversity | Raises concerns that significant budget for environmental mitigation and enhancement has not been defined, nor how such a budget would be protected.  | Highways England has produced an ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the environmental impacts of the scheme will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 24.    | Biodiversity | Support for proposals to maintain veteran trees and incorporate wildlife culverts and routes across bridges but concern that there is no wildlife link across the Cotswold Way.   | All efforts have been made to avoid loss of veteran trees within the scheme boundary. Three trees will be unavoidably lost to the Scheme, but others will be retained and protected throughout construction. Details of veteran trees and mitigation are provided in ES Chapter 8 Biodiversity (Document Reference 6.2). Embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) displays the strategic planting and badger fencing throughout the length of the scheme, which will direct and funnel wildlife towards suitable crossing locations and direct them away from entering the carriageway. | N  |
| 25.    | Biodiversity | Support for proposals as mitigation of the environmental impact has been well considered.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme and environmental mitigation.  | N  |
| 26.    | Biodiversity | Considers that the abundant wildlife population at Stockwell Farm will not return even if part of their habitat is re-located. Also considers that the light and noise pollution at night-time will deter many nocturnal species. | The Stockwell overbridge will be greened to provide connectivity of habitats and a suitable crossing point for wildlife, though Highways England acknowledges that some wildlife populations will experience an increase in disturbance during operation of the scheme. Highways England has   | N  |

| Row ID | Topic        | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------|--|---|--|
|        |              |  | produced an ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the environmental impacts of the scheme, including disturbance to species from light and noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.3) are secured through a requirement in the draft DCO (Document Reference 3.1).   |  |
| 27.    | Biodiversity | Considers the mitigation strategy is not bold enough and that the land area brought into benefit for wildlife needs to be larger.  | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).</p>   | N  |
| 28.    | Climate      | Objects to the scheme because there will be an increase in CO2 emissions due to increased car users on a wider road, and will become clogged with traffic again in time. | Highways England is required by the National Policy Statement for National Networks (NPSNN) to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the Environmental Impact Assessment (EIA) regulations.  | N  |
| 29.    | Climate      | Comment that all greenhouse gas emissions from construction and implementation must be offset.   | ES Chapter 14 Climate (Document Reference 6.2), Section 14.9 Design, mitigation and enhancement measures, sets out mitigation measures embedded into the scheme design to avoid, prevent and reduce greenhouse gas emissions under the heading 'Impact of the scheme on climate (GHG emissions assessment)'. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200-300Ha of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.   | N  |
| 30.    | Consultation | Concern that the consultation information does not include the impact of road noise.   | A preliminary assessment of the effects of the scheme with regard to noise was published at the 2019 public consultation (in Chapter 11 of the 2019 PEI Report) and at the 2020 public consultation (in Chapter 11 of the 2020 PEI Report). The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. Overall, the scheme will lead to more residential properties experiencing a noise decrease compared to those experiencing an increase. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in the EMP are secured through a requirement in the draft DCO (Document Reference 3.1). | N  |
| 31.    | Consultation | Considers that Highways England has listened to the concerns of the public and the scheme is now vastly improved.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 32.    | Consultation | Raises concerns that the suggestions of the National Trust and the Gloucestershire Wildlife Association are not being considered.  | Highways England has engaged with the National Trust and the Gloucestershire Wildlife Trust throughout the development of the scheme, through both statutory and non-statutory consultation and engagement. They were formally consulted as part of the 2019 statutory consultation and the   | N  |

| Row ID | Topic              | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--------------------|--|---|--|
|        |                    |  | 2020 supplementary consultation, and their responses have been given due regard as evidenced in the Consultation Report.  |  |
| 33.    | Consultation       | Raises concerns that the expert views of the Gloucestershire Wildlife Trust and the Ramblers Association have not been properly taken into account.  | Highways England has engaged with the Gloucestershire Ramblers and the Gloucestershire Wildlife Trust throughout the development of the scheme, through both statutory and non-statutory consultation and engagement. They were formally consulted as part of the 2019 statutory consultation and the 2020 supplementary consultation, and their responses have been given due regard as evidenced in the Consultation Report.  | N  |
| 34.    | Consultation       | Raises concerns that any environmental findings will be partial due to incomplete data and subjective interpretation.  | The Preliminary Environmental Information (PEI) Report published for statutory consultation is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also set out the measures that were proposed to avoid or reduce any likely significant environmental effects.<br><br>An Environmental Impact Assessment (EIA) has been completed to fully assess the effects of the proposal on the environment. The EIA is reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme. | N  |
| 35.    | Consultation       | Raises concerns that it is difficult to identify in the PEIR what has actually changed.  | As well as the information in the 2020 PEI Report, Highways England published a Consultation Booklet and a 'Responding to your Feedback' document as part of the 2020 supplementary statutory consultation, which set out the changes to the scheme since the 2019 statutory consultation. See Chapter 9 of the Consultation Report (Document Reference 5.1) for more information on the material provided at the 2020 consultation.  | N  |
| 36.    | Economics          | Raises concerns that changes to budget will inevitably mean less will be done to mitigate the environmental impact of the scheme.  | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including the environmental mitigation and enhancement measures proposed.  | N  |
| 37.    | Engineering design | Considers that the design changes have improved the scheme's environmental effects on the area, as will the reduced congestion as a result of the scheme. Considers the bridge designs will also be beneficial to all users. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 38.    | Engineering design | Raises concerns that reducing the gradient has been given higher priority than reducing environmental impact.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 39.    | Engineering design | Considers the design of the Gloucestershire Way crossing positive.   | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N  |
| 40.    | Engineering design | Comment that reducing rat-running through Brimpsfield will improve the environment by protecting the roads and verges; reduce air pollution and litter; improve and protect village life and improve road and walker safety. | 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. Highways England 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 Transport Report (Document Reference 7.10).   | N  |
| 41.    | Engineering design | Expression of disappointment to see the green bridge proposals omitted.  | Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information for why Highways England decided to remove the green bridge from the scheme following the 2019 statutory consultation.  | N  |
| 42.    | Engineering design | Considers that there will not be a significant environmental effect and that the improvements to road safety are more important than environmental concerns.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 43.    | Engineering design | Objection to proposed car park.  | Highways England acknowledges the range of views expressed, including those received which object to the proposed parking near the Air Balloon Way. Further to consultation comments  | Y  |

| Row ID | Topic                        | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|------------------------------|---|---|--|
|        |                              |   | received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  |  |
| 44.    | Engineering design           | Supportive of the gradient change as it will overall result in a reduced physical impact of the road and reduced material movement.   | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.   | N  |
| 45.    | Engineering design           | Suggests that the Gloucestershire Way crossing should have a central width of at least 80 metres to reconnect wildlife habitats between Crickley Hill and Barrow Wake.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 46.    | Landscape and visual effects | Disappointed that Highways England have missed an opportunity to construct a scheme which is pioneering and truly landscape-led with minimal disruption, as opposed to including some mitigating features.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 47.    | Engineering design           | Concern that a tunnel option has not been consulted on.   | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 48.    | Engineering design           | Highlights that the A435 road surface was recently updated to an inferior surface which is much noisier and difficult to cycle along. Suggests that this is resurfaced using a smoother surface and requests confirmation the chosen surface for the new A417 will be as quiet as possible. | Highways England acknowledges the range of views expressed, including those received in relation to road surfacing. The proposed surfacing for the A417 Missing Link scheme would be specified as Lower Noise Surfacing (LNS). The A435 would not fall within the scope of the scheme but would be the responsibility of the Local Highways Authority.  | N  |
| 49.    | Land ownership               | Raises concerns that the scheme will significantly affect house prices due to reduced noise and air quality.  | Highways England acknowledges concerns related to changes to property values as a result of the scheme. Property and land directly affected by the scheme is subject to compensation in line with the compensation code and Highways England is in ongoing discussions with landowners on this matter.  | N  |
| 50.    | Land ownership               | Considers that the scheme uses more land than is necessary.   | Highways England has only impacted land where rights or access are essential for the delivery of the scheme. The Statement of Reasons (Document Reference 4.1) provides detail about the reasons for the land acquisition required for the scheme.  | N  |
| 51.    | Land ownership               | Raises concerns that land the consultee owns will be affected by noise and light pollution.   | <p>The consultee is not a landowner affected by the scheme as defined by section 42(1)(d) of the Act, however the land in question is in the vicinity of the scheme. Highways England recognises that sensitivity of the AONB landscape and the Dark Skies area. As such, the scheme will not be lit. The area between Shab Hill and Cowley junction includes significant landscape earthwork proposals that incorporate false cuttings alongside the road through this section. These measures will significantly reduce the visual impact of traffic headlights through this section.</p> <p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. Overall, the scheme will lead to more residential properties experiencing a noise decrease compared to those experiencing an increase. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4)</p> | N  |

| Row ID | Topic                        | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|------------------------------|--|---|--|
|        |                              |  | which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in the EMP are secured through a requirement in the draft DCO (Document Reference 3.1).  |  |
| 52.    | Landscape and visual effects | Support for making the cutting for Crickley Hill less deep but concern that the new Shab Hill junction will be positioned on a high point in the landscape and may have a visual and audible impact on the environment and that having the A436 run parallel to the A417 up to Shab Hill makes a wide cutting. | As a result of the change in gradient made to the scheme following the 2019 public consultation, the position of the Shab Hill junction in the landscape has not significantly changed and it has not resulted in new or different landscape and visual effects. Landscape earthworks and Cotswold stone walls have been introduced to the Shab Hill junction in order to screen the scheme from the surrounding valley and wold. An assessment of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 53.    | Landscape and visual effects | Support for the proposals as delivering a landscape-led approach.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 54.    | Landscape and visual effects | Comment that AONBs should be better protected from the impacts of roads.   | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 55.    | Noise and vibration          | Raises concerns about the impact of noise on the villages of Coberley and Cowley. Questions whether the noise of the road will be shielded to these villages.  | ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A low noise road surface is incorporated into the proposed scheme design. For the case of Cowley, proposed additional mitigation measures comprise of a variety of screening (stone wall and earth bunds or a combination of them) ranging from 3.2 to 13.2 metres high.   | N  |
| 56.    | Noise and vibration          | Would like tarmac used in the scheme as it is quieter than concrete.   | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. ES Figures 11.3 and 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design.   | N  |
| 57.    | Noise and vibration          | Highlights the need to re-surface the concrete sections of the existing A417/9 which has been affecting local residents for 20 years.  | The scheme will include a lower noise road surface, which will reduce road noise between Brockworth bypass and Cowley junction. The concrete section of the A417/A419 south of the scheme (between Latton and Daglingworth) is outside the study area criteria of this project assessment. For residents living near the concrete section, there is only a very small predicted increase in traffic noise once the road is open to traffic (between 0.5dB and 1.1dB). This is slightly above the forecast increases that would occur without the scheme due to traffic growth (around 0.5dB). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England does, however, regularly monitor its motorways and A roads and makes improvements when needed.                   | N  |
| 58.    | Noise and vibration          | Comment that the banks / trees either side of the new A417 between the existing Air Balloon public house and Cowley Lane overbridge look like a definite positive to reduce noise pollution.   | With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no allowance is made for the attenuation effects of vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required tree planting is not generally adopted as a reliable noise mitigation measure.  | N  |
| 59.    | Noise and vibration          | Raises concerns that there will be considerable noise pollution and that house prices will be reduced.   | The noise impacts of the proposed A417 scheme have been fully assessed within ES Chapter 11 Noise and Vibration (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts. ES Figures 11.3 and 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. A construction noise and vibration impact assessment has also been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England acknowledges concerns related to changes to property values as a result of the scheme. Property and land directly affected by the scheme is subject to compensation in line with the compensation code and Highways England is in ongoing discussions with landowners on this matter. | N  |

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| 60.    | Noise and vibration  | Raises concerns around the traffic using the easternmost roundabout at Shab Hill junction and its associated roads, and how this will impact the tranquillity of the Coldwell Valley. Suggests that this section should be invisible and inaudible from Coldwell Bottom, so as to not impact the local AONB landscape.   | Highways England has taken a landscape-led approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. A lower noise road surface, cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and PRow. At Shab Hill Junction, additional mitigation measures comprised a variety of screening (stone wall and earth bunds, or a combination of them) ranging from 1.2 to 8.2 metres high relative to the level of the road.   | N  |
| 61.    | Noise and vibration  | Raises concerns that the noise chart for the existing scheme shows a theoretical position at 2024. Questions what assumptions have been made on this projection and why the baseline for this data is not that which is actual noise pollution level for 2020. Questions why the projection for this scheme has not been shown at 2024 to allow viewers to assess the difference on a like-for-like time period. Questions how residents can assess the environmental impact and mitigation if surveys are ongoing and won't be reported until DCO submission. | The effects of noise from the proposed scheme has been assessed according to the DMRB Standard LA 111 methodology. This requires that a comparison of noise is made between a scenario without the scheme in the opening year and a scenario with the scheme in the opening year. It is this change that describes the immediate impact of the proposed scheme. A comparison is also made between the without scheme scenario in the opening year and a scenario with the scheme in a future year (generally 15 years after opening). Baseline surveys have been carried out and are reported in the ES Chapter 11 Noise and Vibration (Document Reference 6.2).   | N  |
| 62.    | Noise and vibration  | Comment that baseline noise measurements should be made available, measuring the impact in different weather conditions, at different times and different seasons and that data should be more transparent.  | The baseline noise measurement data and methodology are of ES Chapter 11 Noise and Vibration (Document Reference 6.2). The assessment of traffic noise for the whole of the proposed scheme area has been carried out using standard prediction procedures. This is a requirement of the 'Design Manual for Roads and Bridges' which defines the procedure to be followed for the assessment of road traffic noise. All major road schemes must comply with this procedure. The use of predicted noise levels (including the baseline noise across all areas of the proposed scheme) allows the comparison of the noise levels with and without the scheme to be assessed under standardised conditions to truly determine the effect of the scheme.   | N  |
| 63.    | Population and human health – business and tourism                   | Support for the scheme provided local businesses are supported with the changes.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 64.    | Population and human health – business and tourism                   | Considers that the scheme will not prevent littering in Barrow Wake which then blows into the grassland.   | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information. | Y  |
| 65.    | Population and human health – community impacts                      | Considers that the overall impact of the road work will be significant and negative for local people.  | The Case for the Scheme (Document Reference 7.1) sets out the reasons why the scheme should proceed. ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the likely effects on local people. In summary, it concludes that: Birdlip would experience a slight beneficial change in attributes and environmental quality given the A417 would be redirected east and the existing A417 would be repurposed as a restricted byway with associated landscaping; Cowley would experience a slight adverse change in attributes and environmental quality given the A417 would be redirected east and the new alignment would bring traffic closer to the settlement; and Brimpsfield would experience a slight beneficial change in attributes and environmental quality given the A417 and new Cowley junction would help reduce the need for rat running through the village.                               | N  |
| 66.    | Population and human health – PRow/ Walking cycling and horse riders | Highlights the importance of the scheme bringing benefits for people enjoying nature and outdoor spaces, whilst avoiding increased impacts on wildlife habitats.   | The Case for the Scheme (Document Reference 7.1) sets out the reasons why the scheme should proceed, taking into account the likely impacts on people, landscape and wildlife.   | N  |
| 67.    | Population and human health – PRow/ Walking cycling and horse riders | Suggests that there be maps installed within the Bicycle Network and clear signposts of bicycle users. Raises concerns that paths could allow tree roots to displace poorly laid tarmac, and suggests that the foundation for  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. That sets out that matters such as surfacing and signage will be agreed at the detailed design stage. Appropriate surfacing would be selected following discussions between Highways England,   | N  |

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|--------|--------------------------|---|---|--|
|        |                          | cycle routes be well-designed with strength and topped with high-quality asphalt.   | its Contractor and Gloucestershire County Council with the involvement of local user groups as appropriate.   |  |
| 68.    | Principle of development | Considers that if the overall effect of the scheme is to encourage more vehicles to pass through, this will result in more congestion at end points, more urban pollution and climate change, more noise and less income to the rail network.   | Highways England 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. By improving congestion and reliability, the scheme aims to improve air quality. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2), whilst its effects in relation to the climate are set out in ES Chapter 14 Climate (Document Reference 6.2). The Case for the Scheme (Document Reference 7.1) sets out the reasons why the scheme should proceed.   | N  |
| 69.    | Principle of development | Opposition to the scheme as investment into new roads is not beneficial for the environment, despite minor tweaks to crossings.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the reasons why the scheme should proceed.   | N  |
| 70.    | Principle of development | Considers that the delivery of the scheme should be the priority and it should not be derailed by environmental concerns.   | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  | N  |
| 71.    | Principle of development | Considers the new environmental impacts of the scheme to be vastly improved in comparison to the scheme previously consulted on.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme and the changes made to the design since the 2019 public consultation.  | N  |
| 72.    | Principle of development | Objects to building a 5 lane road next to the existing road and then continuing to run both.  | Highways England 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  |
| 73.    | Principle of development | Support for proposals as landscape and views have been well considered.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 74.    | Principle of development | Considers that the environmental impacts are better than previous proposals but still need improving. Highlights the importance of Gloucestershire Wildlife Trust's Recommendations.  | Highways England has engaged with Gloucestershire Wildlife Trust throughout the development of the scheme, including with regards to changes made to the scheme since the 2020 supplementary statutory consultation. Refer to section 10.4 of the Consultation Report (Document Reference 5.1) for further information on changes, which has included the provision of additional calcareous grassland and the widening of the Gloucestershire Way crossing to further address habitat fragmentation and connectivity of the SSSI.  | Y  |
| 75.    | Principle of development | Comment that the environmental effects remain disastrous and that the scheme is unnecessary given the likely future change in road traffic. Considers the money would be better spent on improving public transport and reducing speed limits to 50mph as well as improving signage would alleviate the issues. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 76.    | Principle of development | Support for the changes to environmental effects as there seems to be slightly less adverse effects.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 77.    | Principle of development | Raises concerns that delays to the scheme and numerous consultations have led to further damage to the environment as continuing traffic congestion and disruptions to local residents has occurred. Considers that construction should have started much sooner.   | Under the Planning Act 2008, Highways England is required to carry out statutory pre-application consultation. Following the 2019 statutory consultation, several changes were made to the scheme design and Highways England decided to carry out a supplementary statutory consultation to seek feedback on these changes. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020. | N  |
| 78.    | Principle of development | Concern about pollution from car emissions, noise and light pollution from the proposed new road.   | The ES sets out the effects of the scheme in relation to air quality in ES Chapter 5 Air Quality (Document Reference 6.2), noise in ES Chapter 11 Noise and Vibration (Document Reference 6.2), and the landscape, including light in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). The ES also sets out mitigation proposed to reduce effects of the scheme.   | N  |
| 79.    | Traffic and transport    | Support for the scheme as it will improve traffic flow, which will in turn reduce congestion and therefore pollution.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 80.    | Traffic and transport    | Hopes that the road will be built as soon as possible as less congestion will be better for the environment.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support   | N  |



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|        |                       |   | of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  |  |
| 81.    | Traffic and transport | Considers that the design changes do not reduce traffic volumes.  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 is forecast to increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling also shows that as a result of the scheme, there is forecast to be a decrease in traffic on the A436 and the A435 as vehicles would redistribute to the A417 following improvements to the road. On the local road network the traffic modelling shows that there are forecast to be some decreases in traffic on the B4070 north of Birdlip and on Birdlip Hill/ Ermin Way and some increases on the B4070 south of Birdlip and on Leckhampton Hill. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10). | N  |
| 82.    | Traffic and transport | Suggests that traffic congestion is less prevalent now due to Coronavirus and traffic moves freely at the Cowley Roundabout and through Nettleton Bottom. | Whilst the short term impact of the COVID-19 pandemic on the road network has been a reduction in traffic, the long term impact on road traffic volumes, mode choice and travel patterns remains unclear and there is currently no evidence to suggest that there will be a substantial drop in traffic volumes in the long term.   | N  |
| 83.    | Traffic and transport | Concern about increased rat running as a result of 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. Highways England 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 Transport Report (Document Reference 7.10).   | N  |

Appendix Table 10.11 Summary of matters raised in relation to Q8 of the feedback questionnaire and the Highways England response

| Row ID | Topic                      | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|----------------------------|---|---|--|
| 1.     | Alternatives to the scheme | Considers the way that highways improvements are carried out is piecemeal and improvements in one section of road will result in impacts to another on the network. Concerned over how the A417 scheme may result in problems elsewhere. Suggestion that a better solution would be to get rid of lane space where the roads are too fast flowing rather than building more elsewhere. Considers that we will need to reduce the amount of roads we have and we should do this strategically. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. An assessment of alternatives to the scheme has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.<br><br>Highways England has also 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 Transport Report (Document Reference 7.10).   | N  |
| 2.     | Alternatives to the scheme | Suggestion that the existing junction should be rebuilt with a bridge and the A417 be moved closer to the A436, preserving both the Air Balloon public house and Emma's Grove.  | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and Environmental Statement (ES) Chapter 3 Assessment of Alternatives (Document Reference 6.2). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 3.     | Alternatives to the scheme | Suggestion that the scheme design should be a three-lane road up Crickley Hill and 2 lanes going downhill. This would solve the congestion issues and gradient would not be a problem. Suggests the two-lane downhill section could be built first and used to allow two-way traffic to pass while the rest is constructed.   | The scheme as proposed would include three lanes on the carriageway travelling up the Crickley Hill escarpment, with two lanes travelling downhill. Comments on construction phasing are noted. Highways England is committed to keeping the A417 open to traffic. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 Environmental Management Plan (EMP) (Document reference 6.4) and ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County 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. | N  |
| 4.     | Alternatives to the scheme | Considers that, by failing to consider a tunnel, the opportunity to satisfy most people has been lost.  | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 5.     | Anti-social behaviour      | Comment antisocial behaviour should be prevented at the proposed car parking area by limiting access through Birdlip village for reasons of increased traffic flow and road safety.   | While Highways England recognises concerns relating to anti-social behaviour at Barrow Wake car park, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. However, the design of the scheme near Barrow Wake could provide a benefit in relation to this issue. Following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 6.     | Anti-social behaviour      | Understanding of the need for disabled and horse-box parking but raises concerns about the remote location of the proposed car parks and their history of anti-social behaviour and traveller camps Raises concerns that this will also introduce safety and litter concerns for the local community. Suggests that important solutions be employed for the scheme to mitigate against this.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.   | Y  |
| 7.     | Biodiversity               | Support for the wildlife bridges coupled to the Gloucestershire Way and Cotswold Way crossings. Considers them excellent and long overdue.  | Highways England acknowledges the range of views expressed, including those in support of the proposed wildlife bridges. The Cotswold Way Crossing is a footpath with the purpose of connecting the Cotswold National Trail. This crossing does not offer habitat for wildlife. However, the two other  | N  |

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|        |              |  | bridges at Stockwell and Cowley do include hedgerow planting to connect wildlife habitat as well as the Gloucestershire Way crossing.   |  |
| 8.     | Biodiversity | Objection to the scheme as it will destroy a unique habitat for many species.  | Highways England 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  |
| 9.     | Biodiversity | Considers it essential that the scheme brings benefits for people whilst avoiding increased impact on the most sensitive wildlife habitat.   | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Highways England acknowledges the importance of protecting sensitive wildlife habitat. Highways England has produced an ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities the environment, including sensitive wildlife habitat, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.2) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 10.    | Biodiversity | Suggestion that a 50m corridor should be installed to link the nature reserves, as such corridors are well known to improve accessibility for all fauna and flora.   | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Furthermore, additional embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please see section 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information. | Y  |
| 11.    | Consultation | Expresses the importance of considering the suggestions made by the Gloucestershire Wildlife Trust.  | As set out in the Consultation Report (Document Reference 5.1), Gloucestershire Wildlife Trust were consulted as part of the 2019 statutory consultation and the 2020 supplementary consultation, and their response given due regard. Please also refer to the Statement of Common Ground with the Gloucestershire Wildlife Trust (See Statement of Commonality (Document Reference 7.3) for a record of the current status of discussions with them regarding the scheme.   | N  |
| 12.    | Consultation | Considers that Highways England have worked closely with Stakeholders to produce great new plans.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 13.    | Consultation | Considers that there have been many rounds of consultation and there is frustration amongst local people that the scheme is delayed.   | As set out in the Consultation Report (Document Reference 5.1), Highways England has carried out a supplementary statutory consultation in 2020 to seek feedback on a number of design changes made following the 2019 statutory consultation. Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 14.    | Consultation | Confusion around approaching Leckhampton Hill from Cheltenham. In the Consultation video, there is a roundabout with four roads joining but on the map within the Consultation materials, there appears to only be three roads and a junction with Leckhampton Hill away from the roundabout,  | Highways England acknowledges the feedback on the 2020 consultation materials. The Ullenwood junction would have four roads joining as depicted on the fly-through video and the consultation maps. On reviewing this comment, it is apparent that the fourth branch of the junction, where it joins with Cold Slad lane, may have appeared unclear to the consultee due to the yellow lines depicting the proposed and existing WCH paths on this section of highway. The more detailed General Arrangement and Section Plans (Document Reference 2.6) published as Figure 2 of the 2020 PEI Report showed this section of the scheme in more detail and also depict the four branches of Ullenwood junction.  | N  |
| 15.    | Consultation | Query as to why the National Trust has delayed the project at 'the eleventh hour', as it is a dangerous road which local people avoid at all costs. Considers that too many organisations have been involved arguing over the scheme and would like Highways England to take into account the views of Birdlip villagers and their safety. | As set out in section 7.4 of the Consultation Report (Document Reference 5.1), Highways England decided to make a number of changes to the design of the scheme following the 2019 statutory consultation taking into account feedback received from stakeholders, landowners and the general public, as well as the results of further environmental and technical assessment. Highways England decided to carry out a supplementary statutory consultation in 2020 to seek feedback on these changes. Birdlip lies within the mailing area of local residents consulted in 2019 and 2020 and the opinions of residents have been given due consideration. For further information please refer the Consultation Report (Document Reference 5.1). Subject to planning approvals, Highways England  | N  |

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|--------|--------------------|---|---|--|
|        |                    |   | expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  |  |
| 16.    | Consultation       | Considers that the design changes have not been well-described or detailed in the consultation materials.   | Highways England acknowledges the range of views expressed and the feedback on the consultation materials. A summary of the materials available at the 2020 supplementary statutory consultation and their contents is provided in Chapter 9 of the Consultation Report (Document Reference 5.1).   | N  |
| 17.    | Consultation       | Highlights the importance of Cowley Village, and that it should feature on all maps as it is clearly affected in terms of road noise, visual impact and local PRow. Suggests that every Cowley resident be notified, rather than just the Parish Council.   | Cowley village is not shown on the main scheme map due to the scale required to show the full extent of the DCO Boundary of the scheme. However, Cowley village does appear on some figures of the ES (Document Reference 6.2) where the study area for particular topics extends to Cowley, e.g. ES Figure 12.1 Population and Human Health Study Area (Document Reference 6.3). Cowley lies within the mailing area of local residents consulted and the opinions of residents have been given due consideration. For further information please refer to Consultation Appendix A of the Statement of Commonality (Document Reference 7.3) on the consultation website and Chapter 9 of the Consultation Report (Document Reference 5.1).   | N  |
| 18.    | Cultural heritage  | Concerned about the impact of the scheme on the Golden Heart Inn which is located on the site of old Roman inns dating back 2 millenia.   | Any archaeological remains that may survive at the Golden Heart Inn would not be impacted by the proposed scheme.   | N  |
| 19.    | Cultural heritage  | Comment that the historic Golden Heart public house should have a drive in route secured.   | Access to the Golden Heart Inn will be maintained during the construction and operation of the scheme.  | N  |
| 20.    | Economics          | Considers that Highways England should be closed and the money instead provided to local councils to do the work that they would like, rather than excessive and unwanted schemes.  | Highways England 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 A417 Missing Link 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. Highways England is the government company which plans, designs, builds, operates and maintains England's motorways and major A-roads (the strategic road network).   | N  |
| 21.    | Economics          | Questions how it will be ensured that the scheme isn't compromised in terms of environmental mitigation if budgets are cut.   | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including mitigation proposals.  | N  |
| 22.    | Engineering design | Suggests that traffic from Cheltenham should be directed to the roundabout at Leckhampton Hill.   | There are four roads connecting to the Ullenwood junction roundabout. These are clockwise starting with the northern arm, Leckhampton Hill, Existing A436 (eastern arm), A436 link to Shab Hill junction (southern arm) and Cold Slad Lane (western arm). The junction a short distance along the Leckhampton Hill arm is the access to Crickley Hill Country Park. Traffic signage from Cheltenham which would fall outside the scheme extents would be the responsibility of the Local Highway Authority (Gloucestershire County Council).  | N  |
| 23.    | Engineering design | Considers the design and routing of PRow's suitable for non-road users and wildlife.  | Highways England acknowledges the range of views expressed, including those received in support of the Public Rights of Way (PRow).   | N  |
| 24.    | Engineering design | General support for proposals as improved from the last consultation.   | Highways England acknowledges the range of views expressed, including those received in support of the design changes since the 2019 public consultation.   | N  |
| 25.    | Engineering design | Concern over safety of reducing the eastbound carriageway from 3 to 2 lanes at the same time as allowing traffic from the A436 to enter the eastbound carriageway via on-slip. Considers this will cause accidents. Suggestion that the eastbound merge from 3 to 2 lanes should occur around half a mile after the A436 on-slip. | The proposed layout would provide sufficient opportunity for slower vehicles to reach an appropriate speed before lane 3 terminates. The climbing lane would also extend past the diverge to Shab Hill junction by approximately 200m beyond the diverge nose. This is fully compliant with Highways England design standards which prescribe the criteria for termination of the climbing lane. The design has also been modified since the 2019 public consultation to ensure the merge from lane 3 to lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 220m further east. This would therefore separate the diverge, lane 3 termination and merge manoeuvres and ensure safe operation of the road reducing the probability of conflict and congestion issues. In addition, the merges and eastbound diverge would include an auxiliary lane to provide additional distance for diverging and merging vehicles to leave and join the mainline more safely. | Y  |
| 26.    | Engineering design | As the design changes do not provide safe space for sustainable transport such as bus lanes or cycle ways, the scheme is inappropriate for this century.  | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for   | N  |

| Row ID | Topic                        | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|------------------------------|---|---|--|
|        |                              |   | further information. Proposals for WCH routes within the scheme boundaries are provided in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4).   |  |
| 27.    | Engineering design           | Considers that the design of the Ullenwood junction and A436 needs to be reconsidered to ensure that the safety problems of the existing Air Balloon aren't simply shifted.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably due to removal of the A417 through traffic, freeing up capacity, reducing delays, improving journey time reliability for all movements and improving safety. In addition, safer alternative routes would be provided for Walkers Cyclist Horse (WCH) riders and other non-vehicular users. This would include the new Gloucestershire Way and Cotswold Way crossings which would improve safety of WCH wishing to cross roads. | N  |
| 28.    | Engineering design           | Support for proposals due to provision of crossings, a shallower cutting, and better connection to Birdlip village.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 29.    | Engineering design           | Concern as to how the Cowley Lane and Stockwell Farm over-bridges will actually work in terms of access and restricted access.  | Cowley Lane would restrict access for vehicle in excess of 7.5 T whereas Stockwell Farm access track would only be accessible to WCH and Stockwell Farm   | N  |
| 30.    | Engineering design           | Is pleased that the potential loss of ancient woodland at the Ullenwood end of the A426 link road has been avoided by altering the location of the roundabout and associated linking roads, and that there will be a reduction in the potential loss of Woodland at Emma's Grove. | Highways England acknowledges the range of views expressed, including those received in support of the design changes.  | N  |
| 31.    | Landscape and visual effects | Considers that the viewpoint at Barrow Wake should not be impacted.   | The aim in this location is to reflect the existing conditions as close as possible. To reduce views towards the road, a landscape earthwork has been introduced and planted with trees which will provide visual screening by year 15. ES Figure 10 Photosheets and Visualisations (Document Reference 6.3) provides an impression of Barrow Wake's view from year 1 to year 15 of operation.  | N  |
| 32.    | Landscape and visual effects | Considers that the previous green bridge looked better aesthetically.   | Highways England acknowledges the range of views expressed, including those received in opposition to the removal of the green bridge. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on why Highways England decided to make this change.   | N  |
| 33.    | Landscape and visual effects | Raises concerns that, should financial difficulties occur, the landscape-led measures will be sacrificed.   | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including the mitigation and enhancements proposed.  | N  |
| 34.    | Landscape and visual effects | Disappointment that the option of cutting under the Air Balloon public house was discounted and that countryside will be lost.  | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 35.    | Landscape and visual effects | Considers that the local environment will be damaged beyond repair due to the scheme and that climate change should instead be a priority.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 36.    | Landscape and visual effects | Pleased to see the Cowley Lane Overbridge will be planted with hedgerows to connect habitats and integrate into the landscape.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 37.    | Landscape and visual effects | Pleased to see the Stockwell Farm Overbridge will be planted with hedgerows to connect habitats and integrate into the landscape.   |   |  |
| 38.    | Landscape and visual effects | Highlights the importance of minimising light pollution within the AONB, and supports that the lighting assessment states that there would be no permanent road lighting associated with the scheme.  |   |  |
| 39.    | Landscape and visual effects | Raises concerns that it is not clear what measures will be put in place to ensure vegetation on all crossings will survive long-term, especially in summer droughts.  | Each planting type will have a standard planting depth assigned to it. These will be taken from the DMRB Series 3000 specification. Soil types which retain more moisture can be considered at the detailed design stage, before construction.  | N  |
| 40.    | Landscape and visual effects | Concern over Shab Hill junction consuming a large amount of previously undeveloped land and would like to see some more landscape sensitive solutions discussed.  | Through the use of sensitive siting of landscape earthworks, Cotswold drystone walls and tree planting, the Shab Hill junction is integrated into the wider landscape. The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an  | N  |

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|--------|--|---|--|--|
|        |  |   | assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects of the (Document Reference 6.2).   |  |
| 41.    | Noise and vibration                                | Comment that earth banks to reduce noise to residents should be incorporated around the Shab Hill area as the new road will pass on the other side of the hill which will likely increase noise to Coberley.  | A lower noise road surface, cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and PRow. Screening in the form of earth bunding and stone walls is included in the scheme design around the proposed Shab Hill junction area.  | N  |
| 42.    | Noise and vibration                                | Support for the proposed creation of earth banks which would reduce road noise for residents and users of PRow in the area. However, suggests that it is difficult to identify these from the maps provided and requests that more details be specified as to the exact extent of such features.  | ES Chapter 11 Noise and Vibration (Document Reference 6.2), sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. There will be beneficial effects for several PRow due to the removal of traffic from the existing A417 to the south of Air Balloon roundabout; including parts of the Gloucestershire Way, Cotswold Way, and Gustav Holst Way. In areas to the southeast of Air Balloon roundabout, the incorporated noise mitigation would reduce adverse noise impacts as far as reasonably practicable, however, there would be some residual adverse noise impacts on footpaths around the new alignment, including parts of the Gloucestershire Way between Air Balloon roundabout and Coberley. Further plans of bunding locations are provided in the ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).                       | N  |
| 43.    | Noise and vibration                                | Concern over increased noise impacts in the valley of Coldwell Bottom and Cowley.   | The effects of the scheme in relation to noise (during both construction and operation) have been assessed based on the forecast traffic flows using the road and the proximity of nearby residential properties. Overall, the scheme will lead to more residential properties experiencing a noise decrease compared to those experiencing an increase. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects. The scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). | N  |
| 44.    | Population and human health – business and tourism | Query as to whether the Air Balloon public house will be replaced. Considers this could be a good addition to the scheme given the enhancements to the walking trails.  | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.   | N  |
| 45.    | Population and human health – business and tourism | Disappointed that the road from Nettleton Bottom to Birdlip hasn't been rerouted so that traffic passes both ways past the Golden Heart Inn. Considers that its passing trade will be destroyed for the benefit of cyclists, and a single track to Birdlip with parking places could have been provided to allow for slow passing traffic.  | The Golden Heart Inn would not be directly affected by the scheme. The scheme proposes additional parking provision in the vicinity of the Golden Heart which would provide designated parking for horse boxes and other WCH users, encouraging use of the Air Balloon Way and providing a commercial opportunity for the public house. In addition, access to the Golden Heart would be maintained via the proposed Cowley junction. Given this position it is considered that the scheme could bring minor beneficial effects to the Golden Heart, with opportunity for it to remain a destination public house and further promote its location on a new WCH corridor/trail.  | Y  |
| 46.    | Population and human health – community impacts    | Support for the scheme which will change the lives of local residents.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 47.    | Population and human health – community impacts    | Would like to see opportunities explored to engage with local artists to ensure local public value, particularly for the crossings.   | The aesthetics of the crossings will be agreed at the detailed design stage. Highways England is exploring opportunities to work with artists to help explore opportunities for the scheme.  | N  |
| 48.    | Population and human health – community impacts    | Considers it unclear whether access to the new car parking near the Golden Heart Inn will be via Birdlip as well as Nettleton Bottom. Concern that if the access is via Birdlip it will result in serious problems of traffic flow and loss of residential amenity in Birdlip, including Birdlip Primary School. Considers that the proposals should not result in Birdlip being exposed to | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes   | Y  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|--|---|---|--|
|        |  | an increase or transfer of traffic related to the anti-social behaviour that occurs at Barrow Wake.   | would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. The parking area off Stockwell Lane junction and the Air Balloon Way will not be accessible to motor traffic from Birdlip (via the Old Cirencester Road), details of enclosures will be agreed at the detailed design stage.   |  |
| 49.    | Population and human health – community impacts                      | Would like to know what steps have been taken to prevent people jumping from the Cotswold Way crossing. Raises concerns that this could become a hot-spot for people wishing to take their lives due to its accessibility from Barrow Wake Car Park.  | Highways England agrees that attention to suicide prevention is required and has been considered as part of the scheme. Highways England have prepared a "Suicide Prevention Toolkit" in conjunction with (amongst others) the Police, the Samaritans, Public Health England and Network Rail. The guidance in this toolkit will be followed for the bridges to be built as part of the scheme. The proposed crossings would be designed to the latest standards and codes of practice. ES Appendix 12.2 Walking, Cycling and Horse Riding including Disabled Users Review at Preliminary Design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for safe crossings including appropriate parapet heights. The features will be agreed at the detailed design stage.  | N  |
| 50.    | Population and human health – community impacts                      | Considers that there has been a lack of consideration to the villagers of Cowley, which is the residential area that will be most affected by the scheme.   | The Environmental Statement (Document Reference 6.2) considers Cowley village throughout different topics. ES Chapter 12 Population and Human Health (Document Reference 6.2) identifies that Cowley would experience a slight adverse change in attributes and environmental quality given the A417 would be redirected east and the new alignment would bring traffic closer to the settlement.   | N  |
| 51.    | Population and human health – PRow/ Walking cycling and horse riders | Supports proposals due to provision of improved crossing points and variety of walking routes.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 52.    | Population and human health – PRow/ Walking cycling and horse riders | Support for revised proposals for Cotswold and Gloucestershire Way crossings, particularly the movement of the green bridge away from Crickley Hill where it would have impacted the Ancient woodland with the loss of many beautiful old trees.  |   |  |
| 53.    | Population and human health – PRow/ Walking cycling and horse riders | Support for the planned overbridges as they will bring bicycle connectivity across the Cotswold Way.  |   |  |
| 54.    | Population and human health – PRow/ Walking cycling and horse riders | Comment that it is unclear which routes are just footpaths and which ones are full WCH routes.  |   |  |
| 55.    | Population and human health – PRow/ Walking cycling and horse riders | Considers it a shame that the Cotswold Way is no longer a green bridge.   | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and a Site of Special Scientific Interest (SSSI). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change and how we are delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting. ES Chapter 8 Biodiversity (Document Reference 6.2) helps explain how the Cotswold Way crossing is not required to mitigate ecological connectivity but other measures are proposed to achieve that where more appropriate, for example at the Gloucestershire Way. | N  |
| 56.    | Population and human health – PRow/ Walking cycling and horse riders | Considers that the car park would be better situated at either Barrow Wake or the Air Balloon as they would be nearer to AONB viewpoints; have better connection to bridlepaths and deter anti-social behaviour. Considers that it is unclear whether the horse-box parking is for the disabled, and that there | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for   | Y  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|--|--|--|--|
|        |  | are already two disabled riding facilities at Cheltenham Racecourse at Stonehouse.   | disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  |  |
| 57.    | Population and human health – PRow/ Walking cycling and horse riders | Raises concerns that the Barrow Wake bicycle path, after crossing the B4070 abruptly ends north of Birdlip. Suggests that a path extend further alongside the B4070 as near to Birdlip as possible. Suggests there also be a crossing to enable safe northbound crossing from Birdlip to Barrow Wake/Brockworth over the road. | Proposals that address these suggestions are detailed within ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4).  | Y  |
| 58.    | Principle of development   | Support for the scheme and hopes that it will commence as soon as possible.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 59.    | Principle of development   | Considers the design changes have resulted in a well thought out and efficient scheme to be proud of.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 60.    | Principle of development   | Considers there is not a need for the scheme.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme.  | N  |
| 61.    | Principle of development   | Questions the need for the scheme in light of reduced traffic due to new working practices envisaged post-Covid.   | Whilst the short term impact of the COVID-19 pandemic on the road network has been a reduction in traffic, the long term impact on road traffic volumes, mode choice and travel patterns remains unclear and there is currently no evidence to suggest that there will be a substantial drop in traffic volumes in the long term.  | N  |
| 62.    | Traffic and transport  | Raises concerns that the restricted access at Cowley Junction would cause confusion. Clear signage should be provided and GPS systems updated.   | Signage for the scheme would be in accordance with national highways standards. Highways England would produce a detailed signage strategy at the detailed design and construction stage, in consultation with Gloucestershire County Council (the local highways authority).  | N  |
| 63.    | Traffic and transport  | Concerned that the connection to the A436 will create a far longer and circuitous route than at present.   | <p>A review of a more direct route between the A417 and the A436 was undertaken during design development, however it was concluded that this would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417, road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices, which have been developed with the intention to provide road layouts with a high level of safety during operation.</p> <p>The route via Shab Hill junction provides an appropriate and safe connection to the existing A436 and Leckhampton Hill. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Journey time reliability and safety would also improve on the A436, however, the traffic modelling undertaken by Highways England forecasts variations in how the scheme would affect journey times on the A436, as a result of increased journey distance, depending on the direction and time of travel. For example, journey times for those travelling between the A436 and Gloucester/M5 will increase at some time of day, and in some directions, and decrease at others. For those travelling towards Cheltenham/Stroud, there will be a decrease in journey times in comparison a scenario without the scheme.</p> <p>The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).</p> | N  |
| 64.    | Traffic and transport  | Opposition to the scheme, as it will significantly increase traffic travelling through surrounding villages, as lorries and other vehicles use the new road to access Oxford and Bourton on the Water.   | <p>The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Improved journey times, safety and reliability as a result of the scheme will mean that rat-running will no longer offer a better alternative to the A417.</p> <p>The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 is forecast to increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling also shows that as a result of the scheme, there is forecast to be a decrease in traffic on the A436 and the A435 as vehicles would redistribute to the</p>  | N  |



| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|---|--|--|
|        |                       |   | A417 following improvements to the road. On the local road network the traffic modelling shows that there are forecast to be some decreases in traffic on the B4070 north of Birdlip and on Birdlip Hill/ Ermin Way and some increases on the B4070 south of Birdlip and on Leckhampton Hill. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   |  |
| 65.    | Traffic and transport | Raises concerns about access to Birdlip via Barrow Wake.  | Given the realignment of the A417 required as part of the scheme, there is a need to extend the B4070 to connect the two at Shab Hill junction. The purpose of routing the B4070 via Barrow Wake is to provide improved access to Barrow Wake from the A417 and then make use of the existing highway alignment from Barrow Wake to Birdlip. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, heights, widths, run offs and turning radii are provided.   | N  |
| 66.    | Traffic and transport | Comment that increased journey times will negatively affect local residents.  | <p>The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. While some journeys for local residents may have an increased journey distance, they would benefit from safer junctions onto the wider road network, reduced delays and improved journey reliability provided by the scheme. By virtue of the improved travel conditions and increased accessibility for all users with the scheme in place, local residents would overall benefit from improved journey times and reduced severance.</p> <p>The methodology and results of the traffic modelling undertaken in support of the scheme are reported in the Transport Report (Document Reference 7.10). The effects of the scheme on population and human health are assessed and reported upon in ES Chapter 12 Population and Human Health (Document Reference 6.2).</p> | N  |
| 67.    | Traffic and transport | Suggests that the B4070 access road should be future-proofed to enable expected growth in housing and traffic, to ensure that villages such as Birdlip are not cut off. | The B4070 and the proposed roundabouts on the scheme have been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design standards.  | N  |
| 68.    | Traffic and transport | Support for the proposals and look forward to reduced traffic in the Birdlip area.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |

Appendix Table 10.1J Summary of matters raised in relation to Q9 of the feedback questionnaire and the Highways England response

| Row ID | Topic                      | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act  | Matter relevant to a design change? (Y/N?) |
|--------|----------------------------|---|---|--|
| 1.     | Air quality                | Support for the scheme as it will tackle the significant congestion and air pollution problems in the area.   | Highways England acknowledges the range of views expressed concerning air pollution, including those received in support of the project. By improving congestion and reliability, the scheme aims to improve air quality. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement (ES) Chapter 5 Air Quality (Document Reference 6.2).   | N  |
| 2.     | Air quality                | Concern as to what measures will be taken to protect the surrounding villages from pollution and dust during the construction process.  | ES Chapter 5 Air Quality (Document Reference 6.2) concludes there will be no significant effect from construction traffic emissions at assessed receptors. Construction dust will be generated during the construction phase. The impact of this is assessed to be not significant when mitigation measures are implemented. Mitigation measures are outlined in ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4).  | N  |
| 3.     | Air quality                | Considers that the scheme will bring long term environmental benefits by reducing pollution.  | Total emissions are predicted to increase as a result of the scheme, however there are some improvements in air quality where the scheme results in reducing congestion related emissions and moving the source of emissions away from areas of already poor air quality. This is the case for the Birdlip Air Quality Management Area (AQMA) which could potentially have its AQMA status revoked as a result of the scheme.<br><br>There are also benefits in reduced Nitrogen deposition rates at a number of Sites of Special Scientific Interest (SSSI)s such as Barrow Wake SSSI due to the scheme moving traffic further away from the SSSI, however there will also be some deteriorations due to increased nitrogen deposition at some locations such as the Ullen Wood Ancient Woodland. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 8 Biodiversity (Document Reference 6.2) (in relation to ecological receptors). | N  |
| 4.     | Air quality                | Concern that the designs result in all A436 traffic now having to join/leave the A417 at the new Shab Hill junction and this will result in increased vehicle emissions.  | Total emissions are predicted to increase as a result of the scheme, however there are some improvements in air quality where the scheme results in reducing congestion related emissions and moving the source of emissions away from areas of already poor air quality. This is the case for the Birdlip AQMA (located within the vicinity of the current A436 roundabout) which could potentially have its AQMA status revoked as a result of the scheme. The effects of the scheme on air quality are assessed and reported upon in ES Chapter 5 Air Quality (Document Reference 6.2), where no significant effects are reported as likely during construction or operation of the scheme.  | N  |
| 5.     | Air quality                | Concern that there will be increased air pollution as a result of increased traffic in Cirencester.   | ES Chapter 5 Air Quality (Document Reference 6.2) concludes there will be no significant effect at assessed receptors in Cirencester.   | N  |
| 6.     | Air quality                | Concern over the figures and the geographic area of figures used for NO2 and why they haven't triggered requirement for mitigation.   | The air quality assessment in ES Chapter 5 Air Quality (Document Reference 6.2) has followed the assessment requirements of DMRB LA105.<br><br>Mitigation for operational effects would be implemented where a significant effect is predicted to occur. No significant effects are predicted for human health and therefore no mitigation has been suggested.  | N  |
| 7.     | Alternatives to the scheme | Considers a tunnel solution would have been more effective.   | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 8.     | Alternatives to the scheme | Suggests that a tunnel would be more beneficial to the environment and leave views untouched.   |   |  |
| 9.     | Alternatives to the scheme | Comment that a tunnel should be constructed to protect wildlife.  |   |  |
| 10.    | Alternatives to the scheme | Comment that a tunnel should be constructed to relieve congestion and improve road safety.  |   |  |
| 11.    | Alternatives to the scheme | Opposition to the scheme on environmental grounds and suggests a number of alternatives including: reliable buses serving all settlements across the Cotswolds; reconnecting Cirencester with the railway network at Kemble Station; and creating a network of greenways using old railway lines. | Highways England 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. Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference  | N  |
| 12.    | Alternatives to the scheme | Considers that spending money on roads will not help meet our net zero carbon goal, and that the money would be much better invested into developing the rail network to move much more goods and people by rail.   |   |  |

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| 13.    | Alternatives to the scheme | Questions why the Sustainable Transport Hierarchy has not been considered, which requires serious consideration to be given to all reasonable options to minimise demand, widen travel choices and improve transport efficiency, before moving to the final option of increasing capacity through the provision of new infrastructure.  | 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  |  |
| 14.    | Alternatives to the scheme | Suggests that the whole road be converted to a single lane with a high-quality cycle lane in order to remove the bottleneck.  |   |  |
| 15.    | Alternatives to the scheme | Considers that the existing A417 runs well most of the time and that all is needed is another lane in each direction on the Air Balloon hill, and dualling of the road from Air Balloon roundabout towards Swindon. Also suggests redesigning the existing Air Balloon roundabout and reducing the height of the peak of the hill (due to weather issues) by putting it in a cutting. | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 16.    | Alternatives to the scheme | Suggestion of an alternative scheme routing from the B4070/A417 junction, just south of the Crickley Hill Farm buildings, to the existing dual carriageway, would have the same change in height in the same distance, and with the same requirement for a crawler lane. The rest of the route could then be upgraded to dual carriageway with much less environmental impact.        |   |  |
| 17.    | Alternatives to the scheme | Suggests that, in the absence of a tunnel, part of the road be roofed over.   | Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered the suggestion of a cut and cover solution, and chosen not to incorporate it into the scheme, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 18.    | Alternatives to the scheme | Would prefer Option 3, which, whilst expensive would have little environmental impact and produce a good return on investment.  | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following public consultation. Highways England has progressed the scheme design based on this route. The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 19.    | Anti-social behaviour      | Concerned that things could be thrown over the Cotswold Way crossing onto the carriageway below.  | While Highways England recognises concerns relating to anti-social behaviour, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. ES Appendix 2.1 EMP Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4) sets out proposals for safe crossings including appropriate parapet heights. The features will be agreed at the detailed design stage.   | N  |
| 20.    | Anti-social behaviour      | Would like to know more information as to how the situation at Barrow Wake will be improved, especially with regards to severe the littering problem which occurs in the area.  | As part of the scheme, the Barrow Wake car park would be resurfaced and new Cotswold drystone walls would be built along the edge of the car park to reduce light pollution from cars at night. Furthermore, following statutory consultation in 2019 and 2020, Highways England has modified the design of the road linking Birdlip to Shab Hill junction (the B4070) in order to utilise the existing road from Birdlip to Barrow Wake car park. A potential benefit of this change is that it will bring through-traffic closer to Barrow Wake car park, increasing natural surveillance of the area and discouraging anti-social behaviour. Please refer to section 7.4 and section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 21.    | Anti-social behaviour      | Hopes that the proposed car park will not encourage further social behaviour. Suggests that a larger car park at the Golden Heart would benefit the pub and also discourage anti-social behaviour.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y  |
| 22.    | Anti-social behaviour      | Considers that the proposed car parking on the Air Balloon Way will shift anti-social behaviour from Barrow Wake into Birdlip and will attract travellers and car crime.  |   |  |

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| 23.    | Biodiversity | Support for the alternatives to the green bridge. Considers that a number of wildlife crossings and underpasses should be incorporated to off-set impacts on wildlife.  | Highways England acknowledges the range of views expressed, including those received in support of the green bridge alternatives. Embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass east of Flyup, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 24.    | Biodiversity | Considers that funds to maintain the hedgerows on the crossings must be provided.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Matters such as surfacing and maintenance agreements will be agreed at the detailed design stage.  | N  |
| 25.    | Biodiversity | Reiterates the Wildlife Trust's stance that any 'green' bridges should be much wider. Suggests that more is done for wildlife and the environment across the scheme.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37m to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 26.    | Biodiversity | Comment that repurposing of the old section of single carriageway of the A417 would have less environmental impact than building a whole new section of the A436.   | A review of a more direct route between the A417 and the A436 was undertaken during design development, however it was concluded that this would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417, road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices, which have been developed with the intention to provide road layouts with a high level of safety during operation.<br><br>Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced an Environmental Statement (Document Reference 6.2) and Environmental Management Plan ES Appendix 2.1 EMP (Document Reference 6.4) as part of the Development Consent Order (DCO) application, which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in the Environmental Management Plan are secured through a requirement in the draft DCO (Document Reference 3.1). | N  |
| 27.    | Biodiversity | Support for the wildlife link that the Gloucestershire Way crossing will provide, which will help link the Cotswolds to the Vale and support the countryside and wildlife.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N  |
| 28.    | Biodiversity | Cannot see the benefit for local wildlife along the Gloucestershire Way crossing. Raises concerns that wildlife will not understand that they need to use the bridge to cross the road. Suggests that a better option is needed to help local wildlife. | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) displays the strategic planting and badger fencing throughout the length of the scheme, which will direct and funnel wildlife towards suitable crossing locations, including the Gloucestershire Way crossing, and direct them away from entering the carriageway.   | N  |
| 29.    | Biodiversity | Support for the addition of bat-friendly designs.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 30.    | Biodiversity | Support for proposals as the environmental considerations are innovative.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 31.    | Biodiversity | Comment that trees and shrubs should be planted where lost, particularly on the Birdlip side of the A417 to improve the environment and soften rocky sides to the road.   | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the Area of Outstanding Natural Beauty (AONB) and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.<br><br>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.   | N  |

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|        |              |   | Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).   |  |
| 32.    | Biodiversity | Objection to proposals due to their impact on wildlife and the AONB. Comment Crickley Hill Nature reserve could be extended to Cowley.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). The impacts of the scheme on wildlife have been described, along with appropriate mitigation, within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N  |
| 33.    | Biodiversity | Raises concerns that the scheme considers wildlife and walkers as opposed to traffic flow. Considers that the scheme should focus on traffic.   | Traffic modelling has been undertaken for the scheme, which predicts that the new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).  | N  |
| 34.    | Biodiversity | Applauds the inclusion of green corridors for wildlife along the Gloucestershire Way crossing.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.   | N  |
| 35.    | Biodiversity | Raises concerns about the impact to wildlife.   | Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced an ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N  |
| 36.    | Biodiversity | Highlights the importance of the ancient woodland trees and largely undisturbed soils which are incredibly biologically diverse.  | Mitigation to protect ancient woodland habitat includes the implementation of a buffer zone with protective fencing of at least 15m between the construction works and the edge of Ullen wood canopy edge in accordance with Natural England guidelines. This is achieved for the majority of the interface between the Scheme and the woodland particularly in the area of construction for the Gloucestershire Way crossing. There is one location at the western tip of Ullen Wood, adjacent to the A436, where this buffer has not been achieved for approximately 50m of the 80m tip of the woodland. Works in proximity to ancient woodland will be carried out with an arboricultural clerk of works present. The ecological impacts of the scheme, including those on soils, ancient woodland and veteran trees are described within ES Chapter 8 Biodiversity (Document Reference 6.2). | N  |
| 37.    | Biodiversity | Raises concerns that the project aims to reduce ecological impact and enhance the environment, but the PEIR indicates the environmental damage that will be caused.   | Highways England acknowledges the range of views expressed, including concern around impacts to ecological receptors. The ecological impacts of the scheme are described, along with appropriate mitigation within ES Chapter 8 Biodiversity.  | N  |
| 38.    | Biodiversity | Raises concerns that the proposals do not detail what will be done to protect wildlife and achieve biodiversity net gain. Highlights the importance not just of badgers and bats, but also invertebrates, fungi and flower-rich grasslands. Considers that these ecosystems cannot be replaced. | The ecological impacts of the scheme are described, and mitigation detailed within ES Chapter 8 Biodiversity (Document Reference 6.2). Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.<br><br>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).   | N  |
| 39.    | Biodiversity | Comment that the scheme should contribute towards delivering net biodiversity gain to minimise the potential impact on the SSSI.  | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.  | N  |
| 40.    | Biodiversity | Highlights the Government's commitment to biodiversity net gain and urges Highways England to allow for the scheme to happen in a way which benefits wildlife and ensure wildlife connectivity is achieved.   | Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.  |  |
| 41.    | Biodiversity | Concern that there will be net loss of wildlife habitat and not a net gain, which is the ambition of emerging legislation and that this is a pivotal scheme in the country and so should be setting an example.   | Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving Defra Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.  |  |

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|        |              |   | Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).  |  |
| 42.    | Biodiversity | Comment that the three overbridges should fulfil their purpose of connecting habitats.  | Highways England acknowledges the range of views expressed, including those received in support of the three overbridges.   | N  |
| 43.    | Biodiversity | Comment that equal consideration should be given to environmental aspects of the scheme in order to be shown to be committing to a landscape-led approach.  | The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This includes restoring and enhancing landscape features, typical to the area, such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. It also includes ecological design features such as creating new habitat and wildlife crossings, linking and restoring locally important habitats, as well as providing new habitat for rare and protected local wildlife. The landscape-led approach has allowed design interventions on all aspects of the scheme to reduce its impact on the landscape and visual resource, with the careful location and sensitive design of structures and use of locally appropriate materials. Wider benefits of the scheme include improving access and recreational opportunities and improving access to cultural heritage sites. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 44.    | Biodiversity | Concern that the road expansion increases severance and destruction within Crickley Hill and Barrow Wake SSSI; has a detrimental impact on Ullenwood ancient woodland with no buffer zone; and replacement wildlife corridors including underground tunnels and green bridges are not adequate replacements for the pathways that currently exist for flora and fauna. Suggestion that all ancient and veteran trees within or adjacent to the site boundary should be retained in situ and provided with a root protection of 15 times the stem diameter or 5 metres beyond the crown if that's greater, in line with Natural England. | Highways England acknowledges the importance of protecting designated sites, including the Crickley Hill and Barrow Wake SSSI. Highways England has produced an Environmental Statement (Document Reference 6.2) and Environmental Management Plan ES Appendix 2.1 EMP (Document Reference 6.4) which explains how the impact of construction and operational activities on the environment, including SSSIs, will be managed. The commitments set out in the Environmental Management Plan are secured through a requirement in the draft DCO (Document Reference 3.1).<br><br>Mitigation to protect ancient woodland habitat includes the implementation of a buffer zone with protective fencing of at least 15m between the construction works and the edge of Ullen wood canopy edge in accordance with Natural England guidelines. This is achieved for the majority of the interface between the Scheme and the woodland particularly in the area of construction for the Gloucestershire Way crossing. There is one location at the western tip of Ullen Wood, adjacent to the A436, where this buffer has not been achieved for approximately 50m of the 80m tip of the woodland. Works in proximity to ancient woodland will be carried out with an arboricultural clerk of works present.  | Y  |
| 45.    | Biodiversity | Considers that the scale of the scheme means that it should be setting an environmental example to ensure that wildlife habitats are preserved and every effort it made to avoid decline in open spaces.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).<br><br>The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This includes restoring and enhancing landscape features, typical to the area, such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. It also includes ecological design features such as creating new habitat and wildlife crossings, linking and restoring locally important habitats, as well as providing new habitat for rare and protected local wildlife. The landscape-led approach has allowed design interventions on all aspects of the scheme to reduce its impact on the landscape and visual resource, with the careful location and sensitive design of structures and use of locally appropriate materials. Wider | N  |

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|        |              |   | benefits of the scheme include improving access and recreational opportunities and improving access to cultural heritage sites. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   |  |
| 46.    | Biodiversity | Concern that increase in traffic and speed of traffic in some parts (e.g. A436) will inevitably destroy wildlife living within and across the wider area.   | Embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass east of Flyup, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) displays the strategic planting and badger fencing throughout the length of the scheme, which will direct and funnel wildlife towards suitable crossing locations and direct them away from entering the carriageway.  | N  |
| 47.    | Biodiversity | Objection to the scheme due to impact on wildlife and comment that shared transport schemes should be the focus.  | Highways England 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  |
| 48.    | Biodiversity | Suggestion for a new wildlife bridge on the A417 near Cirencester to connect land previously severed by the building of the A417.   | Highways England acknowledges feedback received with regards to the A417 Cirencester. This change is however outside the scope of the scheme. Within the scheme, embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass east of Flyup, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 49.    | Biodiversity | Raises concerns that the natural habitat within and around the ancient woodland will be reduced rather than increased, and that the planned corridors for wildlife do not sufficiently replace the pathways already in existing for flora and fauna. Considers that this is contrary to emerging legislation. | Ancient woodland and veteran trees have been retained where possible. Mitigation to protect ancient woodland habitat includes the implementation of a buffer zone with protective fencing of at least 15m between the construction works and the edge of Ullen wood canopy edge in accordance with Natural England guidelines. This is achieved for the majority of the interface between the Scheme and the woodland particularly in the area of construction for the Gloucestershire Way crossing. There is one location at the western tip of Ullen Wood, adjacent to the A436, where this buffer has not been achieved for approximately 50m of the 80m tip of the woodland. Works in proximity to ancient woodland will be carried out with an arboricultural clerk of works present.<br><br>Embedded design measures to reduce the impacts of habitat severance have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the Scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass east of Flyup, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. | N  |
| 50.    | Biodiversity | Raises concerns that there are ancient and veteran trees outlined in the PEIR that will be lost or significantly damaged (T17, T19, T157, T159, T57, T126, T127, ATI no: 196380, ATI no: 14130 and 143988, T67, T90, T108, ATI no: 155073, T171, T172, T174, T190 and T205).                                  | The design has minimised the loss of veteran trees, although Highways England acknowledges that the Scheme would result in the unavoidable loss of three veteran trees during the early construction phase of the Scheme prior to the commencement of works due to their location within the proposed road footprint. A major adverse impact of large adverse significance is predicted as a result of the loss of three veteran trees due to scheme construction. ES Chapter 8 Biodiversity (Document Reference 6.2) describes the ecological impacts of the scheme.  | N  |
| 51.    | Biodiversity | Highlights that standing advice states that ancient woodlands should have a buffer zone of at least 15 metres to avoid root damage and that the plans should include this as an absolute minimum.   | Mitigation to protect ancient woodland habitat includes the implementation of a buffer zone with protective fencing of at least 15m between the construction works and the edge of Ullen wood canopy edge in accordance with Natural England guidelines. This is achieved for the majority of the interface between the Scheme and the woodland particularly in the area of construction for the Gloucestershire Way crossing. There is one location at the western tip of Ullen Wood, adjacent to the A436, where this buffer has not been achieved for approximately 50m of the 80m tip of the   | N  |

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|        |              |   | woodland. Works in proximity to ancient woodland will be carried out with an arboricultural clerk of works present.  |  |
| 52.    | Biodiversity | Support for the scheme but with concern that the proposed solution does not provide sufficient protection for wildlife, and a wildlife bridge must be part of the solution.   | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and SSSI). Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change and how Highways England is delivering improved connections for people, plants and wildlife within the updated design, for example through the introduction of the Cotswold Way crossing, Gloucestershire Way crossing and additional planting.                          | Y  |
| 53.    | Consultation | Considers that Highways England has consulted extensively and now needs to deliver the scheme, as the preferences of everyone cannot be catered for.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 54.    | Consultation | Considers that the consultation video looks great.  | Highways England acknowledges the range of views expressed, including those received in support of the consultation materials.   | N  |
| 55.    | Consultation | Comment that consultation has been undertaken extensively and communication has been thorough.  | Highways England acknowledges the range of views expressed, including those received in support of the consultation carried out by Highways England.   | N  |
| 56.    | Climate      | Raises concerns that Highways England has historically relied on fossil fuels and that this will not change in the short-term. Suggests that the environment should be prioritised.   | Highways England is required by the National Policy Statement for National Networks (NPSNN) to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.   | N  |
| 57.    | Consultation | Hopes that the scheme will progress as soon as possible. Indicates that there is no need for further consultations.   | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.   | N  |
| 58.    | Consultation | Comment that the consultation period is too short given the Covid-19 circumstances.   | As set out in Chapter 9 of the Consultation Report (Document Reference 5.1), the 2020 supplementary statutory consultation was carried out for a period that exceeded the minimum 28 day period as required by section 45 of the Planning Act 2008. In addition, a two week 'Have Your Say' campaign was carried out which publicised and raised awareness of the consultation prior to it formally starting, during which time members of the public could pre-register to receive hard copies of consultation materials such as the consultation booklet and feedback questionnaire. Chapter 8 of the Consultation Report (Document Reference 5.1) sets out how the consultation was carried out in accordance with statutory requirements given the restrictions associated with the Covid-19 pandemic. | N  |
| 59.    | Consultation | Concerned that the proposed diversion and route amendments of the PRoW network are not clear from the consultation materials.   | The main scheme map published at the 2020 public consultation depicted the existing and proposed PRoW routes within the scheme. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) which was published at the 2020 public consultation as Appendix 12.2 of the 2020 PEI Report set out the full details of proposed PRoW routes and all designations, including the routes to be extinguished or diverted as part of the scheme. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) is an updated version of the 2020 PEI Report Appendix 12.2 and contains full details of PRoW proposals within the scheme, including how the impact of construction on PRoW will be managed, including closures and temporary diversions.                                 | N  |
| 60.    | Consultation | Raises concerns that the Consultation has not been publicised to the general public and is therefore not transparent. Questions why signs have not been placed around the walking trails for visitors to see details of the consultation. | Chapter 8 and Chapter 9 of the Consultation Report (Document Reference 5.1) set out how the 2020 supplementary statutory consultation was carried out in accordance with the requirements of the Planning Act 2008, including the activities Highways England undertook to publicise the consultation. This included newspaper notices, promotion through media outlets and social media and notifying stakeholders and local residents by post and email. It is not a statutory requirement to post site notices around the scheme area to publicise the consultation and restrictions resulting  | N  |



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|        |                   |  | from the Covid-19 pandemic meant that Highways England had to change its approach to activity within the local area for the 2020 consultation. This is set out in the aforementioned chapters of the Consultation Report (Document Reference 5.1).   |  |
| 61.    | Consultation      | Suggests that the consultation materials are vague and do not lead by example when it comes to environmental stewardship and protection.   | <p>Feedback on the consultation materials is noted. As part of the 2019 and 2020 consultation, a Preliminary Environmental Information (PEI) Report was published. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also set out the measures that were proposed to avoid or reduce any likely significant environmental effects.</p> <p>An Environmental Impact Assessment has been completed to fully assess the effects of the proposal on the environment. This includes details of the environmental mitigation and management such as ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) and ES Appendix 2.1 EMP (Document Reference 6.3). The Environmental Impact Assessment is reported in the ES (Document Reference 6.2). The information in the ES will be considered by the Planning Inspectorate during the Examination of the scheme.</p> | N  |
| 62.    | Consultation      | Raises concerns that Highways England have not contacted the consultee with regard to questions submitted on the helpline.   | Highways England acknowledges the feedback on the consultation and the telephone service in particular. Having checked the records of the consultation, Highways England can confirm that the consultee raising this concern was contacted in response to the telephone query via email, prior to the closure of the consultation. This provided the clarifications requested by the consultee and offered a follow-up phone call or meeting with a Highways England specialist.   | N  |
| 63.    | Consultation      | Raises concerns that there was not sufficient publicity in February 2018 for the introduction of Option 30.  | The choice of Option 30 was formally announced in the Preferred Route Announcement made in March 2019 following non-statutory route options public consultation in 2018. Chapter 3 of the Route Options Consultation Report (Document Reference 7.5) sets out how the non-statutory consultation was publicised, including through posting of letters and leaflets, press release and media briefings, social media advertising/engagement, posters and promotional materials such as videos.  | N  |
| 64.    | Climate           | Highlights that the scheme will produce 47000t of CO2 but raises concerns that the materials do not mention how this will be offset aside from planting some trees and plants and sourcing materials sustainably. Hopes that the carbon produced will not contribute towards climate change. | ES Chapter 14 Climate (Document Reference 6.2), Section 14.9 Design, mitigation and enhancement measures, sets out mitigation measures embedded into the scheme design to avoid, prevent and reduce greenhouse gas emissions under the heading 'Impact of the scheme on climate (GHG emissions assessment)'. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200-300Ha of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.  | N  |
| 65.    | Climate           | Would like to see an assessment of embodied carbon within the scheme, and how social value has been implemented.   | An assessment of the embodied carbon within the scheme is presented within ES Chapter 14 Climate (Document Reference 6.2). Community impacts are considered in ES Chapter 12 Population and Human Health (Document Reference 6.2). Social value opportunities through the construction of the scheme would be carefully considered between Highways England, its contractor and Gloucestershire County Council at the detailed design stage of the project. Local people and businesses would have the opportunity to have their say at that stage through ongoing engagement activities.  | N  |
| 66.    | Climate           | Query as to whether a climate change impact assessment been conducted on the scheme.   | ES Chapter 14 Climate (Document Reference 6.2) provides an assessment of the potential climate impacts and effects from construction and operation of the scheme. The chapter details the methodology followed for the assessment, summarises the legislative and policy framework related to climate change and describes the existing and projected future local and regional baseline environment in the area surrounding the scheme. Following this, the design, mitigation and residual effects of the scheme are discussed, along with any limitations of the assessment.  | N  |
| 67.    | Cultural heritage | Suggests that the historic Air Balloon public house could be relocated to a new site, if it was dismantled carefully retaining the stonework and fixtures then a stonemason would be able to preserve the historic stonework to rebuild the pub for future generations to enjoy.             | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and   | N  |

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|        |                    |  | Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.   |  |
| 68.    | Economics          | Raises concerns that, with the pressures of Coronavirus, Government funding for the scheme will be delayed and the scheme may not be implemented.  | The A417 Missing Link 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. The government has set a cost allocation for this scheme of £250 - £500 million in the context of competing demands for investment in other transport schemes and public services. As such, Highways England is aware that the scheme needs to represent value for money to taxpayers and deliver a return on investment. The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO. | N  |
| 69.    | Economics          | Opposition to the scheme. Considers that widening roads to enhance economic growth is no longer desirable considering climate change and that facilitating this is counter-productive.   | Highways England 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 existing A417 has a poor safety record and experiences frequent congestion. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The Case for the Scheme (Document Reference 7.1) sets out why the scheme is required and how it complies with national and local policy.   | N  |
| 70.    | Engineering design | Suggests that work should be undertaken to ensure the rest of the A419/A419 has sufficient capacity to handle increased traffic as a result of the scheme (such as significant extension of Swindon at Stratton St. Margaret)  | Highways England acknowledges the range of views expressed, including those received including the capacity of roads outside the scheme extents however, the measures to improve the capacity of other parts of the A417 and the A419 fall outside of the scope of this scheme. Highways England do however endeavour to monitor and continuously improve capacity and road safety on the Strategic Road Network.   | N  |
| 71.    | Engineering design | Considers that it would be more suitable to route eastbound traffic onto the A436 via a slip road, and to route westbound traffic across the A417 by bridge or underpass to join at existing roundabout.   | A review of this suggestion has been undertaken which concluded that an appropriate layout would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417 road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices which have been developed to provide road layouts with a high level of safety during operation. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill.  | N  |
| 72.    | Engineering design | Suggestion that for light traffic coming eastbound from Gloucester and climbing the gradient, the existing route of the A417, width reduced, should be used to "bleed" traffic into the Ullenwood roundabout. For light traffic travelling from the Ullenwood Junction towards Gloucester this could cross the A417 on the proposed Gloucestershire Way crossing and then drop down into the A417 in a similar way to the Brickhill road from Woburn in Bedfordshire crosses over the A5 dual carriageway at the top of a similar escarpment and then drops down to join the A5 going north just south of Bletchley. |   |  |
| 73.    | Engineering design | Query as to whether any of the overbridges would make provision for local farm vehicles to cross.  | Both the Cowley and Stockwell bridges would enable farm vehicles to cross the A417.   | N  |
| 74.    | Engineering design | Support expressed for the Ullenwood junction re-design as the current T junction after the roundabout arrangement is a road safety risk.   | Highways England acknowledges the range of views expressed, including those received in support of the changes to Ullenwood junction.   | N  |
| 75.    | Engineering design | Would prefer the new A417 to have limited connectivity to the local area, so that the size of any junctions can be minimised.  | Highways England acknowledges the range of views expressed, including those received including those in relation to the size of the junctions. Both Shab Hill and Cowley junctions have been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design standards. The size of the junctions has been optimised to provide layouts which provide a balance between traffic capacity and safe operation and to comply with current design standards.  | N  |
| 76.    | Engineering design | Suggestion that with minor alterations, two-way car traffic could still reach the Golden Heart public house and would still make the route to Crickley Hill safe for walkers and cyclists. Considers that once the pub is gone, walkers will lose their start/end point.   | Cowley junction would still provide two-way vehicular access to The Golden Heart Inn and access would also be possible for users of the Air Balloon Way and the PROW network. The Air Balloon way would enable walkers, cyclists, horse riders and other non-vehicular users to access Crickley Hill via the Cotswold Way crossing.   | N  |
| 77.    | Engineering design | Support for the change in gradient as it means that the final earthworks will be less intrusive than first proposed.   | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.   | N  |
| 78.    | Engineering design | Comment that the route should be moved north to prevent demolition of the Air Balloon public house.  | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house   | N  |

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|        |                    |  | is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.  |  |
| 79.    | Engineering design | Considers that a tunnel would be less intrusive for the landscape, and highlights examples in France, Italy, Switzerland, and also elsewhere in this country, such as the A27 and A3.  | Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.   | N  |
| 80.    | Engineering design | Support for the scheme as it provides an effective, and elegant, solution to what has been a long-standing traffic bottleneck and source of much pollution.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 81.    | Engineering design | Support for the change in gradient as many lorries currently break down on the hill which contributes towards congestion,  | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.   | N  |
| 82.    | Engineering design | Support for proposals to improve road safety.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals which seek to improve road safety.   | N  |
| 83.    | Engineering design | Suggestion that the alternative car park should be relocated to near the Golden Heart Inn as this offers beneficial patronage to Golden Heart Inn, no impact to traffic/pedestrians on Air Balloon Way, surveillance & monitoring, land available within red line boundary and offers parking at both ends of Air Balloon Way. | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.   | Y  |
| 84.    | Engineering design | Support for the changes to Cowley junction.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to Cowley junction.  | N  |
| 85.    | Engineering design | Hopes that increasing the gradient to 8% will not increase the number of HGV breakdowns on the hill.   | The scheme proposes to reduce the gradient from 10% as existing to 8% and is therefore providing a reduction in gradient. Whilst there is a possibility of vehicles breaking down on the gradient, by reducing congestion at the Air Balloon Roundabout, the possibility is less likely compared to the existing situation due to less stop/start traffic.  | N  |
| 86.    | Engineering design | Concern that the Ullenwood roundabout and A436 link road will shift the safety problem of the existing Air Balloon roundabout. Considers that the proposed Ullenwood roundabout design has issues including its alignment, gradient, speed of approach and limited turning space for HGVs.                                     | <p>The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably due to removal of the A417 through traffic, freeing up capacity, reducing delays, improving journey time reliability for all movements and improving safety. In addition, safer alternative routes would be provided for walkers, cyclists, horse riders and other non-vehicular users. This would include the new Gloucestershire Way and Cotswold Way crossings which would improve safety of WCH wishing to crossroads.</p> <p>The proposed arrangement of the junction would provide adequate capacity for the predicted traffic flows including Heavy Goods Vehicles (HGVs) in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit.</p> <p>The traffic modelling methodology and results are reported in the Case for the Scheme (Document Reference 7.1) Report and the Transport Report (Document Reference 7.10).</p>  | N  |
| 87.    | Engineering design | Suggestion of change to the design around Shab Hill junction to allow for a longer merge for adjoining traffic from the A436 and a longer stretch of 3 lane eastbound carriageway. Considers this will reduce the potential for bottlenecks.   | The route climbing the escarpment to Shab Hill junction would have three lanes in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The proposed layout would provide sufficient opportunity for slower vehicles to reach an appropriate speed before lane 3 terminates. The climbing lane would also extend past the diverge to Shab Hill junction by approximately 200m beyond the diverge nose. This is fully compliant with Highways England design standards which prescribe the criteria for termination of the crawler lane. The design has also been modified following the 20219 public consultation to ensure the merge from lane 3 to lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 220m further east. This would therefore separate the diverge, lane 3 termination and merge manoeuvres and ensure safe operation of the road reducing the probability of conflict and congestion issues. In addition, the merges and eastbound diverge would include an auxiliary lane to provide additional | N  |

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|        |                    |   | distance for diverging and merging vehicles to leave and join the mainline more safely. The layout of the junction and the mainline would provide adequate capacity for the predicted traffic flows over 15 years after opening.   |  |
| 88.    | Engineering design | Raises concerns that the improvement of the junction at the Air Balloon with the A436 will not be adequate for the volume of traffic travelling from Oxford via the A410.                                       | The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably due to removal of the A417 through traffic, freeing up capacity, reducing delays, improving journey time reliability for all movements and improving safety. The proposed arrangement of the junction would provide adequate capacity for the predicted traffic flows including Heavy Goods Vehicles (HGVs) in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit. The traffic modelling methodology and results are reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10). | N  |
| 89.    | Engineering design | Suggests that there be more safety run-offs on the downhill section of the route.   | An assessment has been undertaken considering many different factors. Following discussion with the Project Safety Review Group and the maintaining authorities, it has been concluded that an arrester bed should not be provided. In particular, there are no existing incidents that have been recorded with runaway vehicles, even with the steeper existing gradient. Any arrester bed would also need to be located on a right-hand curve and would require the removal from the scheme of a proposed layby. These factors mean that if an arrester bed was provided there would be potential for it to be used inappropriately, either by vehicles mistakenly entering it or using it as a layby.   | Y  |
| 90.    | Engineering design | Support for proposals for the three-lane uphill section.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 91.    | Engineering design | Considers the proposals an excellent piece of work that improves upon the previous plans.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme and design changes.  | N  |
| 92.    | Engineering design | Suggests that the connection from the A436 to the B4070 is unnecessary as it will require the manoeuvring between four roundabouts. This will considerably slow the progress of heavy traffic along this route. | The proposed layout of the roundabouts would provide adequate capacity for the predicted traffic flows including Heavy Goods Vehicles (HGVs) in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit. Whilst the B4070 link road to Birdlip would be able to accommodate HGVs the number of HGV's using it would likely be low.  | N  |
| 93.    | Engineering design | Considers that the gradient at Crickley Hill should be as gentle as possible, especially considering the adverse weather conditions which can occur over winter.  | Highways England acknowledges the range of views expressed, including those received in relation to the change in gradient. Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information. Highways England is aware of issues in relation to inclement weather conditions, including snow and fog. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.  | N  |
| 94.    | Engineering design | Suggests that the T-Junction at Birdlip be a 'no right turn', which would be a simpler solution than navigating three roundabouts.  | The suggestion of changing the existing Birdlip junction to prohibit right turns is noted however this would not achieve the desired improvements in safety and traffic capacity. Congestion at the existing Air Balloon roundabout would also be a particularly challenging issue to resolve.   | Y  |
| 95.    | Engineering design | Suggests that a flyover near the Golden Heart would be a simpler solution to the gradient.  | The suggestion of providing a flyover near the Golden Heart Inn is noted however this would not achieve the desired improvements in safety and traffic capacity. Congestion at the existing Air Balloon roundabout would also be a particularly challenging issue to resolve. Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 96.    | Engineering design | Opposition to the route chosen and indicates preference for the route being closer to the Highway Man Pub to reduce impacts on the nature reserve.  | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.  | N  |
| 97.    | Engineering design | Suggests that Ullenwood Roundabout be reconfigured to incorporate a filter lane. ( <i>Respondent attached diagram illustrating this</i> ).  | Highways England acknowledges the suggestion to incorporate a dedicated left turn lane (DLTL) in Ullenwood junction between the existing A436 and the proposed A436 link road. This was investigated during earlier stages of the project however the proposed layout of the roundabout would provide adequate capacity for the predicted traffic flows including Heavy Goods Vehicles (HGVs) in the design year 15 years after opening and therefore a DLTL would not be required. This is in accordance with design standards to provide a balance between traffic capacity and economic   | N  |

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|        |                    |   | benefit. Providing a DLTTL would also have an adverse environmental impact on the Ullenwood ancient woodland.   |  |
| 98.    | Engineering design | Hopes that something can be done about the gradient causing traffic jams. Suggests that lay-bys could help for stationary lorries to pull into.   | The gradient on Crickley Hill is proposed to be reduced as part of the scheme from 10% (existing) to 8% (proposed). This will assist with meeting the aims of the scheme to reduce congestion and improve road safety. The southbound direction would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. Lay-bys are also proposed within the scheme as a whole. By removing the existing 'Air Balloon' junction from the A417 mainline (with the A436 accessed instead via the proposed Shab Hill junction and A436 link road) traffic modelling shows that the likelihood of congestion occurring on the Crickley Hill section of the A417 will be significantly diminished, freeing up capacity, reducing delays, improving journey time reliability for all movements and improving safety. The traffic modelling methodology and results are reported in the Case for the Scheme (Document Reference 7.1) Report and the Transport Report (Document Reference 7.10).  | N  |
| 99.    | Engineering design | Support proposals for enhancement for walkers and visitors.   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for walkers and visitors.  | N  |
| 100.   | Engineering design | Suggestion that the new Air Balloon (Ullenwood) Roundabout to Shab Hill Junction should have 2 lanes going in both directions, not just westwards.  | Highways England acknowledges the range of views expressed, including those received suggesting the provision of two lanes in each direction on the A436 link road.<br><br>The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably due to removal of the A417 through traffic. Providing an additional lane in the northbound direction would therefore not be required. The southbound direction would however include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles.  | N  |
| 101.   | Engineering design | Concern that modelling has predicted an increase in the speed of traffic on the A436, creating greater hazards for both residents and people using the area e.g. Barber wood and the wildlife living on or around the A436. Concern that Ullenwood/Cowley cross roads on A436 is already a dangerous junction, there will be increased hazard, due to increased speeds and increase in traffic volumes over long term. Suggests measures to slow traffic at Ullenwood/Cowley crossroads on A436. States there is limited visibility of traffic approaching from the east due to bend and high bank. | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably due to removal of the A417 through traffic. This would lead to an overall increase in traffic speeds due to the removal of congestion. Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic.<br><br>The traffic modelling predicts there would be changes in speed as a result of the scheme, but increases in speed are limited to less than 3km/h.<br><br>The eastern approach to the A436 roundabout has been designed in accordance with Highways England design standards however there would be a marginal reduction in optimal visibility to a small part of the Ullenwood junction due to the constraints of the of the approach on the A436 including the Ullen Wood ancient woodland however any increase in risk would be marginal.<br><br>While Highways England recognises concerns relating traffic speeds in locations outside of the scheme extents, it would be beyond the scope of this highways scheme and would be a matter for Gloucestershire County Council to address.<br><br>The traffic modelling methodology and results is reported in the Transport Report (Document Reference 7.10). | N  |
| 102.   | Engineering design | Comment that access to the Golden Hart Farm should be retained to preserve its business.  | There is no property known as Golden Hart Farm in the vicinity of the scheme however it is assumed that the comment relates to the Golden Heart Inn. Access would be maintained to the property during and after completion of the scheme. In addition, further to consultation comments received in response to the 2019 and 2020 public consultations, it is now proposed to provide parking for vehicles including horseboxes adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  | N  |

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| 103.   | Engineering design | Comment that more information should be provided regarding likely disruption of the construction period on local villages, duration and if compensation will be provided.   | Highways England is committed to keeping the A417 open to traffic, however, acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4 which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County 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.   | N  |
| 104.   | Engineering design | Concern that road safety may be reduced by distraction from parallel positioning of the A436 connector road and the dual carriageway if visible, as well as the loss of the 3rd lane at a very similar point as merging traffic is joining the dual carriageway.  | <p>A number of landscaping features would be provided to screen opposing traffic. This would include stone walls, hedges and other planting. The route climbing the escarpment to Shab Hill junction would have three lanes in the eastbound direction which would include a climbing lane to enable slower moving vehicles to climb the steep gradient without delaying other vehicles. The proposed layout would provide sufficient opportunity for slower vehicles to reach an appropriate speed before lane 3 terminates. The climbing lane would also extend past the diverge to Shab Hill junction by approximately 200m beyond the diverge nose. This is fully compliant with Highways England design standards which prescribe the criteria for termination of the crawler lane.</p> <p>The design has also been modified following the 2019 statutory consultation to ensure the merge from lane 3 to lane 2 would occur prior to the eastbound merge from Shab Hill junction. The revised eastbound merge would now merge approximately 220m further east. This would therefore separate the diverge, lane 3 termination and merge manoeuvres and ensure safe operation of the road reducing the probability of conflict and congestion issues. In addition, the merges and eastbound diverge would include an auxiliary lane to provide additional distance for diverging and merging vehicles to leave and join the mainline more safely.</p> | Y  |
| 105.   | Engineering design | Comment that the carpark near the Golden Heart should be large enough for several large horse lorries and towed trailers, have water, mounting block, toilet access and be on a level surface.  | Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.   | Y  |
| 106.   | Engineering design | Support for the continuation of Air Balloon Way through to the Cotswold Way Crossing alongside the replacement common land as an RBW with suggestion that there should be gating on this and other RBW's and they should be suitable for Carriage Drivers.  | Should the scheme proceed to construction, there would be a detailed design phase, when enclosures and other detailed matters would be agreed. Suggestions put forward by Gloucestershire County Council and other interest groups have been included as a commitment in the ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4).   | N  |
| 107.   | Engineering design | Comment that off-carriageway and segregated provision for WCH along the B4070 is essential and that the road should have an appropriate speed limit, given proximity to WCH.  | The WCH route along the B4070 would be segregated from the main carriageway with a separation provided in accordance with current design standards. The B4070 would have a speed limit of 50mph.  | N  |
| 108.   | Engineering design | Comment that the Cotswold Way crossing width should be 5m and there should be no noise, vibration or movement resulting from moderate to high wind. Parapets should be in accordance with BHS guidelines and the surface should not be slippery.  | Whilst the exact details of the crossing are yet to be defined the crossing would be 5m wide and include parapets which would be a minimum height of 1.8m in accordance with BHS recommendations.   | N  |
| 109.   | Engineering design | Comment relating to the Cowley Lane overbridge; there should be a side lane for WCH as with the B4070, parapet height minimum 1.8m, and with shelter/passing spaces for horses (and carriages) meeting large vehicles, particularly as this crossing is built on long high embankments. Comment that the road from going SE from Stockwell farm to the re-purposed A417 should be a BOAT to maintain Public Right of Way on the DM. | The predicted traffic flows on Cowley Lane are very low therefore a segregated WCH would not be justified. The parapet height would however be a minimum of 1.8m and the verges would be wide enough to accommodate horses. It is not proposed to change the status of the road which runs South East from Stockwell Farm to the re-purposed A417 as a BOAT. This road is already a public highway and forms part of the local road network.  | N  |
| 110.   | Engineering design | Raises concerns about the lack of refuge for broken-down vehicles.  | Four lay-bys are currently proposed to be included in the scheme. Two would be positioned on the eastbound carriage way at the start of Crickley Hill and between Shab Hill junction and Cowley junction. A further two would be positioned on the west bound carriageway; one between Cowley junction and Shab Hill junction and one at the bottom of Crickley Hill. In addition, the slip roads at  | N  |

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|        |                    |   | <p>Shab Hill junction would have hard shoulders. These would allow broken down vehicles to be recovered to a place of relative safety before being repaired or towed away.</p> <p>On Crickley Hill it is also proposed to increase the distance between the safety barrier and the edge of carriageway where space allows to provide space for stricken vehicles to pull off the carriageway in an emergency in the event of it if not being possible to reach a place of relative safety.</p>   |  |
| 111.   | Engineering design | Comment that the Gloucestershire Way crossing width should be 25m with parapet height 2.5m minimum.   | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. A 2.5m parapet is also proposed. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y  |
| 112.   | Engineering design | Comment that the proposed bridleway from the Ullenwood Junction to Crickley Hill Park entrance is not clear in the presentation and it should continue across the entrance, as far as possible towards Cheltenham given it runs alongside the Cotswold Way footpath. Suggestion that a third separated lane for WCH as proposed for B4070 from Shab to Barrow Wake should be considered, with an appropriate speed limit.   | The scheme would provide a comprehensive PROW network accommodating appropriate usage and connectivity. The bridleway would however terminate at the entrance to Crickley Hill Country Park.   | N  |
| 113.   | Engineering design | Comment relating to Grove Farm underpass, that non-parallel surfaces should be used to reduce echo, it should be 40+m width and 3.7m height minimum with measures to ensure openness at each end (removal of foliage, lowering of Cold Slad/Dog lane to the level of the tunnel surface at that point). For drainage there should be front to back crown of surface in middle of tunnel, or front to back gradient with drainage, to avoid pooling and there should also be large wait space at both ends for passing cars and lorries with clear escape route in both directions | The underpass would be provided as a private means of access for Grove Farm and would also provide access to the telecommunications mast and drainage attenuation basins. There would therefore only be occasional access by vehicles and would not be open to general traffic. As such the width of the underpass at 8m with a minimum headroom of 4.0m is considered to be appropriate for all users. It is proposed the provide a continuous gradient through the underpass to prevent issues with drainage. It is not proposed to lower Cold Slad Lane as this would require significant slope stabilisation measures to be provided however gradients on the access would be appropriate for WCH.   | N  |
| 114.   | Engineering design | Comment that the track down to the drainage pit near Shab Hill junction appears to be only connected to the feeder lane onto the busy Shab Hill roundabout and that the side junction should be moved further away from the roundabout to facilitate turning right when coming up from the UR50853, and increase distance from the very busy roundabout. This needs to be clarified as a BOAT to preserve the continuation of the UR.   | The access track to drainage basin 8 would be classified as a BOAT. The road to which it connects is an unclassified road which would provide to access Rushwood Kennels and Cuckoopen Farm. There would be very low levels of traffic using it however there would be scope during detailed design to amend the access to the BOAT to improve the layout. Users of the BOAT would not need to negotiate the roundabout.   | N  |
| 115.   | Engineering design | Comment that the usable carriageway of Stockwell Farm overbridge should be sufficient width to allow safe passing of all agricultural machinery, with a mid-bridge pass space, with parapets to be as recommended by BHS. The PRoW connections at both ends could facilitate this, but would need to have a large waiting space on the roadside of any gating.  | The width of the bridge would be 10m which would include a 4m wide track surfaced in granular material and two 3m wide soft verges. The parapet height would be a minimum of 1.8m and the verges would be wide enough to accommodate horses in the event of an occasional agricultural vehicle crossing the bridge at the same time.   | N  |
| 116.   | Engineering design | Questions why Cowley Junction is so large in scale and covers so much land compared to other junctions.   | The layout of Cowley junction has been designed in accordance with Highways England design standards to the principles of a compact grade separation utilising the existing underbridge to the south of Cowley Roundabout. This would make efficient use of the existing infrastructure whilst providing merge and diverge arrangements which enable safe operation of the junction. Providing a roundabout at this location on the existing A417 alignment would help with the construction phasing of the scheme and would provide a safe interface between traffic leaving the faster mainline A417 and the local road network. As a result of comments received during the 2020 consultation exercise the design has been amended to include footway / cycleway to connect the PROW to the east of the junction with local road network to the west of the junction. | Y  |
| 117.   | Land ownership     | Considers that as the scheme design almost entirely comprises of new road, the scheme requires a lot more land than is necessary to solve the current issues with the road.   | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Highways England has only impacted land where rights or access are essential for the delivery of the scheme. The Statement of Reasons (Document Reference 4.1) provides detail about the reasons for the land impacts created.  | N  |

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| 118.   | Land ownership               | Opposition to the replacement of Common Land. Considers that the Common Land already in place should be kept and which is rich in biodiversity, as opposed to relying on empty promises.   | Highways England acknowledges the objection to the replacement of common land proposed. As a result of the scheme, a greater area of common land will be created than currently exists. Common land that is being taken permanently for the scheme has been identified as essential for scheme delivery.   | N  |
| 119.   | Land ownership               | Comment that there is access to land which should be retained by the new car park on the repurposed A417 (see diagram). Suggestion that there should be gated access only to the new car park proposed to prevent anti-social behaviour. | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. Details such as enclosures will be finalised in the detailed design stage of the project.   | Y  |
| 120.   | Land ownership               | Consultee raises concerns that they use the water supply that passes through adjacent land, and is therefore an affected landowner.  | Highways England acknowledges the concerns raised in relation to maintaining a water supply connection. Utility connections will be maintained throughout the construction and operation of the scheme. Having checked, Highways England confirms that the respondent is not an affected landowner as defined by section 44 of the Planning Act 2008.  | N  |
| 121.   | Landscape and visual effects | Considers that the project would destroy the AONB and create another concrete motorway. Suggests that consulting with the largest employers in Cirencester and Swindon could help alleviate congestion.                                  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 122.   | Landscape and visual effects | Disappointed by the excessive land use caused by the A436 link road running adjacent to the A417. Considers that a junction closer to the Air Balloon would have reduced this.   | A review of this has been undertaken which concluded that an appropriate layout would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417 road gradients would not be compliant with current design standards and practices which have been developed with the intention to provide road layouts with a high level of safety during operation. The route provided via Shab Hill junction would provide an appropriate and safe connection to the existing A436 and Leckhampton Hill. The A436 link between Shab Hill and Air Balloon roundabout would have a total of three lanes, one in each direction plus a southbound climbing lane.   | N  |
| 123.   | Landscape and visual effects | Raises concerns about the impact on Crickley Hill.   | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.<br><br>The reduction in cut at the escarpment has been balanced by the inclusion of a landscape earthwork along the south side of the road so that this reduces the views towards the road as viewed from Barrow Wake. The landscape and visual impacts have been recorded within ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). ES Figure 7.10 Photosheets and Visualisations (Document Reference 6.3) provides a visualisation of Barrow Wake's view at year 1 and year 15 of operation. | N  |
| 124.   | Landscape and visual effects | Highlights the importance of Barrow Wake and Crickley Hill to local people and people who travel from further afar.  | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N  |
| 125.   | Landscape and visual effects | Support for the project in principle but raises concerns that the scheme will occur at a detriment to the surrounding environment, especially land that is designated SSSI.  |  |  |
| 126.   | Landscape and visual effects | Does not feel that the scheme has gone far enough to be pioneering in being landscape-led, as the disruption of the route through an AONB outweighs the mitigating features such as the Gloucestershire Way crossing.                    |  |  |



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| 127.   | Landscape and visual effects | Does not consider that the design has been environmentally-led, nor is it in keeping with the Government's 10-year plan.   |  |  |
| 128.   | Landscape and visual effects | Suggests that structures such as the Cotswold Way crossing should blend in with the area and landscape.  | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 129.   | Landscape and visual effects | Comment that it is important that the whole of the new road from Cowley junction up to the Cotswold Way Crossing is protected by cuttings and bunds, including the Shab Hill junction to hide the road from view for walkers, riders, cyclists etc.  | These design considerations have been implemented in the scheme and mitigation is proposed for the landscape as set out ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N  |
| 130.   | Landscape and visual effects | Comment that the scheme as it stands cannot claim to be landscape led and there is an opportunity to enhance the environment by providing a link across the road between the historic monuments and SSSIs at Barrow Wake and Crickley Hill. Suggestion that the Cotswold Way crossing doesn't fit in with the character of the area and should be c.150m wide and afford some protection from traffic blight as well as provide a nature corridor. Further suggestion that the Cotswold Way long distance path is likely to grow in popularity both nationally and internationally and there is the opportunity to create an award-winning design. | Taking into account feedback received to the 2020 public consultation, Highways England has amended the scheme design around the Gloucestershire Way crossing. Larger areas of calcareous grassland will be created either side of the new Gloucestershire Way crossing to create habitat stepping stones providing connected habitat between the Barrow Wake and Crickley Hill units of the SSSI. The Gloucestershire Way crossing will also include a 25m calcareous grassland strip to join these habitats. In addition, the crossing will incorporate two native species- rich hedgerows to connect new woodland and hedgerow planting either side of the crossing and link Ullen Wood Ancient woodland with Emma's Grove and woodland at Birdlip radio station Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y  |
| 131.   | Material assets and waste    | Would like to see a statement regarding a commitment to local materials sourcing.  | The manufactured construction materials would be sourced from established suppliers who regularly provide materials for similar sized projects. The suppliers have not yet been determined but the contractor would ensure that they are suppliers with adequate resources to meet the quantitative needs of the scheme, without having a negative influence on their resources. Where possible, materials would be provided from local sources in accordance with the proximity principle, and the contractor would work to ensure a balance with the value for money principle.  | N  |
| 132.   | Material assets and waste    | Would like to know what will happen to the spoil produced from excavations.  | Highways England has sought to limit the effect of the construction on the environment as far as is practicable. To assist with this, Highways England would seek to re-use as much material as possible on-site, if it is assessed as suitable for re-use. Responses to the 2019 public consultation raised concerns from stakeholders about a significant surplus of earthworks material. Revised proposals subject to supplementary public consultation in 2020 included a change in gradient on Crickley Hill (from 10% to 8% instead of 10% to 7%), which has addressed the surplus, with near balance of material now to be achieved. Discussions are ongoing to determine whether any limited surplus material now arising could be re-used off-site with local landowners or on other projects within the region to minimise the requirement to transport this material. Where possible, Highways England would also seek to source material locally. This is set out in ES Chapter 10 Material Assets and Waste (Document Reference 6.2). Highways England has also produced a Materials Management Plan as part of a wider Environmental Management Plan ES Appendix 2.1 EMP Annex E Materials Management Plan (Document Reference 6.2) which outlines how the impact of construction on the environment will be managed | N  |
| 133.   | Noise and vibration          | Considers that residents of Cirencester need assurances that concrete sections of the road will be replaced, as increased traffic will only increase the noise. Considers that this should be a condition of the new scheme.   | The scheme will include a lower noise road surface, which will reduce road noise between Brockworth bypass and Cowley junction. The concrete section of the A417/A419 south of the scheme (between Latton and Daglingworth) is outside the study area criteria of this project assessment. For residents living near the concrete section, there is only a very small predicted increase in traffic noise once the road is open to traffic (between 0.5dB and 1.1dB). This is slightly above the forecast increases that would occur without the scheme due to traffic growth (around 0.5dB). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England does, however, regularly monitor its motorways and A roads and makes improvements when needed.  | N  |
| 134.   | Noise and vibration          | Raises concerns that the impact of noise pollution from concrete sections of the road between Latton and Daglingworth have been ignored. With a more efficient road system, the volume of traffic and therefore noise will increase for local residents.   |  |  |
| 135.   | Noise and vibration          | Concern as to what measures will be taken to protect the surrounding villages from noise during the construction process.  | Highways England is committed to keeping the A417 open to traffic, however, acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining  | N  |

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|        |  |  | highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.2) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County 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.  |  |
| 136.   | Noise and vibration                                | Concern that whilst modelling shows limited increase in noise pollution it is not evident, particularly along the A436, what measures have been put in place to mitigate any increase.   | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. ES Figures 11.3 Construction Plant Machinery and 11.4 Assessment Locations and Noise Prediction Results (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design.   | N  |
| 137.   | Noise and vibration                                | Comment that it is important that the whole of the new road from Cowley junction up to the Cotswold Way Crossing is protected by cuttings and bunds, including the Shab Hill junction to reduce noise pollution and that the quietest possible road surface should be specified.   | The scheme design includes the use of a lower noise road surface, cuttings, earth embankments and other physical features to reduce propagation of traffic noise during operation. ES Figures 11.3 and 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design. From Air Balloon roundabout to Cowley junction, there are variable height earth bunds on both sides of the new scheme (2m to 9m relative to the level of the road). There are also 1.2m Stone walls on some of the bunds. Alongside north bound carriageway through Shab Hill junction, there is a 2m Stone wall. Please see full details in ES Chapter 11 Noise and Vibration (Document Reference 6.2).   | N  |
| 138.   | Noise and vibration                                | Wishes for confirmation that concrete will not be used as a road surface, as this will create additional noise.  | The scheme will use a lower noise road surface.  | N  |
| 139.   | Population and human health – business and tourism | Considers that it is a shame that a new Air Balloon public house cannot be built in the vicinity of the scheme, such as near the Shab Hill view point. This would maintain the business and work for local people and provide a refreshment stop for both road users and walkers on the surrounding trails. As people have used the current public house for many years, they would continue to use a replacement. | Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.   | Y  |
| 140.   | Population and human health – business and tourism | Concern over impact or destruction of the Golden Heart public house due to the scheme.   | ES Chapter 12 Population and Human Health (Document Reference 6.2) sets out that during the operation of the scheme and its access arrangements, it is not considered that the development land and businesses identified within the study area would experience significant adverse effects, given access would be maintained to all receptors. The Golden Heart Inn would not be directly affected by the scheme. Its tenants then responding to the 2019 public consultation, did express concerns about loss of passing trade given their existing direct access from the A417, which would change to indirect access with the new scheme in place.<br><br>Discussions between Highways England and the owners of the Golden Heart Inn have however been positive, and the potential benefits from the improved environment and access via the repurposed A417 / Air Balloon Way as a key WCH corridor and recreational trail have been welcomed. The scheme proposes additional parking provision in the vicinity of the Golden Heart which would provide designated parking for horse boxes and other WCH users, encouraging use of the Air Balloon Way and providing a commercial opportunity for the public house. In addition, access to the Golden Heart would be maintained via the proposed Cowley junction. Given this position it is considered that the scheme could bring minor beneficial effects to the Golden Heart, with opportunity for it to remain a destination public house and further promote its location on a new WCH corridor/trail. | N  |
| 141.   | Population and human health – business and tourism | Considers that it is important that access should be retained to three public houses: The Royal George in Birdlip, the Air Balloon and The Golden Heart  | ES Chapter 12 Population and Human Health (Document Reference 6.2) sets out that during the operation of the scheme and its access arrangements, it is not considered that the development land and businesses identified within the study area would experience significant adverse effects, given access would be maintained to all receptors. The Royal George and Golden Heart Inn would   | N  |

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|        |  |  | not be directly affected by the scheme. Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.  |  |
| 142.   | Population and human health – business and tourism                   | Considers that the original aims of the project to reduce pollution, improve traffic flow and improve the lives of local residents must be prioritised over other measures to improve the area as a visitor destination. Such measures should be supplementary to the original aims and not compromise them. | The Case for the Scheme (Document Reference 7.1) sets out how the proposals would help address the scheme vision, objectives and policy requirements.   | N  |
| 143.   | Population and human health – business and tourism                   | Suggestion that the new car parking on Air Balloon Way is relocated closer to the Golden Heart pub to act as a crime deterrent and provide increased trade for the pub.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y  |
| 144.   | Population and human health – community impacts                      | Considers that the scheme has been designed to benefit all members of the community including walkers, cyclists, horse riders and local residents, rather than only benefiting car drivers. Considers this to be a very good aspect of the project.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 145.   | Population and human health – community impacts                      | Considers that Birdlip Village have been campaigning to move the road or build a tunnel, and raises concerns that the Parish Council have been powerless in campaigning against the scheme.  | Cowley and Birdlip Parish Council have expressed support for the scheme overall, and have been engaged with Highways England to help inform preliminary design development work. The Parish Council have asked to be involved in discussions as to the future plans for the maintenance and administration of the Air Balloon Way, the proposed new parking facilities and the increased use of the PRoW in general. Highways England welcomes ongoing engagement with the Parish Council. Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.                | N  |
| 146.   | Population and human health – community impacts                      | Suggests that Cowley Junction be re-named to Nettleton Junction, as the junction itself does not lead to Cowley.   | The matter of naming and signage will be agreed at detailed design; for the purposes of the DCO application the junction is referred to as Cowley Junction.   | N  |
| 147.   | Population and human health - health                                 | Objection to proposals as increased tarmac, vehicles and road pollution will have negative health impacts. Suggestion that more pleasant and safe walking spaces and picnic areas should be created.   | ES Chapter 12 Population and Human Health (Document Reference 6.2) sets out that there would be neutral or positive outcomes for human health with the scheme during construction and operation. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out proposals for safe walking routes.  | N  |
| 148.   | Population and human health – PRoW/ Walking cycling and horse riders | Supportive of the scheme as it will improve WCH access to the countryside for city dwellers.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 149.   | Population and human health – PRoW/ Walking cycling and horse riders | Support for the creation of new PRoW, especially the non-vehicular road crossings.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 150.   | Population and human health – PRoW/ Walking                          | Highlights the importance of the SSSI and other areas for walking, which is of great benefit to mental health.   | Highways England acknowledges the importance of the SSSI. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment  | N  |

| Row ID | Topic  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
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|        | cycling and horse riders   |   | of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   |  |
| 151.   | Population and human health – PRow/ Walking cycling and horse riders | Support for the changes to PRow but does not see the need for a parking lot for horse boxes.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. This will provide safe parking for users of the Air Balloon Way and help address concerns about recreational pressure on the Barrow Wake SSSI and Country Park.   | Y  |
| 152.   | Population and human health – PRow/ Walking cycling and horse riders | Objection to the location of the proposed horse boxes and disabled parking, and proposes alternative locations for these in attached documents.   |  |  |
| 153.   | Population and human health – PRow/ Walking cycling and horse riders | Considers the additional car parking to be unnecessary as there are disabled parking facilities already available at Cheltenham Racecourse and Stonehouse. Suggests that the proposed car park will be difficult to access, especially in icy conditions and that disabled users will be far away from viewpoints, especially at Barrow Wake. Also highlights that sites A and C have no connectivity to surrounding bridleways.                              |  |  |
| 154.   | Population and human health – PRow/ Walking cycling and horse riders | Questions who will maintain the proposed car parks and whether they will be free.   | Matters of maintenance and operation of the car parks will be discussed and agreed with Gloucestershire County Council at the detailed design stage.   | N  |
| 155.   | Population and human health – PRow/ Walking cycling and horse riders | Concern that PRows are not severed but retained via bridges / underpasses / links and comment that unclassified roads must remain accessible. Suggestion that Cotswold and Gloucestershire Ways' overbridges, the old repurposed road for its whole length and other bridleways wherever possible should have Restricted Byway status to allow horse-drawn vehicles to use as much of the network as possible, creating through routes rather than dead-ends. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to provide restricted byways, including along the Air Balloon Way and across the Cotswold Way crossing.   | N  |
| 156.   | Population and human health – PRow/ Walking cycling and horse riders | Query as to whether the Stockwell Lane PRow will be re-routed prior to construction and how the site will be accessed during construction.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. There are no proposals to re-route Stockwell Lane but the Plan does set out the proposal to provide the Stockwell overbridge in advance of the mainline to help ensure access is maintained. ES Appendix 2.1 Annex B The Construction Traffic Management Plan (Document Reference 6.4) provides further details, which will be updated and agreed at the detailed design stage once a contractor is appointed, in collaboration with landowners and Gloucestershire County Council. | N  |
| 157.   | Population and human health – PRow/ Walking cycling and horse riders | Raises concerns that the PRow Management Plan seems to consider the only use of PRow as recreational, and does not consider people using them to make journeys.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes recreation and other types of trips made using the PRow and local route network.  | N  |
| 158.   | Population and human health – PRow/ Walking cycling and horse riders | Comment that many of the routes through this project are derived from unclassified roads (ORPA's), together with some new ones to form links which are essential rights of way and should be registered as Byways Open to All Traffic so they can go on the Definitive Map in order to maintain their rights status in perpetuity.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Proposals are limited to the DCO Boundary for the scheme where mitigation and enhancement is proposed. Reclassifications of local routes and rights of way have been carefully considered with Gloucestershire County Council and a WCH technical working group.  | Y  |
| 159.   | Population and human health – PRow/ Walking cycling and horse riders | Raises concerns that the scheme indicates that there will be an increase in the speed of traffic, which will make it dangerous for pedestrians, ramblers and dog walkers, especially around the A417. Suggests a reduction in the current speed limit which will ensure the safety of residents and visitors.   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes more crossings of the A417 to help create a safer PRow network in the area. There are not any proposals to increase speed limits as part of the scheme.   | N  |
| 160.   | Population and human health –  | Concern that proposals do not consider road safety as there is no safe provision at all for cyclists and for pedestrians crossing the road using PRows  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through  | N  |

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|        | PRoW/ Walking cycling and horse riders | excepting those cases where bridges have been provided, although diversion of the Cotswold Way from the present crossing at the Air Balloon roundabout is welcome.   | neighbouring communities and make it easier for drivers, walkers and other local road users to get around. The extensive network interconnected PRoWs including WCH paths in the local area would be maintained, enhanced and added to as part of the scheme; including new crossing points over and under the A417 such as the Cotswold Way crossing, the Gloucestershire Way crossing, the Cowley overbridge, the Stockwell overbridge and the Grove Farm underpass. This would enable non-vehicle users to avoid negotiating the A417, A436 and the B4070. Details about walking, cycling and horse riding routes are reported in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). |  |
| 161.   | Principle of development               | Support for the scheme and hopes that it will commence as soon as possible.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N  |
| 162.   | Principle of development               | Considers it important that the scheme goes ahead, and considers that the footpaths and road crossings will be a big improvement compared to the existing road layout.   |   |  |
| 163.   | Principle of development               | Support for the scheme as it links Cirencester to Cheltenham, Gloucester and beyond.   |   |  |
| 164.   | Principle of development               | Support for the general principle of the scheme to reduce congestion and improve safety.   |   |  |
| 165.   | Principle of development               | Support for the scheme as it caters for motorists, pedestrians, walkers and wildlife.  |   |  |
| 166.   | Principle of development               | Considers the money for the scheme should be spent on cycle and foot schemes to encourage people away from car travel. Considers the scheme to be expensive and 'short-term' thinking.                               | Highways England 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. ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access.   | N  |
| 167.   | Principle of development               | Considers that providing more lanes and a higher speed limit won't change the habits of bad drivers, which is the cause of accidents, but will instead attract more of them. Considers the scheme to be unnecessary. | Highways England 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. There are no proposals to increase the speed limit as part of the scheme.  | N  |
| 168.   | Principle of development               | Query as to whether this scheme will be important given other priorities such as COVID-19.   | The A417 Missing Link 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. The government has set a cost allocation for this scheme of £250 - £500 million in the context of competing demands for investment in other transport schemes and public services.   | N  |
| 169.   | Principle of development               | Opposition to the scheme. Questions why the environmental changes cannot happen without the need for a new road.   | Highways England 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 environmental proposals included as part of the scheme are proposed to mitigate its effects and, in some cases, provide enhancement. The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.  | N  |
| 170.   | Principle of development               | Considers that road building and green Government cannot go hand in hand, and that proposed changes to planning will mean further destruction.   | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme and how it complies with national policy, including the National Policy Statement for National Networks.   | N  |
| 171.   | Principle of development               | Opposes the scheme as the current constraints of the A417 restrict traffic and improving traffic flow will not bring ecological advantage.   |   |  |
| 172.   | Principle of development               | Object to the scheme as consider it a waste of public money.   |   |  |
| 173.   | Principle of development               | Comment that green spaces are more important than a new road scheme.   |   |  |
| 174.   | Principle of development               | Objection to proposals as they do not discourage car use and are not appropriate in relation to the need to reduce fossil fuels.   |   |  |
| 175.   | Principle of development               | Considers that the scheme needs to be completed as soon as possible as it is dangerous and causes pollution and journey delays.  | Subject to planning approvals, Highways England expects to start works in 2023, and for the road to open for traffic in 2026. Highways England remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.  | N  |
| 176.   | Principle of development               | Support for the scheme and hopes it will progress as soon as possible.   |   |  |

| Row ID | Topic                               | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
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| 177.   | Principle of development            | Support that retention of the Air Balloon public house is not necessary.  | Highways England acknowledges the range of views expressed. Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable.  | N  |
| 178.   | Principle of development            | Opposes the scheme as there are no effective measures to meet the UK climate change commitment as even if for use by electric vehicles, these would not result in any less ecological destruction than fossil fuel use.         | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations. | N  |
| 179.   | Principle of development            | Considers the scheme does not contribute towards ongoing economic growth and the finance for this scheme has not been used to assess the impact of the scheme.  | An overview of the economic assessment of the scheme is provided in the Case for the Scheme (Document Reference 7.1). The adjusted Benefit Cost Ratio has been calculated for the scheme to be 2.51. This means that for every £1 spent on the scheme, £2.51 is generated in economic, environmental and social benefits. Based on the Department for Transport's Value for Money Framework, the scheme is in the 'medium value for money' category. In economic terms, this indicates that the forecast benefits of the scheme would significantly outweigh its costs.  | N  |
| 180.   | Principle of development            | Strongly oppose this development as it damages the environment and causes damage locally by damaging habitats, being in direct opposition to legally binding commitments to reduce carbon emissions by attracting more traffic. | Highways England 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  |
| 181.   | Principle of development            | Comment that the scheme is inconsistent with international efforts to tackle the climate and ecological emergency and will compromise the UK's ability to comply with legally binding net zero targets.                         | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA regulations. | N  |
| 182.   | Principle of development            | Objection to Option 30, and believes it was chosen for convenience as it will be easier to build on unbuilt land and utilise the existing road while construction is underway.  | Taking into account feedback received in response to the 2018 public consultation, Option 30 was selected, and a Preferred Route Announcement was made in 2019. Please refer to section 3.3 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 183.   | Principle of development            | Comment that proposals are even more inappropriate given the reduction in travel as a result of Covid-19.   | Highways England 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. Whilst the short term impact of the COVID-19 pandemic on the road network has been a reduction in traffic, the long term impact on road traffic volumes, mode choice and travel patterns remains unclear and there is currently no evidence to suggest that there will be a substantial drop in traffic volumes in the long term.   | N  |
| 184.   | Principle of development            | Raises concerns that global warming means we need to be finding ways to reduce our CO2 emissions, and considers that building a road will not help us achieve this.   | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA regulations. | N  |
| 185.   | Road drainage and water environment | Highlights awareness of the original water supply to Cowley. Consultee raises concerns that they use this water supply.   | Highways England acknowledges the concerns raised in relation to maintaining a water supply connection. Utility connections will be maintained throughout the construction and operation of the scheme.  | N  |
| 186.   | Traffic and transport               | Hopes that an effective plan will be implemented to minimise the impacts on traffic during the construction period.   | Highways England is committed to keeping the A417 open to traffic, however acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County  | N  |
| 187.   | Traffic and transport               | Would like to see traffic congestion minimised during construction.   |  |  |

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|        |                       |  | 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.  |  |
| 188.   | Traffic and transport | Considers that HGVs should be discouraged from cutting through the A417 to the A436 and A40 as this is damaging the A436.                                    | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there is forecast to be a decrease in traffic on the A436, including a decrease in the proportion of HGVs, as vehicles would redistribute to the A417 at a strategic level following improvement to the road. Highways England does not intend to restrict the movements of HGVs as part of the scheme. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 189.   | Traffic and transport | Comment that the lack of a slip road from the A417 to the A436 will result in longer journey times.  | <p>A review of a more direct route between the A417 and the A436 was undertaken during design development, however it was concluded that this would not be possible to achieve safely. Due to horizontal curvature and the level differences between the A436 and the proposed section of the A417, road gradients in excess of 10% would be likely. This would not be compliant with current design standards and practices, which have been developed with the intention to provide road layouts with a high level of safety during operation. The route via Shab Hill junction provides an appropriate and safe connection to the existing A436 and Leckhampton Hill.</p> <p>The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Journey time reliability and safety would also improve on the A436, however, the traffic modelling undertaken by Highways England forecasts variations in how the scheme would affect journey times on the A436, as a result of increased journey distance, depending on the direction and time of travel. For example, journey times for those travelling between the A436 and Gloucester/M5 will increase at some times of day, and in some directions, and decrease at others. For those travelling towards Cheltenham/Stroud, there will be a decrease in journey times in comparison to a scenario without the scheme. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).</p> | N  |
| 190.   | Traffic and transport | Considers that this scheme will improve road safety by reducing congestion.  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The economic appraisal of the scheme assesses its impact on accidents. The results from the appraisal forecast show that that scheme will reduce number of collisions that result in a fatality or serious injury. The methodology and results of the accident appraisal is reported in the Transport Report (Document Reference 7.10).   | N  |
| 191.   | Traffic and transport | Suggestion that the Junction between the A417 and M5 south should be reviewed due to safety concerns, despite this being outside of the scope of the scheme. | The M5 Junction 11A is outside the scope of the scheme. The traffic model developed by Highways England includes the M4, the M5 and the wider strategic road network. The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 would increase to make use of the additional capacity and reduced journey times that the scheme provides. At a strategic level the majority of this traffic reroutes from the M4 and the M5 resulting in traffic reductions on the M4 between J15 and the M5 and on the M5 between J11A and the M4. The increases in total traffic at M4 J15 and M5 J11A as a result of the scheme are predicted to be limited when compared to traffic at the junctions without the scheme. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).  | N  |
| 192.   | Traffic and transport | Comment that increased journey times will negatively affect local residents.   | <p>The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. While some journeys for local residents may have an increased journey distance, they would benefit from safer junctions onto the wider road network, reduced delays and improved journey reliability provided by the scheme. By virtue of the improved travel conditions and increased accessibility for all users with the scheme in place, local residents would overall benefit from improved journey times and reduced severance.</p> <p>The methodology and results of the traffic modelling undertaken in support of the scheme are reported in the Transport Report (Document Reference 7.10). The effects of the scheme on population and human health are assessed and reported upon in ES Chapter 12 Population and Human Health (Document Reference 6.2).</p>  | N  |
| 193.   | Traffic and transport | Considers it to be a waste of money to widen the road as it will create more congestion elsewhere via induced demand.  |   |  |

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|--------|-----------------------|---|--|--|
| 194.   | Traffic and transport | Support for the scheme as it will bring enormous advantages. The scheme will improve congestion and relieve the increased journey times, especially with queues that currently form at the Air Balloon Roundabout.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N  |
| 195.   | Traffic and transport | Support for the scheme as it will reduce rat running through Birdlip.   |  |  |
| 196.   | Traffic and transport | Support for the scheme as it will greatly improve congestion. Recognises that there is a need to move away from fossil fuels but emphasises the importance of the car which is more reliable than public transport. |  |  |
| 197.   | Traffic and transport | Understands the need for improvements along this stretch of road due to the congestion.   |  |  |
| 198.   | Traffic and transport | Support for the improvements to the A417 that the proposals will bring, as it will ease congestion for through-traffic and along the major A roads.   |  |  |
| 199.   | Traffic and transport | Objection to the proposals unless the speed limit entering Birdlip is reduced from 60 to 30 before entering the village. Once entering the village this would be 20mph with additional speed bumps.                 | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Highways England is in discussion with Gloucestershire County Council over the scheme and works required as part of de-trunking the existing A417. These discussions include the potential requirement for measures such as traffic calming and changes in speed limit. The latest position of these discussions is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N  |
| 200.   | Traffic and transport | Considers that congestion only occurs during peak times, and that during school holidays and off-peak times, there is little to no congestion along the A417.   | Highways England 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 A417/A419 provides an important route between Gloucester, Cheltenham and Swindon that helps connect the West Midlands and the North to the south of England via the M5 and M4 motorways. While most of the route is dual carriageway, the three-mile stretch of single carriageway - known as the Missing Link - between the Brockworth bypass and Cowley roundabout severely restricts the flow of traffic, resulting in congestion and unreliable journey times. In addition, the existing section of the A417 has a particularly poor safety record and over 10 fatalities have occurred in this area in the last 10 years. The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. The Case for the Scheme (Document Reference 7.1) sets out why the scheme is required and how it complies with national and local policy. | N  |
| 201.   | Traffic and transport | Raises concerns that, due to lockdown, more people are likely to be working from home resulting in less congestion. Therefore, questions whether there is still a need for the scheme.                              | Whilst the short term impact of the COVID-19 pandemic on the road network has been a reduction in traffic, the long term impact on road traffic volumes, mode choice and travel patterns remains unclear and there is currently no evidence to suggest that there will be a substantial drop in traffic volumes in the long term.  | N  |
| 202.   | Traffic and transport | Suggests considering reinstating the train line with a station in Cirencester, which would help reduce traffic.   | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N  |
| 203.   | Traffic and transport | Considers that currently travelling up Birdlip Hill is dangerous when trying to join the A417. Suggests that the only benefit of congestion currently is ensuring that traffic is slower.                           | Access to the A417 from Birdlip will be via the grade separated junction at Shab Hill and slip roads to join/leave the A417. All new roads including slip roads and all new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.  | N  |
| 204.   | Traffic and transport | Concern that the proposed car parking on the Air Balloon Way will result in increased traffic and rat running through Birdlip.  | Further to consultation comments received in response to the 2019 public consultation, it was proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip whilst providing convenient access for users of Air Balloon Way. These parking areas would not be directly accessible by road from Birdlip (with access to them primarily via Cowley junction) and as such an increase in traffic through Birdlip as a result of the car parking is not expected.   | Y  |
| 205.   | Traffic and transport | Raises concerns over the necessity of the scheme. Considers that congestion is not that bad.  | Highways England 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  |



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|--------|-----------------------|--|--|--|
| 206.   | Traffic and transport | Considers that the traffic at Leckhampton Hill should be a major consideration. Highlights that there are many residents in the area as well as the National Star College.                                     | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there is forecast to be an increase traffic on Leckhampton Hill, however the forecast traffic flows are below the existing capacity of the road. The majority of additional traffic on Leckhampton Hill as a result of the scheme is traffic that would be rerouted from the A435. National Star College are one of a number of key stakeholders being consulted about the scheme. The road itself is under the authority of Gloucestershire County Council; however, Highways England is working with Gloucestershire County Council regarding local roads affected by the scheme. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10).   | N  |
| 207.   | Traffic and transport | Comment that traffic volume will likely not decrease as modelled on the A436 as reduced congestion will attract more road users.   | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there is forecast to be a decrease in traffic on the A436, as vehicles would redistribute to the A417 at a strategic level following improvement to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 208.   | Traffic and transport | Comment that the A436 to A417 receives a lot of traffic and query as to whether the roundabout configuration at the Birdlip junction may cause queues due to how the main traffic flows cut across each other. | The traffic modelling undertaken by Highways England shows that as a result of the scheme, traffic on the A417 is forecast to increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling also shows that there is forecast to be a decrease in traffic on the A436, as vehicles would redistribute to the A417 at a strategic level following improvement to the road, and that the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably; freeing up capacity, reducing delays and improving journey time reliability for all movements. All slip roads have been designed to the latest highways design standards for a 70mph dual carriageway. All new roads, new junctions and junctions modified as part of the scheme have been designed to accommodate forecast 2041 traffic flows, including HGVs. They have been designed to the latest standards to ensure sufficient capacities, widths, run offs and turning radii are provided.<br><br>The methodology and results of the traffic modelling are reported in Transport Report (Document Reference 7.10).  | N  |
| 209.   | Traffic and transport | Concern that there will be increased traffic on the A417 near Cirencester.   | The traffic model developed by Highways England includes the wider strategic road network. The traffic modelling undertaken shows that as a result of the scheme, traffic on the A417 is forecast to increase to make use of the additional capacity and reduced journey times that the scheme provides. The traffic modelling forecasts similar but smaller increases in traffic on the A417 and A419 near Cirencester as, at a strategic level, traffic reroutes from the M4 and the M5 to the A417. The forecast traffic flows are below the existing capacity of the road and alongside the increase in traffic, journey times between Cirencester and areas like Cheltenham and Gloucester are forecast to decrease. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 210.   | Traffic and transport | Raises concerns that by reducing local roads for residents who do not wish to use the A417 or major roads, it will make local journeys worse.  | The new road design will ensure a free flow of traffic, which will improve journey times, safety and reliability on the A417. Alongside this, an aim of the scheme is to reduce rat-running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route would become a private access for local properties and for WCH, including for disabled users. Cowley junction will still provide access to Brimpsfield and communities further west, The Golden Heart pub, the Air Balloon Way and Cowley Village via the Cowley Lane overbridge. Access to and from Cold Slad Lane will be provided at the upgraded and relocated Ullenwood junction. This provides a safer connection to the wider road network than the current connection to the A417. The traffic modelling undertaken by Highways England shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. While some journeys would have an increased journey distance, they would also benefit from the reduced | N  |

| Row ID | Topic                 | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under section 49 of the Act   | Matter relevant to a design change? (Y/N?) |
|--------|-----------------------|--|--|--|
|        |                       |  | delays and improved journey reliability provided by the scheme and shorter journey times for some routes at sometimes of day.  |  |
| 211.   | Traffic and transport | Raises concerns that the volume of traffic on the A436 will actually increase, especially for those travelling from Oxford, despite the plans proposing that this will be reduced. | The traffic modelling undertaken by Highways England shows that as a result of the scheme, there is forecast to be a decrease in traffic on the A436, as vehicles would redistribute to the A417 at a strategic level following improvement to the road. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably, freeing up capacity, reducing delays and improving journey time reliability for all movements. The methodology and results of the traffic modelling are reported in the Transport Report (Document Reference 7.10).   | N  |
| 212.   | Traffic and transport | Concern that the dog leg to the Shab Hill junction (from the Ullenwood junction) will result in extra journey times for commuters.   | The traffic modelling undertaken by Highways England forecasts that the additional capacity provided by the scheme and the reduced delay from not passing through the Air Balloon roundabout results in shorter journey times on the A417. Journey time reliability and safety would also improve on the A436, however, the traffic modelling undertaken by Highways England forecasts variations in how the scheme would affect journey times on the A436, as a result of increased journey distance, depending on the direction and time of travel. For example, journey times for those travelling between the A436 and Gloucester/M5 will increase at some times of day, and in some directions, and decrease at others. For those travelling towards Cheltenham/Stroud, there will be a decrease in journey times in comparison to a scenario without the scheme. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10). | N  |

**Appendix 10.2 Summary of the matters raised by section 42(1) (a) prescribed consultees and section 42(1)(b) local authorities in response to the 2020 supplementary statutory consultation and the Highways England response**

## Consultation Report Appendix 10.2: Matters raised by section 42(1)(a)(b) prescribed consultees in response to 2020 supplementary statutory consultation and Highways England response

Appendix Table 10.2: Summary of the matters raised by section 42(1)(a) prescribed consultees and section 42(1)(b) local authorities in response to the 2020 supplementary statutory consultation the Highways England response

| Row ID | Consultee                 | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|---------------------------|-------------------------------|--|---|---|
| 1.     | Badgeworth Parish Council |                               | Badgeworth Parish Council expressed 'strong support' for questions 1-7 on the feedback questionnaire, with no further comment made. No response was provided to question 8 or 9.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 2.     | Canal and River Trust     |                               | The Trust has reviewed your proposals and on the basis that they appear unlikely to have any impact on our waterway we have no comment to make at this time.   | Highways England notes that the Canal and River Trust have no comments to make at this time.  | N   |
| 3.     | The Coal Authority        |                               | The scheme boundary falls outside the defined coalfield area, therefore the Coal Authority has no specific comments to make.   | Highways England notes that The Coal Authority has no specific comments to make at this time.   | N   |
| 4.     | Coberley Parish Council   |                               | <p>The Parish Council has concerns that congestion, back-up and hazards will continue at this new roundabout, affecting both the A436 in a westerly direction and the Leckhampton Hill Road, in a south-westerly direction.</p> <p>Although the roundabout will be free of the through-traffic on the A417, it will still be subject to the considerable, and growing, daily commuter traffic to/from Cheltenham and to/from Oxford/London direction. In addition, the flow from the A417 exit road into this roundabout is likely to be travelling faster, and more uninterrupted, than at present and hence, more hazardous to the traffic entering the roundabout from Leckhampton Hill Road.</p> <p>CPC requests that a detailed study be carried out on projected traffic volumes and flows at the roundabout and designs in mitigating solutions.</p> <p>We are concerned about management of traffic flow at the new roundabout. We envisage that there will continue to be a build-up of traffic from Cheltenham, heading south on the Leckhampton Hill Road, held up by traffic from the A417 flowing towards Seven Springs/Oxford.</p> | <p>Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. The traffic modelling undertaken by Highways England forecasts that as a result of the scheme, there would be a decrease in traffic on the A436, as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling also forecasts that traffic on Leckhampton Hill would increase as a result of the scheme, however the predicted traffic flows are below the existing capacity of the road.</p> <p>As part of the traffic modelling undertaken by Highways England, a detailed assessment of the Ullenwood junction has been undertaken. The traffic modelling also shows that as a result of the scheme, the amount of traffic passing through the upgraded and relocated Ullenwood junction would decrease considerably; freeing up capacity, reducing delays and improving journey time reliability for all movements. This assessment has informed the design of the Ullenwood junction to ensure the junction would operate within capacity with the predicted 2041 traffic flows. Details on the assessment of the Ullenwood junction is reported in the Transport Report (Document Reference 7.10) submitted with the Development Consent Order (DCO) application.</p> | N   |
| 5.     | Coberley Parish Council   |                               | We note that you will be installing attenuation tanks around the Ullenwood Junction. Please advise us how you will ensure these have minimum visual impact on the landscape of the area.   | Attenuation and drainage features at Ullenwood junction will be partially enclosed in woodland and calcareous grassland to reflect the parkland setting. Denser planting towards Leckhampton Hill and the A436 to screen traffic will also be implemented. See ES Figure 7.11 Environmental Masterplan for more detail (Document Reference 6.3).  | N   |
| 6.     | Coberley Parish Council   |                               | We have concern regarding potential flooding near this new roundabout, due to water flowing down the new link road from the Shab Hill Junction. Please confirm that these attenuation tanks will mitigate any such problems.   | Environmental Statement (ES) Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) provides an assessment of the effects of the scheme in relation to water, including flooding, and identifies mitigation for adverse effects. It concludes there would be no significant effect in relation to flood risk.  | N   |
| 7.     | Coberley Parish Council   |                               | <p>Leckhampton Hill Road is a small country road, not designed to cope with the heavy commuter traffic which it currently experiences. How will it be enhanced?</p> <p>There are numerous busy or hazardous junctions on the route and it is lined with residential properties, with car parking on both sides of the road. It is not suitable for current, let alone, increased commuter traffic. We understand that your modelling suggests that traffic volume will decrease on this road. We do not understand the rationale for this. Please would you explain. We believe</p>  | <p>The traffic modelling undertaken by Highways England forecasts that traffic on Leckhampton Hill would increase as a result of the scheme, however the predicted traffic flows are below the existing capacity of the road. The traffic modelling forecasts that the scheme would not have a significant impact on speeds north of the Ullenwood Manor junction. The traffic modelling forecasts no significant impact on congestion at the junctions on Leckhampton Hill.</p> <p>The traffic modelling methodology and results is reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document</p>  | N   |

| Row ID | Consultee               | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-------------------------|-------------------------------|---|---|---|
|        |                         |                               | traffic volume will increase as the route becomes more popular due to reduced congestion and speeds will increase.  | Reference 7.10). Highways England is committed to ongoing engagement throughout the detailed design stage with Coberley Parish Council.   |   |
| 8.     | Coberley Parish Council |                               | CPC has concerns over speeds and junction hazards on the A436: Likely increased speeds on the A436, due to freer flowing traffic travelling east from the new roundabout, will create greater hazards for dwellings, other premises and the Cowley/Ullenwood crossroads on the A436. CPC requests that the current speed limit of 50 mph is reduced to 40 mph, particularly between east of Oxford Cottages and the new Ullenwood Junction roundabout.  | The traffic modelling forecasts there would be a decrease in traffic on the A436 as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling forecasts there would be changes in speed as a result of the scheme, but increases in speed are limited to less than 3km/h. Highways England is in discussion with Gloucestershire County Council over the scheme and works required as part of detrunking the existing A417. These discussions include the potential requirement for measures such as traffic calming and changes in speed limit. The latest position on these discussions is set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Highways England is committed to ongoing engagement throughout the detailed design stage with Coberley Parish Council. The traffic modelling methodology and results is reported in the Transport Report (Document Reference 7.10) .  | N   |
| 9.     | Coberley Parish Council |                               | CPC considers that there will be an increased hazard on the Ullenwood/Cowley cross roads on the A436, which is already a dangerous junction, due to increased speeds from an easterly direction and increase in traffic volumes over long term. With the proposed enhancement of the walking, cycling and horse-riding (WCH) facilities as part of the overall scheme, we envisage that there will be increased WCH traffic crossing the A436 at this crossroads. There will potentially be increased motorised traffic at Barbers Wood.<br><br>Crossing the A436 from the Cowley side, visibility of traffic approaching from the east is limited due to the bend and high bank. Measures must be put in place to slow traffic at this crossroads and to ensure safe crossing for WCH traffic and for motorised traffic either crossing or turning onto the A436. The PC believes that this junction requires traffic light control or a roundabout. It requests that thorough investigation of this crossroads junction is carried out and appropriate mitigating solutions implemented. CPC asks to be engaged in discussions regarding development and enhancements of the A436 (between Seven Springs and the new Ullenwood Junction) and the Leckhampton Hill Road. | The traffic modelling forecasts there would be a decrease in traffic on the A436 as vehicles would redistribute to the A417 following improvements to the road. The traffic modelling forecasts there would be changes in speed as a result of the scheme, but increases in speed are limited to less than 3km/h.<br><br>ES Appendix 2.1 Environmental Management Plan (EMP) Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including a new section of bridleway on Leckhampton Hill to connect Ullenwood roundabout, Cold Slad and the Cotswold Way crossing. It also sets out proposals for a safe at grade crossing at the Ullenwood junction / A436 / Leckhampton Hill. As set out in the Consultation Report (Document Reference 5.1), Highways England has engaged with Coberley Parish Council to date and is committed to ongoing engagement throughout the detailed design stage with Coberley Parish Council. | N   |
| 10.    | Coberley Parish Council |                               | There is concern about potential noise pollution due to the new road being nearer to the villages of Coberley, Cowley and Ullenwood, particularly the properties along the A436 at Ullenwood. There is concern that, with the proximity of the new route of the A417 to the villages of Coberley, Ullenwood and Cowley, noise pollution could be a result of the project.<br><br>CPC therefore requests that full studies are carried out on potential noise impact and that Highways England sets out proposals to mitigate noise pollution through the topography of the scheme (cuttings), road surfacing, landscaping (substantial tree-planting).  | The noise impacts at the villages to the east of the scheme within the study area, which includes Coberley, Cowley and Ullenwood, have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). The new road will include a lower noise surface and specific noise mitigation in the form of earth bunding and Cotswold stone walls to act as noise barriers have been incorporated to further reduce noise effects on residential receptors and the Area of Outstanding Natural Beauty (AONB). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts.   | N   |
| 11.    | Coberley Parish Council |                               | CPC considers that the design of the Cotswold Way crossing does not appear to blend in with the environment, unlike the other overpasses which all have vegetation as part of their design. We question whether this is an appropriate location for a viewing point, immediately above a 5-lane highway, with regard to enjoyment of scenery and with regard to health and the vehicle transmissions immediately below.   | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 12.    | Coberley Parish Council |                               | A parishioner has raised concerns about the class 5 road which runs from Shab Hill to Ullenwood. He is urging that, as a new PRoW is part of the scheme from Birdlip to Shab Hill, this class 5 road should be reclassified to a Restricted   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including new sections of footpaths,  | Y   |

| Row ID | Consultee  | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--|-------------------------------|---|--|---|
|        |  |                               | <p>Byway, in order that there is a route for pedestrians etc from Birdlip to Ullenwood, unimpeded by vehicles.</p> <p>Following a hotly contested application to declassify another road within the parish several years ago, CPC undertook not to support declassification of any roads within the parish. Having reviewed this policy at the CPC meeting of 9th November 2020, CPC concluded that it remains valid; therefore, the CPC does not support the suggested reclassification.</p>   | <p>bridleway and restricted byways. Local routes including unclassified roads are recognised as important walking, cycling and horse riding routes and Highways England has worked closely with user groups to help find a balance between provision for all types of users. For example, with the proposals in place, there would be motor traffic free routes between Birdlip and Ullenwood. Where the DCO application can improve connectivity within the DCO boundary, Highways England has worked hard with user groups to identify appropriate classifications of local routes and PRow. In the area mentioned, there are multiple unclassified roads (also known as Class 5 roads) that intersect with the proposed scheme. To help maintain and improve connectivity: new sections of bridleway are proposed to connect unclassified road 50852 to Barrow Wake and the Gloucestershire Way crossing; a new BOAT will connect 50853 AND 50944; and a new BOAT will connect 50853 to Shab Hill junction.</p> |   |
| 13.    | Coberley Parish Council                                  |                               | <p>A parishioner has raised concerns about the problems which increased traffic on the Leckhampton Hill Road will cause as it enters the urban area of Cheltenham with the numerous roundabouts and busy junctions</p>  | <p>The traffic modelling undertaken by Highways England forecasts there would be an increase in traffic on Leckhampton Hill as a result of the scheme, however the forecast traffic flows are below the existing capacity of the road. The majority of additional traffic on Leckhampton Hill as a result of the scheme is traffic that has rerouted from the A435. The traffic modelling forecasts there would be an impact of the scheme on these junctions as Leckhampton Hill enters the urban area, but the impact would be limited. The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10) .</p>   | N   |
| 14.    | Coberley Parish Council                                  |                               | <p>Parishioners living in properties on the A436 between the Ullenwood/Cowley crossroads and the new Ullenwood Junction roundabout have raised concerns about the speed of traffic and difficulty crossing the road and are seeking a reduction in the speed limit. They have also expressed concerns about noise and air pollution.</p>  | <p>Highways England has responded to the matter of traffic and speed on the A436 in Row ID 8, where it is identified that traffic on the A436 would reduce. The reduction in traffic along the A436 also leads to a reduction in air pollutant concentrations and therefore an improvement in air quality at this location. An assessment of the effects of the scheme in relation to air quality is provided in ES Chapter 5 Air Quality (Document Reference 6.2).</p> <p>Noise impacts have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts. The new road will include a lower noise surface and specific noise mitigation in the form of earth bunding and Cotswold stone walls to act as noise barriers have been incorporated to further reduce noise effects.</p>  | N   |
| 15.    | Coberley Parish Council                                  |                               | <p>A parishioner asks that the proposed repurposed A417, the Air Balloon Way, will have a sufficiently smooth (tarmacked) surface to be suitable for wheelchairs.</p>   | <p>The Air Balloon Way would involve a restricted byway classification with minimum 5m width for WCH. The width would be 3m tarmac and 2m compacted gravel to cater for all users including horses pulling a gig. Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed.</p>  | N   |
| 16.    | Coberley Parish Council                                  |                               | <p>A parishioner has raised the following concerns: The development is believed to result in a net loss of wildlife habitat and not a net gain, which is the ambition of emerging legislation. This is a pivotal scheme, which should be setting an example as the way forward. At a time when it is so widely acknowledged that natural spaces are more precious than ever, any new scheme should avoid increased impact on the most sensitive wildlife habitat. The road expansion increases severance and destruction within Crickley Hill and Barrow Wake SSSI, and some residents have expressed concern that what is being offered as replacement wildlife opportunities e.g. underground corridors and bridges will make up for the loss of natural corridors and living areas for flora and fauna that exist there now.</p> | <p>The impacts of the scheme on biodiversity is assessed in ES Chapter 8 Biodiversity (Document Reference 6.2). As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area. Overall, there will be a gain of 9.59ha of broadleaved woodland, 72.88ha of lowland calcareous grassland and 5.5km of native species rich hedgerow across the scheme. The landscape design is shown in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).</p>   | N   |
| 17.    | CA Telecom UK Ltd. on behalf of Colt Technology Services |                               | <p>We can confirm that Colt Technology Services do not have apparatus near the above location as presented on your submitted plan, if any development or scheme amendments fall outside the 50 metre perimeter new plans must be submitted for review.</p>  | <p>Highways England acknowledges the comments from CA Telecom UK Ltd on behalf of Colt Technology Services</p>   | N   |

| Row ID | Consultee   | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|---|-------------------------------|---|--|---|
| 18.    | Cotswold District Council   |                               | Reference to copy of the Gloucestershire County Council, Tewkesbury Borough Council and Cotswold District Council Joint Response to the Supplementary Statutory Consultation. Cotswold District Council concurs with the content of the document.   | Highways England notes Cotswold District Council's confirmation that their views are represented in the joint response to the supplementary statutory consultation submitted with Gloucestershire County Council and Tewkesbury Borough Council.   | N   |
| 19.    | Conservation Board (CCB) (also known as Cotswolds National Landscape, or CNL) |                               | CCB supports the stated vision of a landscape-led scheme. We support the vision of delivering a road scheme that both meets highways requirements and conserves and enhances the natural beauty of the Cotswolds National Landscape; reconnecting landscape, recreational access and ecology; bringing about landscape, wildlife and heritage benefits, including enhanced residents' and visitors' enjoyment of the area; improving quality of life for local communities; and contributing to the health of the economy and local businesses.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme's vision.  | N   |
| 20.    | Cotswolds Conservation Board (CCB)  |                               | Reference is made to the CCB's November 2019 Consultation response and recommendations made at that time. We remain concerned overall at the relative lack of detailed evidence and reasoning as to why many of CCB's previous recommendations (including those made prior to 2019) have not been taken forward. We hope moving forward that we can reach a much clearer understanding of the position within the context of the National Policy Statement for National Networks (NPSNN) test for major infrastructure development in National Landscapes.<br><br>We remain committed to work with HE, the Strategic Stakeholder Panel and the various Technical Working Groups to deliver the very best outcomes, in the context of the proposed road scheme, for the statutory purposes of the Cotswolds National Landscape.  | Highways England recognises CCB's recommendations. As set out in the Consultation Report (Document Reference 5.1), Highways England has engaged with CCB during the development of the scheme design, including with regard to recommendations made in response to the 2019 statutory consultation, which are responded to in Appendix 7.2 of this document.<br><br>Furthermore, Highways England has engaged with CCB following the 2020 statutory consultation regarding the feedback contained in this response as part of the 'collaborative planning' group with the National Trust, Gloucestershire Wildlife Trust and Natural England, and as part of the Strategic Stakeholder Panel. Please also refer to the Statement of Common Ground with CCB which sets out the current position between Highways England and CCB regarding the scheme (see Statement of Commonality, Document Reference 7.3).   | N   |
| 21.    | Cotswolds Conservation Board (CCB)  |                               | We note the removal of any form of green bridge to help mitigate the increased severance effect of the main cutting down Crickley Hill west of the Air Balloon. Although we understand, and accept, the reasons for its removal we also feel that this has severely reduced one way in which the scheme could have enhanced the connectivity of landscape, people and wildlife.   | CCB's comments on the removal of the green bridge are noted. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change to the design.   | Y   |
| 22.    | Cotswolds Conservation Board (CCB)  |                               | The Cotswold Way crossing will provide safer access for users of the Cotswold Way National Trail and better links to other trails than the current position. However, it should be noted that the bridge will not effectively provide either the landscape or ecological connectivity that the previously proposed 'Green Bridge' aspired to do.<br><br>For access purposes, at just 5m width it will be difficult to avoid conflict between the different users – walkers, cyclists, horse-riders and the occasional movement of cattle. It is also important to give consideration to how, in particular, horse-riders and cyclists approach and leave the crossing to join existing bridleways and therefore minimise damage to wildlife by avoiding riders diverting to more sensitive areas of habitat, especially on Crickley Hill.<br><br>The structure's aesthetics are also very important as the bridge will be the gateway into, and out of, the Cotswolds National Landscape. We would like to continue working with HE to ensure the best outcome in this respect. All these matters would need to be given careful thought in any final design. | ES Appendix 12.2 Walking, cycling and horse riding including disabled users review at preliminary design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out how a 5m wide corridor is appropriate and in accordance with DMRB guidance for the different non-motorised users.<br><br>Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information. Matters such as aesthetics, surfacing, signage and enclosures will be discussed and agreed at the detailed design stage.<br><br>The latest position is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3). | Y   |
| 23.    | Cotswolds Conservation Board (CCB)  |                               | Gloucestershire Way Bridge –It is essential that an approach to the detailed design of this crossing is adopted that combines all factors that contribute to the natural beauty of the National Landscape, addressing:<br>a. How best to use this feature to ameliorate the landscape (topographical) and visual impact of the scheme (including how the new  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the  | Y   |

| Row ID | Consultee                          | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|------------------------------------|-------------------------------|--|--|---|
|        |                                    |                               | <p>road and crossings will appear visually in the landscape at key points, e.g. from the access road to Crickley Hill Country Park). The consultation material doesn't provide this information.</p> <p>b. Ensuring that habitat creation measures either side of the bridge will best suit the High Wold landscape character area. Mitigating habitat fragmentation is vital and therefore the land management practices, e.g. creating stepping stones on both sides, must be carefully considered. We recommend avoiding large areas of woodland in favour of more open areas of calcareous grasslands where most appropriate.</p> <p>c. Ensuring effective recreational access provision for the Gloucestershire Way, minimising visual and noise intrusion.</p> <p>d. Providing sufficient width of the crossing to ensure excellent ecological connectivity and with a bridge of just 25m width this will not be easy to achieve.</p> <p>Whilst we fully understand that the location of the bridge has been largely determined by assessing the optimal location for bat crossing (something that HE has a statutory duty to consider in developing the road scheme) we cannot conclude at this time whether it is in the best location for landscape connectivity.</p> | <p>southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Highways England has also implemented a series of calcareous grassland 'stepping stones' either side of the Gloucestershire Way crossing to provide improved landscape and ecological connectivity between Barrow Wake and Crickley Hill including the SSSI.</p> <p>Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information. Highways England is committed to ongoing engagement throughout detailed design of this crossing and other features of the scheme. The latest position is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).</p>   |   |
| 24.    | Cotswolds Conservation Board (CCB) |                               | The 'Briefing Note for the Access Bridges', separately submitted to Highways England jointly with Gloucestershire Wildlife Trust and the National Trust, sets out our expectations regarding the A417 scheme's access bridges and crossings. Ultimately our role is to comment upon those designs. The report focuses on four bridges: Cotswold Way; Gloucestershire Way; Cowley and Stockwell. It uses HE's Aesthetic Appraisal Document methodology. Its aim is to explore the opportunities presented by the scheme, find common ground between the requirements for the road, limit the negative impacts, and mitigate where this is not possible. We encourage HE to use the Briefing Note for the Access Bridges in order to achieve CCB's recommendations for the Cotswold Way and Gloucestershire Way crossings.   | Highways England recognises the 'Briefing Note for the Access Bridges' submitted by CCB, GWT and NT. Highways England has engaged with the organisations regarding this document, as outlined in their individual Statements of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 25.    | Cotswolds Conservation Board (CCB) |                               | We consider the change in the gradient and associated removal of the need for retaining walls to be a much more satisfactory design which should accommodate any local slope instability due to rock fractures, etc. Given the increased understanding of the local geology, if the original depth had been maintained the overall width and footprint of the cutting would have had to be significantly increased. For this reason, the increase in gradient from 7% to 8% has the potential to bring about positive change to the scheme. If the depth of cutting is reduced that should lead to a good outcome for wildlife, habitats and landscapes compared to the likely final result of the 2019 scheme.  | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient and the associated reduction in retaining structures.  | N   |
| 26.    | Cotswolds Conservation Board (CCB) |                               | <p>At the deepest part of the cutting on Crickley Hill (west of the Air Balloon) the dual carriageway would be at the bottom of a cutting of very similar width to the 2019 proposal, without retaining walls, but now also without a green bridge. At the bottom of the hill, the embankment would have a larger footprint as well as being higher with the potential of greater loss of vegetation. The overall footprint of the scheme would be larger and thus the fundamental topographical change to the landscape and loss of existing vegetation and watercourse would likely be greater. The potential benefits for the scheme from the change of gradient are greater east of the Air Balloon, in the vicinity area of Emma's Grove and Ullen Wood, where the footprint of the scheme would be reduced as compared with the 2019 scheme.</p> <p>We are concerned that there appears to be no provisions for collection of groundwater which seems likely to arise from rock fissures in the cutting, which is likely to be a significant issue. We suggest that, as a minimum, drainage</p>  | <p>Modifying the design to include maximum gradients of 8% on Crickley Hill has enabled an alternative access arrangement to be provided to Grove Farm which would now be from Cold Slad Lane via a new underpass which would also provide a connection for a public right of way (PRoW), however vehicular access would only be for Grove Farm. By removing the direct access to the mainline the footprint of the road was able to be significantly reduced. This also enabled the drainage basin to be modified. The basin would now be positioned where the buildings for Crickley Tractors currently stand. Both amendments would offset the increase in footprint resulting from the increase in embankment height however a false cutting would be provided to screen the road which would increase the footprint however this would be planted to improve screening as the scheme matures. The embankment for the section of the route at the western end of the scheme would be lower than the 2019 scheme.</p> <p>Concern over groundwater control in the cutting is noted. This forms part of the drainage strategy and suitable measures such as ditches and subsurface drains</p> | Y   |



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|        |                                    |                               | ditches are included at the foot of each slope. We note that there is no geology data shown on any of the cross sections. The most useful information is that shown on figures 13.8 of the 2020 PEI Report, hydrology cross sections.   | would be provided. Please see ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) for further information.   |   |
| 27.    | Cotswolds Conservation Board (CCB) |                               | Decreasing the amount of spoil by as much as 1 million cubic metres is another significant positive environment outcome (potentially avoiding 50,000 lorry movements that would have been required to take the surplus material off-site).  | Highways England acknowledges the range of views expressed, including those received in support of the change in gradient.  | N   |
| 28.    | Cotswolds Conservation Board (CCB) |                               | From the information currently provided it is not clear whether the visual impacts and noise pollution are better or worse than the 2019 scheme. CCB request that HE provide noise and visual impact of the vehicles that the gradient change will have compared to (a) the current road and (b) the 2019 road scheme, from the base of the escarpment and to the Shab Hill junction. This needs to be looked at in relation to interactive implications for landscape character, heritage settings, recreational access, tranquillity and ecology.   | The ES provides an assessment of the effects of the scheme. Highways England has not carried out a full EIA of previous iterations of the design of the scheme which can provide a direct comparison of effects, as this is neither required nor would be a proportionate or efficient approach. A PEI Report was produced in 2019 and 2020 which set out the preliminary assessment of the effects of the scheme design at the time of the 2019 and 2020 statutory consultations (respectively). The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This is set out and illustrated within the Design Summary Report (Document Reference 7.7).  | N   |
| 29.    | Cotswolds Conservation Board (CCB) |                               | Access to Barrow Wake car park from the B4070 with a realigned route between Birdlip and Shab Hill : Although we applaud the objective of tackling known and persistent anti-social behaviours, this should not require a major road scheme to achieve and nor should the scheme be diverted into addressing such matters unless they fall in line with other strong benefits. Our opinion is that this is a step backwards from the 2019 scheme. It cannot be right to (a) significantly increase light and noise pollution by bringing vehicle movements back to the edge of the Cotswolds escarpment and (b) impinge upon, and reduce the amount of habitat, within the SSSI to solve what is fundamentally a social issue. Users of the Cotswold Way National Trail will be key receptors to the noise pollution.<br>HE should reconsider their proposal for the link road which would potentially further harm a SSSI and increase light and noise pollution on the escarpment edge in order to solve an anti-social behavioural issue. The 2019 solution for this part of the scheme would potentially be preferable. | As set out at the 2020 statutory consultation, the amendments made to the design of the B4070 were made in in order to reduce the required land take, provide a safer roundabout design (rather than a T junction), and remove the requirement for the repurposed A417 to cross the B4070. It was also considered that this design could help deter anti-social behaviour in the area by increasing natural surveillance of Barrow Wake car park. This change was agreed with the local highways authority, Gloucestershire County Council.<br><br>In order to reduce noise effects, the scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A lower noise road surface is incorporated into the proposed scheme design. Stone walls are proposed along the road edge and Barrow Wake car park to reduce light pollution on the escarpment edge. The roundabout would also be situated in a localised cutting which would screen vehicle lights.<br><br>The latest position is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3). | Y   |
| 30.    | Cotswolds Conservation Board (CCB) |                               | We believe a huge opportunity is currently being missed with regard to Barrow Wake car park. We urge HE to think about relocating the car park outside of the SSSI. The area of the existing car park then has the potential to increase the amount of habitat within the SSSI. HE should not give up on the idea of relocating Barrow Wake car park outside of the SSSI and we would encourage further landowner negotiations in this regard. Furthermore, we question whether there is still a requirement for a car park of this size when considering the additional parking facility at the Golden Heart Inn. It might be adequate to provide a limited number of disabled spaces in the area of the Barrow Wake car park with other visitors/ users using a combination of the new facility at the Golden Heart and existing facilities at Crickley Hill (which will be much better connected with the Cotswold Way bridge).  | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.  | Y   |
| 31.    | Cotswolds Conservation Board (CCB) |                               | Cowley junction: we do not have any significant points/ concerns to raise about this change. We will assume, having listened to HE's consultants, that due consideration will be given to the Roman settlement, which is of significant cultural and historic value, and that should mean avoiding further harm.  | The Roman-British settlement at Cowley will be fully investigated prior to construction in accordance with ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching Written Schemes of Investigation (WSI) (Document Reference 6.4). During the design process the footprint of the proposed scheme has been amended to preserve as much of this site as possible in-situ.   | Y   |

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| 32.    | Cotswolds Conservation Board (CCB) |                               | <p>The scheme has the potential to significantly enhance access and recreational experiences. In particular, the principle of creating better linkages between the Cotswold Way National Trail and the Gloucestershire Way is welcomed and the repurposed A417 (the Air Balloon Way) will create more recreational opportunity. However, the knock-on effect on the surrounding area, e.g. Leckhampton Hill, needs to be better understood. The Cotswold Way is a National Trail so this should be given top priority with regard to the overall quality of any enhancements (infrastructure and user experience).</p> <p>HE should continue dialogue with the Walking, Cycling and Horse-riding Technical Working Group (WCH TWG) to ensure the optimal solution for access and recreation, making sure that “access for all” is at the heart of any decision making. Trail priority should be given to the Cotswold Way as it is a National Trail.</p>   | <p>ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the PRow Management Plan which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity, including a new section of bridleway on Leckhampton Hill to connect Ullenwood roundabout, Cold Slad and the Cotswold Way crossing. The proposed Cotswold Way crossing would provide a safer grade separated route for users of the National Trail, as an enhancement to the current situation. Highways England is committed to ongoing engagement throughout the detailed design stage with stakeholders including members of the WCH TWG.</p>   | N   |
| 33.    | Cotswolds Conservation Board (CCB) |                               | <p>HE should ensure that any replacement common land is fit for purpose, e.g. accessible; usable; links in with other Rights of Way and other access land. Lowland calcareous grassland should have priority in terms of habitat.</p>  | <p>An assessment of the replacement Common Land in accordance with the Planning Act 2008 is provided in Appendix D of the Statement of Reasons (Document Reference 4.1). The land identified as replacement land is greater than the area to be acquired. This land is connected to the existing Common although at different levels, and would be re-landscaped as part of the scheme. The land would be accessible and adjacent but separate to the Air Balloon Way, and the proposal would return to Common Land that which was previously de-registered for the construction of the current A417. It would also provide ecological connectivity, subject to being planted as calcareous grassland habitat in coordination with the Gloucestershire Wildlife Trust at the detailed design stage, who would become the owner of the replacement Common Land.</p>   | N   |
| 34.    | Cotswolds Conservation Board (CCB) |                               | <p>We have concerns of HE's interpretation of what 'landscape-led' means. Within the consultation material HE describe it as “<i>a primary consideration in every design decision that we make</i>”. As previously indicated in consultation responses the CCB does not believe that this accurately reflects the greater ambition of the 2017 scheme vision, as it feels that 'landscape-considered' is doing the minimum to comply with statutory obligations.</p> <p>It is necessary for a full Landscape and Visual Impact Assessment (LVIA) to be completed in order for everyone to fully understand the negative and/ or beneficial impacts of the proposed scheme against the baseline of the current road, and to understand properly the cumulative effects of this scheme as the missing part of the effects of overall improvement of the A417 on the National Landscape.</p>  | <p>An Environmental Impact Assessment has been completed to fully assess the effects of the proposal on the environment, including an LVIA as reported in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).</p> <p>The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This is set out and illustrated within the Design Summary Report (Document Reference 7.7),. The latest position on associated matters is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).</p>  | N   |
| 35.    | Cotswolds Conservation Board (CCB) |                               | <p>We understand that HE do not have a statutory obligation to achieve Biodiversity Net Gain (BNG) with the A417 road scheme. That said, with the government's recent commitments to nature and with one of the key local authority stakeholders, Cotswold District Council, recently declaring an Ecological Emergency we urge HE to strive for BNG as this will be one clear indicator of going some way to achieving the landscape-led vision of the scheme that was approved in 2017.</p> <p>In recent meetings with HE, we have been informed that the Biodiversity Metric 2.0 has been used to calculate the impact that the road scheme will have on biodiversity within the red line boundary. From these discussions we were encouraged to hear that there will be net gain for some of the priority habitats, however, we also heard that the provisional estimates suggest a net loss of biodiversity in the region of 20%. HE must look to address this ahead of DCO submission next year.</p> | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> | N   |

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|        |                                    |                               | Although we heard the argument of 'quality' habitats versus the 'quantity' of habitats, we stress the importance of combining both. We would welcome and support a much bigger ambition from HE and they must strive to achieve BNG. The biggest obstacle is undoubtedly the current red line of the scheme, which simply doesn't provide the opportunity to achieve BNG. HE will need to think more laterally about this and, perhaps, utilise Designated Funds to improve and increase biodiversity outside of the red line but still within its general locality and within the National Landscape. We encourage HE to utilise the scheme's Designated Funds outside of the red line in order to fully achieve our joint landscape-led vision.   | Highways England recognises the suggestion to utilise Designated Funds to achieve the landscape-led vision. Discussions have been held and are ongoing with CCB and other organisations outside of the DCO application process with regards to identifying opportunities for the Designated Funds initiative.<br><br>The latest position is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).   |   |
| 36.    | Cotswolds Conservation Board (CCB) |                               | We are pleased to see the geophysics baseline survey in the heritage report in the 2020 PEI Report but, in addition, we would like to see consideration of the following further actions: <ul style="list-style-type: none"> <li>• That in an area with major Neolithic and Bronze Age sites (Crickley Hill and Emma's Grove) a ploughzone survey to identify areas of potential activity typically not detected by geophysics should be completed.</li> <li>• More explicit consideration of, and reference to, the major Roman settlement - of which a large part was destroyed by the Cowley roundabout.</li> <li>• Further consideration of the overall impacts on the setting of heritage assets (not just the visual effects).</li> <li>• To ensure a co-ordinated approach to the geotechnical and archaeological work, e.g. with regards to the palaeo-environmental potential of previously identified peat deposits at the scarp springline.</li> </ul> | ES Chapter 6 Cultural Heritage (Document Reference 6.2), has been informed by the results of the geophysics and trial trenching that has been undertaken within the proposed DCO boundary. Highways England consider that these techniques have provided a robust baseline for the assessment. The assessment of changes to setting has taken account of both visual and noise effects. A comprehensive mitigation strategy will be applied in advance of construction, which will include detailed consideration of palaeo-environmental remains. This is set out in ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching (WSI) (Document Reference 6.4).  | N   |
| 37.    | Cotswolds Conservation Board (CCB) |                               | At the moment it is questionable whether the overall design and mitigation of the scheme addresses the extent of severance and land take within the context of a highly valued National Landscape. HE should provide a 'balance sheet' which shows that the benefits substantially outweighs the negatives (in line with the landscape-led vision of the scheme) in relation to the factors that contribute to the natural beauty of the Cotswolds National Landscape, e.g. landscape quality/ character; scenic quality; tranquillity; natural heritage; historic/ cultural heritage.  | Highways England has produced a Design Summary Report (Document Reference 7.7) as part of the documentation to be submitted, which sets out how the design decisions made during the development of the A417 Missing Link scheme and how this compares with a 'traditional' highways scheme. An assessment of the scheme's compliance with the NPSNN, including the tests for development within an AONB, is provided in the Case for the Scheme (Document Reference 7.1).   | N   |
| 38.    | Cotswolds Conservation Board (CCB) |                               | A key consideration for CCB is whether the scheme delivers the agreed landscape-led vision. The PEIR still leaves a large amount of data needing to be collated and assessed and, as such, it is not currently possible for HE to clearly demonstrate that the proposed scheme delivers the agreed landscape-led vision, design principles and objectives. CCB recognises that the proposed scheme could potentially have a number of beneficial effects. However, we are also of the opinion that some of the potential benefits of the scheme may not be as significant as the consultation documents imply. We encourage HE to continue working with us and other environmental partners to work towards achieving this critical objective.  | The ES submitted with the DCO application provides an updated assessment of the scheme since the publication of the 2020 PEI Report, including an update to baseline data where this has been available. Highways England has also produced a Design Summary Report (Document Reference 7.7) which sets out how the landscape-led vision has been achieved.<br><br>Highways England has worked through collaborative planning sessions with CCB and other environmental groups to help share information, discuss opportunities for improvements, and has made design changes in response following the 2020 consultation. These have been welcomed by CCB and others, for example the widening of the Gloucestershire Way crossing and provision of stepping-stone habitat near Emma's Grove to address previous concerns about SSSI fragmentation. Highways England has produced a Design Summary Report (Document Reference 7.7) to help explain how the scheme is landscape-led, whilst the Case for the Scheme (Document Reference 7.1) sets out how it satisfies the high policy tests for development within an AONB. | Y   |
| 39.    | Cotswolds Conservation Board (CCB) |                               | A key consideration for CCB is whether the scheme avoids, mitigates and moderates adverse effects and further enhances the natural beauty - and public enjoyment - of the Cotswolds AONB.<br><br>CCB has previously put forward a number of proposals that could potentially help to avoid, mitigate and / or moderate adverse effects. Crucially, they could also potentially help to further enhance the scheme. We believe that the public would look more favourably on the final design if HE could show it has worked openly in partnership with CCB, and others, by more clearly answering points that are raised from our collaborative work. CCB considers that it would be  | The latest position on associated matters is set out in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).  |   |

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|        |                                    |  | appropriate for HE to thoroughly consider CCB's recommendations and to provide clear justification for how they propose to address them.   |   |   |
| 40.    | Cotswolds Conservation Board (CCB) |  | <p>A key consideration for CCB is whether the scheme is fully consistent with the letter and spirit of relevant legislation and national policy. HE has a statutory duty to have regard to conserving and enhancing the natural beauty of the Cotswolds National Landscape (the 'duty of regard'). The expectation of this duty is not only that adverse impacts will be avoided, where possible, but that opportunities will also be taken to enhance the natural beauty of the National Landscape.</p> <p>National policy relating to nationally important road projects (such as the A417 Missing Link scheme) sets out a number of requirements that HE must address. These include considering: the extent to which adverse effects could be moderated; the scope for meeting the need for the scheme in some other way; and measures to enhance the environment.</p>   | <p>Effects of the scheme on the AONB landscape are assessed in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2), taking into consideration proposed mitigation which moderates these effects. A description of possible enhancements has also been provided. The 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made, is set out and illustrated within the Design Summary Report (Document Reference 7.7).</p> <p>An assessment of the scheme's compliance with the NPSNN, including the tests for development within an AONB, is provided in the Case for the Scheme (Document Reference 7.1).</p> | N   |
| 41.    | Cowley and Birdlip Parish Council  | 1a To what extent do you support the Cotswold Way crossing?                            | Strongly support. The Parish Council strongly supports this proposed crossing as an alternative to the original 'Green Bridge' design which would have damaged ancient woodland. It is considered to be complimentary to the landscape and will improve connectivity for walkers who will be able to enjoy the views over the Vale from a unique vantage point. The Parish Council remains firm in their view that they would not like to see a structure that has an adverse impact on the National Trust or ecology.   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.   | N   |
| 42.    | Cowley and Birdlip Parish Council  | 1b To what extent do you support the Gloucestershire Way crossing?                     | Strongly support. The Parish Council strongly supports this proposed crossing which will improve connectivity both for walkers and allow wildlife to cross the new route to improve diversity. The Parish Council remains firm in their view that they would not like to see a structure that has an adverse impact on the National Trust or ecology.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N   |
| 43.    | Cowley and Birdlip Parish Council  | 2 To what extent do you support the change in gradient of the scheme?                  | Strongly support. The Parish Council strongly supports this change due to the lesser impact on ground water, ecology and vegetation but this is subject to the original benefits to road safety and reduced pollution being still maintained.  | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.   | N   |
| 44.    | Cowley and Birdlip Parish Council  | 3 To what extent do you support the changes to Cowley junction?                        | Support. The Parish Council supports this redesign to the Cowley Junction as it has considered the views of the residents of Cowley village. Cowley village should thus be protected from rat running. The Parish Council would like to be continually involved with any further development of the detailed design in this area. We would also suggest that clear signage is installed on the A417 prior to Cowley Junction to confirm that there is no access to Cowley Village. Furthermore, if the lane from Cowley to Stockwell stops before the overbridge we would expect a sufficient turning circle to be provided to include for lorries and fire trucks.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to Cowley junction. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project and will be carefully considered in agreement with the local authority and relevant property owners. There are no proposals within the scheme to close the road between Stockwell and Cowley.  | N   |
| 45.    | Cowley and Birdlip Parish Council  | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | <p>Support. The Parish Council supports this proposal however it notes that views across the Parish it represents are divided. There is concern amongst some parishioners that the changes will adversely impact the Barrow Wake viewpoint both in terms of noise, particle pollution and increased visitor numbers. The Parish Council would like to see enhanced measures to mitigate these effects.</p> <p>Many parishioners, particularly those living in Birdlip, support the move as for many decades they have suffered from the anti-social behaviour which is centred on Barrow Wake but also frequently spills over into the village itself and near to the village school. The Parish Council believes that the rerouting of the B47070 as proposed will discourage this behaviour as the Barrow Wake view point will be less remote from the main road and that the proximity to the repurposed A417 will encourage families and walkers to use the view point and</p> | The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). In order to reduce noise effects, the scheme design includes the use of cuttings, earth embankments and other physical features to reduce noise impacts during operation. A lower noise road surface is incorporated into the proposed scheme design. Stone walls are proposed along the road edge and Barrow Wake car park to reduce light pollution on the escarpment edge. The roundabout would also be situated in a localised cutting which would screen vehicle lights.   | N   |

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|        |                                   |   | reclaim this historic area to be used for the purpose it has always been intended.   |   |   |
| 46.    | Cowley and Birdlip Parish Council | 5 To what extent do you support the changes to public rights of way?  | Support. The Parish Council support the repurposing of the A417 and the creation of what will become known as the "Air Balloon Way". This aspect of the scheme has already been supported by the Parish Council in previous consultations and the ability to create a public amenity for walkers, cyclists and horse riders received much support from parishioners in the previous Highways England public consultation.  | Highways England acknowledges the range of views expressed, including those received in support of the Air Balloon Way.   | N   |
| 47.    | Cowley and Birdlip Parish Council |   | The Parish Council does note, however that there is strong opposition by some parishioners to the scheme who feel that the area should be re-wilded. Therefore, should following this consultation, Highways England decide not to re-purpose the A417 or remove or delay this aspect of the project due to financial pressures, the Parish Council would prefer the route to be returned to farm land rather than being left as a redundant carriageway as this could result in rat-running or anti-social behaviour.   | The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including the proposed repurposing of the existing A417. However, the views of some members of the Parish Council regarding an alternative of reinstating farmland, if this were not delivered, is noted.  | N   |
| 48.    | Cowley and Birdlip Parish Council |   | The Parish Council is mindful that the new Air Balloon Way is likely to be a popular local amenity and therefore requests that careful consideration is given to all the other public rights of way that will need to be used to access the new Air Balloon Way to ensure that they are suitable to accommodate the inevitable increased use and the project needs to make funds available to improve the adjacent footpaths and stiles outside of the red-line boundary as necessary. Highways England has engaged with riding and equine organisations to allow safe access and also disabled groups to ensure such access is fully inclusive. The Parish Council would like to be involved in discussions as to the future plans for the maintenance and administration of the Air Balloon Way, the proposed new parking facilities and the increased use of the public rights of way in general. | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the PRow Management Plan which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes careful consideration and proposals for existing and new routes connecting to the Air Balloon Way. The DCO boundary is the limit of works proposed for the scheme, and Highways England is committed to ongoing engagement with Gloucestershire County Council and Parish Councils about the proposals for PRow in the area.   | N   |
| 49.    | Cowley and Birdlip Parish Council | 6 Do you agree with our proposals for replacement common land?  | Strongly support   | Highways England acknowledges the range of views expressed, including those received in support of the replacement common land.   | N   |
| 50.    | Cowley and Birdlip Parish Council | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation? | The Parish Council strongly supports the changes to the scheme due to the reduced environmental impact of the rerouting of the B4070 which reduces the overall land-take. Also, the removal of the original Green Bridge which, although originally supported by the Parish Council, will now not result in the removal of any NT ancient woodland.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070, and the removal of the green bridge from the scheme.   | N   |
| 51.    | Cowley and Birdlip Parish Council |   | The 2020 PEI Report highlights that there is to be a maximum nutrient nitrogen deposition of 1.8% at the Leckhampton Hill and Charlton Kings Common SSSI. It should be considered by air quality and ecological experts that the impact on this SSSI as the scheme is already doing a lot of damage to local ecological sites.<br><br>The opinion of Natural England would be useful here. There is no evidence from the 2020 PEI Report that the impact from ammonia in car exhausts has been considered on local habitat sites. Given the increase in cars, this impact could be significant.  | Since the 2020 PEI Report was published as part of the supplementary statutory consultation in 2020, the air quality assessment has been updated following updates to the traffic model. This is reported in ES Chapter 5 Air Quality (Document Reference 6.2). The maximum change in nitrogen deposition at Leckhampton Hill and Charlton Kings Common SSSI is now less than 1% of the relevant critical load and is therefore not significant as presented in the ES. The impact of ammonia from traffic emissions has not been assessed as it does not form part of the DMRB methodology under which the assessment has been carried out.<br><br>Highways England has consulted with Natural England throughout the development of the scheme as set out in the Consultation Report (Document Reference 5.1) and the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3). | N   |

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|--------|-----------------------------------|--|--|---|---|
| 52.    | Cowley and Birdlip Parish Council |  | While Cowley and Coberley are outside the 600m point where a noise assessment is required, it is comforting to know they are considered.   | Highways England acknowledges that Cowley and Birdlip Parish Council is comforted by the amendments to the noise assessment within the ES.  | N   |
| 53.    | Cowley and Birdlip Parish Council | 8 Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | <p>The Parish Council strongly support the overall scheme which is largely unchanged since the original consultation and the choice to select Option 30. The public consultation that the Parish Council held in 2016 showed that the primary concern of residents is safety and that the 'Missing Link' in its current road format has caused many unnecessary deaths and serious injuries including those of some residents in the parish.</p> <p>Whilst other aspects of the scheme are very important such as the 'landscape led' objective, the Parish Council is pleased that the basic original design remains largely unchanged and that safety is still the primary benefit of the scheme.</p>  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 54.    | Cowley and Birdlip Parish Council |  | <p>There has been concern showed by local residents in Birdlip with regard to the proposed new disabled and horse box car-park near the eastern end of Air Balloon Way which is proposed to be in a location which is close to houses and the brewery.</p> <p>This area has a historical association with anti-social behaviour and also itinerant travellers who have pitched their caravans on the far end of the old Cirencester Road. There has been concern shown over the remote location for this car park and that allowing vehicles on the eastern end of the Air Balloon Way is hazardous and contrary to the aim of removing all vehicles from this new facility. Local residents have made separate representation to Highways England with proposals for alternative locations for this car-park and the Parish council supports these residents and requests that Highways England take these into account when finalising the scheme.</p> | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y   |
| 55.    | Cowley and Birdlip Parish Council | 9 Do you have any other comments?  | The Parish Council would like to formally request that this is confirmed in the final design that all site office, access compounds and lay-down areas will be reinstated to their original state after construction. All the 'red boundary' areas of the scheme lie in an area of AONB and the Parish Council is concerned that any brown field sites that are left after construction could result in applications for housing development which is contrary to the Cotswold District Council local development plan for this area.  | As set out in ES Appendix 2.1 EMP (Document Reference 6.4), land required for construction compounds would be returned to its original use and condition as per before the works. While Highways England recognises the concerns of the Parish Council regarding future development, addressing such issues falls outside of the scope of a highway scheme and is a matter for the relevant local planning authority.   | N   |
| 56.    | Cowley and Birdlip Parish Council |  | It would be helpful if the term "Cowley Lane" could be defined as it is used variously to describe the lane through Cowley Woods, the lane through Stockwell Farm and the lane from the Green Dragon Pub to Cowley village!). This needs clarifying as they cannot all be Cowley Lane.   | Highways England acknowledges the feedback on the terminology used in the 2020 supplementary consultation materials. Taking into account this feedback, Highways England has now clarified within the DCO application documents that the road from Cowley junction to Cowley via Cowley woods is referred to as Cowley Wood Lane, differentiating it from the Cowley Lane which is routed over the A417 via Cowley overbridge.  | N   |
| 57.    | Cowley and Birdlip Parish Council |  | At the meeting with HE on 9th November 2020 it was stated that the whole of the new A417 up to the Cotswold Way crossing would be protected by cuttings and bunds to a minimum height of 2 metres and generally higher 4-5 metres, topped by stone wall and planting in some places. It was stated also that it was unlikely that the road would be visible from the east. Also at the same meeting it was stated that the landscape-led elements of the scheme were absolutely essential to the design and could not be compromised by, for example, budget overruns and that the scheme contained constraints to prevent this happening. The Parish Council requires that the commitments made in the meeting of 9th November, as described above, shall be formalised into the scheme   | Cuttings topped with hedgerows or stone walls have been implemented from the Cotswold Way crossing to Shab Hill junction. Landscape earthworks topped with stone walls and tree planting have been implemented from Shab Hill junction to Cowley Junction to reduce views towards the scheme. The project has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO, including landscape mitigation.  | N   |
| 58.    | Forest of Dean Council            |  | FoDC do not wish to make any representations.  | Highways England notes that the Forest of Dean Council do not wish to make any representations.   | N   |

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|--------|-----------------------------|-------------------------------|--|--|---|
| 59.    | Health and Safety Executive |                               | <p>There are currently no Major Hazard Installations or Major Accident Hazard Pipelines in the vicinity of the proposed scheme. Should a Hazardous Substances Consent be granted or there is notification of a Major Accident Hazard Pipeline prior to the determination of the present application, then HSE reserves the right to revise its advice.</p> <p>Explosives sites: HSE has no comment to make, as there are no licensed explosive sites in the vicinity.<br/>Electrical Safety: No comment from a planning perspective.</p>   | Highways England notes that The Health and Safety Executive has no specific comments to make at this time.   | N   |
| 60.    | Historic England            |                               | It is recognised within the 2020 PEI Report that there is still outstanding information and assessment to be made. Historic England agrees with this with regards to the Cultural Heritage Chapter (Chapter 6). Ahead of the submission of the ES in support of the DCO application, we will work with Highways England to ensure the ES does provide sufficient information. This is so the ES will provide a clear understanding of the nature and full extent of the potential impacts on the historic environment, as required either by the EIA regulations, National Planning Statements or the National Planning Policy Framework.  | <p>Highways England welcomes Historic England's engagement with the scheme to date and will continue this valuable relationship. The latest positions between both parties is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).</p> <p>ES Chapter 6 Cultural Heritage (Document Reference 6.2) sets out the relevant legislation and policy that has been taken account of in undertaking the assessment of the scheme in relation to the historic environment. Furthermore, the Case for the Scheme (Document Reference 7.1) sets out how the assessment in the ES complies with the NPSNN.</p> | N   |
| 61.    | Historic England            |                               | <p>Notwithstanding this need for further information it is already evident to us that the proposed development will have a significant environmental impact, in EIA terms, on the historic environment. It will cause impacts to a number of designated heritage assets of national importance. There will also be impacts on non-designated heritage assets which contribute to the wider landscape setting of the designated assets.</p> <p>In our view proportional and refined information is necessary to address these impacts upon designated heritage assets, in their shared landscape setting. The level of carefully considered information that, in our view, is required is proportional to the potential impacts that have identified. This is in relation to the proposed scheme and directly related to the need to assess the overall sustainability of the development.</p>  | The impacts on the historic environment are considered fully in ES Chapter 6 Cultural Heritage (Document Reference 6.2), and Highways England will continue to engage with Historic England to ensure that appropriate mitigation is applied where impacts have been identified. The latest position is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 62.    | Historic England            |                               | <p>In general terms, Historic England advises that a number of considerations will need to be taken into account when proposals of this nature are being assessed. This includes:</p> <ul style="list-style-type: none"> <li>• Direct impacts on historic/archaeological fabric (buildings, sites or areas), whether statutorily protected or not. All grades of listed buildings should be identified;</li> <li>• Other impacts, particularly the <i>setting</i> of listed buildings, scheduled monuments, registered parks and gardens, conservation areas etc., including long views and any specific designed views and vistas within historic designed landscapes. In some cases, inter-visibility between historic sites may be a significant issue;</li> <li>• The potential impact upon the landscape, especially where a site falls within an area of historic landscape;</li> <li>• consideration of the impact of ancillary infrastructure and development, including construction compounds and waste material dispersal areas:</li> <li>• The potential for buried archaeological remains;</li> <li>• Effects on landscape amenity from public and private land;</li> <li>• Cumulative impacts</li> </ul> | Highways England considers that ES Chapter 6 Cultural Heritage (Document Reference 6.2) presents a robust account of the assessment cultural heritage impacts, and includes the areas of interest identified by Historic England. The latest position is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).   | N   |

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|--------|------------------|-------------------------------|---|---|---|
|        |                  |                               | In Historic England's view, the 2020 PEI Report does not adequately address all of the above considerations.  |   |   |
| 63.    | Historic England |                               | <p>Historic England provided a summary of the heritage assets with potential to be impacted by the scheme, identifying those of particular concern and a summary of the significance of some of these assets.</p> <p>Historic England notes that some further archaeological sites along the route are being identified and assessed currently as part of a large-scale archaeological evaluation. Due to the nature of trial trenching there is the possibility some archaeological sites will not be identified at this stage. There is also the possibility that some early prehistoric sites will not be identified and assessed as they may be buried under colluvium (hill wash).</p>   | <p>Highways England agrees with the descriptions provided by Historic England. Impacts and effects upon the assets listed by Historic England have been assessed and reported in ES Chapter 6 Cultural Heritage (Document Reference 6.2).</p> <p>ES Chapter 6 Cultural Heritage (Document Reference 6.2) uses the results of the surveys undertaken to characterise the known undesignated archaeology. Highways England recognises that due to the nature of trial trenching, and also geological processes such as hill wash, it is impossible to identify all archaeological remains at this stage. Highways England is confident that the surveys undertaken to inform the DCO submission are sufficient to characterise the archaeology that could be impacted by the proposed scheme.</p> <p>ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4) sets out a mitigation strategy to be implemented during construction that will allow the relationship of archaeological features with the surrounding landscape to be more fully understood. This has been shared with Historic England during its development.</p> | N   |
| 64.    | Historic England |                               | <p>The impact of the scheme is difficult to assess with the level of information currently provided. All we can say is that there will be impacts on the Historic Environment some of which will be beneficial, but the majority will be adverse. At this stage without some of the assessment work and results from the ground investigations it is too early to assign levels of significance to the non-designated heritage assets.</p> <p>However our general feeling is that the levels stated in Table 6-8 of the 2020 PEI Report (Permanent direct impacts on non-designated resources within DCO boundary) are too low. We would question the low value placed on some of the sites as they have not been dated and their full significance is not known. This may change at a later date once further archaeological work has been undertaken.</p> <p>The positive and beneficial impacts of this scheme have not been fully explored within the 2020 PEI Report. The reduction in noise and removal of traffic from areas will have a benefit to some of the assets. This could be further improved with low noise road surfacing, mitigation measures to improve sites and interpretation of the landscape.</p> <p>The addition of safe access routes (Cotswold and Gloucestershire way bridges) will link and relink the landscape in a small way. Further work on these connections needs to be done to assess all the benefits they can provide; reconnecting heritage sites and ecology as well as enhancing the experience of visitors to the area.</p> | <p>Highways England is confident that the level of value assigned to each is correct and that the results of the assessment reported in the ES are robust, carried out in accordance with DMRB methodology and the requirements of the NPSNN.</p> <p>ES Chapter 6 Cultural Heritage (Document Reference 6.2) describes the value of heritage assets within the study area, and assesses the impact of the proposed scheme upon them. Both beneficial and adverse effects are identified, including where the scheme would result in enhancement to the historic environment. Furthermore, the Design Summary Report (Document Reference 7.7) sets out how Highways England has implemented a landscape-led approach, which has had regard to the special qualities of the AONB.</p> <p>The latest position is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).</p>   | N   |
| 65.    | Historic England |                               | <p>We provided comments and recommendations to the 2019 PEI Report which are not brought forward in the 2020 PEI Report. The Cultural Heritage chapter relies on baseline information that is disjointed and lacking in information.</p> <p>The Cotswold Landscape is a palimpsest of layers all relating to different human interventions and activity, which has led to the protected landscape we now know as the Cotswolds. The landscape holds clues to the former uses and exploitation of this land in the past. This does not come across within Chapter 6. The Chapter and the Appendix 6.2 Archaeological Assessment (AA) make very little if any reference to the South West Archaeological Research</p>   | <p>A response to Historic England's feedback to the 2019 statutory consultation is provided in Appendix 7.2 of the Consultation Report Appendices (this document).</p> <p>Highways England is confident that ES Chapter 6 Cultural Heritage and its supporting appendices, and the field surveys undertaken, are sufficient to characterise the archaeological potential of the scheme corridor. With regard to additional information required in the AA, desk-based research in itself will not provide further insight as to the likely archaeology that lies within the DCO boundary.</p>   | N   |



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|--------|------------------|-------------------------------|---|--|---|
|        |                  |                               | <p>Framework (SWARF) and the Rural Settlement of Roman Britain Project (RSRB). Both of these are key to writing the research questions that will ultimately lead to a more targeted archaeological mitigation strategy within the DCO limits.</p> <p>We have now seen a draft of the Detailed Archaeological Mitigation Strategy and Overarching Written Schemes of Investigation (DAMS/OWSI). This does contain detailed research questions based on SWARF. Chapter 6 needs to reference the overarching themes identified in the DAMS.</p> <p>There is no assessment of the archaeological potential along the route in the 2020 PEI Report, only the known. Using topography, thematic studies and local knowledge the Archaeological Assessment (AA) should have provided a good understanding for the potential of archaeology. Further work needs undertaken to be able to predict what archaeology may be found within the road corridor.</p>  | <p>In all development proposals desk-based research is the initial stage of characterising the theoretical potential of a site, with geophysical survey and trial trenching being deployed to characterise the actual archaeological character and potential of a site. Highways England has undertaken these surveys and considers that no further desk-based research is required to enable the effect of the proposed scheme on archaeology to be assessed, or for research questions to be formulated.</p> <p>Highways England welcomes the engagement of Historic England in formulating the detailed mitigation strategy for the proposed scheme, which will seek to answer the research questions posed in the SWARF. However the ES is the document in which the results of the impact assessment are reported, and referencing the research themes would not contribute to that reporting. The DAMS/OWSI is cross referenced in ES Chapter 6 Cultural Heritage (Document Reference 6.2) however, and is provided at ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4).</p> |   |
| 66.    | Historic England |                               | <p>The heritage assets are looked at as individual sites and not as part of the wider landscape. The settings assessments should be a narrative not a table. The settings assessment should follow our guidelines GPA3 (Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2<sup>nd</sup> Edition), December 2017). This would be more useful as a short narrative on those assets that have high value/ group value with identified impacts.</p> <p>There is not enough cross referencing to the other chapters. Many of the viewpoints (Chapter 7) are at designated assets and the landscape assessment, although based on different criteria to Heritage assets, does provide a good description on how these sites are currently experienced. This is part of the assessment process for settings assessments. The Historic Landscape Character Areas section provides no overview on the contribution these make to each other and the wider landscape</p> | <p>By necessity each asset is assessed separately in the ES, however for each, its relationship with the wider landscape and other assets is described. Highways England consider that presenting the results of the assessment in tabular format is no less clear than a narrative approach. Highways England consider that the contribution made by setting to the significance of assets has been established in the baseline, and that the conclusions of the assessment are robust.</p> <p>The assessment of impacts has been undertaken in consultation with other environmental disciplines, and where a cross-discipline impact has been identified these have been reported in the ES. Cross referencing is present where required.</p> <p>The latest position on these matters is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).</p>  | N   |
| 67.    | Historic England |                               | <p>The Enhancement section is very short and there are many missed opportunities to improve setting, connections and the condition of heritage assets. This could include: strategic planting, noise barriers, reinstatement of traditional boundaries, improvement of the condition of designated assets. The interconnectivity of this landscape is key to delivering the 'Landscape led project'. Currently this is difficult to understand. The ES needs to be able to draw together all the different elements that make up this protected landscape to understand what makes it special and how this proposal can enhance and mitigate harm to that special character.</p>  | <p>ES Chapter 6 Cultural Heritage (Document Reference 6.2) sets out enhancement measures within the scheme. The Design Summary Report (Document Reference 7.7) provides a detailed account of the landscape-led approach to the design of the scheme.</p>  | N   |
| 68.    | Historic England |                               | <p>Historic England provided comments on the 2020 PEI Report Chapter 6 appendices:</p> <p>Statements of Significance Appendix 6.1: The assessment of significance and settings assessments need to be better refined within the ES. The Statements of Significance looks at assets as individuals and does not provide sufficient discussion on the significance the setting makes and interrelationships with other assets. The ES will need to include a section on setting assessments as a narrative following Historic England guidance (GPA3). This will need to reference the historic landscape character, LVIA work and noise assessments.</p>   | <p>The AA is not a Desk Based Assessment as described in ClfA standards and guidance. It was produced to list the known heritage assets within the inner study area, and to provide an early indication of archaeological potential of the study area, prior to actual data from field surveys.</p> <p>Geophysical survey and trial trenching have been undertaken which have located archaeological remains within the DCO boundary with a high degree of accuracy. The HLC is intended to provide an overview of the broad make-up of the landscape surrounding the proposed scheme and to establish areas where particular historical land uses are still legible within the modern landscape. It was</p>   | N   |

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|--------|------------------|-------------------------------|---|---|---|
|        |                  |                               | <p>The setting these assets are currently experienced in is dominated by the A417. This will change and some assets will benefit from that change, others will not.</p> <p>Archaeological Assessment Appendix 6.2: Following best practice advice (CIFA 2014, Standard and Guidance for the Historic Environment: Desk-Based Assessment), the AA should act to inform the strategy being presented in this document, highlighting the character, preservation/condition, potential and significance of the areas affected by the proposed development.</p> <p>Historic Landscape Characterisation Appendix 6.3: This assessment needs to be used more to help predict potential archaeological sites within the scheme.</p> <p>Geophysical Survey Report Appendix 6.4: Geophysical survey results are included in the PEI Report; this is important baseline data. It has helped inform the location of the evaluation trenches. We understand that some areas within the DCO boundary have not surveyed. These areas were however surveyed for a previous road scheme proposal. The result of that survey is available from the Gloucestershire County Historic Environment Record (GCHER 22451) and can be used to inform the ES.</p> <p>Geo-Archaeological Assessments: The results of the Geo-archaeological monitoring of geotechnical investigations, boreholes and test pits, are not yet available. This information will feed into requirements for specific locations and transects where purposeful geo- archaeological investigation may be required. For example, to resolve unknowns such as Prehistoric deposits and features obscured by colluvium</p> <p>Greater integration and enhanced communication between the cultural heritage team and other specialist teams is required; geology, hydrology, and landscape teams. Some locations such as Nettleton Bottom have been flagged up as wet/ waterlogged this should be cross- referenced with potential for archaeology; in particular palaeo- environmental deposits.</p> <p>Archaeological Evaluation: We are concerned that the preparation of the PEI Report ahead of the completion of the archaeological evaluation is counterproductive. This is because it is not based on all the evidence available. It may result in an increased risk of unknown archaeological remains being impacted.</p> | <p>not intended to predict the presence of archaeological sites within the DCO boundary, nor is it considered that it would be effective for this.</p> <p>Previous geophysical survey was used to inform the location of archaeological trial trenches.</p> <p>No geoarchaeological assessment was undertaken for the Phase 1 Ground Investigations. Highways England will engage fully with Historic England to design a comprehensive geoarchaeological programme as part of the pre-construction archaeological mitigation strategy.</p> <p>The cultural heritage assessment has been undertaken in consultation with other environmental disciplines, and where potential impacts on heritage assets have been identified these have been described in the ES. In cases where no impacts are predicted in relation to other topics, no reference has been made to those topics.</p> <p>The production of the 2020 PEI Report was based on evolving data and Highways England is confident that the assessment in the ES is sufficiently robust and in alignment with the requirements of the NPSNN, as set out in the Case for the Scheme (Document Reference 7.1). Historic England has been informed throughout the process of the particular programme drivers for the archaeological trenching, principally that of agreeing land access with local stakeholders.</p> <p>The latest position is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).</p> |   |
| 69.    | Historic England |                               | <p>In the view of Historic England we do not think that the PEIR in its current form fulfils the requirements of the NPS and NPPF polices and EIA regulations. We recommend that to fulfil the requirements to ensure the updated DMRB approach to landscape led design is being followed. The following will need to be undertaken and incorporated into Chapter 6: a more holistic approach to the landscape; improved baseline information; and; better integration and cross reference to other disciplines.</p>  | <p>The recommendations of Historic England are noted and Highways England has engaged with Historic England since the 2020 PEI Report was published, sharing information about the evolving baseline and ongoing assessment. Highways England is confident that the assessment in the ES is sufficiently robust and fulfils the requirements of the NPSNN and NPPF, as set out in the Case for the Scheme (Document Reference 7.1). Highways England will continue to engage with Historic England for their advice. The latest position is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).</p>   | N   |
| 70.    | Historic England |                               | <p>Historic England provided a set of 15 recommendations for Highways England in developing the Cultural Heritage chapter of the ES.<br/>of Brighton 2018, Deposits Modelling and Archaeology:</p>  | <p>Highways England welcomes these suggestions, and has considered them while finalising ES Chapter 6 Cultural Heritage (Document Reference 6.2). The latest position on the cultural heritage assessment is set out in the Statement of Common Ground with Historic England Historic England (see Statement of Commonality, Document Reference 7.3).</p>   | N   |

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|--------|------------------|--|---|--|---|
| 71.    | Historic England | 7. Do you have any comments on the likely environmental effects that have changed since the previous consultation? | Loss of Green Bridge between Barrow Wake and Crickley Hill will limit the improvement to the landscape identified in the previous consultation. However we welcome the inclusion of the new bridges to retain connectivity. The loss of landscape/ecology connections will impact on the setting of heritage assets as well as the landscape and ecology. This will need to be further explored within the ES.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres. The design of the Cotswold Way crossing has been amended to provide a simplified design. Other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information. The proposed crossings are considered in the ES. | N   |
| 72.    | Historic England | 9. Do you have any other comments?   | <i>Historic England provided detailed feedback on the content of Chapter 6 of the 2020 PEI Report. This identified a number of corrections, requests for clarification and suggestions as to how the chapter could or should be amended when developed into the ES.</i>   | Highways England welcomes these suggestions, and has considered them while finalising ES Chapter 6 Cultural Heritage (Document Reference 6.2). The latest position between both parties is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).   | N   |
| 73.    | Historic England |  | Historic England provided detailed feedback on the content of Appendix 6.1 Statements of Significance and setting of the 2020 PEI Report. This identified a number of corrections, requests for clarification and suggestions as to how the appendix could or should be amended when developed into the ES. It is stated that the assessment in Appendix 6.1, set out as a table, does not seem to follow Historic England guidance (GPA3) and does not think in detail about the significance of assets and how they interact with each other and the landscape.   | GPA3 has been used as a reference document when undertaking setting assessments. Highways England is confident that that each heritage asset has been considered individually with regard to its setting, and how that setting may also incorporate relationships with other heritage assets. The latest position is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).   | N   |
| 74.    | Historic England |  | Historic England provided detailed feedback on the content of Appendix 6.2 Archaeological Assessment of the 2020 PEI Report. In particular, concern was raised that the AA does not make any attempts to assess the potential for archaeological sites. The extensive Historic Environment Record data and published material on this area, as well as the contractors understanding of the archaeology of the Cotswolds, should mean this is an easy assessment to make. Historic England considers that the list of sites is incomplete and misses some key archaeology, the roman settlement above is one (HER 11200), but also a group of pits and an enclosure east of Emma's Grove (HER 22451). Both of these sites have potential to be significant and both are within the proposed road corridor so will be removed. | The AA was intended as an initial review of HER and PAS data (together with historic maps and available lidar). Geophysical survey and trial trenching have now been undertaken, and are considered to be the most accurate indicator of archaeological potential within the proposed DCO boundary. The latest position on relevant matters is set out in the Statement of Common Ground with Historic England (see Statement of Commonality, Document Reference 7.3).   | N   |
| 75.    | Historic England |  | Historic England provided detailed feedback on the General Arrangement Plans provided as Figure 2.1 of the 2020 PEI report.   | Highways England acknowledges the feedback on the General Arrangement Plans published as Figure 2.1 of the 2020 PEI Report. To help provide clarity, an updated set of plans for the scheme are published in Volume 2 of the DCO application.  | N   |
| 76.    | Historic England |  | Historic England provided detailed feedback on Chapter 7 Landscape and Visual Effects of the 2020 PEI report. Concern was raised in particular that Table 7-16 states visitors to Great Witcombe villa will experience change to their views. It isn't clear if this is at the villa or the car park, as VP1 is at the car park, there is no viewpoint from the villa itself.   | VP1 and VP2 are representative views of the visitors of Great Witcombe which are representative of the setting around the Roman villa, not just from the heritage asset itself.  | N   |
| 77.    | Historic England |  | In relation to Chapter 8 Biodiversity of the 2020 PEI report, Historic England advised that 11 important hedgerows will be lost as part of this scheme, which should be recorded and if possible dated. It was stated that information on Roman Snail Surveys should be referenced against HER, as these are sometimes are indicative of Roman sites close by.  | Hedgerows will be recorded as part of the proposed mitigation for the project. Highways England considers that archaeological surveys undertaken are sufficient to identify and characterise the archaeological potential of the area within the proposed DCO boundary. However, analysis of Roman Snail distribution against the findings of the archaeological mitigation for the project is of interest and can be incorporated into ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4).          | N   |
| 78.    | Historic England |  | Regarding Chapter 9 Geology and Soils of the 2020 PEI report, the topsoil stripping and storage in areas outside of the road corridor will need to be carefully planned to avoid identified archaeological sites, especially any with surviving earthworks. In addition, it is unclear which tufa spring will be covered up? Tufa has been known to be used in Roman buildings in the region. There may be a link to local Roman sites.   | All areas of soil stripping will be subject to archaeological monitoring. Where possible, surviving earthworks will be demarcated and avoided by construction activities. Tufa deposits identified along the tributary of Norman's Brook will be buried beneath the proposed embankment. The assessment of impact on geology and biodiversity aspects has been undertaken and is presented in the ES (Chapter 9 Geology and Soils and Chapter 8 Biodiversity, Document Reference 6.2).   | N   |

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|--------|--------------------|-------------------------------|---|---|---|
| 79.    | Historic England   |                               | Regarding Chapter 10 Material Assets and Waste of the 2020 PEI Report, Historic England advise that there needs to be careful thought to link the archaeological work into the Materials Management Plan. This is to ensure any waste deposited on site is not deposited on sensitive archaeology.  | Highways England agrees with this comment. A Materials Management Plan is provided in ES Appendix 2.1 EMP Annex E Materials Management Plan (Document Reference 6.4).   | N   |
| 80.    | Historic England   |                               | Regarding Chapter 11 Noise and Vibration of the 2020 PEI Report, Historic England advised that stone walls and earth bunds will these need to be incorporated into any archaeological mitigation i.e. recently identified burials at Barrow wake are close to the edge of the road. The effects Emma's Grove were queried.  | Mitigation measures will be provided for all areas of construction as set out in ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4). Emma's Grove will experience elevated noise levels during construction, however this would not constitute a significant effect. The changes in operational noise levels at Crickley Hill and Emma's Grove would be so slight as to result in a negligible change to the settings of these assets. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2). | N   |
| 81.    | Historic England   |                               | In relation to Chapter 13 Road Drainage and Water Environment of the 2020 PEI Report, Historic England raise concern that Shab Hill junction is likely to be dewatered and the implications of this on any archaeological remains in this area are not understood. Operational effects could impact on water flows which may also have impacts on archaeological sites with waterlogged areas.  | Highways England considers that no changes to waterlogged deposits are likely to occur.   | N   |
| 82.    | The Joint Councils |                               | Gloucestershire County Council (GCC), Cotswold District Council (CDC) and Tewkesbury Borough Council (TBC) fully support the proposal known as 'Option 30' to improve the single carriageway section between the Brockworth Bypass and Cowley roundabout. We have previously set this out to you in our formal responses during the 2018 and 2019 consultation.<br><br>Since the previous consultations in 2018 and 2019 GCC, CDC and TBC have worked with Highways England through the Stakeholder Group, Technical Working Groups, Topic based sessions and individual meetings to ensure that the objectives of the A417 Missing Link scheme are met. The three authorities continue to be satisfied that the scheme is being designed as a landscape-led exemplar project and welcomes this latest round of statutory consultation.   | Highways England welcomes the support for the scheme as expressed by the Joint Councils both in response to the latest consultation (2020) and in response to previous consultations in 2018 and 2019.<br><br>Highways England continues to engage with the Joint Councils and the latest position of all parties is set out within the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 83.    | The Joint Councils |                               | The need for this scheme has been apparent for many years with the road's poor safety record, daily congestion and severance affecting users. This scheme will reduce this unacceptable level of serious accidents on this road. Furthermore, the scheme will help to address the existing air quality management area by cutting congestion along the whole length of the scheme. All three statutory authorities have adopted a Climate Change Strategy and have pledged to reduce carbon emissions. Reducing carbon emissions from transport is essential and the best approach to this is through the transition to lower, low and no emission vehicles. This transition is the only way that we will be able to meet our national and local climate change goals.<br><br>Added benefits of the Missing Link scheme will be the reduction of the rat running that takes place through communities who suffer on a daily basis, with traffic using roads that are unsuitable. Local businesses will benefit from greater reliability for their journeys bringing prosperity across the county. Finally, but importantly, GCC is pleased by the vision of Highways England to reduce the impact on the landscape and the natural and historic environment of the Cotswolds. | Highways England welcomes the recognition of the benefits of the scheme with regard to road safety; congestion; air quality; local communities and the economy. Please refer to the Case for the Scheme (Document Reference 7.1) for more information on the need for and benefits of the scheme.<br><br>It is welcomed that the Joint Councils are pleased with the vision of Highways England to reduce the impact on the landscape and natural and historic environment of the Cotswolds.  | N   |
| 84.    | The Joint Councils |                               | <i>[The Joint Councils provided a detailed commentary on the 2020 PEI Report and associated appendices and figures. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those identifying typographical errors or suggesting minor amendments to the presentation or content of the document.]</i>   | Highways England has taken into consideration the comments of the Joint Councils in developing the ES and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of feedback where appropriate, whilst detailed responses to material points raised are provided within this table.   | N   |
| 85.    | The Joint Councils |                               | The project vision identified in Chapter 2 of the 2020 PEI Report is very concise and should mention the importance the SSSIs and not just the AONB generally.  | Highways England developed the scheme vision and objectives at the outset of the scheme, with input from key stakeholders, to inform and guide the  | N   |

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|        |                    |                               | <p>The impact on the SSSIs and opportunities for their enhancement should be given a visibly high profile. This is about minimising impact on the designated sites, creating new habitat but also better managed public access.</p> <p>There is also no explicit statement in the vision or linked objectives that a good biodiversity net gain is to be delivered. This is important given recent government announcements and the Environment Bill which includes biodiversity net gain and establishment of nature recovery network(s). There is some concern that some of the recent late adjustments to the project may have compromised some biodiversity net gain potential. This needs to be assessed in detail. There is concern that there is no clear project objective to make a real contribution towards better future management of visitors so that they do not affect the quality of the SSSIs and the AONB landscape.</p> | <p>development of the scheme and the appraisal of options. They have been reviewed with key stakeholders at key milestones of the project.</p> <p>The effects of the scheme on the SSSI and AONB are assessed and reported upon in the ES (Document Reference 6.2). ES Chapter 8 Biodiversity (Document Reference 6.2) includes information on the mitigation and enhancement to be delivered by the scheme with regard to biodiversity, included through habitat creation.</p>   |   |
| 86.    | The Joint Councils |                               | A summary of all steps taken to maximise the biodiversity value of all planned underpasses and bridges etc. would be helpful as a table in the EIA/ES. Where no or limited measures for biodiversity are proposed on crossing structures then the EIA/ES must justify why it is considered not reasonable to deliver ecological connectivity and biodiversity gain on them.   | The design of the scheme has been iterative and has sought to maximise opportunities for biodiversity, including on crossings. ES Chapter 8 Biodiversity (Document Reference 6.2) sets out the provision of species crossings for the scheme and the information, including ecology surveys, that has informed this design. Furthermore, the Design Summary Document sets out how Highways England has taken a landscape-led approach to the design, including how the design and appearance of crossings has been determined. These documents will be available .  | N   |
| 87.    | The Joint Councils |                               | Shab Hill Junction: It is not clear from the text in the 2020 PEI Report Chapter 2 or on the GA (Figure 2.1, sheet 3) whether there is provision for WCH to cross the proposed Shab Hill junction, which is complex with an underbridge and roundabout junctions either side. Will footway/cycleway provision be incorporated alongside the proposed underpass and roundabouts, with suitable crossing points? This will be particularly important for the proposed road link to Birdlip (and the proposed segregated WCH route), which will link up with the de-trunked and repurposed A417, to be adapted for non-motorised users and WCH (Air Balloon Way).  | Provision for WCH at Shab Hill would be available either side of the grade-separated junction. From the B4070, people can either continue north over the Gloucestershire Way crossing and either up to the A436 on the unclassified road via Ullenwood and South Hill or east on the Gloucestershire Way towards Cowley; or continue south past Shab Hill Barn and use Cowley overbridge. There are no facilities for WCH at Shab Hill junction itself and the infrastructure and signage would guide people to use the safer and more attractive crossings.ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the Public Rights of Way Management Plan, which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. | N   |
| 88.    | The Joint Councils |                               | Cowley Lane Overbridge: It is not clear in paragraph 2.3.36 or on the GA (Figure 2.1, sheet 3) whether there is proposed footway/cycleway provision on either side of Cowley Lane on the approaches to the Overbridge and the Overbridge itself. It will be important to maintain this connectivity (and in highway safety terms), given the proposed stopping up of the Cowley restricted byways 26 and 36.  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the Public Rights of Way Management Plan, which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes connections to the overbridge either side, to a combination of footpaths (including with stepped access for convenience), restricted byway and local routes (unclassified roads). There would be provision over the crossing itself to provide a safe pedestrian route.   | N   |
| 89.    | The Joint Councils |                               | Crusher referenced in 2020 PEI Report Chapter 2: Is it the intention that the crusher will break up the pavement removed from the existing A417 carriageway, to be processed/recycled and re-used as part of the sub-base construction of the new carriageway?  | It is the intention that where pavement materials are removed from the existing A417 carriageway, they will be processed and where possible the materials used within the scheme. The crusher will be used to process excavated rock from within the cuttings to the correct gradings to meet particular specification requirements. The processed material will be used as fill within the scheme. A Materials Management Plan is provided in Annex E of the ES. (ES Appendix 2.1 EMP Annex E Materials Management Plan (Document Reference 6.4).  | N   |
| 90.    | The Joint Councils |                               | DCO boundary - Paragraph 4.3.6 states that since completing the 2019 PEI report, the design of the proposed scheme has continued to be developed and the DCO boundary has been reviewed and refined as appropriate to reflect requirements from consultation. Confirmation should be added here that the changes to the DCO boundary have been discussed and agreed with landowners and relevant stakeholders, where appropriate.   | The additional targeted consultation undertaken with landowners, including as a result of changes to the red line boundary of the DCO, is set out in Chapter 11 of the Consultation Report (Document Reference 5.1).  | N   |
| 91.    | The Joint Councils |                               | The Joint Councils consider that based on review of Chapter 4 of the 2020 PEI Report, the ES should identify that changes to the DCO boundary have been   | Limits of Deviation are summarised in Chapter 2 The Project (Document Reference 6.2) and provided in the draft DCO (Document Reference 3.1).  | N   |

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|        |                    |                               | discussed and agreed with landowners and relevant stakeholders, where appropriate. It should also identify the parameters of the Limits of Deviation for the purposes of the assessment.  |  |   |
| 92.    | The Joint Councils |                               | The Joint Councils query whether the assessment of the likely significant effects of the proposed scheme, following the application of design, mitigation and enhancement measures, is effectively the identification of potential <i>residual effects</i> following mitigation? Should a further stage be added, to identify additional <i>essential mitigation</i> measures and enhancements which may be required to address the likely significant effects of the scheme following mitigation (the step before identifying likely monitoring requirements)? | The EIA process is iterative and the scheme has continually sought to avoid and mitigate significant effects throughout the design development. The mitigation proposed within the scheme is also then assessed within the EIA, as identified in ES Chapter 4 EIA Methodology (Document Reference 6.2). The residual effects summarised in ES Chapter 16 Summary (Document Reference 6.2) are the effects which it has not been possible to mitigate sufficiently to reduce to non-significant.  | N   |
| 93.    | The Joint Councils |                               | The 2020 PEI Report states that the HRA screening of each SAC and SPC has been undertaken, but does not indicate the results of the screening, whether significant effects are likely or have been identified, or whether an Appropriate Assessment is likely to be required.   | Habitats Regulation Assessment: Statement to Inform Appropriate Assessment and Screening Report (Document Reference 6.5) is .  | N   |
| 94.    | The Joint Councils |                               | Covid-19 is a recent phenomenon, the effects of which are probably too early to predict in terms of impacts upon overall traffic flow volumes, peak hour travel and changes to the workplace, such as the location and scale of employment facilities required in the future. Some form of consideration of the potential effects of Covid-19 on the proposed scheme should be included in Chapter 4, to at least acknowledge the issue and commit to monitor any significant changes in national policy that may result.                                       | Highways England does not consider it is appropriate to take account of Covid-19 within the traffic modelling at this time. Whilst the short term impact of the Covid-19 pandemic on the road network has been a reduction in traffic, the long-term impact on road traffic volumes, mode choice and travel patterns remains unclear, There is currently no evidence that there will be a substantial drop in traffic volumes on the road network in the long term. At present Highways England is following the Department for Transport recommendation to use the current traffic growth forecasts in the appraisal of the scheme.<br><br>The DCO application documents reference Covid-19 where it has had an impact on process or procedure, such as the Consultation Report (Document Reference 5.1), which clearly explains how Highways England met its statutory duties despite the restrictions associated with Covid-19. | N   |
| 95.    | The Joint Councils |                               | The Joint Councils note that the scheme should not have a significant adverse effect on air quality and should lead to improvements at the Birdlip AQMA. The assessment has followed the DMRB guidance LA105 which is appropriate for this project.   | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 96.    | The Joint Councils |                               | Information on Air Quality Action Plans is missing from Appendix 5.1 of the 2020 PEI Report.  | ES Appendix 5.1 Air Quality Legislation Policy and Guidance (Document Reference 6.4) now includes information on Cotswold District Council and Cheltenham Borough Council AQAPs.   | N   |
| 97.    | The Joint Councils |                               | The Joint Councils identified discrepancies in the local monitoring data and Defra background concentrations within the 2020 PEI Report chapter 5.  | Highways England acknowledges the comments from the Joint Councils. The local authority monitoring data has been compared against 2017 Defra background concentrations. Updated values are provided in ES Chapter 5 Air Quality (Document Reference 6.2).  | N   |
| 98.    | The Joint Councils |                               | It is not clear if the road gradient was included in the dispersion modelling, and what effect this would have on the nearest receptors.  | The air quality model used is a 2D model, however the impact of gradient on emissions is inferred through the variation gradient causes on average speeds, which in turn inform the emissions calculations. The model was verified against real world monitoring and no additional local adjustment via the verification process was required for the sections of roads with the highest gradients.  | N   |
| 99.    | The Joint Councils |                               | For the M5 verification, as shown in 2020 PEI Report Appendix 5.5, 5 of the 6 points are being underestimated by the model, indicating that the results at receptors near the M5 could also be underestimated. Given that there is expected to be an increase in traffic on the M5 north of Gloucester according to table 5.5, it is important to ensure that the results at receptors have not been underestimated.  | Since the 2020 PEI Report was published at the supplementary statutory consultation in 2020 the assessment has been updated following updates to the traffic model. This is set out in ES Chapter 5 Air Quality (Document Reference 6.2). Five of the six M5 verification points are overestimating but are less than 25% therefore no adjustment has been undertaken on these points.   | N   |
| 100.   | The Joint Councils |                               | The information on the annualisation and bias adjustment factors is missing from Appendix 5.4 of the 2020 PEI Report.   | Annualisation and bias adjustment was undertaken by consultants on behalf of Highways England in the course of preparing the presented monitoring results.   | N   |

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|        |                    |                               |   | The results are the data that was made available to Highways England. This is set out in ES Chapter 5 Air Quality (Document Reference 6.2).  |   |
| 101.   | The Joint Councils |                               | <p>There is a discrepancy in the reported number of air quality human receptors modelling. The receptors are not named, nor are they labelled on Figure 5.10. This makes it difficult to review the results for specific receptors.</p> <p>Table 5.6 of 2020 PEI Report Chapter 5 provides results at six receptors near the Birdlip AQMA and Scheme area. However, the result at receptor 62 is not explained readily by the change in AADT. Further explanation is required as to why the decrease isn't as large as at receptor 41.</p> <p>Table 5.7 provides results for only four receptors in the wider study area, but there is no discussion of the change at receptors 38 or 75, nor why these particular receptors were selected for discussion. An overview of changes at different locations within the study area would be more useful.</p> <p>As well as discussing the maximum concentration at a receptor in the AQMAs, it would also be useful to provide information on the largest changes, given that only a selected number of receptors have been assessed. Have any of the bridges above roads been included as receptor points?</p> | <p>Since the 2020 PEI Report and supplementary statutory consultation in 2020 the assessment has been updated following updates to the traffic model. There are now 106 human receptors modelled. Their locations and figure sheet numbers are shown in the relevant results appendices and the discussion region tables.</p> <p>The assessment does not focus solely on changes in AADT but also the physical translocation of where traffic will be moving to which changes the distances between pollutant source and receptor.</p> <p>There are now more receptors included in the discussion region sections. Receptors for discussion are selected to be representative of wider residential areas, AQMAs and where some of the biggest changes (reduction and improvements) are located This is set out in ES Chapter 5 Air Quality (Document Reference 6.2). No bridges above roads have been included as receptor points.</p>   | N   |
| 102.   | The Joint Councils |                               | <p>The ecological air quality receptors are not labelled on Figure 5.3 making it difficult to review the results. There are no results for veteran trees, even though there is a receptor identified. The Crickley Hill and Barrow Wake SSSI site to the south east of the A417 has not been included as a receptor even though there are likely to be changes to traffic on this road and the road is expected to be widened on the southern side. There is also concern that there are no receptor points on Ullen Wood Ancient Woodland at the locations closest to the Scheme and which may have an increase in nitrogen deposition. It is not clear how future background nitrogen deposition rates have been calculated, nor whether the maximum background has been used for each site. Appendix 5.6 of the 2020 PEI Report indicates that there are no or small changes between the 2016 base year and the 2024 do minimum case. Details on the nitrogen velocities used in the assessment at each site are not provided.</p>   | <p>Since the 2020 PEI Report and supplementary statutory consultation in 2020, the assessment has been updated following updates to the traffic model. Each ecological transect has been labelled and shown on ES Figure 5.4 (Document Reference 6.3) Irreplaceable habitats of ancient woodland and veteran trees within 200m of the affected road network (ARN) have been included, as well as designated sites. The Barrow Wake Unit of the Crickley Hill and Barrow Wake SSSI has now been included. Additional transects have been modelled for the Ullen Wood ancient woodland to fully understand the area of this woodland impacted. Mitigation, compensation and enhancement measures proposed in response to the impacts of increased nitrogen deposition on ancient woodland and a veteran tree are included in Chapter 8 Biodiversity (Document Reference 6.2) ES Appendix 5.3 Air Quality Receptors (Document Reference 6.4) details the selected background deposition rates used in the assessment. The average as calculated by APIS has been used with no future reduction as a conservative measure.</p> | N   |
| 103.   | The Joint Councils |                               | <p>The 2020 PEI Report is incomplete in relation to archaeological surveys and is still based on an incomplete data set. Geophysical survey has been undertaken over much but not all of the red line area. Trial trenching is ongoing at the time of writing but a lower than normal density which leaves a risk of further significant archaeology only being encountered at a late stage, potentially including during construction. Additionally, some large areas are currently inaccessible due to landowner and ecological constraints. Archaeological baseline is disjointed and contains some surprising omissions (i.e. discussion of the roadside settlement at Cowley), and some mistakes/misunderstandings and irrelevancies. A more holistic, predictive landscape led approach could have been followed. Geoarchaeology and Palaeoenvironment is also not sufficiently considered.</p>   | <p>All surveys have been completed for the submission of the DCO. Areas in which surveys were unable to be undertaken are included for investigation in ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4). In terms of baseline Highways England considers that appropriate data has been included to meet the requirements of NPSNN and the EIA Regulations. The Case for the Scheme (Document Reference 7.1) sets out how the assessment meets the requirements of the NPSNN.</p>   | N   |
| 104.   | The Joint Councils |                               | <p>There is no reference in the 2020 PEI Report Chapter 6 to any assessment in relation to the criteria set out in Sections 2 and 3 of Schedule 1, Part II of the Hedgerow Regulations 1997</p>   | <p>This reference to the Hedgerow Regulations has been included in ES Chapter 6 Cultural Heritage (Document Reference 6.2).</p>  | N   |
| 105.   | The Joint Councils |                               | <p>2020 PEI Report Chapter 6 references the 2020 updated DMRB heritage guidance but does not appear to apply it with regard to developing a more holistic, landscape led and predictive approach.</p>   | <p>The assessment utilises survey data to predict the presence and significance of archaeological remains. ES Chapter 6 Cultural Heritage (Document Reference 6.2) meets the requirements of DMRB.</p>   | N   |

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| 106.   | The Joint Councils |                               | In 2020 PEI Report Chapter 6, there is no reference to Highways Agency 2007 guidance on Assessing the Effect of Road schemes on Historic Landscape Character. Whole treatment of historic landscape would have benefited from applying the approach outlined in this, as well as Historic England guidance on the subject. Cotswold AONB guidance (Policy CE6) also needs to be referenced and reference also made to Natural England's National Character Areas.  | This guidance is useful, however it is now 13 years old and new approaches to HLC assessment have been developed in the intervening period. Highways England's approach has been used on other major infrastructure with the support of Historic England, and uses a landscape scale approach. Highways England consider it an appropriate methodology that recognises the key aspects of the historic landscape within which the scheme sits.                       | N   |
| 107.   | The Joint Councils |                               | There appears to be no clear linkage between the heritage chapter of the 2020 PEI Report and the landscape chapter. The LVIA addresses heritage receptors not picked up in the heritage chapter.   | The LVIA in ES Chapter 7 (Document Reference 6.2) utilises different criteria for the inclusion of receptors than for ES Chapter 6 Cultural Heritage (Document Reference), and therefore a correlation should not be expected. The scheme has been designed and assessed in close coordination with the LVIA specialists.  | N   |
| 108.   | The Joint Councils |                               | There appears to be no clear linkage between the heritage chapter of the 2020 PEI Report and the geology and soils and noise and vibration chapters.   | The scheme has been designed and assessed in close coordination with the geology and soils and noise specialists. Where cross discipline effects would occur these are reported in the relevant chapters of the ES (ES Chapter 6 Cultural Heritage, ES Chapter 9 Geology and Soils and ES Chapter 11 Noise and Vibration, Document Reference 6.2)  | N   |
| 109.   | The Joint Councils |                               | There still appears to have been no assessment of the significance of impact on undesignated built heritage.   | As set out in ES Chapter 6 Cultural Heritage (Document Reference 6.2), the effects have been assessed and there would be no significant effects on non-designated built heritage.  | N   |
| 110.   | The Joint Councils |                               | PAS data not included in the assessment. PAS records were listed in the gazetteer of the desk-based assessment although not used to inform trial trenching, the extent of Roman settlement near to the Cowley roundabout should still be reasonably established by ongoing trial trenching.  | This position on PAS data is now agreed as set out in the Joint Councils Statement of Common Ground.   | N   |
| 111.   | The Joint Councils |                               | Bat roost in WWII building 91B - Has there been any assessment of significance of the WWII building proposed for conversion to a bat roost?  | This building is a small structure (likely a former storage room) that is in a poor state of repair. It is of low significance. The proposed conversion to a bat roost would preserve the structure and halt its ongoing decay.  | N   |
| 112.   | The Joint Councils |                               | Impacts on undesignated archaeology should be re-assessed using the results of the geophysical survey and trial trenching (once available) as much new information is being produced that was not available when the desk-based assessment was written. This should include better understanding of potential geoarchaeological and paleoenvironmental baseline along the route. Critical sections (i.e. Shab Hill) could benefit from at least basic deposit modelling based on results from geotechnical work already undertaken. Reference could be made to Historic England's 2020 guidance on this. | These assets have been re-assessed based on the results of the trial trenching. This is reported in ES Chapter 6 Cultural Heritage (Document Reference 6.2).   | N   |
| 113.   | The Joint Councils |                               | The use of LA107 Landscape and Visual Effects for the assessment methodology and production of visuals in Chapter 7 of the 2020 PEI Report has been agreed.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 114.   | The Joint Councils |                               | It is accepted that despite that the proposed scheme would not be lit, the visual assessment will include a qualitative assessment of the predicted changes in light levels/light pollution as a result of traffic moving along the proposed scheme.   | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 115.   | The Joint Councils |                               | The more local scale landscape character areas (e.g. LCA 7b, 7c, 8A, 8c and 18A) have been noted in the assessment, however, it is recommended that they should also be assessed separately to the broad LCTs they sit within, as their details and characteristics are of a more appropriate scale and location to the scheme.  | The LVIA does not assess effects on individual landscape character areas (LCA) preferring to use the landscape character types (LCT). The LCTs provide enough detail for a robust assessment of the likely effects on the receptors within the 3km study area for a linear infrastructure project.   | N   |
| 116.   | The Joint Councils |                               | It is noted that some residential receptors are included within the assessment grouped with other receptors. However, it is considered that this method does not always sufficiently allow full understanding of the potential effect on residents. For example, the effect of the scheme on Rushwood Kennels (also a residential property) is stated to be included within the receptor "Walker on the Gloucestershire Way", however the actual effect on this property is not well   | ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) assesses the effects for the highest sensitivity receptor. In this case, this would normally be walkers and we do not assess individual properties. The assessment of effects for Rushwood Kennels is therefore part of the community of Shab Hill. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). | N   |



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|        |                    |                               | defined as the description of effect is written as a user of the path rather than a static viewer from the property. It is suggested that walkers, vehicle users and residents should not all be assessed within the same "receptor".   |  |   |
| 117.   | The Joint Councils |                               | The statement "It is notable that there is no right in planning law to a private view. This has been accepted by various appeal decisions determined by the Planning Inspectorate. Therefore, views from private properties will not form part of the ES LVIA." Appears contrary to advice within the now superseded IAN 135/10. The Councils assume that impacts on sensitive visual receptors, which include views from residential areas (LA 107), will be assessed and reported, even if these assessments need to be based on professional judgement and are not accompanied by viewpoints taken from private land. It is considered that the representative viewpoints do not clearly describe impacts on views from all potentially affected residential receptors, particularly more isolated properties. | The combined effects on several properties have been considered by aggregating properties within settlements and reported against community groups. It is considered that the level of information provided is proportionate to the scale of the project and assessment. This matter is now agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). |   |
| 118.   | The Joint Councils |                               | It is difficult to understand which receptors are being assessed. A figure showing the actual receptors assessed would be useful.   | Receptors are identified in ES Chapter 7 Landscape and visual Effects (Document Reference 6.2). It is considered that the level of information provided is proportionate to the project and assessment.  | N   |
| 119.   | The Joint Councils |                               | ZTV: eye level: An eye level of 1.6m is deemed acceptable. The withdrawn DMRB (IAN135/10) suggested a 4.5m height for traffic, however a 4.7m HGV height has been used for the ZTVs. Though this would present a worst-case scenario, justification for the heights used in production of the ZTVs should be provided and defensible and the methodology has not been included. The Councils suggest that visibility mapping should be prepared separately to demonstrate the specific visibility of proposed structures and overbridges.   | The ZTV methodology will be provided in ES Chapter 7 Landscape and visual Effects (Document Reference 6.2). This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 120.   | The Joint Councils |                               | The Joint Councils consider the assessment should consider how visible the widening of earthworks would be from the wider landscape and what the impact on views will be at that location. Visibility mapping for summer in the fifteenth year after opening would be useful also to consider the effectiveness of proposed mitigation measures. It may also be helpful to prepare separate ZVI's to illustrate the existing situation and the proposed new works in order to facilitate determination of the degree of change resulting from the project i.e. areas where the road and traffic may be visible where it wasn't before and areas where the road and traffic may no longer be visible when it was before.   | Highways England considers the suggestion. It is considered that the level of information provided is proportionate to the project and assessment. This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 121.   | The Joint Councils |                               | Mapping of individual LCAs, as well as landscape character types should be provided   | In line with comments received from the Joint Councils in their response to the 2019 consultation, this has now been included as part of ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).   | N   |
| 122.   | The Joint Councils |                               | The mapping of existing visual attractors and detractors as well as visual barriers (such as masts, lighting, landscape features, significant blocks of woodland/vegetation, buildings and topographic features/ridgelines) would be useful to inform understanding of the assessment. These should be highlighted/annotated on the landscape plans.  | ES Figure 7.6 Landscape Features and Topography (Document Reference 6.3) has now been added to the supporting figures to illustrate this.  | N   |
| 123.   | The Joint Councils |                               | A design rationale for how the environmental and highway design of all features, elements, earthworks and structures would be useful to demonstrate how they each relate to the local LCA within which they would be located, the visual context, design Vision, Principles and Objectives and the AONB's special qualities. It would be useful to understand the extent to which the horizontal and vertical alignment of the highway and local roads has been developed to provide embedded landscape and visual mitigation measures, or not.   | Highways England has produced a Design Summary Document which sets out the landscape-led design approach to the scheme.  | N   |
| 124.   | The Joint Councils |                               | The GCC guidance "Gloucestershire Highways Biodiversity Guidance Version 3.0 Sept 2019" should be referred to and considered within the LED in respect of the interface between both highways' networks and the detrunking proposals.   | The Gloucestershire Highways Biodiversity Guidance is considered in ES Chapter 8 Biodiversity (Document Reference 6.2).  | Y   |

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| 125.   | The Joint Councils |                               | Lighting is not essential and should be avoided for biodiversity (e.g. bats, barn owls) and landscape (dark skies) reasons. Temporary lighting during the construction phase is acceptable if the approach in the 2020 PEI Report is followed.   | As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. In addition to this, light spill from vehicles on and around the junction would be screened from views looking towards it through the implementation of false cuttings (landscape earthworks), Cotswold stone walls with immediate effect, and maturing tree planting will further reduce light spill with time. The approach to temporary lighting cited in the 2020 PEI Report is confirmed in ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 126.   | The Joint Councils |                               | Rock exposures and substrate suitable for colonisation of calcareous grassland species is an important feature of the landscaping in places along limited areas of woodland and trees for critical ecological reasons only.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 127.   | The Joint Councils |                               | <p>There does not seem to be any explicit reference to a default position of allowing natural colonisation to happen which is both an economical approach and one that would give better biodiversity outcomes in the medium to long term. New exposed substrates should have minimal or no treatment. This means reseeding and planting with trees should be only actioned for well justified reasons (biodiversity/landscape) and the mentioned re-use of turf or top soil to be kept as far as possible to only re-using that material arising from existing species rich impacted by works. This needs to be more explicitly set out in the EIA/ES perhaps a table showing what methods of habitat creation and landscaping are being proposed, i.e. why natural colonisation is or isn't being promoted for a given spot.</p> <p>An important priority with new cuttings and embankments is the encouragement and creation of calcareous grassland which would be low nutrient, species-rich and require less management (cutting). Trees should not be planted except where critical for ecological or landscape reasons. There is concern that the public consultation booklet includes a cross section image showing a verge would be planted and seeded (giving an impression that this would happen in many places). The mitigation map in the public consultation booklet also implies there will be extensive wildflower planting as well as tree and woodland planting rather than making the most of ecological processes. We need to accept that ecological value of the best sort will arise over time through natural colonisation.</p> | <p>The new exposed rock face (2.6ha) would be allowed to colonise naturally. The majority of tree planting is required as part of mitigation measures for both ecology and landscape and requires a fast establishment period so that habitats become functional relatively quickly, which natural colonisation would not be able to achieve.</p> <p>There is a limited amount of land available within the DCO boundary that would be suitable for natural colonisation / regeneration, with several parcels returning to grazing. The area of land between the new A417 and the edge of Ullen Wood was considered for "rewilding" but this was discussed with GWT and discounted. As stated in the ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4), locally sourced seed will be used as much as possible so as not to introduce 'seed mix' varieties.</p> <p>Whilst it is acknowledged that natural colonisation is of value, woodland (and hedgerow) planting is required in most places in order to provide habitat connectivity for several species, in particular bats. It is important that such connectivity establishes quickly in order to reduce the impacts of habitat fragmentation.</p> | Y   |
| 128.   | The Joint Councils |                               | To try and achieve a net gain for biodiversity and conserve/enhance the SSSIs the existing car park at Barrow Wake should not be resurfaced but broken up and re-purposed for natural colonisation by vegetation. This does not rule out some modest access provision at this location, e.g. for the disabled visitor. The proposals for 'Air Balloon Way' parking should not go forward in addition to improving existing parking at Barrow wake as this is very likely to have a significant adverse impact on the SSSIs. This is also considered a missed opportunity to benefit the landscape.   | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.   |   |
| 129.   | The Joint Councils |                               | It is noted that protected and notable species surveys are not complete at Emma's Grove. Also, woodland NVC and Potential Tree Roost features for bats surveys have yet to be completed/reported on as part of the EIA.  | <p>Surveys were not previously able to be undertaken due to issues with land access. Access has recently been secured and survey work started at Emma's Grove week commencing 8th March 2021 (badgers, ground level tree assessment for bats). However, Highways England has now secured access and started surveys w/c 8 March 2021. This includes badger surveys and ground level tree assessment for bats.</p> <p>Where survey data has not been available to date in undertaking the EIA, an approach has been taken in which a 'reasonable worst-case' valuation was made based on the information available. This has included consideration of any</p>  | N   |

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|        |                    |                               |  | available field or desk study data (including aerial photography), a comparison with similar habitat areas occurring in the wider local area, and a qualitative consideration against any factors that indicate suitability for the particular habitat or species in question. The degree of precaution built into the assessment is linked to the level of confidence in the existing data upon which the assessment is based. The majority of ecological surveys considered to be required have been completed. |   |
| 130.   | The Joint Councils |                               | Pond on Land at Star College and Ponds at/near Bentham lane - In this extended area for drainage works a pond here needs surveying for Great Crested Newt (GCN) potential. If the drainage works in this area were subject to a county or district planning permission then entry into a GCN District Level Licensing Scheme is possible which would not require GCN survey(s) of the pond. However, it is recognised that there is a high probability that the pond may have a low Habitat Suitability Index score for GCNs and therefore not require repeated sampling visits by ecologists.                   | All ponds within the extended drainage works have now been assessed (Bentham Lane and National Star College).<br>Habitat Suitability Index (HIS) surveys on the ponds at National Star College indicated poor habitat suitability for GCNs and it is not considered likely that GCNs are present at this location. Further discussion on GCN surveys is provided in ES Chapter 8 Biodiversity (Document 6.2).   | N   |
| 131.   | The Joint Councils |                               | The scope and detail of the survey methods appear to be appropriate although some survey work remains incomplete. It is expected that the need for repeat surveys at certain locations is reviewed before works on affecting these (directly or indirectly) commence, e.g. on potential new badger setts and bat roosts. This should be built into a CEMP for the scheme alongside avoidance/mitigation measures.  | Further survey work has been undertaken since the 2020 PEI Report was published. This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). ES Appendix 2.1 EMP (Document Reference 6.4) provides details of commitments such as pre-construction ecology surveys.   | N   |
| 132.   | The Joint Councils |                               | A view of the importance of the flora in the area and that within the Zone of Influence is missing from the 2020 PEI Report (or not clearly stated as is the case for other species groups). The flora is of local, county and national importance in different places. The ES should look additionally highlight effects on NVC communities and notable species from construction and operational/restorative phases. There are links here with invertebrate diversity and abundance pre and post scheme.   | Information on Priority Habitats has been updated in ES Chapter 8 Biodiversity (Document Reference 6.2), in accordance with ES Appendix 8.4 Botanical Assessment (Document Reference 6.4). The scheme focusses on creation of species-rich calcareous grassland and has created habitat stepping-stones to improve habitat connectivity for the benefit of invertebrates.   | N   |
| 133.   | The Joint Councils |                               | The assemblage of bats in the area is of national importance and a key factor for the EIA to consider, particularly crossing points over existing and proposed A417 layouts. Habitat and roost loss should be temporary and reversible with local populations conserved and potentially enhanced in the long-term.   | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 134.   | The Joint Councils |                               | Potential crossing points of risk for animals have been identified (especially for bats, barn owls, badgers, deer and other mammals/amphibians) and mitigated/improved as a part of the proposed scheme. There will always be a risk to barn owls from the proposals however but some of the risk has been reduced down as far as is reasonably possible without compromising too many other biodiversity objectives. Landscaping and structures in the right locations and of the right type/design are critical so they are effective as crossing routes. Some will require monitoring and suitable aftercare. | This matter is agreed as set out in the Joint Councils Statement of Common Ground.  | N   |
| 135.   | The Joint Councils |                               | Reptiles in the area are of at least county importance with 4 species occurring in many places. Translocation is required from affected areas, but the scheme will retain much habitat and probably create new/improved opportunities for reptiles.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground.  | N   |
| 136.   | The Joint Councils |                               | Invertebrates within the scheme footprint are of at least county importance and at Crickley Hill of national importance. The scheme will retain as well as create/enhance habitat for invertebrates. However, there should be more mention of this in the EIA/ES by linking invertebrates to location of retained and new vegetation communities and occurrence of notable plant species now and in the future (see 'Importance of Flora').  | This matter is agreed as set out in the Joint Councils Statement of Common Ground.  | N   |
| 137.   | The Joint Councils |                               | How will the green bridges and the habitat creation (particularly to form wildlife corridors and steppingstones) address habitat fragmentation, particularly in relation to the SSSIs and priority habitats? The PEIR para 8.8.7 states "the   | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes the creation of two new habitat patches to the north and south of the scheme that would mitigate the impacts of fragmentation, by providing functional habitat  | Y   |

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|        |                    |                               | <p>habitat severance between habitats and the populations of animals they support north and south of the road is likely to have significant effects on species populations in the area. The road would likely sever existing wildlife corridors and foraging areas for wildlife.” It would be useful to have some mapping to show existing habitats, habitats to be lost and the newly created (or better managed) habitat patches and corridors to show exactly how habitat connectivity will be addressed. Connecting grassland habitats, which form an important component of the 2 SSSIs is always going to be more challenging than achieving for example hedgerow connectivity and evidence needs to be presented to illustrate how it will be achieved, for example through the creation of adequately sized habitat stepping stones. Currently the PEIR shows the only long-term detrimental impact to relate to barn owls; however, there is little evidence to show that habitat connectivity will not be negatively impacted. Further reference to the county’s Nature Recovery Network and how this will be enhanced through the scheme is required.</p>   | <p>connectivity for species associated with Crickley Hill and Barrow Wake SSSI units to disperse. Locations of the habitat patch creation align with Natural England guidance that recommends patches be located no more than 200m apart for habitat-specialised species. Both habitat patches occur within 200m of the Crickley Hill units of the SSSI and the southern habitat patch occurs within 200m of the Barrow Wake unit of the SSSI, with a 10m wide corridor of calcareous grassland providing direct connectivity.</p> <p>The landscape design shown on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) replaces priority habitats with a greater amount than that lost. The landscape design focusses on provision of priority habitats which are present within the Cotswold AONB; lowland calcareous grassland, lowland broadleaved woodland and native species rich hedgerows. There would be an increase in all these habitats post construction, and their location and design has considered the draft Nature Recovery Network Map provided by Gloucestershire Wildlife Trust in 2020. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) provides green infrastructure which would help to deliver climate change resilience for both habitat and wildlife connectivity. This would be in line with Defra’s Biodiversity 2020, which establishes principles for the consideration of biodiversity and the effects of climate change, as well as the NPPF. The NPPF requires that the planning system should contribute to the enhancement of the natural environment “by establishing coherent ecological networks that are more resilient to current and future pressures”.</p> |   |
| 138.   | The Joint Councils |                               | <p>Biodiversity Net Gain (BNG):The scheme must aim to deliver biodiversity net gain, but this should not just be evaluated using the draft Defra 2.0 metric. Professional ecologists’ judgement is important too.</p> <p>It will be extremely helpful to see a calculation of the losses and gains associated with the proposed scheme using the biodiversity net gain Defra 2.0 metric and to also ensure that the net gain is undertaken in a way that is most beneficial to the biodiversity of the wider area, not simply a numerical exercise. The existing draft Defra metric should only be used as a rough guide and reliance on its result will have to be qualified. Notwithstanding this at least a notable positive result of employing the draft Defra metric should still be obtainable but needs to be demonstrated in the EIA/ES.</p> <p>BNG should be applied strategically so that it contributes to the Nature Recovery Network. The current draft Defra metric also does not take a proper 3D approach to calculating surface areas which is a significant issue given the existing and proposed landforms on steep slopes (cuttings/embankments etc.). Other numerous but small-scale features associated with rock exposures, new structures, re-purposed areas/structures can then be added in into the assessment of biodiversity net gain. Effects on local species populations cannot be fully reflected in the use of the current metric. There is also likely to be an undervaluation of new woodland planting which only mature after many years. Does the metric pick up on the new rock exposures as well as landscaping on/within new crossing structures?</p> | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).</p>  |   |
| 139.   | The Joint Councils |                               | <p>The proposed LEMP which is part of/linked to a wider EMP must include short and long-term aftercare/monitoring provisions for structures and associated landscaping that are essential ecological linkages for key species being able to cross the highways corridor safely. The EMP we presume will be more focused on the construction phase but the LEMP must cover all phases and not omit the operational phase when it is submitted as part of the ES.</p>  | <p>ES Appendix 2.1 EMP (Document Reference 6.4) provides the framework for recording environmental risks, commitments and other environmental constraints and clearly identifies the structures and processes that will be used to manage and control these aspects. The ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) sets out how the landscape design and ecology mitigation measures shall be delivered and managed for the scheme. This would be developed further as the scheme progresses following the receipt of development consent, during the construction and end of construction project stages.</p>  | N   |

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| 140.   | The Joint Councils |                               | In reference to the National Policy Statement for National Networks, it will be necessary for the applicant to demonstrate that any loss of veteran trees is 'unavoidable'.   | The Case for the Scheme (Document Reference 7.1) sets out how the scheme is compliant with the NPSNN.   | N   |
| 141.   | The Joint Councils |                               | Newly planted hedgerows will be species-rich comprising a mix of at least seven woody native species of local provenance and in keeping with species recorded in the area. Advance planting where possible will happen to help early mitigation for later losses. Overall, there will be a significant net gain in hedgerow length once the scheme is complete and in the operational phase.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 142.   | The Joint Councils |                               | Where appropriate, the applicant should consider the use of standing dead wood and 'monolith' trees for invertebrates.  | This has been considered in ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 143.   | The Joint Councils |                               | The methodology of 2020 PEI Report Chapter 9 Geology and Soils has been updated and is in accordance with the new DMRB LA109 guidance.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 144.   | The Joint Councils |                               | 2020 PEIR Chapter 9: Section 9.4: Assumptions and limitations - It is assumed that available ground investigation up to 1 June 2020 has been used to inform the 2020 PEI Report. The Phase 2A Ground investigation works are ongoing at time of writing the updated September 2020 PEI Report and will be incorporated into the ES chapter.   | Highways England used available ground investigation up to 1 June 2020 to inform the 2020 PEI Report. Ground investigation works were ongoing at time of writing the 2020 PEI Report and the results of these works have been used to inform the ES (Document Reference 6.2). This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 145.   | The Joint Councils |                               | The 2020 PEI Report states that the findings from the historical ground investigations referenced in the PSSR have been reviewed to inform the baseline scenarios but then only references the 2019 ground investigations. A clear acknowledgement of the historical data and what data has been used to inform the baseline should be provided.  | Information gathered from historical investigations has been considered within the assessments where appropriate. Historical investigations did not include geo-environmental testing and therefore the land contamination assessments only rely on materials description provided on exploratory hole logs. The ground model derived for the scheme will be presented in the preliminary ground investigation report, which has been informed by the available historical investigations data, as per list included in the PSSR.   | N   |
| 146.   | The Joint Councils |                               | There is no clear identification of what historical chemical data is available and if it has been ruled out for use in the baseline due to the age and subsequent uncertainty of using this data  | Historical investigations did not include geo-environmental testing and therefore no historical data is available. The assessments in the ES will be based on results of the recent, now completed investigations, Phase 1 and Phase 2A.  |   |
| 147.   | The Joint Councils |                               | As soils and ALC Grade 3a and 3b land has been assessed to have significant effects, monitoring associated with these effects should be identified or acknowledged as not required with associated justification.   | Highways England has added a monitoring requirement in relation to the temporary use of agricultural land during construction.  | N   |
| 148.   | The Joint Councils |                               | Consider if effects to geology and soils during construction should actually be greater than during operation due to the disturbance the construction will have on geology and soils compared to the operational stage (i.e. permanent loss of ALC Grade 3a and 3b occurs at construction stage and soil and groundwater contamination may pose a risk to the groundwater at construction stage but if remediation is complete at construction stage as suggested it should not be significant at the operational stage). | ES Chapter 9 Geology and Soils (Document Reference 6.2) will report effects at construction stage because that is when the land is impacted (whether temporarily or permanent). Any soil impacted temporarily during construction will be managed in accordance with ES Appendix 2.1 EMP Annex E Materials Management Plan (Document Reference 6.4) which will ensure that the soil will be returned at the same grade.   | N   |
| 149.   | The Joint Councils |                               | 2020 PEI Report Chapter 10 Material Assets and Waste: following the update to the volumes of material use and waste generation, we agree that effects will be slight, and impacts will not be significant.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 150.   | The Joint Councils |                               | In 2020 PEI Report Chapter 10 Material Assets and Waste, there is an emphasis on mitigation for site clearance rather than earthworks where we feel the greatest effect and therefore requirement for mitigation is needed.   | Essential mitigation related to earthworks is outlined in section 10.9.10 of the ES Chapter 10 Material Assets and Waste (Document Reference 6.2). An earthworks surplus of 65,945m <sup>3</sup> has been identified, comprising of clay, mudstone and limestone. Measures would be taken to reduce excess material to the point that no surplus material would remain after the required cut and fill construction operations. These measures include: <ul style="list-style-type: none"> <li>highway alignment changes to reduce cut volumes;</li> <li>changes to landscape earthworks cross section and slope design to increase placed fill volumes;</li> <li>changes to cut slope design and cross sections at locations in deep cutting to reduce cut volumes;</li> </ul> | N   |

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|        |                    |                               |  | <ul style="list-style-type: none"> <li>utilisation of excavated limestone materials in pavement construction.</li> </ul>   |   |
| 151.   | The Joint Councils |                               | There is still no detail on the stages required for an MMP. We need to be confident that these are fully understood, as part of the assessment of this scheme.   | Regarding material assets, a Materials Management Plan (MMP) has been developed during the design process and development of the EIA, and forms ES Appendix 2.1 EMP Annex E MMP (Document Reference 6.4). The MMP outlines how material resources would be managed, in accordance with best practice requirements and the controls for material management and storage.<br>Regarding waste, a Site Waste Management Plan (SWMP) has been developed during the design process and development of the EIA, and forms ES Appendix 2.1 EMP Annex H SWMP (Document Reference 6.4). The SWMP outlines the proposals for the identification, segregation, handling and storage of wastes identified as arising from the scheme. | N   |
| 152.   | The Joint Councils |                               | Birdlip Quarry -It is understood that the A417 project is to occur within very close proximity to Birdlip Quarry which lies to the northwest of Cowley Roundabout. This quarry is not currently operational although is believed to still contain some remaining mineral reserves (of crushed rock limestone). The quarry is legally classified as a 'dormant' site and as such under the provisions of the Environment Act 1995 no new mineral working can lawfully take place until a scheme of modern planning conditions has been approved by GCC in its capacity as the Minerals Planning Authority. Nevertheless, the PEIR should at least recognise the existence of Birdlip Quarry and also outline the consideration given to any possible impacts that may result from the A417 project on the ability of any mineral operator in the future to present an acceptable and deliverable restoration scheme should it be decided that new working at Birdlip Quarry is to be pursued. | Birdlip Quarry has been included in ES Chapter 10 Material Assets and Waste (Document Reference 6.2) and the scheme would affect a small proportion of the resource and would not diminish access to or sterilise the use of the wider resource. Regarding Birdlip Quarry, a worst-case scenario has been undertaken whereby the scheme would sterilise this quarry and prevent future extractions. It should be noted that this is an extant dormant quarry, and through correspondence with Gloucestershire County Council, Highways England understand that there has been no active working in the past 25 years.  | N   |
| 153.   | The Joint Councils |                               | The assessment in 2020 PEI Report Chapter 11 Noise and Vibration has followed the DMRB guidance LA 111 which is appropriate for this project.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 154.   | The Joint Councils |                               | The 2020 PEI Report includes reference to noise mitigation 'enhancements' to improve the noise environment at the three NIAs. It is understood that they are no longer predicted these significant changes in noise.   | This matter is agreed as set out in the Joint Councils Statement of Common Ground.   | N   |
| 155.   | The Joint Councils |                               | More clarification is required to understand the approach taken for predicting daytime construction noise over a one-month period. How are periods of downtime included in this? Is this underpredicting construction noise?   | The assessment assumes continuous working over the assessment period within the daily working hours specified in ES Chapter 11 Noise and Vibration, (Document Reference 6.2) and the relevant percentage on-time during each day for each item of plant. Hence it doesn't include periods of downtime, other than out-of-hours periods that are not part of the working day.   | N   |
| 156.   | The Joint Councils |                               | In relation to the construction vibration assessment, when the magnitude of impact is major, there is the potential for intolerable levels of vibration, even over short periods of time. How will the approach to vibration, for significance of effect and mitigation, differ for moderate and major impacts?  | Mitigation measures would be taken to manage potentially significant vibration effects, whether these were major or moderate impacts, as described in ES Chapter 11 Noise and Vibration, (Document Reference 6.2)  | N   |
| 157.   | The Joint Councils |                               | The assessment methodology of 2020 PEI Report Chapter 12 Population and Human Health has been updated based on the most up-to-date guidance (DMRB LA 112) and the majority of comments made by the Joint Councils on the assessment methodology have largely been incorporated into the 2020 PEIR. Affected communities are included within the study area.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  |   |
| 158.   | The Joint Councils |                               | The study area for public rights of way should be extended to consider the public rights of way which interact with the affected road network. This would provide the full understanding of how the project affects (positively and adversely) PRow severance and amenity, including as a result of the redistribution of traffic on the affected road network. This would bring the assessment of PRow severance in line with other topics in population and human health. This advice was made in the 2019 Statutory Pre-app Consultation.   | ES Chapter 12 Population and Human Health (Document Reference 6.2) has been undertaken in accordance with the methodology set out in LA 112 as the appropriate standard. For indirect effects that includes existing and proposed routes located within 500m of the DCO boundary. For direct effects that includes the existing A417 and existing and proposed routes passing within the DCO boundary, both during construction and operation.   | N   |

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|--------|--------------------|-------------------------------|--|--|---|
| 159.   | The Joint Councils |                               | What is the rationale for Birdlip, and Brimpsfield Cricket Club not being considered a community asset and recreation ground in the same way that Ullenwood Bharat Cricket Club is?  | Ullenwood Bharat Cricket Club and Birdlip and Brimpsfield Cricket Club are both considered as Community facilities and services as set out in Table 12-13 and 12-27 of ES Chapter 12 Population and Human Health (Document Reference 6.2).   | N   |
| 160.   | The Joint Councils |                               | What evidence or data has been used to form the conclusions relating to construction workforce numbers throughout construction – is it predicted?  | ES Chapter 12 Population and Human Health (Document Reference 6.2) has been undertaken in accordance with the methodology set out in LA 112 as the appropriate standard. That does not require data to be collected or analysed as to construction workforce numbers, however professional judgement has been applied to support the assessment of effects on communities during construction. That information would be made available on the appointment of a contractor and considered at the detailed design stage.  | N   |
| 161.   | The Joint Councils |                               | More details of the new parking near Golden Heart Inn are needed to understand the likely extent of its use. This would have a bearing on whether the scheme would increase natural surveillance. The suggestion to direct WCH users through Barrow Wake Car Park will provide natural surveillance of anti-social behaviour may not have the desired effect. Consideration should be given to how existing and persistent anti-social behaviour at Barrow Wake might actually deter WCH users using the Air Balloon Way if they are redirected through the car park. Consideration should be given to the potential for the provision of a new car park near Golden Heart Inn to lead to a redistribution of local anti-social behaviour.   | Further to consultation comments received in response to the 2020 public consultation, the proposals for parking near the Golden Heart have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. The arrangement of the Air Balloon Way has been extended along the repurposed A417, with the connection to the Barrow Wake car park from the south removed, avoiding the need for WCH to route through the car park.  | N   |
| 162.   | The Joint Councils |                               | The 2020 PEI Report Chapter 13 Road Drainage and the Water Environment assessment methodology has been updated and is in accordance with the new DMRB LA104 and LA113 guidance.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).  | N   |
| 163.   | The Joint Councils |                               | Table 13-5 of the 2020 PEI Report summarises the aquifer designations and hydraulic properties of aquifers in the study area. The Lias Group is classified in this table as Secondary (undifferentiated) however Appendix 13.4 of the 2020 PEI Report classifies the Lias Group as a Principal Aquifer and it is therefore difficult to work through the difference in classification in the subsequent sections. Use of the classification “Minor Aquifer” with reference to the Bridport Sand Formation has been superseded by use of the terms Secondary A, Secondary B and Secondary (undifferentiated). In any case, the classification Minor Aquifer here does not tally with Table 13-5 which refers to all Lias Group strata as being Secondary (Undifferentiated) aquifers. | Table 13-7 in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) sets out published aquifer classification, with text on Lias group providing a more detailed discussion on the properties of the aquifers based on site specific information, which provides a higher resolution to the EA mapping. The same will be reflected within the Hydrogeological Impact Assessment (HIA). In the study area, British Geological Survey present the stratigraphy encompassing the upper parts of the Lias Group and the lower parts of the Inferior Oolite Formation as the ‘Lias Group and Inferior Oolite (undifferentiated)’. Owing to this stratigraphy being combined, the Lias Group and Inferior Oolite (undifferentiated) is designated by the EA as a Principal aquifer. The Lias group is formed by a number of frock formations, each representing different properties. Based on descriptions of the Lias Group, the Bridport Sand Formation is considered a Secondary A aquifer rather than a Principal Aquifer. In the study area the Charmouth Mudstone Formation of the Lias Group is classified by the EA as a Secondary Undifferentiated aquifer. | N   |
| 164.   | The Joint Councils |                               | The Joint Councils welcome the elaboration on the baseline and operational groundwater monitoring strategy, the use of supplementary low-flow observations from the Water Features Surveys, as well as the summary of identified groundwater receptors.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground.   | N   |
| 165.   | The Joint Councils |                               | The Joint Councils welcome that a WFD compliance assessment for the proposed scheme will be conducted in support of the ES.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground.   | N   |
| 166.   | The Joint Councils |                               | Within 2020 PEI Report Chapter 13 Road Drainage and the Water Environment, the Joint Councils welcome the extension of study area beyond a 1km buffer to reflect comments of the Planning Inspectorate and Environment Agency.   | This matter is agreed as set out in the Joint Councils Statement of Common Ground.   | N   |
| 167.   | The Joint Councils |                               | The Joint Councils welcome the use of the Highways England Water Risk Assessment Tool (HEWRAT) to assess the potential impacts of routine runoff on surface water quality.   | This matter is agreed as set out in the Joint Councils Statement of Common Ground.   | N   |

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|--------|--------------------|-------------------------------|---|---|---|
| 168.   | The Joint Councils |                               | Clarity on the drainage approach, either to surface or ground, is required.   | <p>Run-off from the scheme will be captured within the schemes drainage design and treated to the required DMRB standard before being discharged into the receiving water environment. The drainage system will be designed to capture and treat the pollutants within the road run-off.</p> <p>ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and Appendix 13.10 Drainage Report (Document Reference 6.4) set out the drainage strategy and preliminary drainage design that Highways England proposes to mitigate adverse effects on the water environment.</p> <p>HEWRAT assessments have been conducted on the preliminary drainage design and are reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and its appendices.</p> | N   |
| 169.   | The Joint Councils |                               | It is not clear how it will be demonstrated that beneficial impacts of the surface water drainage have been realised. Is baseline HEWRAT modelling going to be undertaken on the current network for comparison? It is recommended that the method be detailed in at ES stage.  | <p>Data on the existing drainage measures for the existing of the road have been collected at ES stage. The scheme's drainage strategy and preliminary drainage design has been developed using the latest guidance and standards. HEWRAT assessments have been conducted on the preliminary drainage design and compared against the information on the existing roads drainage assets in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and its appendices.</p> <p>ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and Appendix 13.10 Drainage Report (Document Reference 6.4) set out the drainage strategy and preliminary drainage design that Highways England proposes to mitigate adverse effects on the water environment.</p>    | N   |
| 170.   | The Joint Councils |                               | : The Joint Councils note that the potential impacts of construction on surface water or sediment runoff and water quality have been assessed based on the proposed construction methods and sequencing. Where construction methods have not been available, standard construction practices have been assumed. It is therefore recommended that potential impacts be re-examined once the construction methods have been confirmed.  | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and considers potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.   | N   |
| 171.   | The Joint Councils |                               | The Joint Councils welcome the production of a detailed Flood Risk Assessment in support of the Environmental Statement.  | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). A Flood Risk Assessment is provided with the DCO application (ES Appendix 13.3 Flood Risk Assessment (Document Reference 6.4).  | N   |
| 172.   | The Joint Councils |                               | Confirmation is required that the approach to hydrological and hydraulic modelling is adequate for both the purposes of assessing baseline flood risk as well as evaluating the potential impacts from culvert modifications and improvements, de-culverting where feasible and watercourse realignments, all of which may results in modifications to the interaction of overland flows on the floodplain as well as in-channel hydraulics. It is recommended that the approach to modelling considers whether a 1D-2D method is most appropriate to achieve a robust assessment and a like-for-like appraisal of baseline against design. | The modelling approach is considered to be appropriate and has recreated our understanding of existing flood risk. The modelling has allowed for the representations of hydraulic structures to be included and accurately model their operation across a number of events. This is reported on in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).  |   |
| 173.   | The Joint Councils |                               | There is a concern regarding the potential impacts and specifically the potentially adverse significance of the realignment of tributary of Norman's brook and modifications to existing culvert capacities. Hydraulic modelling will be used to assess both the baseline flood risk and any changes to flood risk as a result of the scheme as well as to inform design. There is a potential for betterment as downstream flooding issues could be improved through engineered management of overland flows at the foot of Crickley Hill and it recommended that opportunities for this are evaluated.                                    | The modelling has demonstrated that the proposed drainage strategy and tributary of Norman's Brook realignment does not adversely affect existing flood risk. This is reported on in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).  | N   |



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| 174.   | The Joint Councils |                               | Figure 13.1 of the 2020 PEI Report indicates the approximate alignment of the watercourse routes identified by the tracer test showing connectivity of the watercourse at Crickley Hill to the tributary of Norman's Brook and also a potential connectivity to Horsbere Brook. This appears contrary to the results of the tracer test and so clarification is requested.   | The watercourse that flows parallel to the existing road at Crickley Hill is a tributary of Norman's Brook, as confirmed by the Tracer Test carried out. This is set out in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) where this watercourse is referred to as the 'tributary of Norman's Brook' to recognise it's connectivity.  | N   |
| 175.   | The Joint Councils |                               | The methodology of the GHG emissions assessment reported in 2020 PEI Report Chapter 14 Climate does not describe assessment of energy consumption for infrastructure operation, which is a requirement of DMRB LA 114.   | ES Chapter 14 Climate (Document Reference 6.2) states that there are likely minimal direct emissions associated with operating the scheme since the scheme lighting is minimal. Power consumption has been assumed as negligible in the context of the scheme and therefore the associated carbon impact does not form part of the GHG emissions assessment.<br><br>Operational energy use emissions have been scoped out of the assessment. The scheme has been designed to reduce the requirement for energy consuming operational equipment and therefore associated emissions are assumed to be insignificant. | N   |
| 176.   | The Joint Councils |                               | In 2020 PEI Report Chapter 14 Climate, why is the assessment of material transport to works site not carried out in the HE Carbon Tool alongside the other construction elements? All construction emissions should be calculated in the HE Carbon Tool.   | The assessment of material transport to works site was calculated using the emissions factors from the HE Carbon Tool. The emissions factors from the HE Carbon Tool were used for all construction emissions.   | N   |
| 177.   | The Joint Councils |                               | In Table 14-7 of the 2020 PEI Report several life cycle modules are scoped out on the basis that they are assumed to be insignificant. Evidence or further justification should be presented to explain what this assumption is based upon, and what constitutes an insignificant contribution to the total. In particular, inclusion of operational energy use is a requirement of LA 114 but has been excluded from this assessment based on its insignificance. It is recommended that this should be scoped back in in accordance with LA 114, or additional justification should be given as to why this methodology has not been followed. | Assumptions of the assessment are set out in ES Chapter 14 Climate (Document Reference 6.2). The scheme has been designed to reduce the requirement for energy consuming operational equipment such as street lighting or intelligent transport systems wherever possible. Where lighting may be potentially required, for example at Grove Farm underpass, low lux demand sensitive lighting is proposed. There would be a negligible difference between the operational energy required for the scheme compared with the existing A417, and therefore associated emissions are assumed to be insignificant.      | N   |
| 178.   | The Joint Councils |                               | In Chapter 14 of the 2020 PEI Report, construction waste management does not appear to be included within the scope of assessment under 'construction processes', neither is it scoped out. This item should be included.  | Construction waste management - Module A5 (Construction/installation processes) emissions, which include waste management, have been calculated using emissions factors from the Highways England carbon emissions calculation tool, based on information provided by design teams.  | N   |
| 179.   | The Joint Councils |                               | LA 114 requires the inclusion of Land Use Change and Land Use and Forestry in the assessment. However, these are not referenced in the scoping table 14-7 of the 2020 PEI Report. If land use impacts are not to be included in the assessment, a justification should be given in line with the requirements of LA 114 paragraph 3.12.  | Land Use Change: GHG emissions associated with ongoing land use change/sequestration have been calculated over the 60-year operational period for 'habitats lost' and 'habitats gained'.   | N   |
| 180.   | The Joint Councils |                               | It is stated in paragraph 14.6.3 of 2020 PEI Report Chapter 14 Climate that due to the large area of tree planting which would be required to offset emissions generated by the scheme, this element has been scoped out. However, consideration also needs to be given to the potential contribution to scheme emissions by land use, for example through vegetation clearance and soil disturbance. This issue should also be addressed in this paragraph, and a determination made as to whether it should be scoped in.  | Tree planting to offset emissions - It is estimated that an area of between 200-300ha of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible and has not formed part of the GHG emissions assessment.  | N   |
| 181.   | The Joint Councils |                               | In 2020 PEI Report Chapter 14 Climate, it is not clear how baseline maintenance emissions have been estimated or what data / assumptions this is based on. The Do-Something scenario assumes replacement of the road surface every 10 years – is this also included in the baseline case?  | To quantify operational emissions (B2-B5) associated with maintenance of the road surface (in both the 'Do-Minimum' (baseline) and 'Do-Something' (with scheme) scenarios) it is estimated the road surface would be replaced once every ten years for the duration of the design life.  | N   |
| 182.   | The Joint Councils |                               | It is not clear what is meant by 'embedded' and 'essential' mitigation measures in 2020 PEI Report Chapter 14 Climate. 'Embedded' suggests mitigation that forms part of the design. However, the production of a construction environmental management plan is listed as embedded which would suggest an alternate meaning. It is stated that no measures will be put in place to   | A footnote has been added with definitions. As defined in DMRB LA 104 Environmental assessment and monitoring, Embedded mitigation comprises "Design measures which are integrated into a project for the purpose of minimising environmental effects". Essential mitigation comprises "Mitigation   | N   |

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|        |   |                               | mitigate operational emissions. However, Table 14-13 describes at least one measures which will reduce operational emissions (reduced gradient of Crickley Hill). Consideration of how this is presented is recommended  | critical for the delivery of a project which can be acquired through statutory powers".<br>The text has been amended to state "In addition to the embedded design mitigation measures identified within Table 14-14, no essential operational mitigation measures have been proposed."  |   |
| 183.   | The Joint Councils  |                               | 2020 PEI Report Chapter 15 Cumulative Effects has been structured to clearly distinguish in-combination and 'combined' effects. The assessment methodology reflects the DMRB guidance. The method for selecting relevant projects is consistent with DMRB guidance   | This matter is agreed as set out in the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).   | N   |
| 184.   | The Joint Councils  |                               | In defining the study area for the cumulative effects assessment, it is appropriate to apply professional judgement to the DMRB guidance and consider other factors. The study area is predominantly rural and the Joint Councils consider that thresholds for the scale of "other development" should be reduce to accurately reflect this context. The cumulative effects of small scale residential and employment sites should be considered.                          | The relevant guidance and policy informing the assessment is set out in ES Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2). The assessment methodology in relation to development scale threshold reflects the DMRB standard, as the standard approach Highways England applies to the design, assessment and operation of its motorway and all-purpose trunk roads.   | N   |
| 185.   | The Joint Councils  |                               | The proposed ZOI extent for landscape and visual cumulative impacts is up to 1.9 miles (3km). This appears inadequate particularly for the assessment of in combination effects with 'other developments', given the landscape importance of the Cotswold AONB and the long distance views of the proposed scheme, particularly from PRoW. It is recommended that this is increased to the maximum CEA ZOI extent of 3.1 miles (5km).                                      | DMRB LA 107 states that in establishing the study area, it should be suitable and proportionate for this specific scheme.<br><br>Highways England has considered the suggestion. It is considered that the level of information provided is proportionate to the project and assessment.  | N   |
| 186.   | The Joint Councils  |                               | Within the public consultation materials there is no information relating to the transport assessment, traffic modelling or transport impacts.   | The Transport Report (Document Reference 7.10) is submitted and sets out the traffic modelling and assessment undertaken for the scheme. As recorded in the Statement of Common Ground with the Joint Councils (see Statement of Commonality, Document Reference 7.3), Highways England has engaged with Gloucestershire County Council as the relevant highways authority throughout the development on the scheme design, including through focused meetings and the exchange of technical information relating to traffic modelling and transport impacts. | N   |
| 187.   | The Joint Councils  |                               | A copy of the draft CTMP has not yet been provided. It is recognised that discussions between HE and GCC will need to take place regarding the permitted routes that construction traffic will be able to use. The mechanisms to undertake repairs to local roads damaged by construction traffic should be made during these discussions.   | ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) is. As recorded in the Statement of Common Ground with the Joint Councils (see Statement of Commonality, Document Reference 7.3), Highways England has engaged with Gloucestershire County Council as the relevant highways authority throughout the development on the scheme design, including through focused meetings and the exchange of technical information relating to de-trunking, traffic modelling and transport impacts.   | N   |
| 188.   | The Joint Councils  |                               | Having reviewed the changes to the design and further information provided in the Preliminary Environmental Information Report, the Joint Councils supports the changes to the design since 2019 subject to the comments provided against each chapter of the PEIR.  | Highways England acknowledges the support for the scheme expressed by the Joint Councils, including for the design changes presented at the 2020 supplementary consultation. The engagement undertaken with the Joint Councils to date is reflected in the Statement of Common Ground with the Joint Councils (see Statement of Commonality, Document Reference 7.3), which provides a current summary of the matters agreed and still under discussion between Highways England and the Joint Councils.  | N   |
| 189.   | Ministry of Defence (Defence Infrastructure Organisation) |                               | This application relates to a site outside of Ministry of Defence safeguarding areas. We can therefore confirm that the Ministry of Defence has no safeguarding objections to this proposal.   | Highways England acknowledges that The Ministry of Defence has no safeguarding objections to the scheme.  | N   |
| 190.   | Natural England (NE)                                      |                               | NE supports the stated vision of a landscape-led scheme. However it is our view that the proposals need to go further to deliver this vision and meet with national policy requirements. The NPSNN requires that the scheme shows compelling reasons for its construction in the AONB, with benefits outweighing costs very significantly. Whilst we welcome the efforts made to reduce the environmental impacts of the scheme, constructing a new road in this sensitive | The support for the vision of a landscape-led scheme is noted. Taking into account responses to the 2020 consultation, further improvements to the scheme have been as set out in Chapter 10 of the Consultation Report (Document Reference 5.1) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). The policy tests for the scheme and how Highways England's proposals meet them are set out in the Case for the Scheme (Document  | N   |

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|        |                 |   | location inevitably results in negative impacts on landscape and biodiversity. The scheme needs to do more to compensate for its impacts and deliver enhancement, in order to meet the policy set in the NPS and to meet with its stated vision.  | Reference 7.1). The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  |   |
| 191.   | Natural England | To what extent do you support the Cotswold Way crossing?        | <p>Support: NE welcomes the inclusion of a bridge across the new A417 carriageway for users of the Cotswold Way National Trail, the location of which minimises the need for a major realignment of the trail. The Cotswold Way National Trail was deliberately routed to afford the walker some of the best landscape and wildlife experiences available, and we would want to see this aspiration continued.</p> <p>Ensuring the enjoyment of walkers should be a priority. Consideration needs to be given to the safety of different types of users being on the bridge at the same time, such as walkers, cyclists and horse riders, as well as the movement of cattle (which is supported). It should be noted that the funding from NE to National Trails is for maintaining a walking route, and there is no additional funding in place to address wear and tear by other users.</p> <p>The Cotswold Way crossing should be a light and elegant structure that respects the character of the Cotswolds AONB and demonstrates the highest quality of design; a muted colour may be the most appropriate way of integrating the bridge into the landscape. The reason for proposing dark weathering steel this material should be set out clearly, together with the advantages and disadvantages of other options – for example, steel clad with hardwood timber. Generally dark weathered steel is not a characteristic commonly found on building and structures located within the Cotswolds AONB.</p> <p>The detailed design should consider the bridge's close-range appearance for users, in addition to views from the road and from further afield e.g. Crickley Hill Country Park. The parapets will be particularly visible and should be detailed to avoid a 'flat sheet' of corten steel if that material is adopted. The design should also ensure a neat transition between the bridge and the route either side; for example, in terms of how the structure joins the embankment on the southern side and ties in to Emma's Grove woodland. The diversion of the National Trail during construction should ensure as safe, short and pleasant a route as possible.</p> | <p>Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing. The crossing is proposed at 5m wide, joining the 5m wide Air Balloon Way. This width is in accordance with the design guidance for the different users proposed. Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Consideration has been given to the use of the crossing for moving cattle, in discussion with relevant landowners. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p> | N   |
| 192.   | Natural England | To what extent do you support the Gloucestershire Way crossing? | <p>Support: NE welcomes the inclusion of a bridge across the new carriageway for users of the Gloucestershire Way long distance path, the location of which minimises the need for a major realignment of this route. The design of the bridge should reflect the character of the AONB and feature a neat transition between the bridge and embankments.</p> <p>NE welcome the multi-functionality of the proposed Gloucestershire Way crossing, including the provision of access and the aspiration to provide landscape and habitat connectivity. However, NE advise widening the bridge from the proposed 25 x 70m to provide a greater degree of connectivity and more closely reflect the recommended width/length ratio of 0.8 for bridges seeking to achieve this. This is set out in the Landscape Institute Green Bridges Technical Guidance Note 09/2015 (p8), which is the best available guidance currently on different types of green bridges. This bridge should be at least 40m wide in order to deliver all of its stated functions.</p> <p>In order to fulfil its purpose, this bridge needs a 25m functional habitat patch of calcareous grassland and scattered scrub with dense hedgerows either side to</p>   | <p>Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>The monitoring and management of habitats is provided within ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).</p> <p>The form of the Gloucestershire Way crossing has been designed to harmonise with the existing topography with gently sloping earthworks rising the land on the east side of the structure, and designed to provide a protective buffer zone of no works in the proximity of Ullen Wood Ancient Woodland.</p>  | N   |

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|        |                 |  | <p>reduce disturbance and confine stock to their habitat patch, a recreational zone, plus maintenance strips. NE recommend a hedge screens the path from the wider habitat to avoid disturbance and degradation of the habitat. Planting could also be considered between the path and the southern side of the bridge to provide some screening of the road for users, whilst still allowing space for any necessary maintenance. NE support the proposed habitat of species-rich grassland, scattered scrub and native-rich hedgerows connecting to habitat either side of the bridge. This would serve the required ecological function more effectively on the larger scale that we propose.</p> <p>The scheme should consider the range of ecosystem services that the bridge may deliver (e.g. pollination, biodiversity, water management, access, recreation, aesthetic experience and landscape connectivity). A monitoring, management and maintenance plan will also be required; for example, detailing the grazing regime required to retain the openness of the habitat. There could be opportunities, out with the scheme, to bring areas at both ends of the bridge into the same grazing unit to enable this.</p>   | The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).   |   |
| 193.   | Natural England | 2 To what extent do you support the change in gradient of the scheme?                  | Support: Reducing the gradient means that less soil and rock needs to be removed, therefore reducing impacts on Crickley Hill and Barrow Wake SSSI, geology, woodland at Ullen Wood and Emma's Grove, reduced cutting depth and less soil needing to be disposed of. Natural England welcomes the change in the proposed gradient.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 194.   | Natural England | 3 To what extent do you support the changes to Cowley junction?                        | Support: NE is generally supportive of the proposals at the Cowley junction and welcome the mitigation provided for bats. NE note the need for deep excavations for the access roads and the location of three attenuation basins and associated woodland planting at this location. The creation of wood pasture and wildlife meadows is welcomed for the enhancement this will bring to the landscape of the High Wold. Further information on these features would be useful. NE recommend that the land utilised for construction compounds is restored to calcareous grassland afterwards.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Highways England has engaged with Natural England since the 2020 consultation on these matters. The latest position on these matters is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).   | N   |
| 195.   | Natural England | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | <p>Oppose: NE has no issue with the principle of rerouting the B4070 to Birdlip, provided that suitable screening is put in place to prevent views of the escapement from the vale being adversely affected. However, we have significant concerns about the proposed redevelopment of the Barrow Wake Car Park.</p> <p>The proposal retains the existing car park at Barrow Wake, with access from the B4070 via a new roundabout. Visitors would be able to access the Air Balloon Way from the existing car park via a new PRoW link. We welcome the proposed very recent changes to the scheme that have moved this PRoW out of the SSSI, and likewise the removal of PRoW that were in the 2019 scheme. Nevertheless, we advise that the proposals as they stand are likely to directly impact on the SSSI and that there will be landscape and visual impacts on the AONB. Importantly, the proposals miss a unique opportunity to restore the SSSI to calcareous grassland and improve the landscape.</p> <p>Our advice on Barrow Wake car park has now changed since our response to the 2019 public consultation. We wish to see the complete closure of the car park, ground levels rationalised and the restoration of calcareous grassland, connecting into existing SSSI habitat.</p> <p>The location of this car park within Crickley Hill and Barrow Wake SSSI has the potential to lead to conflicts with the management of this sensitive site, particularly if its use is increased as a result of the A417 missing link scheme or</p> | <p>Highways England notes that Natural England has no issue with the principle of rerouting the B4070 to Birdlip, provided that suitable screening is put in place to prevent views of the escapement from the vale being adversely affected.</p> <p>The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate. .</p> <p>Highways England is proposing stone wall to the front of the paved area of Barrow Wake car park and to the roundabout (not within the SSSI) to screen headlights and light pollution from the escarpment.</p> <p>The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p> | N   |

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|--------|-----------------|--|--|--|---|
|        |                 |  | <p>others. Based on the current proposals, visitors will use the Barrow Wake car park as an access point for the Air Balloon Way. Footfall on Barrow Wake SSSI is likely to increase as a result, particularly as people move to the ridgeline to enjoy the views. This is likely to cause increased trampling and erosion, damaging the calcareous grassland.</p> <p>The car park also has a negative impact on people's enjoyment of the visual amenity afforded by the views out from the escarpment. Selected views to the escapement from the Severn Vale are, at certain times of day, adversely effected by the sun glinting off of vehicles parked here. In addition, there are problems with anti-social behaviour.</p> <p>The proposed access roundabout will require land take within the SSSI. Although we understand that this would not significantly impact features for which the site is notified, this loss of land would still need to be compensated for and is a step in the wrong direction for the conservation of this site. Car lights swinging around the roundabout after sundown could also cause visual impacts.</p> <p>The closure of the car park and its restoration to calcareous grassland would make an invaluable contribution to the restoration of this SSSI, compensating for biodiversity loss through the scheme, perhaps delivering a net gain, and making a sizable contribution towards achieving the scheme's vision and design principles. If the car park is removed and grassland restored, then consideration should be given to relieving visitor pressure until the grassland has become well established.</p> <p>Natural England understands that although within the red line boundary for the scheme, enhancements to Barrow Wake car park are outside of the scope of the DCO. We note however that policy as set out in the NPS for National Networks (at 5.150 – 5.153) allows the Secretary of State to consider the imposition of appropriate requirements to ensure these standards (environmental enhancements) are delivered. We suggest that the applicant considers whether it would be appropriate to recommend to the Secretary of State that in this instance Barrow Wake car park should be either bought into the scope of the DCO or subject of a section 106 arrangement with the land owner. If this is not possible then we request that Highways England is positively involved in discussions between Gloucestershire County Council and Gloucestershire Wildlife Trust to arrange the closure of this car park and its subsequent restoration to grassland through Designated Funds.</p> |  |   |
| 196.   | Natural England | 5 To what extent do you support the changes to public rights of way? | Support: Natural England particularly supports the proposals with regards to treatment of the Cotswold Way National Trail and the Gloucestershire Way. We welcome the proposed creation of "The Air Balloon Way" new multi-purpose trail, particularly with the provision of new parking in the south-east. We are generally supportive of the careful consideration of impacts on the wider PROW network  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 197.   | Natural England | 6 Do you agree with our proposals for replacement common land?       | Support: Natural England is in favour of the principle of replacing the common land lost to the scheme and has no issues with the proposals as such. However, our preference is for this to be delivered on what is currently the Barrow Wake car park.  | Highways England acknowledges the range of views expressed, including those received in support of the replacement common land. Highways England's assessment of options for exchange land are set out in Appendix D of the Statement of Reasons (Document Reference 4.1), and further to the suggestion made this option was considered as part of that assessment. However, the preferred option remains utilising land available as part of the repurposing of the detrunked A417 adjacent but separate to the Air Balloon Way. The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3). | N   |

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|--------|-----------------|---|--|--|---|
| 198.   | Natural England | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation? | <p>In general we support the decisions taken to minimise impacts on habitats and species and provide mitigation and compensation. In particular, we welcome the changes to the scheme that avoid the loss of Ancient Semi-Natural Woodland at Ullen Wood and the loss of woodland at Emma's Grove and Shab Hill. We welcome the creation of wood pasture near to Ullen Wood and the increases in calcareous grassland, appropriately sited broadleaved woodland and native hedgerows delivered across the scheme as a whole.</p> <p>Despite the steps taken to reduce impacts and the mitigation and enhancement measures in place, the Defra 2.0 Biodiversity metric shows that the scheme will result in an 18-20% loss of biodiversity. This is extremely disappointing. In our view there are further opportunities to deliver enhancement for biodiversity across the scheme.</p> <p>The priority must be to reconnect habitats to recreate an ecologically functioning landscape. In particular, Natural England wishes to see the creation of more calcareous grassland. We recommend that the car park at Barrow Wake is shut down and restored to calcareous grassland, and that additional habitat stepping-stones are created between Barrow Wake and the Gloucestershire Way bridge, and between the bridge and Crickley Hill. These connections and stepping-stones should be close enough to allow grassland species to spread. The verges should be calcareous grassland and left as wide as possible. The calcareous grassland along the Air Balloon Way should also be widened. We recommend that the Gloucestershire Way bridge be widened to 40m to enable it to function as a habitat link in the restoration of limestone grassland. We would welcome detailed conversations and advise that Gloucestershire Wildlife Trust in particular is well placed to advise.</p> | <p>ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes the creation of two new habitat patches to the north and south of the scheme that would mitigate the impacts of fragmentation, by providing functional habitat connectivity for species associated with Crickley Hill and Barrow Wake SSSI units to disperse. Locations of the habitat patch creation align with Natural England guidance that recommends patches be located no more than 200m apart for habitat-specialised species. Both habitat patches occur within 200m of the Crickley Hill units of the SSSI and the southern habitat patch occurs within 200m of the Barrow Wake unit of the SSSI, with a 10m wide corridor of calcareous grassland providing direct connectivity.</p> <p>The patches themselves are less than 200m apart and are connected by a 25m wide corridor of calcareous grassland on the Gloucestershire Way crossing. In response to feedback from environmental stakeholders, Highways England has widened the Gloucestershire Way crossing from 25m to 37m to accommodate the increased an area of native grassland planting.</p> <p>The landscape design shown on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) replaces priority habitats with a greater amount than that lost. The landscape design focusses on provision of priority habitats which are present within the Cotswold AONB; lowland calcareous grassland, lowland broadleaved woodland and native species rich hedgerows. There would be an increase in all these habitats post construction, and their location and design has considered the draft Nature Recovery Network Map provided by Gloucestershire Wildlife Trust in 2020. Green infrastructure would help to deliver climate change resilience for both habitat and wildlife connectivity. This would be in line with Defra's Biodiversity 2020, which establishes principles for the consideration of biodiversity and the effects of climate change, as well as the NPPF.</p> <p>The latest position on these matters is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p> | Y   |
| 199.   | Natural England | 9 Do you have any other comments?   | <p>2020 PEI Report Chapter 5 Air Quality: The majority of SSSIs (and local sites) will receive a decrease in nitrogen as a result of the scheme. In the case of Crickley Hill and Barrow Wake this decrease is 47.8%. The exception is Leckhampton Hill and Charlton Kings Common. This SSSI is already above its critical load and the scheme will generate a small further increase (1.8% of the critical load). We recommend the inclusion of measures to reduce or offset these impacts, for example planting tree shelter belts or managing the woodland in ways that offset the impact of air pollution.</p>   | <p>Since the 2020 PEI Report and supplementary statutory consultation in 2020, the assessment has been updated following updates to the traffic model. There is still an improvement in deposition rates predicted for Crickley Hill and Barrow Wake SSSI. The increase in deposition rate at Leckhampton Hill and Charlton Kings Common SSSI is predicted to be less than 1% of the relevant critical load and thus not significant. This is reported in ES Chapter 5 Air Quality (Document Reference 6.2) and assessed within Chapter 8 Biodiversity (Document Reference 6.2). In addition to the SSSIs, air quality increases on irreplaceable habitats has also been measured. An increase in nitrogen deposition has been identified to impact 2.1ha of Ullen Wood ancient woodland and one veteran tree. Native broadleaved woodland habitat creation will be provided to compensate for the predicted degradation of 2.1ha of ancient woodland within Ullen Wood. This buffer will be planted adjacent to the woodland where the predicated change in nitrogen deposition is below the 0.4kg N/ha/yr threshold for habitat degradation. In addition conservation led woodland management measures will be implemented within the woodland to enhance its favourable conservation status. Chapter 8 Biodiversity also includes measures to relieve existing threats and pressures on the veteran tree to increase its resilience to an increase in nitrogen deposition. The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p>  | N   |
| 200.   | Natural England |   | <p>NE accepts and supports the LVIA methodology, study area and baseline as presented in the 2020 PEI Report Chapter 7. NE supports the inclusion of an assessment of the likely effects of the scheme on the special qualities of the Cotswolds AONB.</p>   | <p>Highways England acknowledges the range of views expressed, including those received in support of the approach to the landscape and visual assessment. The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p>   | N   |

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|--------|-----------------|-------------------------------|---|--|---|
| 201.   | Natural England |                               | NE advise that the Cotswolds AONB special quality 'River Valleys, the majority forming the headwaters of the Thames, with high-quality water' should be scoped into the assessment as the LCT 08 contributes to this special quality. Part of the Shab Hill junction is located within this LCT and as a result an area of lowland calcareous grassland habitat will be lost.   | NE's comments have been considered. The special quality 'River valleys' has been included in the assessment. LCT 8 has been included in the assessment, reported in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 202.   | Natural England |                               | NE requests that all structures and features in the scheme's design are listed and accounted for in the LVIA assessment, as some appeared to be missing from the 2020 PEI Report which are likely to have an influence on landscape character and the visual amenity of this portion of the AONB.   | Highways England has engaged with Natural England on the LVIA since the 2020 public consultation and these matters are now addressed in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 203.   | Natural England |                               | NE fully acknowledges the efforts that HE have gone to in the various consultation processes in order that good design, in respect of landscape and visual receptors as well as the special qualities of the Cotswolds AONB, have been factored into the evolution of the design of the scheme.<br>NE request that the distinction between the various mitigation measures and enhancements is articulated more clearly in order that an understanding how the scheme's design addresses NPSNN policy tests 5.150-3 and 5.157 is readily available. NE would like to see a clear explanation of how the design of the scheme goes beyond the requirements of DMRA LA 107, has taken account of the statutory purpose of the Cotswold AONB and has resulted in enhancements.   | Mitigation and enhancement measures are set out in topic chapters of the ES (Document Reference 6.2), whilst the Case for the Scheme (Document Reference 7.1) and Design Summary Report (Document Reference 7.7) identify how the policy tests of the NPSNN are met in relation to development within an AONB and landscape effects of the scheme.   | N   |
| 204.   | Natural England |                               | In relation to the 2020 PEI Report Chapter 7 Landscape and Visual Effects, NE is content that for this assessment a single summary judgement for the all of the special qualities is appropriate. NE would like a judgement on whether or not the applicant thinks the statutory purpose of the Cotswolds AONB, to conserve and enhance natural beauty, has been adversely affected.<br><br>NE disagrees with the applicant's conclusion that at Operation Year 1 the effect on the special qualities of the Cotswolds AONB will be beneficial and significant. NE judges the effect to be Moderate adverse and significant. <i>[A detailed reasoning for this conclusion has been provided by NE]</i> . NE accepts that a balancing exercise is made when providing a summarised judgement, but we read little in the narrative provided in Table 7-17 of the 2020 PEI Report as to why a conclusion of beneficial and significant has been reached. | Highways England notes that Natural England is content that the assessment of a single summary judgement for all relevant special qualities is appropriate given the relevantly limited geographical extent of the scheme. Highways England has engaged with Natural England on this matter since the 2020 public consultation and these matters are now addressed in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).  | N   |
| 205.   | Natural England |                               | NE agrees with the applicant's preliminary judgements on the significance of effects on visual receptors  | Highways England notes that Natural England agrees with the applicant's preliminary judgements.  | N   |
| 206.   | Natural England |                               | Underpass between Grove Way and Crickley Farm: Although this will be a modest and unobtrusive feature of the landscape, consideration should be given to enhancing the external appearance to reflect the geology of the Cotswolds escarpment. As a subterranean structure it would lend itself to use as a means of interpreting the geology, or the environment in which that geology was formed, of this period within the Jurassic. In this way the underpass could contribute to the wider opportunities for geological interpretation currently present at Crickley Hill Country Park and from the new rock exposures which the construction of the new route will bring about.   | In relation to the Grove Farm underpass, matters such as aesthetics, surfacing, signage and enclosures would be discussed and agreed at the detailed design stage. The Design Summary Report (Document Reference 7.7) sets out the design principles in terms of materiality and provides visualisations.<br>Highways England notes Natural England's preference for reflecting the geology of the Cotswolds escarpment in the underpass' materiality. The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3). | Y   |
| 207.   | Natural England |                               | Cowley Lane and Stockwell overbridge: NE welcome the proposed greening of these overbridges, including the use of native species -rich planting. Their design should be of high quality and in keeping with the character of the AONB; visualisations would be helpful.   | The supported for the 'greening' of the Stockwell and Cowley overbridges is noted. The Design Summary Report (Document Reference 7.7) provides further detail on the design of these structures.   | N   |
| 208.   | Natural England |                               | NE welcomes the creation of the Air Balloon Way for the increased access and recreational opportunities this will provide for. Clarification and further detail is requested on the proposals, including the size of the two car parks proposed.  | Information on the Air Balloon Way can be found in ES Chapter 2 The Project (Document Reference 6.2) and the Design Summary Report (Document Reference 7.7).   | Y   |

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|        |                 |                               | <p>Should the car park at Barrow Wake be completely removed as NE advises, consideration will be required as to how the design of the new car parks will prevent the anti- social behaviours currently associated with the Barrow Wake car park transferring to these locations. In addition, a viewing platform or area located outside of the SSSI could be considered as a destination point for a journey along the Air Balloon Way, and consideration should be given to relieving visitor pressure until the grassland has become well established.</p> <p>NE request further information is made available in the Environmental Statement about the signage and interpretation boards and surface treatment to be used on the Air Balloon Way. NE note the commitment to remove the old carriageway and revert the land not used as part of the Air Balloon Way as calcareous grassland plus trees. NE recommend that the area of calcareous grassland is as wide as possible.</p> | <p>Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.</p> <p>The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.</p> <p>Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed. Highways England will consult with Gloucestershire County Council and refer to the latest guidance for cycle infrastructure design from the Department for Transport. Suggestions put forward by Gloucestershire County Council and other interest groups have been included as a commitment in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). Signage and wayfinding will be considered at the detailed design stage. The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p> |   |
| 209.   | Natural England |                               | <p>Shab Hill Junction: NE welcomes how the design of the scheme has sought to mask this junction from the wider landscape of the High Wolds and High Wold Valleys, through the use of landscape bunds and tree planting; these aspects of the scheme are of an appropriate size and extent to hide the junction. We note that until the mitigation planting matures there will be a detrimental effect on the Coldwell Bottom Valley, and agree that this will lower the perceived tranquillity of this part of the LCT until these trees have matured. Confirmation that the junction will not be lit is welcomed as this will help maintain the dark skies currently associated with the High Wold landscape.</p>   | <p>As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. In addition to this, light spill from vehicles on and around the junction would be screened from views looking towards it through the implementation of false cuttings (landscape earthworks), Cotswold stone walls with immediate effect, and maturing tree planting will further reduce light spill with time.</p> <p>The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p>   | N   |
| 210.   | Natural England |                               | <p>A436 / Leckhampton Hill road Junction: We welcome the area of wood pasture which will be created in the land between the existing A4369 in the direction of Seven Springs) and Leckhampton Hill road. The woodland planting intended for the land between the junction and the new carriageway of the A417 is also welcomed. We note the location of 5 attenuation basins at this location and wish to understand more about the prominence they will have in the landscape at Operation Year 15. We understand this junction will not be lit.</p> <p>Cowley Junction: We note the need for deep excavations for the access roads and the location of 3 attenuation basins and associated woodland planting at this location. The creation of wood pasture and wildlife meadows is welcomed for the enhancement this will bring to the landscape of the High Wold. Further information on these features would be useful. We understand this junction will not be lit.</p>             | <p>The creation of habitats and planting measures are described in the Design Summary Report (Document Reference 7.7) and ES Appendix 2.1 EMP Annex D LEMP Document Reference 6.4). As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. A visual assessment of the scheme, including attenuation basins, is provided in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).</p>  | N   |



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| 211.   | Natural England |                               | <p>Natural England provided detailed feedback on the other landscape features proposed in the scheme, stating support of new hedgerows and dry-stone walls; woodland creation and tree planting; calcareous grassland creation; and, new rock exposures.</p> <p>Natural England accept the need for 11 attenuation basins / balancing ponds, however consider that they are new uncharacteristic landscape features into LCT 2 and LCT 7. Figure 7.9 of the 2020 PEI Report shows extensive areas of new woodland planting in the vicinity of all of the attenuation basins. NE assume that one of the purposes of this planting is to provide screening for these features and wish to have this confirmed and a better understand the influence these features will have on the character of LCT 2 and 7 at Operation Year 15. Essentially to what extent will these features be screened by the woodland planting associated with them?</p> <p>NE note that Figure 7.9 of the 2020 PEI Report shows a significant amount of timber post and rail fencing. However very little mention of this aspect of the scheme's design is made in Chapter 7 of the 2020 PEI Report. Extensive stretches of timber post and rail fencing are not a typical boundary feature of the LCT 2 Escarpment and LCT 7 High Wold and are contrary the valued landscape character of the part of the Cotswolds AONB. NE wish to understand more about the nature and likely prominence that this feature will have in the landscape at Operation Year 1 and Year 15. In addition, NE are concerned that the fencing may mask the dry stone walling in some locations from users of the PRow network (for example near Stockwell Lane), negating the positive contribution the dry-stone wall could make to LCT 7.</p> | <p>The support for the landscape features cited are noted. In relation to attenuation basins, the Highways England landscape and drainage specialists have worked together in altering the shape of drainage basins to be more natural and less artificial features in the landscape.</p> <p>The environmental function codes on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) display the function of certain landscape planting. Timber post and rail fencing or that to function as badger proofing has been placed closely to Cotswold Stone walls in the absence of a construction detail that allows Cotswold Stone walls to be badger proof. It is intended that these boundaries would be viewed as one, and that the post and rail fencing will not mask the Cotswold Stone walls. Further information on the landscape-led approach to the design of the scheme is provided in the Design Summary Report (Document Reference 7.7).</p> | N   |
| 212.   | Natural England |                               | <p>2020 PEI Report Chapter 8 Biodiversity: As a general comment, NE is largely satisfied that protected species such as bats, badgers and barn owls have been given thorough consideration. NE will be commenting in more detail through pre-application discussions to inform the wildlife licencing process. However, we believe the scheme needs to do more to maintain habitats and wider species populations at an ecosystem level. The scheme is currently resulting in an 18-20% net loss of biodiversity. We would argue that this does not live up to its vision of being landscape -led, nor deliver towards the Nature Recovery Network or the aspirations of the 25-year Environment Plan.</p>   | <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> <p>The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).</p>  | N   |
| 213.   | Natural England |                               | <p>Crickley Hill and Barrow Wake SSSI: The scheme will increase the existing fragmentation between the two sides of Crickley Hill and Barrow Wake Site of Special Scientific Interest (SSSI). With the original proposed green bridge removed from the scheme, the greened bridge for the Gloucestershire Way crossing is the nearest point at which north/south landscape connectivity can be provided. The scheme needs to deliver better connectivity through linear connections and stepping-stones of habitat, close enough to allow grassland species to 'move' across the landscape.</p>  | <p>ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes the creation of two new habitat patches to the north and south of the scheme that would mitigate the impacts of fragmentation, by providing functional habitat connectivity for species associated with Crickley Hill and Barrow Wake SSSI units to disperse. Locations of the habitat patch creation align with Natural England guidance that recommends The patches themselves are less than 200m apart and are connected by a 25m wide corridor of calcareous grassland on the Gloucestershire Way crossing. In response to feedback from environmental stakeholders, Highways England has widened the Gloucestershire Way crossing from 25m to 37m to accommodate the increased an area of native grassland planting. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p>   | Y   |

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|--------|-----------------|-------------------------------|--|--|---|
| 214.   | Natural England |                               | Bushley Muzzard, Brimpsfield SSSI: NE note that further modelling work is required to establish whether the scheme will impact on this site's hydrology. NE recommend completing this work as soon as possible and would welcome discussion.   | The assessment of effects on Bushley Muzzard SSSI has been completed and is presented in ES Chapter 8 Biodiversity (Document Reference 6.2) This has shown no impact on this designated site hydrogeology. This is because the catchments of the springs, which feed into the designated area, are on the opposite side of the valley to the scheme. The Bushley Muzzard SSSI, is located on the western side of the valley (of the River Frome tributary) and is isolated from the scheme, which is located on the eastern side of the valley.                    | N   |
| 215.   | Natural England |                               | Bats: NE generally welcome the extensive survey effort undertaken and the measures proposed to mitigate for impacts on bats. NE will provide further detailed comments through our pre-submission screening service (PSS).<br><br>Great crested newts: NE recommend that updated surveys including full population size class assessments and HSI analyses are carried out in spring 2021 on all ponds within 500m of the scheme ahead of the licence application being submitted. We will provide further detailed comments through our PSS                           | The results of GCN surveys and assessment are included within ES Chapter 8 Biodiversity (Document Reference 6.2). No GCN breeding ponds will be lost to the scheme. Only 3 ponds within 500m have been recorded with GCN present. Further surveys will be undertaken prior to construction to inform any specific Natural England licensing requirements and survey effort will be discussed with a species advisor. The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3). | N   |
| 216.   | Natural England |                               | <i>[NE provided feedback on Chapter 8 Biodiversity and Chapter 9 Geology and Soils of the 2020 PEI Report. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those identifying typographical errors or suggesting minor amendments to the presentation or content of the document.]</i>   | Highways England has taken into consideration the comments of Natural England in developing the ES and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of feedback where appropriate, whilst detailed responses to material points raised are provided within this table.   | N   |
| 217.   | Natural England |                               | Roman snails: A mitigation scheme involving movement of any directly impacted roman snail populations should be drawn up. Any receptor sites should be of good quality, of low or no previous occupation, large enough and local enough and connected to other population groups through habitat links.  | The Roman snail mitigation and conservation licence has been discussed with the species specialist. A new receptor site will be created in an area where low numbers of Roman snail are currently present. Snails translocation on the northern side of the A417 will be translocated into an agreed area within Crickley Hill where there is good quality and extensive habitat.  | N   |
| 218.   | Natural England |                               | Aquatic invertebrates: NE query whether the tufa flush been surveyed for invertebrates? How do Highways England know what they are proposing to lose?  | Survey effort and aquatic and terrestrial invertebrate survey effort and assessment is included in the ES Chapter 8 Biodiversity (Document Reference 6.2). The Tufa flush has not been surveyed for invertebrates. Enhancement measures to other Tufa formations are being secured and are detailed in the aforementioned ES Chapter.  | N   |
| 219.   | Natural England |                               | NE generally agree with the County level assessments. They act as the reservoir for recolonization of the new ground and habitats the scheme is intent on creating, so effectively the "seed -bank". The mitigation list in the survey appendix seems acceptable and linked to the fauna caught.   | The agreement with County level assessments is noted.  | N   |
| 220.   | Natural England |                               | Given that signal crayfish have been discovered, NE advise that any works in this or connected watercourses ought now to invoke check, clean, dry biosecurity protocols to reduce plague transmissions. This is more of an issue for any undiscovered white-clawed populations or use of materials between watercourses. What precautions will be put in place on Norman's brook to fend off signal crayfish invasion? Consideration should be given to establishing it as a headwater ark site for white-claws, assuming it can be improved for them when re-aligned. | Biosecurity measures for aquatic habitats are included in the ES (Document Reference 6.2) and the LEMP (ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).   | N   |
| 221.   | Natural England |                               | Tufaceous vegetation: NE disputes the assertion that the lack of diverse vegetation of tufa systems is a marker for unfavourable condition since these low diversity systems frequently support a range of nationally scarce invertebrates, the more so when Palustriella commutata is the dominant plant. As such the hydrology of those flushes remains an important factor. We advise that the invertebrates in this location should be sampled.  | Further information on how tufa has been considered in the assessment is provided in ES Chapter 8 Biodiversity (Document Reference 6.2), ES Appendix 8.24 Assessment of tufaceous vegetation (Document Reference 6.4) and ES Appendix 8.25 Tufa-forming springs: selection of potential compensation sites (Document Reference 6.4). This sets out the baseline information, the assessment and the details of compensation measures proposed for the loss of the Tufa formation on Norman's Brook.  | N   |

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| 222.   | Natural England             |                               | NE consider that, though clearly determined by gradients and location, the aspiration would be to establish open skeletal soil cuttings as found in the other sections of the A417's design, especially where these are open hot and sunny. There is an opportunity for the development not only of the obvious short sward communities but also those more typical of small calcareous quarry and small pit landscapes, with ranges of particle size, aspect and hydrology.   | Cutting slopes which are of a rock face nature will be left to vegetate naturally which will also create habitat for invertebrates. This area totals approximately 2ha of slope face.  | N   |
| 223.   | Natural England             |                               | The scheme would result in the loss of 51ha of neutral and calcareous grass land. The biggest areas of concern are the loss of species-rich semi-improved neutral grassland at Shab Hill and the loss of the grassland mosaic in the Shab Hill valley. NE understand that the scheme is creating approximately 70ha of calcareous and neutral grassland, however, most of this will be along road verges and embankments. In addition to this NE would welcome the creation of core areas of grassland and the widening of verges at strategic points to create core habitat reserves with less edge effects. The emphasis should be on connectivity and delivering a functional landscape.<br>NE note that 12.5ha of woodland will be lost and 19.67ha created, and particularly welcome the woodland planting and wood pasture near to Ullen Wood. Across the rest of the scheme the priority should be on grassland restoration with any woodland planting forming part of a mosaic.  | Grassland planting is shown on Figure 7.11 Environmental Masterplan (Document Reference 6.3) which shows that calcareous grassland is also to be created on the back slope of embankments and in several fields. Further to the discussions on fragmentation effects, large areas of calcareous grassland have been created to form habitat stepping-stones either side of the Gloucestershire Way Crossing. Across the scheme Highways England is creating a gain of 9.59ha of broadleaved woodland which is located in areas primarily for essential mitigation. In general the focus of habitat creation is calcareous grassland. The latest position is set out in the Statement of Common Ground with Natural England (see Statement of Commonality, Document Reference 7.3).   | N   |
| 224.   | Natural England             |                               | NE considers that Chapter 9 of the 2020 PEI Report is not clear on the nature of mitigation proposed in relation to geology and soils in the scheme. Providing clarity as to the nature and feasibility of mitigation may require further ground investigations to be carried out. As a consequence, there remains a degree of uncertainty with regard to the final impact on the designated geological features. For example, there is a lack of detail in relation to the design of the cutting and slope stabilisation measures that may be required in the vicinity of some geological exposures. Until these are known, it cannot be stated with certainty that any significant effect on these exposures can be mitigated.<br><br>NE also considers that there may be further opportunities for enhancement relating to geological exposures, including through taking opportunities for the siting of interpretation boards or other devices that could promote a degree of engagement with users of footpaths. It might also be possible to provide some limited access to exposures locations suitable. | Highway England has set out mitigation measures within the ES, where assessment of effects identified potential impacts, e.g. application of physical barriers to protect the designated exposures in a vicinity of the construction area. The construction of the scheme could affect a designated geological site (see ES Figure 9.5 Designated Geological Sites (Document Reference 6.3) and result in the permanent loss or alteration of a small, but rare and nationally important geological exposure. The impact of the wider scheme on the Crickley Hill and Barrow Wake SSSI geology has been detailed in ES Appendix 9.6 Geodiversity at Crickley Hill and Barrow Wake SSSI (Document Reference 6.4).<br><br>Due to implications of health and safety, long-term access to new exposures shall not be provided by Highways England. | N   |
| 225.   | Public Health England (PHE) |                               | Health and Wellbeing: The current consultation reflects significant work done with local stakeholders to ensure there are opportunities for active travel, recreation, and access to greenspace, as well as mitigation of interruption to PRow's, for example through new road crossings. The recommendations we provided through the Section 42 consultation in 2019 remain valid .<br><br>Additionally, we would like to suggest the following: <ul style="list-style-type: none"> <li>the ES should demonstrate how the proposal will impact on existing local health and wellbeing priorities.</li> <li>the ES should address any mental health impacts and mitigation measures, with specific reference to loss of property due to land take. The number of properties and businesses directly affected by the scheme has increased since the 2019 consultation. The loss of a home or employment are risk factors for negative effects on mental health.</li> </ul>  | The recommendations of Public Health England made in response to the 2019 statutory consultation are considered in Appendix 7.2 of the Consultation Report Appendices (this document). ES Chapter 12 Population and Human Health (Document Reference 6.2) has been undertaken in accordance with the methodology set out in LA 112 as the appropriate standard. That includes consideration of health outcomes and monitoring.<br>The methodology and results of the traffic modelling is reported in the Transport Report (Document Reference 7.10) .   | N   |
| 226.   | Public Health England       |                               | Comments on Noise and Public Health: PHE welcomes the conversion from the LA10,18hr metric to the LAeq metric. Additional conversions to the Lden metric would allow meaningful interpretation of the effects of the noise exposure on health and quality of life, and comparisons against the latest WHO  | Support for use of LAeq noted. The conversion between metrics is based on the method described in paragraph 2.2.13 of DfT TAG unit A3 Environmental Impact Appraisal, May 2019.  | N   |

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|        |                       |                               | Environmental Noise Guidelines (2018). PHE would welcome clarity on how the conversions between metrics were carried out.  |  |   |
| 227.   | Public Health England |                               | <p>PHE welcomes the suite of assessment factors in Table 11-15 of the 2020 PEI Report for determining final operational significance, including consideration of quiet facades, changing the acoustic character of an area and perception of change by residents. Other considerations that the Applicant may wish to consider are:</p> <ul style="list-style-type: none"> <li>• i. The relative change in number and type of vehicle pass-bys;</li> <li>• ii. Any changes to the temporal distribution of noise during day/evening/night, or between weekdays and weekends;</li> <li>• iii. Cumulative exposure to other environmental risk factors, including other sources of noise and air pollution,</li> <li>• iv. Local health needs, sensitivities and objectives.</li> </ul> <p>PHE questions whether an increase of 6dB (equivalent to quadrupling the volume of traffic) can be considered as non-significant in the long term, as suggested by Assessment Factor 1. The acknowledgement that adverse effects can occur below the chosen LOAEL is also welcome.</p>   | The moderate range in the short term described in LA 111 is 3.0 to 4.9dB. The first assessment factor in LA 111 notes that changes within 1dB of the bottom of the moderate range (i.e.4dB) can indicate that it is more appropriate to consider a change is not a likely significant effect close to the minor/moderate boundary, depending on the particular context.  | N   |
| 228.   | Public Health England |                               | <p>PHE welcomes the predicted outcome that, on balance more noise sensitive receptors within the study area will experience a reduction in noise exposure as a result of the scheme. Regarding the dwellings experiencing likely significant permanent adverse effects, PHE notes that further mitigation via screening was not feasible due to location and/or elevation. PHE recommends that the Applicant gives careful consideration how these significant adverse effects can be mitigated by other measures.</p> <p>Due to the larger number of properties within 50m of other non-scheme roads experiencing changes in noise exposure, PHE recommends that the Applicant translates these changes in noise exposure into health outcomes, as stated in PHE's Scoping Response and re-iterated in the next section. This would facilitate the assessment of significance of these changes in exposure.</p>   | ES Chapter 11 Noise and Vibration (Document Reference 6.2) sets out the range of mitigation measures proposed within the scheme which is not limited to screening only, but includes the use of low-noise road surfacing and would include the offer of noise insulation if and where future noise levels exceed the noise level trigger value and the other requirements referred to in the Noise Insulation Regulations 1975 (NIR). An assessment of the effect of the scheme on human health is provided in ES Chapter 12 Population and Human Health (Document Reference 6.2). | N   |
| 229.   | Public Health England |                               | <p>Health Outcomes: It is not clear how the conclusions of Chapter 12 Population and Human Health in the 2020 PEI Report regarding human health effects from noise and vibration have been arrived at, nor what criteria have been used to inform them. PHE strongly encourages the applicant to present a quantitative assessment of the health impacts of noise generated by the scheme, which allows decision makers to make more informed decisions.</p> <p>For road noise, PHE recommends the quantification of health outcomes using the methodology agreed by the Interdepartmental Group on Costs and Benefits - Noise subgroup (IGCB(N) (currently under review), and more recent systematic reviews. PHE believes there is sufficient evidence to quantify the following health outcomes: long-term annoyance, sleep disturbance, ischaemic heart disease (IHD), and potentially stroke and diabetes. Effects can be expressed in terms of number of people affected, number of disease cases, and Disability Adjusted Life Years (DALYs). THE IGCB(N) guidance can also be used to translate these effects into monetary terms.</p> <p>For some health outcomes, it would be preferable to use exposure-response functions (ERFs) derived in a local context. In PHE's view the ERFs presented in the WHO-commissioned systematic reviews offer a good foundation for appraisal of the health effects associated with road traffic noise.</p> | ES Chapter 12 Population and Human Health (Document Reference 6.2) has been undertaken in accordance with the methodology set out in LA 112 as the appropriate standard. Where appropriate, health outcomes have been informed by and cross reference is made to the noise assessment in ES Chapter 11 Noise and Vibration (Document Reference 6.2).   | N   |
| 230.   | Public Health England |                               | Mitigation Measures: PHE welcomes the inclusion of earth bunds, Cotswold Walls and environmental barriers (11.9.6) to deliver operational noise mitigation. PHE would welcome confirmation of low noise road surfacing in the scheme.  | Lower noise surface would be laid on all new and altered roads in the scheme, as described in section 11.5 of the ES (Document Reference 6.2). Section 11.12 of the ES also states that compliance with Government policy objectives (defined in the England National Application Annex to LA 111) has been achieved by  | N   |

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|        |                              |                               | <p>PHE recommends early engagement with affected communities to foster a line of communication and trust between stakeholders and the Applicant.</p> <p>PHE supports the Applicant's commitment to monitor the effectiveness of mitigation measures employed by the Scheme as part of the project evaluation process. This is particularly important where evidence of the effectiveness of mitigation in reducing the health effects of noise is weak or lacking (e.g. noise insulation). PHE therefore encourages the Applicant to monitor not only noise levels but also the health and wellbeing of affected populations.</p>  | <p>means of mitigation measures. This includes scheme alignment, lower noise road surface and noise screening. The mitigation would result in noise reductions at residential communities, outdoor amenity areas and Noise Important Areas. Where significant adverse effects would remain, all appropriate measures have been applied as far as it is practicable and sustainable to do so to avoid, mitigate and reduce these effects.</p> <p>Community engagement has taken place throughout the consultation process as set out in the Consultation Report (Document Reference 5.1).</p>  |   |
| 231.   | Public Health England        |                               | <p>Construction : PHE notes the Applicant's commitment to implement best practicable means to mitigate construction noise and expects the forthcoming Construction Environmental Management Plan (CEMP) to include a variety of mitigation measures which aim to reduce noise at source. In addition, the CEMP should include a detailed strategy for effective communication with local populations.</p>  | <p>A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in the ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Temporary significant adverse noise effects associated with the proposed construction works have been identified as part of the assessment. Mitigation to manage construction noise and vibration impacts is described in ES Appendix 2.1 EMP (Document Reference 6.4), submitted .</p> | N   |
| 232.   | Public Health England        |                               | <p>Tranquillity: PHE welcomes the assessment of tranquillity included in the 2020 PEI Report, and the interaction demonstrated between the assessments presented in Ch 11 Noise and Vibration, and Ch 7 Landscape and Visual Assessment. PHE welcomes the identification of residential receptors with relatively high tranquillity character and their assessment.</p> <p>PHE notes that the CPRE tranquillity data set used in the assessment is from 2007 and therefore may not reflect current environmental conditions. We would welcome the identification of any available more recent datasets on tranquillity, as well as further detail on the proposed methodology for assessing these special cases.</p>   | <p>The Campaign to Protect Rural England (CPRE) produced the data referred to and this represents the most up to date and current guidance:<br/> <a href="https://www.cpre.org.uk/wp-content/uploads/2019/11/tranquillity_map_england_regional_boundaries_1.pdf">https://www.cpre.org.uk/wp-content/uploads/2019/11/tranquillity_map_england_regional_boundaries_1.pdf</a></p> <p>The methodology of the assessment is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2).</p>   | N   |
| 233.   | Severn Trent                 |                               | <p>Severn Trent reviewed the DCO boundary of the scheme and located a 150mm diameter Foul Water Sewer (FWS) at grid reference 391394/216213 at the north west of the plan between Little Witcombe and Bentham.</p> <p>Severn Trent previously received a C3 budget estimate enquiry from Sweco in June 2017 relating to option 24A at this location. It was determined that at an approximate construction depth of 1m at approximate chainage 300, our sewers were deep enough to not be adversely affected by the proposed works with no C3 budget estimate necessary. Please confirm if any works are being proposed at this location and their construction depths so that we can check if we have any concerns with your proposed works. We will need access to this sewer for future maintenance purposes.</p> | <p>As set out in the Statement of Commonality (Document Reference 7.3), Highways England has engaged with Severn Trent Water Ltd regarding the effects of the scheme on their assets, with all technical matters and utility diversions now agreed. Highways England continues to engage with Severn Trent on the draft DCO (Document Reference 3.1) and protective provisions.</p>   | N   |
| 234.   | South Worcestershire Council |                               | <p>Thank you for consulting us under the Duty to Cooperate. On behalf of the South Worcestershire Councils I have no comments to make on the proposed A417 Missing Link.</p>   | <p>Highways England notes that South Worcestershire Council has no specific comments to make at this time.</p>  | N   |
| 235.   | Stroud District Council      |                               | <p>Stroud District Council have no observations to make on this proposal but welcome the consultation opportunity.</p>   | <p>Highways England notes that Stroud District Council has no specific comments to make at this time.</p>   | N   |
| 236.   | Environment Agency           |                               | <p>The EA's comments on the 2019 statutory consultation and June 2019 EIA Scoping Response are still very much applicable to this development and should be read in conjunction with the comments provided in response to this consultation.</p>   | <p>A response to the EA's comments to the 2019 statutory consultation is provided in Appendix 7.2 of the Consultation Report Appendices (this document). ES Appendix 4.2 Responses to Scoping Opinion (Document Reference 6.4) provides response to the EA's comments on the EIA Scoping Report.</p>  | N   |

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| 237.   | Environment Agency |                               | We consider that the potential impacts on the water environment particularly groundwater and surface water could be significant from this road scheme if the right mitigation measures are not implemented given the complex hydrogeological setting of this area.   | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.   | N   |
| 238.   | Environment Agency |                               | <p>The EA consider that the 2020 PEI Report demonstrates that baseline data is improving, and that good progress is also being made on the ground investigations, now including the drilling of boreholes in Phase 1 and 2A. However, the EA considers that there are still a lot of gaps in that site investigation location information where large areas of the scheme are still not represented. The EA questions if there is sufficient baseline data which is available currently for the assessment of the scheme, and in the right locations, as there are still a number of large gaps in the monitoring networks.</p> <p>The EA acknowledges that future site investigations are planned and that there is still some time to collect more data to refine that understanding but this window is shrinking. This represents a real risk in the assessment of impact of the road scheme on the water environment of not collecting enough representative seasonal hydrological baseline data in the right locations nor over a long enough time period. This has a knock-on effect when it comes to assessing the impacts of the road scheme on the water environment especially for those areas where no monitoring has been undertaken to date. The EA has raised ongoing concern about this.</p> <p>It is only through the collection of onsite data monitoring over a variety of seasonal hydrological conditions in the aquifer environment that the conceptual understanding can be refined, and appropriate mitigation planned to protect the water environment from the road scheme. We hope that by the time of the DCO submission in 2021 enough hydrogeological data will be available across the proposed scheme alignment for the length of the scheme otherwise the scheme mitigation may have to be potentially overly conservative in its design to make sure the water environment is not unacceptably impacted</p> | <p>Highways England considers that the assessment in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) is sufficient.</p> <p>Due to land access issues, no access to land parcels between the Air Balloon roundabout and the proposed Shab Hill Junction was possible. These parcels will be investigated in the second and third quarters of 2021. Based on groundwater monitoring data obtained from the adjacent land parcels, groundwater levels are at considerable depth and well below the scheme elevation. Therefore, it is considered that sufficient data is available to assess potential impacts in that part of the scheme. It is considered that the frequency of completed ground investigations and groundwater monitoring is sufficient to complete the hydrogeological impact assessments. These have been based on approximately one year or more of groundwater level monitoring data from across the scheme. The monitoring period includes winter months and allows for deriving seasonal minimum and maximum levels.</p> <p>Further ground investigations will be undertaken in detailed design if the scheme proceeds to construction. Information obtained from these investigations will be applied into the detailed design and any detailed hydrogeological impact assessments that may be required to obtain abstraction licences.</p> | N   |
| 239.   | Environment Agency |                               | The EA considers that it is important that an appropriate hydrogeological impact assessment (HIA) is undertaken to support risk mitigation and design a road scheme which will protect and enhance the water environment. A HIA is key to providing a more quantitative assessment and understanding specific impacts and what key water features could be impacted by the road scheme. Until this is undertaken and provided within the ES, understanding risk will be difficult especially at a local site-specific receptor level. The more qualitative assessment provided in the 2020 PEI Report is generalised to the scheme area as a whole and often based on professional more subjective judgement, so the HIA must focus on more local site-specific areas and specific water features at most risk. That clarity is still not available, but we will expect to see this provided within the HIA in the ES with decisions based on a sound foundation of baseline datasets and decision making. We believe that this HIA is a crucial step in the process for understanding how the road scheme could impact the water environment.   | A hydrogeological impact assessment (HIA) has been conducted and is included in ES Appendix 13.7 of the DCO application (Document Reference 6.4). This includes quantitative analysis of the potential impact resulting from the construction of cuttings and associated highway drainage. The HIA considers impacts on local receptor basis. The results of the assessments have been presented at the technical meeting with the EA on 01/03/2021 and as recorded in the Statement of Common Ground with the EA (see Statement of Commonality, (Document Reference 7.3).  | N   |
| 240.   | Environment Agency |                               | The movement and realignment of the Normans Brook will see the most severe hydromorphological changes probably of any of the water features and we agree with 2020 PEI Report Table 13-16 'Preliminary Assessment of Effects – Construction' that the effects upon the Normans Brook realignment will be 'Potentially adverse' and 'significant'.  | It is noted that the EA agree with the assessment's impacts regarding Norman's Brook. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).   | N   |
| 241.   | Environment Agency |                               | The EA would like to know what provisions are being made to protect the tufa processes and formations in the Crickley Hill area and within the realigned   | The scheme design incorporates drainage beneath embankments (drainage blanket), which will intercept and collect springs discharging within the footprint of  | N   |

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|        |                    |                               | Norman's Brook? A combination of factors means that tufa has formed here to start with and not every spring on the escarpment is a tufa forming spring. Will spring discharges which flow off the slopes into channels/ ditches towards the brook be maintained into the new channel and will the new river engineering modify this tufa process?  | the scheme and direct these into the realigned tributary to Norman's Brook. The detail of the drainage proposal will be developed at the detailed design stage. Highways England acknowledges the complexity of the tufa formation process and will aim to introduce the design of the realigned stream that will reflect its natural geomorphology as much as possible and will consider features that will promote calcium carbonate participation. However, as there is a high uncertainty over the reproduction of the tufa formation process, the ES (Document Reference 6.2) also sets out compensation. This identifies existing tufa spring sites within the study area or its vicinity, which by means of minor interventions, would potentially result in enhanced tufa formation process and development of associated habitats. |   |
| 242.   | Environment Agency |                               | The Water Features Survey completed between April 2018 and March 2019, has demonstrated that there are a large number of water related features in and around the proposed scheme area within the red line boundary which rely on the same groundwater sources from the Jurassic Limestone/ sandstone and undifferentiated aquifers within this area. People also rely on this water for drinking water from both private and public water supplies and any detrimental impact upon these sources would have major consequences. Please could you confirm for those private unlicensed abstractions where 'details on their usage and groundwater source were not able to be obtained' whether the risk of not knowing this information could represent risks to the scheme and the potential loss of those sources? | ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) includes quantitative assessment of risk associated with construction of cuttings and associated highway drainage. The impact on local receptors has been assessed. No private unlicensed abstractions would be impacted by the scheme.   | N   |
| 243.   | Environment Agency |                               | Being a strategically important aquifer, the Cotswold Jurassic limestones are used for public drinking water supplies and a major groundwater Source Protection Zone (SPZ) is located at Baunton with SPZ 3 adjacent to the scheme area. How will an assessment be made looking at potential impacts to this SPZ?  | ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) includes an assessment of risk to the SPZ. Baunton abstraction is from the Inferior Oolite Group limestones, which are not impacted by the scheme in the vicinity of the SPZ, as the scheme would be constructed in the overlying Great Oolite Group. The assessment of potential impact on the groundwater quality within the aquifer potentially as a result of piling has also been undertaken. Site specific foundation works risk assessments will be undertaken at detailed design on confirmation of foundation solution.  | N   |
| 244.   | Environment Agency |                               | Spring discharges can flow all year (perennial) or occasionally (ephemeral) and so it is important to classify which of the springs in the Water Features Survey fit each category and how they might be affected by the road scheme. We would expect to see this information provided within the HIA.   | ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) sets out springs classification. This was also presented at the technical meeting on 01/03/2021 and as recorded in the Statement of Common Ground with the EA (see Statement of Commonality, Document Reference 7.3).   | N   |
| 245.   | Environment Agency |                               | It is understood from the 2020 PEI Report that 310 surface water and groundwater features were surveyed on the ground. It will be key within the HIA, on a local water features specific level, to quantitatively assess any impacts upon those water features which are key within the assessment using the source-pathway-receptor (S-P-R) approach as referred to within the 2020 PEI Report to classified impacts and risks. All of those key water features which could be at most risk from the scheme should be assessed for changes in baseline water quality and water resources and how this can be prevented and mitigated against to minimise any such impacts.  | ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) includes quantitative analysis of the potential impact resulting from the construction of cuttings and associated highway drainage and qualitative assessment impacts from construction of the embankments and structures. The HIA considers impacts on local receptor basis. The results of the assessments have been presented at the technical meeting with the EA on 01/03/2021 and as recorded in the Statement of Common Ground with the EA (see Statement of Commonality, Document Reference 7.3).   | N   |
| 246.   | Environment Agency |                               | The scheme could influence levels and flows which impact upon the Bushley Muzzard SSSI wetland designation and we understand that this will be further explored in the ES. It is vital that adequate baseline monitoring of such water features is undertaken to inform this assessment and any impacts defined during the HIA for the scheme. To date the EA has not seen any quantitative assessment on a site-specific water features level such as this, nor a list identifying those water features which require this further impact assessment.   | Monitoring of surface water and groundwater features within Bushley Muzzard will be reported on in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2). ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) and vegetation surveys, included within ES Chapter 8 Biodiversity (Document Reference 6.2), have been used to inform an assessment on potential groundwater-fed habitats.<br><br>ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.  | N   |

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| 247.   | Environment Agency |                               | From the perspective of a water balance inputs and outflows from the various aquifers, we would expect to see a water balance undertaken for this scheme as part of the HIA in line with our guidance Environment Agency guidance for dewatering abstractions (SC040020/SR1) and groundwater abstractions (SC040020/SR2). A water balance provided within the HIA will also support the conceptual model of understanding when assessing water resources.   | ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) is. Further ground investigations will be undertaken in the detailed design stage of the scheme. Information obtained from these investigations will be applied into the detailed design and any detailed hydrogeological impact assessments that may be required to obtain abstraction licences.   | N   |
| 248.   | Environment Agency |                               | The EA provided detailed feedback on the hydrogeological conceptual models in the 2020 PEI Report (Figure 13.8). The EA consider models provide useful 2D slice visualizations of the groundwater regime at various locations along the road scheme and that these are valuable in understanding the aquifers underlying this scheme. The EA agree with the preliminary interpretation and conceptualization. The EA made various suggestions for enhancing the conceptual models and additions or changes that would potentially be useful to include. The EA queried if the 3D LeapFrog geological model for the scheme is still being developed.<br><br>The EA considers that as the conceptual models are refined for the ES and HIA, the availability by then of at least 11-12 months of monitoring data for the majority of monitoring locations should give a good foundation to baseline datasets for impact assessment purposes.  | Highways England has considered the feedback from the EA in updating the conceptual models. Updated hydrogeological conceptual models together with a plan presenting slice section lines are presented in the ES (ES Figure 13.17 Groundwater conceptual model locations, Document Reference 6.3). Geological cross sections are presented within ES Appendix 13.3 Ground Investigation Report (GIR) (Document Reference 6.4). The 3D LeapFrog geological model for the scheme is also reported upon in the GIR.<br><br>Further ground investigations will be undertaken at the detailed design stage of the scheme. Information obtained from these investigations and the currently ongoing monitoring will be applied into the detailed design and any detailed hydrogeological impact assessments that may be required to obtain abstraction licences. Hydrogeological conceptual models will be reviewed and updated at that stage as well.   | N   |
| 249.   | Environment Agency |                               | Whilst recognising progress that has been made on ground investigations, including the drilling of boreholes in Phase 1 and 2A and the installation of the groundwater monitoring programme, the EA remains concerned that there are still large gaps on the ground where there has been no site investigation nor installation of groundwater monitoring boreholes such as the area between the Cotswold Way Bridge at the top of Crickley Hill and towards Shab Hill. There is also a relative paucity of boreholes between Shab Hill to Cowley Junction as well up on the plateau. We would have expected to see more locations around the Shab Hill dumb-bell junction.<br><br>The EA understand that site investigation is ongoing and future investigations are still proposed in other areas of the scheme, as land ownership access has prevented borehole locations from being completed as intended. The EA consider it is vital that proposed groundwater monitoring locations are installed as soon as possible and question when they will be drilled? | Due to land access issues, no access to land parcels between the Air Balloon roundabout and the proposed Shab Hill Junction was possible. These parcels will be investigated in the second and third quarters of 2021. Based on groundwater monitoring data obtained from the adjacent land parcels, groundwater levels are at considerable depth and well below the scheme elevation. Therefore, it is considered that sufficient data is available to assess potential impacts in that part of the scheme. It is considered that the frequency of completed ground investigations and groundwater monitoring at and to the east of the Shab Hill Junction towards the Cowley Junction is sufficient to complete the hydrogeological impact assessments. Further ground investigations will be undertaken in the detailed design stage of the scheme. Information obtained from these investigations will be applied into the detailed design and any detailed hydrogeological impact assessments that may be required to obtain abstraction licences. | N   |
| 250.   | Environment Agency |                               | In terms of the potential for a groundwater divide between the Severn and Thames catchment specifically within the Inferior Oolitic limestones and the Great Oolites (where they are present), will an assessment be made to define this divide location in this area? This divide could potentially sit at the top of Crickley Hill within the proposed deep road cutting section. We also understand that faulting can compartmentalise groundwater into units. Do groundwater levels vary either side of fault lines?  | ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) includes characterisation of the seasonal groundwater fluctuations for both IOG and GOG, including the separation present between the aquifers. The HIA also goes into detail on how the fault block structure of the region locally controls the groundwater divide and in part the groundwater divide.  | N   |
| 251.   | Environment Agency |                               | Some of the monitoring boreholes have very large response zones - is this representative? Also, not all of these groundwater monitoring borehole installations have hydrographs? It would be useful if hydrographs could be provided together in the same order by borehole numbering in the table.   | The length of the boreholes groundwater monitoring response zones are considered to be representative of the aquifer unit. Hydrographs for monitored boreholes are presented in ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4). Data is presented in spatial domains to characterise by scheme area.   | N   |
| 252.   | Environment Agency |                               | In terms of those monitoring locations measuring continuously with divers and loggers, we would expect as many of these installations to be installed in other locations as there is no substitute for good quality datasets of this type. We note that a few are already monitoring continuously but most monitoring boreholes are spot dip measurements. Monthly and weekly monitoring can have its uses, but events can be missed depending on the behaviour of the  | 13 wells installed within all monitored hydrogeological units have been equipped with data loggers. These loggers will allow to monitor the response of a given hydrogeological unit to rainfall. Data obtained from the loggers will be used to validate the spot dip data. This is presented in ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4).  | N   |



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|        |                    |                               | aquifer being monitored. Some boreholes have limited data available so far which we understand will be improved as time goes on.   |   |   |
| 253.   | Environment Agency |                               | We cannot find borehole OH 413 which is located on the northern side of the Shab Hill Barn fault on any plan nor the geology log for DS/RC 420 which is located on the western side of the Bushley Muzzard SSSI.   | The location of boreholes is provided in ES Figure 9.4 Ground investigation location plan (Document Reference 6.3).   | N   |
| 254.   | Environment Agency |                               | Will there is an assessment made of karstic features within the ES, as these can be primary pathways for groundwater flow? As karst is a geological property of the Oolitic Limestone we believe that this needs further analysis particularly as rock cuttings may expose these features during road construction. These large and open solutional features underground can be direct conduits for rainfall inflows and groundwater flows which are connected to sensitive water features such as spring outflows and we would want to avoid any cutting off/ or barriers to flow underground in the treatment of such void features to enable the development to commence.   | ES Chapter Road Drainage and the Water Environment (Document Reference 6.2) presents a review of site specific information on karst features obtained from Phase 1 and Phase 2A ground investigations. ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) evaluates potential impacts on groundwater resources and receptors from cuttings along the scheme alignment with consideration of karst.   | N   |
| 255.   | Environment Agency |                               | <p>Construction impacts: The EA considers that the scheme could lead to detrimental impacts upon the natural water environment where some impacts could be more permanent if not managed from the physical construction (with rock cuttings, embankments, piling barriers, general ground works stripping land surface, ground stabilisation/grouting, foundation barriers etc.) but also operational impacts during construction such as dewatering.</p> <p>It is important that any potential impacts from construction activities of this road scheme upon the water environment are fully evaluated in detail as part of a HIA. The EA expect to see any site-specific issues for the water environment addressed within the EMP should local and key water features require site specific protection and mitigation from the scheme. The EA would specifically like to see what potential impacts have been evaluated against key water features (e.g. springs, groundwater, rivers, wetlands other boreholes and wells etc.) from the scheme and how impacts are going to be mitigated against to safeguard these features from any significant change. Mitigation options will need to be robust and reflect the real risks to the water environment locally onsite as risks vary depending on the water features and sensitive receptors nearby to the construction activity being undertaken.</p> <p>The EA has particular concerns over the impacts of the scheme on:</p> <ul style="list-style-type: none"> <li>• Interception of spring lines along Crickley Hill on the slope where changes in geological strata mean that groundwater is emanating out of the rock contacts along a spring line.</li> <li>• The Shab Hill dumb-bell junction, which could cut off flows into the headwaters of the Churn catchment, especially as springs are ephemeral and not flowing all of the time being located in a dry valley location of Coldwell Bottom.</li> <li>• That changing the gradient slope of Crickley Hill will intercept and excavate the spring line into on this slope, leading to an increased reliance on dewatering and drainage which will be required above and beyond any that the existing current road scheme has.</li> <li>• Impacts on superficial deposit aquifers and the water features they support</li> </ul> | <p>The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which considers construction and operational effects.</p> <p>Measures to reduce construction impacts will be included in ES Appendix 2.1 EMP (Document Reference 6.4). Further measures may be included at detailed design, and the Environment Agency will continue to be consulted.</p> <p>ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4) includes quantitative analysis of the potential impact resulting from the construction of cuttings and qualitative assessment impacts on groundwater from construction of the embankments and structures. It includes the area of Crickley Hill and associated highway drainage. No significant excavations are proposed within the superficial deposits. The HIA considers impacts on local receptor basis. The results of the assessments have been presented at the technical meeting on 01/03/2021 and as recorded in the Statement of Common Ground with the EA (see Statement of Commonality, Document Reference 7.3).</p> <p>The design of new embankments will incorporate a drainage solution in areas of known spring activity to allow for the springs discharge and conveyance of flows towards the baseline watercourse and therefore maintenance of catchment flows. The detail of the drainage proposal will be developed at the detailed design stage.</p> | N   |
| 256.   | Environment Agency |                               | The EA would want to discuss if hard engineering measures are going to be used particularly for the re-routing proposal of the Normans Brook on Crickley Hill particularly as spring baseflows on the toe of the land slipped escarpment could be cut-off and permanently changed as a result.   | Highways England will aim to introduce the design of the realigned tributary to Norman's Brook that will reflect its natural geomorphology as much as possible. No retaining walls, culverts or piling are proposed. The scheme design incorporates drainage beneath embankments (drainage blanket), which will   | N   |

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|        |                    |                               |   | intercept and collect springs discharging within the footprint of the scheme and direct these into the realigned stream.   |   |
| 257.   | Environment Agency |                               | <p>Drainage Design: We understand that the drainage design is currently at an outline stage and will be finalised later in the design process. The drainage design will need to be robust in preventing pollution pathways when the road is operational. Drainage should form part of the HIA, in order to protect water features from more permanent perhaps unintended changes from the road scheme.</p> <p>There is an opportunity to design an enhanced drainage scheme which has pollution prevention measures built in such as interceptors on key risk areas and attenuation zones to reduce flows directly to watercourses in case of spills from accidents. The use of SuDS such as swales and soakaways and wetlands in the drainage design and attenuation in the upper and lower parts of the stream catchments should be innovative and exemplar and maximise the wise use of treated water to enhance the landscape and habitat connectivity in a locally appropriate way. We would request that where SuDS are proposed risks to groundwater will need to be fully defined to avoid future pollution risks from these options.</p> | ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction. This includes details on the drainage strategy and preliminary drainage design. Impacts of the preliminary drainage design upon water quality have been assessed using HEWRAT and results are presented in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and its associated appendices.   | N   |
| 258.   | Environment Agency |                               | <p>Contaminated Land: We agree with the contamination Conceptual Site Model (CSM) referred to in the 2020 PEI Report.</p> <p>Significant concentrations of petroleum hydrocarbons have been measured in groundwater sampled from the northern side of Crickley Hill. The source is currently unknown according to the 2020 PEI Report. It is recommended that further assessments are undertaken to identify the potential sources. It is understood that should land contamination remediation work be necessary, the requirements will be set out in a Remediation Strategy developed for the scheme which we assume will be in the ES.</p>   | The land contamination risk assessments have been completed and will be presented in the ES as part of the Ground Investigation Report. It is proposed that the remediation strategy is developed on completion of further investigations and assessments and on confirmation of the scheme proposals at detailed design. The ES is presenting a commitment to undertake further ground investigations and specific risk assessments to identify the source, confirm the risks and design appropriate remediation measures. Verification of any implemented remediation measures would be undertaken prior to construction of the relevant scheme elements and would require site specific monitoring to confirm that the remediation works have been successful and there would be no risk to the receptors from construction or operation of the scheme. These mitigation measures are outlined in ES Appendix 2.1 EMP (Document Reference 6.4). | N   |
| 259.   | Environment Agency |                               | <p>Flood risk: The 2020 PEI Report notes that the latest climate change allowances will be used for the FRA. We would recommend reference is made to the government's guidance for this (via: <a href="https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances">https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</a> ). The guidance has recently been updated (there appears to be more emphasis on using the 'H' scenario for major infrastructure projects / NSIPs) and may well be updated again during the lifetime of the DCO/road scheme.</p> <p>We note and welcome that the study area is being extended to understand the potential impact of the works on the tributaries to the River Churn and headwaters to the River Churn.</p> <p>As previously advised, the highest risk of impacts has been identified as drainage from the new highway to surrounding watercourse catchments including Horsbere Brook and the River Frome. This issue will be dealt with primarily by the LLFA through the implementation of sustainable drainage systems (SuDS) which we fully support .</p> | <p>ES Appendix 13.3 Flood Risk Assessment (Document Reference 6.4) is included. Given the size of the fluvial catchment modelled, an uplift of 40% to account for climate change was applied to the 100-year rainfall event in accordance with national planning guidance.</p> <p>The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.</p>   | N   |
| 260.   | Environment Agency |                               | <p>Water quality and pollution prevention: we would welcome the installation of swales, balancing ponds/wetlands and other SuDS features to improve the general water quality from contaminated road runoff. Any opportunity to naturalise the drainage channels and watercourses would be welcome. Headwalls to watercourses should be minimised with outfalls set back to</p>   | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that  | N   |

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|        |                    |                               | <p>prevent disturbance and erosion of the watercourse, new culverts should be avoided wherever possible.</p> <p>We have had lengthy discussions about opening up the culvert on the Norman's Brook/Norman's Brook Tributary below the existing A417 as part of our pre-application advice and continue to promote this opportunity.</p> <p>Given that the current channel is steep-sided and narrow, HE/Arup should explore the potential to reconnect parts of the waterbody to its floodplain, possibly by installing natural flood management measures (NFM) in the upper reaches. We would also want to see any re-alignment approached with a view to naturalising the watercourse as much as possible (straightened channels should, be avoided if at all possible, as this would exacerbate flood risk downstream). We would encourage any NFM and BGI opportunities to be maximised through the scheme as part of any necessary mitigation and enhancement measures.</p> <p>We would wish to see oil interceptors and penstocks on road drainage outlets to surface water/groundwater to protect them in the event of accidental spillages from hazardous goods being transported on the road. In addition, see the advice in our previous responses. We also wish to be consulted / involved on measures to prevent pollution of watercourses regarding / during the construction phase.</p> | <p>Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.</p> <p>Details on drainage strategy and preliminary drainage design are included in ES Appendix 13.10 Drainage Report (Document Reference 6.4). Impacts of the preliminary drainage design upon water quality have been assessed using HEWRAT and results are presented in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and its associated appendices.</p> <p>Measures to reduce construction impacts will be included in ES Appendix 2.1 EMP (Document Reference 6.4). Further measures may be included at detailed design, and the Environment Agency will continue to be consulted.</p>  |   |
| 261.   | Environment Agency |                               | <p>Ecological protection and enhancement: the EA has been under the impression that the Vision of the scheme included the delivery of BNG, having been added into the vision as part of a Technical Working Group (TWG). However .this has been refuted by Highways England. We continue to seek clarification on this point.</p> <p>Regardless, we consider that BNG is an important aspect that the scheme should be aiming to deliver. It is expected that BNG will continue to form part of emerging planning policy and guidance in future, and it forms a key part of the Government's 25 Year Environment Plan. In addition, as indicated previously, we would expect a project of this nature to be an exemplar scheme, and as such it should be aiming to provide wider environmental net gain.</p> <p>In this context it is also disappointing that the green bridge no longer forms part of the proposals. It is important that the enhancements that were envisaged to be delivered through the green bridge are still now delivered as part of the scheme. It is not clear that the revised proposals will indeed achieve this.</p>  | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> <p>Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on why the green bridge was removed and how Highways England has revised the scheme design such that its benefits are still achieved.</p> | N   |
| 262.   | Environment Agency |                               | <p>Sustainable development and climate change: We welcome the consideration given to climate change to date and note the aspects included within the climate change chapter of the 2020 PEI Report. We also note that the change in gradient is likely to reduce greenhouse gas emissions, which is welcome. We would still encourage greater consideration of how the development will mitigate and adapt to climate change across a range of factors. Drainage, hydrology and flood risk are key aspects affected by climate change, as are ecology and water resources. It would be very welcome to see some 'out the box' thinking on other aspects (at construction and operational phase, where relevant) such as waste management, energy provision from renewable</p>   | <p>The net-zero ambition is set out in recent amendments (July 2019) to the Climate Change Act 2008. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. Highways England recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.</p>  | N   |

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|        |  |                               | sources, sustainable transport and air quality, sustainable use of materials and resources including water and energy, along with the de-carbonisation of development and the way in which it minimises the use of fossil fuels.  | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.   |   |
| 263.   | Environment Agency                       |                               | <p>Material assets and waste: the EA highlight the need for Highways England to consider the following factors in relation to waste:</p> <ul style="list-style-type: none"> <li>• The uncertainty and risk of future environmental protection regulation may look like by the time construction starts, especially around EU Exit.</li> <li>• The possibility that mandatory waste tracking may be implemented by Government.</li> <li>• The potential for fly-tipping on large development sites and the need for security in advance of and during construction.</li> <li>• Minimising haulage costs and impacts.</li> <li>• Taking an integrated approach taken to the planning and permitting for any construction spoil management.</li> </ul> | <p>Measures would be implemented to ensure material is handled in accordance with the Waste (England and Wales) Regulations 2011 to ensure the best environmental outcome. The scheme would re-use as much material as possible on-site, if suitable for re-use. Any material that cannot be reused would be disposed of appropriately. From preliminary design figures, 800m3 of earthworks material is classified as contaminated unacceptable U2 material requiring off-site disposal. The management of materials, including handling, re-use and removal from site, would be undertaken in accordance with ES Appendix 2.1 EMP Annex E Materials Management Plan (Document Reference 6.4), which sets out how to manage resources. The compounds will have the appropriate security measures to be designed and implemented by the contractor appointed for the construction of the scheme.</p> <p>In addition, a Site Waste Management Plan has been produced for the scheme (ES Appendix 2.1 EMP Annex H (Document Reference 6.4). This would manage waste in line with best practice requirements and would be developed by the Main Works Contractor.</p> | N   |
| 264.   | WECA                                     |                               | We recognise the A417 is subject to severe delays and seasonal peaks of traffic and this has an impact on the local network affecting business productivity, the efficient delivery of goods and services and longer-term growth potential. Although the Missing Link scheme lies outside of the WECA area it is broadly in line with WECA's own Joint Local Transport Plan and Local Industrial Strategy. Both documents aim to support sustainable and inclusive growth. For the Local Industrial Strategy investing in infrastructure that reduces energy demand, lowers carbon emissions and is resilient to the impacts of climate change is a priority.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 265.   | West Oxfordshire District Council (WODC) |                               | WODC supports the vision, objectives and overall intention of the scheme. We recognise the benefits the scheme will bring to local residents by reducing delays and avoiding rat running. We also support the economic benefits the scheme will bring.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 266.   | West Oxfordshire District Council        |                               | We support the scheme vision which commits to a landscape-led approach which conserves and enhances the Cotswolds AONB. We would like to raise the importance of this approach being followed through into the Development Consent Order application and this vision should be supported by clear objectives and mechanisms to ensure the landscape led approach is met. The mechanisms that should be in place to support this vision should include measures such as planting details and the long-term management of these areas as well as detailed lighting schemes etc.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. The mitigation and enhancement measures proposed within the scheme, as part of the landscape-led approach, are detailed in ES Appendix 2.1 EMP (Document Reference 6.4) and secured through the draft DCO (Document Reference 3.1).   | N   |
| 267.   | West Oxfordshire District Council        |                               | We support the reduction in the gradient of the A417 as it climbs the escarpment near Crickley Hill in the interests of reducing the impacts on the Cotswolds AONB and the environment although the change from 7% to 8% appears to be a relatively modest reduction. Further information illustrating the impacts on the landscape and key features would be welcome.  | ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) provides an assessment of the effects of the scheme on the landscape, which includes the revised gradient as part of the scheme design.   |   |

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| 268.   | West Oxfordshire District Council |                               | Biodiversity: We support the proposed landscape-led approach which includes a strong focus on biodiversity including linking and restoring hedgerows, creating woodland and providing new habitat. However, the vision and list of key features of the scheme should refer to the need to deliver a biodiversity net gain.   | <p>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> | N   |
| 269.   | West Oxfordshire District Council |                               | We note that the 50m wide green bridge has been removed from the proposal which would have enabled biodiversity linkages. The Gloucestershire Way crossing is now proposed for walkers, cyclists and horse riders and this will be planted with hedgerows but this is half the width of the previously proposed green bridge so we question whether this will be wide enough.  | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 270.   | West Oxfordshire District Council |                               | We support the replacement of the lost common land with an area which is larger and is connected to an existing area of common land. However, there is no information provided on the quality of this land or how this will be created to support various facilities or to assist biodiversity value (e.g. by creating species rich grassland and connecting hedgerows etc.). The vision, key features and biodiversity section should also refer to the need for long term maintenance of this area and other areas of woodland, grassland, trees and hedgerows.  | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) submitted with the DCO application set out the landscaping proposals for the scheme, including planting for habitats and ecological connectivity. ES Appendix 2.1 EMP (Document Reference 6.4) outlines how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). At this stage of the project, it is anticipated that following construction all replacement common land will be passed to Gloucestershire Wildlife Trust as the landowner of the existing common land being replaced, to manage and maintain. There will be opportunities during the detailed design stage to discuss this ongoing management and maintenance further.  |   |
| 271.   | West Oxfordshire District Council |                               | <p>Construction process: The scheme will be in the development phase over a long period of time and therefore the environmental impacts of this phase need to be carefully considered. We appreciate that some disruption will be unavoidable but clear measures need to be in place not just to reduce disruption to local residents but also to reduce environmental impacts caused by noise and lighting. We note that this will be set out in detail as part of the Environmental Management Plan attached to the Development Consent Order application. There is not enough emphasis on measures to reduce the impacts on the environment.</p> <p>Whilst we agree that road safety should be a primary objective and also reducing the impacts local environmental and biodiversity should also be a primary priority as set out in the vision and this should apply to the construction phase.</p> | A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which explains how the impact of construction activities on the environment, such as noise, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). Temporary significant adverse noise effects associated with the proposed construction works have been identified as part of the assessment. Mitigation to manage construction noise and vibration impacts is described in ES Appendix 2.1 EMP (Document Reference 6.4), submitted .   | N   |
| 272.   | West Oxfordshire District Council |                               | We're living in a period of extreme change, partly due to the impacts of Covid-19 and this serves to highlight the need to future-proof proposals as far as practically possible. As technologies change, so will our transport. It is important that as we move to electric vehicles (and then possibly to hydrogen)  | Highways England acknowledges the comment regarding future technologies. The route has been designed to provide adequate capacity for the predicted traffic flows over 15 years after opening which is accordance with current design  | N   |

| Row ID | Consultee                         | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------------------------------|-------------------------------|---|---|---|
|        |                                   |                               | and as autonomous vehicles are developed, this scheme is as future-proofed as possible.   | standards. However, provision for new technologies is under constant review by Highways England across the strategic road network.  |   |
| 273.   | West Oxfordshire District Council |                               | <p>Improved accessibility for walkers, cyclists and horse riders: taking every possible opportunity to safeguard and improve accessibility for active travel uses is paramount to reduce car use, improve healthy lifestyles and reduce carbon emissions.</p> <p>We note that both the Cotswold Way National Trail and the Gloucestershire Way currently cross the A417 which impacts on their safety and attractiveness. We welcome the proposal to create a new traffic free route for walkers, cyclists and horse riders. We also support the other measures in principle, particularly the prospect of linking local lanes with the wider public right of way network. The exact details of how these measures will be achieved and maintained are crucial and should be set out within a management plan. Features such as planting and lighting will play an important aspect in making these routes attractive and to help improve biodiversity. Underpasses will need to be carefully designed to ensure a safe environment is created for all users.</p> | The ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the provision within the scheme for walking, cycling and horse riding, including disabled users.   | N   |
| 274.   | West Oxfordshire District Council |                               | <p>Wider road network: The potential impact of the proposed upgrades on the surrounding road network is an important consideration, particularly local roads where increases in traffic could have a negative impact on the lives of residents. We welcome the redesign of the Cowley junction to address concerns raised previously. It is important to consider all potential changes to the pattern of vehicular movements on all local roads and the need to mitigate the impacts through traffic calming etc. as well as to consider the impacts of increased lighting and other types of pollution on wildlife.</p>   | 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. Highways England 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 Transport Report (Document Reference 7.10). As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. An assessment of the effects of the scheme on wildlife is provided in ES Chapter 8 Biodiversity (Document Reference 6.2). | N   |

**Appendix 10.3 Summary of the matters raised by section 42(1) (d) PILs in response to the 2020 supplementary statutory consultation and the Highways England response**

## Consultation Report Appendix 10.3: Matters raised by section 42(1)(d) PILs in response to the 2020 supplementary statutory consultation and Highways England response

Appendix Table 10.3 - Summary of the matters raised by section 42(1)(d) PILs in response to the 2020 supplementary statutory consultation and the Highways England response

| Row ID | PIL ID    | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|-------------------------------|---|--|---|
| 1.     | PIL ID 26 |                               | We are reassured to see that our previous consultation feedback and subsequent discussions with Highways England alongside key partners, have led to the current revisions to the scheme design and therefore the revised redline boundary. For clarity, the PIL ID 26 inalienable land parcels identified as 1098/2 and 1098/3 within the red line boundary, which have been dedicated for use as part of the highway, are those parcels the PIL ID 26 agreed would not be objected to for permanent or temporary use in 2019 and this remains unchanged.  | Highways England acknowledges the ranges of views expressed regarding the revisions to the scheme design and revised redline boundary. The scheme design has been revised following consultation and agreement with PIL ID 26. Highways England has worked to keep land required for the scheme, which is in the ownership of PIL ID 26, to that covered by the deeds of dedication which dedicate the land for use as part of the highway. Highways England are pleased to confirm a position of no objection on this basis and will continue to liaise with PIL ID 26.   | N   |
| 2.     | PIL ID 26 |                               | <p>Land parcel 1098/2: We note that this parcel of inalienable land is larger than the land which was dedicated for use as a highway by the Deed of Dedication made 9 January 1961 between PIL ID 26 and the Minister of Transport. PIL ID 26 has previously assured Highways England that it will not object to the permanent acquisition by Highways England of land which has previously been dedicated for use as a highway. This assurance does not extend to the parts of parcel 1098/2 which extend beyond the land dedicated in 1961. We also note that the land which is to be acquired permanently, extends over land which is registered at the Land Registry in the name of Highways England under title number GR323231. GR323231 covers land which was conveyed to PIL ID 26 by a conveyance dated 4 April 1935 made between Thomas Place and the PIL ID 26.</p> <p>On review, it seems PIL ID 26 has better title to this land. Part of this land has been dedicated for use as a highway, and so the assurance referred to above will apply to it. The assurance does not extend to those parts of the land which has not been dedicated. Regarding the consultation plan, this parcel of inalienable land, as mentioned abuts the Scrubbs woodland within PIL ownership and provides an important edge habitat to the woodland. This includes a calcareous grassland verge between the existing A417 and the air balloon field (part of 1098/1) which is dominated by tor-grass alongside notable herbs including salad burnet, meadow vetchling, field scabious and common knapweed. We would like to see this verge reinstated post construction with a management plan in place to maximise its biodiversity value.</p> | <p>Highways England has continued to work with PIL ID 26 in order to review and refine land take wherever possible and has refined the DCO Boundary in this location in order to ensure that only land covered by the deeds of dedication, dedicating the land for use as a highway is required for the scheme.</p> <p>On this basis, Highways England believe that PIL ID 26 is content with the proposed land acquisition and continue to engage in relation to the scheme.</p>  | Y   |
| 3.     | PIL ID 26 |                               | <p>Land parcel 1098/2: Our main concern here will be access and construction works and that the works do not infringe into the Scrubbs woodland. Every perceivable harm needs to be avoided and we would want to understand the proposed drainage and earthworks and for an agreement to be in place for construction methodology and mitigation before commencing works.</p> <p>Of note, there are two veteran trees close to the boundary of parcel 1098/2 which require protection during the construction phase. These are marked as T172 (beech) and T171 (hawthorn) in the 2020 PEI Report appendix 7.3 (Arboricultural impact assessment). These trees provide important decay wood habitat which support saproxylic invertebrates - one of the SSSI notification feature. As such, they are an integral to maintaining the SSSIs favourable condition. In addition to retaining the trees, it is important to protect the root zones from damage to ensure their long-term health. This can be achieved with the following measures:</p>  | <p>No construction works will be taking place in the Scrubbs woodland. This is shown in Environmental Statement (ES) Figure 7.9 Retained Vegetation (Document Reference 6.3).</p> <p>Highways England notes the importance of the two veteran trees identified by the landowner. Accommodation work discussions are ongoing and have included discussion about the fencing to be used for the purposes of maintaining access and protecting areas of land. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which includes details of the mitigation and enhancement measures and protection of natural habitats. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).</p> <p>ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects relating to access and logistics. For example, access to the facilities would be retained at all times. Given the preliminary</p> | N   |



| Row ID | PIL ID    | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|-------------------------------|--|---|---|
|        |           |                               | <ul style="list-style-type: none"> <li>• Within Air Balloon field: No construction access within this area. Use Heras fencing to protect root protection areas (RPAs) (as shown in PIER Appendix 7.3), if required.</li> <li>• South of Air Balloon field: Use Heras fencing to protect RPAs (as shown in PIER Appendix 7.3) as much as possible. If construction traffic needs to pass within RPAs, use geotextile matting to protect the ground from compaction.</li> <li>• Post construction: Apply a thin layer of mulch under trees canopies to promote healthy soils and recovery from stress caused by proximity to construction site. The current wooden stock fence along the boundary edge is in poor state and we would want an agreement that this fence line will be replaced once works have been completed. This will be essential for security and safety measures for visitors, cattle management between Crickley Hill, the new Cold Slad lane, users of the Cotswold Way access bridge and dual carriageway below.</li> </ul>   | nature of the scheme design, this sets out broad principles in relation to traffic management during construction of the proposed scheme. Commitments made within this document will be placed onto the contractor once appointed. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.   |   |
| 4.     | PIL ID 26 |                               | <p>Land parcel 11098/3: our main concern is that we will still need to preserve the private right of way into the country park at the Air Balloon Cottages. Retaining vehicular access here will still be necessary and we will want to discuss how this can be accommodated. Understanding the land use for the proposed permanent land take in this land parcel would be appreciated.</p> <p>There is a bridleway at this point that comes into Crickley Hill across PIL ID 26 land and it will be through this access point that the cattle will be moved across the proposed access bridge. We would therefore appreciate consideration to address the current gradient from the road height into Crickley Hill, but be aware that on the other side of the gated entrance, the land is within the SSSI and therefore there must not be any overspill of materials into parcel 1098/1 as it will create issues for consent from Natural England. It would be good to understand the surface type being considered and discuss measures to stop vehicles stopping in front of the gate and blocking access. It would also be useful to have further detail on the proposed safety measures regarding the crossing points across what will be the revised Cold Slad lane to reach the access bridge for proposed NMU groups.</p> <p>On the same plan, the neighbouring parcel of land has been identified as "land proposed to be used temporarily and rights to be acquired permanently". It would be good to understand the intention of this area, including the proposed earthworks and drainage works as this adjoins our land parcel 1098/1 that has SSSI designation.</p> | <p>Highways England will maintain a form of access into the country park at the Air Balloon Cottages. Highways England is acquiring permanent rights to construct the resident parking bays adjacent to Crickley Hill Cottages and to realign the kerb and footway adjacent to the access. The existing nature of the access to Crickley Hill would be unaffected however the footway adjacent to entrance would be widened. There would be no overspill into Plot 1098/1 as no works are planned directly on the boundary.</p> <p>The Cotswold Way crossing is required to provide a safe, traffic free crossing for users of the Cotswold National Trail. The Cotswold Way crossing would provide a safe route for walkers, cyclists and horse riders, including disabled users. It would also provide a crossing for cattle to be used by local farmers. Measures to prevent misuse would be provided. This would include parapets which would be in excess of 1.8m high and barriers at each end of the bridge to prevent vehicular access.</p> <p>Details such as gradient and surfacing type will be determined at the detailed design stage of the project, prior to construction, however these would be appropriate for all users of the crossing.</p> | N   |
| 5.     | PIL ID 26 |                               | <p>Land parcels: 1095/1 - 1095/6: We understand PIL ID 19 will respond as landowner for these land parcels, but as tenants on these parcels of land with a farm business tenancy, we provide comment.</p> <p>Crickley Hill: land parcel 1095/6: we would like to understand the intended works at the main driveway entrance so that we can plan and manage public access with Gloucestershire Wildlife Trust into Crickley Hill, including whether alternative temporary arrangements will be needed for visitor parking, coaches and NT/GWT site vehicles during the construction period.</p>  | <p>Highways England will maintain a form of access into the identified land parcels. The construction works would involve construction of the revised alignment of Leckhampton Hill and the access to Crickley Hill Country Park and other associated works including drainage. Any disruption to the access would be agreed prior to work being undertaken. Please refer to Row ID 4 regarding managing the effects of construction on PIL ID 26 land. ES Appendix 2.1 Environmental Management Plan EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the proposals for the non-motorised user (NMU) routes.</p>   | N   |
| 6.     | PIL ID 26 |                               | <p>Barrow Wake land parcels 1095/1 – 1095/5: We will still require access along existing carriageway to carry out grazing of the SSSI unit of Barrow Wake. Although grazing is typically September to April, we would require</p>  | <p>Highways England will maintain a form of access into the identified land parcels. Access requirements will consider different vehicle requirements. Accommodation work discussions that have taken place between Highways England and the landowner include</p>  | N   |

| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|--|---|---|
|        |           |  | <p>access availability throughout the year and therefore we would wish to be involved in the discussions to understand what measures will be implemented to ensure safety for both visitors to Barrow Wake and for our grazing cattle.</p> <p>Boundary fencing would need to be maintained and kept secure for livestock throughout the construction period. The same applies to any disruption to water supply to the site.</p> <p>In land parcel 1095/2 there is a strip of land which is to be taken temporarily, over which there will be rights acquired permanently. It would be good to understand what these rights will be, by whom, how frequently they will be used, and what impact that may have within the SSSI. The temporary land take will also be in the vicinity of the population of the rare species, Musk orchid and open trenching through here should be avoided at all costs.</p> <p>We are aware of the discussions being had regarding the common land permanently required in the north corner of 1095/2 and the proposed offset of common land next to 1095/4 near the car park. We are also aware that there have been revisions to no longer include the proposed access route from the car park to the repurposed A417 across the SSSI as shown in plan 331 (as "land proposed to be used temporarily and rights to be acquired permanently"). It would be good to understand how Highways England will therefore integrate access routes from the car park, whilst ensuring every measure is taken to protect the SSSI.</p> <p>On a broader point, with the ability to move the cattle from Crickley Hill to Barrow Wake, we would appreciate a discussion to review safe transition from the access bridge, along the repurposed A417 into the Barrow Wake SSSI/Common land area. To note, the grazing cattle provide a crucial management tool for the landscape scale approach to conservation and habitat management.</p> | <p>detail about the fencing to be used for the purposes of maintaining access and protecting areas of land. Accommodation work discussions are ongoing with the landowner. Detail relating to maintenance and management obligations in regards to boundary fencing will be agreed.</p> <p>Please refer to Row ID 4 regarding managing the effects of construction on PIL ID 26 land. The Landscape and Ecology Management Plan (LEMP) (ES Appendix 2.1 EMP Annex D, Document Reference 6.4), sets out the management of grassland. Links between existing habitat to ensure connectivity is also presented within ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) Discussions relating to access and grazing arrangements will be progressed and agreed with the landowner.</p> <p>The revision to exclude a proposed WCH access between the repurposed A417 and Barrow Wake was made following feedback received from stakeholders. Access to and from the car park is now proposed along the existing PRow which runs north from the car park to the existing A417. This route is to be upgraded as part of the scheme.</p> |   |
| 7.     | PIL ID 26 |  | Barrow Wake is primarily a species rich limestone grassland site and holds one of the largest local populations of Herminium monorchis, Musk Orchid, a UK Priority Species and defined as nationally scarce. The grasslands, particularly in parcels 1095/4 and 1095/5 are particularly important as they are the geographical strongholds for this rare orchid and must therefore be protected from any construction impact.  | Highways England notes the comments about and location of the species rich grassland. Only 4 ha of good condition limestone grassland will be lost (with the rest being neutral or improved grassland or cereal crops). 72.88ha of limestone grassland will be being created across the scheme. The effects of the scheme on habitats is set out in ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 8.     | PIL ID 39 |  | PIL ID39 responded 'neither support nor oppose' to questions 1a – 3 and questions 5- 6 of the feedback questionnaire with no further comment provided.   | Highways England acknowledges the range of views expressed, including those which are neutral.  | N   |
| 9.     | PIL ID 39 | 3.To what extent do you support the changes to Cowley Junction?                        | We support the moves to prevent rat running but are concerned that parties will still cut through from the Shab Hill Junction to reach the Gloucester Business Park and new build housing estates.   | 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. Highways England 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 Transport Report (Document Reference 7.10) .  | N   |
| 10.    | PIL ID 39 | 4.To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | Support.   | Highways England notes the support for the rerouting of the B4070 to Birdlip via Barrow Wake as a response to the consultation questionnaire.   | N   |
| 11.    | PIL ID 39 | 8. Do you have any comments on any of the other design                                 | We are concerned that our field to the south of the A417, east of Bentham Lane, is to be laid to low input grassland, when at present it is high quality   | Highways England notes the concerns raised about the impact the scheme will have on the arable land identified by the landowner.  | Y   |

| Row ID | PIL ID    | Survey question (if relevant)                                      | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|--|---|
|        |           | changes that have been introduced since the previous consultation? | <p>arable land. The quality of the land will likely lead to the grass growing at a far greater rate than the areas of brash you are looking to replace.</p> <p>We are also concerned that this land is now shown as being required permanently, when previously it was only required temporarily. We, as landowners, should be given the choice as to whether the land be returned to us after temporary occupation (with restrictions on future use if needed) or acquired permanently. We should also be consulted on the future management restrictions as those suggested to us at the consultation meeting, we believe to be too driven by environmental consultants, with little thought for practical land management.</p> <p>The area to the south and east of this field, which is still shown for temporary occupation and will form our access to remaining land and for our neighbour's commercial business, both during works and after, is marked as being part of the construction compound. We believe that this is an oversight. If it is not, then we have concerns as to access to our property during the works.</p>  | <p>Land take formally identified as temporary with permanent rights along the proposed new access track has been changed to permanent land take. This allows Highways England to cleanse the title of this land and reassign rights, including access for maintenance of the scheme during operation. The construction compound, which is wholly contained within the permanent land take required for the scheme, will be accessed from Bentham Lane with construction access direct to the A417.</p> <p>The land owned and retained by PIL ID 39 is not required for access to the compound. What is drawn in the SE corner is an access from the new access road to the neighbouring landowner into the field and a culvert passing under the access.</p> <p>The site's ongoing operation throughout the construction and operation of the scheme has been considered and impacts are assessed in ES Chapter 12 Population and Human Health (Document Reference 6.2). The area is to be planted with species rich calcareous grassland and woodland planting on top of gently sloping earth mounds. This is to provide essential mitigation for bat foraging in the vicinity of the land in question and aid in the integration of the scheme and habitat connectivity.</p> |   |
| 12.    | PIL ID 39 | 9. Do you have any other comments?                                 | We would like to see clear statement from the project, that traffic for the construction works will not use Bentham Lane as an access route as this would place undue strain on the village roads.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction.   | N   |
| 13.    | PIL ID 10 |  | PIL ID 10 responded 'neither support nor oppose' or did not respond to questions 1a – 8 of the feedback questionnaire with no further comment provided.   | Highways England acknowledges the range of views expressed, including those which are neutral.   | N   |
| 14.    | PIL ID 10 | Do you have any other comments?                                    | <p>We do not object to the scheme, but wish our concerns to be taken into account and we request further detailed information as described below.</p> <p>We have two communication masts in the locality of the A417 development. These are at, Brimpsfield (Stockwell Farm, Birdlip, Gloucester, GL53 9PF, NGR: 394930 213870) and Birdlip Radio Site (Shab Hill, Gloucester, GL4 8JX, NGR:393952 215377)</p> <p>With regards to the mast at Brimpsfield, this will not be directly affected. However, we have two important issues.</p> <p>Firstly the access route to our installation needs to remain accessible throughout the course of the development. The legal route to our site from the highway is from our mast site heading north over a private trackway to the main highway. I can supply a map if requested.</p> <p>Secondly, you propose a line of trees just to the west of the mast. It is important that these trees do not interfere with the transmission signals and therefore tree species are requested that do grow higher than the lowest height of the antenna on the mast, which is 12m above ground level. In the event you gain planning permission, it is likely that an appropriate planning condition will be added relating to landscaping. We request that we are again consulted prior to you submitting any details to the LPA relating to the tree planting in this area.</p> <p>Birdlip Radio Station<br/>This Radio Station complex consisting of a number of buildings and cabins and also a 66m high lattice mast, will be located very close (within a few</p> | Current proposals would not affect the two masts operated by PIL ID 10. Highways England will continue to engage with PIL ID 10 in relation to construction and operation of the scheme however access would be provided throughout the construction stage. Any disruption to access would be agreed in advance. Highways England also notes the comments in relation to the importance of operational requirements of Birdlip Radio Station and is committed to continued liaison with PIL ID 10 in this regard to ensure the design takes account of the constraints.  | N   |

| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|--|---|
|        |           |  | metres) to the proposed slip road leading onto the new A417. The slip road will be within a new cutting and trees are proposed around the slip road. Whilst not objecting to the scheme, we have a number of concerns that you will need to take into account and also further liaise with us.<br>1. Foundation/Subsidence: The mast itself is on a relatively small foundation. We are concerned that work on the proposed cutting may lead to subsidence that could undermine the stability of the mast. We request any reports from ground investigations close to our boundary so we can undertake our own preliminary review of the stability of the re-profiled ground<br>2. Blocking transmission signals: The lowest dish on the mast is about 299m Above Ordnance Datum (AOD). It is important that the proposed trees to be planted alongside the slip road, are not species that will grow higher than 299 AOD and that any high vehicle used during construction is agreed with us prior to positioning, to prevent blocking of transmission dishes.<br>3. Electricity supply: It is vital that we keep the various transmissions from the site operations 24 hours per day and even a small break in the power, even for a few hours, is not acceptable to our business. It is therefore very important that you continue to liaise with us and inform us well in advance (ideally 3 or 4 months) of when the electricity power will be cut so that we can make these alternative arrangements.<br>4. Access: It is important that our engineers have vehicle access to our site 24 hours per day, 365 days per year. During the construction phase of your project please ensure that an access route is maintained at all times. |  |   |
| 15.    | PIL ID 47 |  | PIL ID 47 responded 'neither support nor oppose' to questions 1a – 2 and questions 6 of the feedback questionnaire with no further comment provided.  | Highways England acknowledges the range of views expressed, including those which are neutral.   | N   |
| 16.    | PIL ID 47 | 3.To what extent do you support the changes to Cowley Junction??                       | Oppose. We oppose the changes to the design of the Cowley Lane junction on the basis the change has been undertaken without consideration of the knock-on consequences to Stockwell Lane. If vehicles are prevented from using Cowley Lane then Stockwell Lane will be used as an alternative. The "rat running" problem identified by the residents of Cowley will persist. In order to protect Stockwell Farm, the residents of Stockwell hamlet and Cowley similar measures to prevent vehicles, other than for access, need to be incorporated to prevent "rat running" through Stockwell Lane.   | Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. The traffic modelling forecasts that those vehicles using Stockwell Lane would only be residents of Cowley. The traffic modelling undertaken forecasts there would be an increase in traffic on Stockwell Lane as a result of closing Cowley Wood Lane as traffic reassigns to Stockwell Lane. However, the traffic flows would be lower on Stockwell Lane than those forecast for Cowley Wood Lane without the scheme. Details on the traffic modelling methodology and results is reported in the Case for the Scheme (Document Reference 7.1) and the Transport Report (Document Reference 7.10) .  | N   |
| 17.    | PIL ID 47 | 4.To what extent do you support the rerouting of the B4070 to Birdlip vis Barrow Wake? | Support: We support the rerouting of the B4070 to Birdlip via Barrow wake and agree that such works would make it a safer and more welcoming place to visit. It also makes use of existing highway land and reduces the agricultural land take. However the proposal to build a disabled car park and horsebox parking adjacent to the old road is likely to relocate the antisocial behaviour currently apparent at Barrow wake to this location. (see 5 below).   | Highways England notes the landowner's support for the rerouting of the B4070 to Birdlip via Barrow Wake. Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and the turning to Stockwell. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell Lane, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals would form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. | Y   |
| 18.    | PIL ID 47 | 5.To what extent do you support the changes to public rights of way?                   | Oppose. We oppose the provision of the Horse Box and Disabled Car parking on the area between the existing A417 and the dead end on the South of Birdlip village.<br>The provision of a new car park at this location risks it being used in an in appropriate manner. Firstly it could become a general car park and defeat its objective and secondly and perhaps more seriously the location, affectively at the dead end of the former A417, may well prove an alternative location for the antisocial behaviour displaced by the changes to Barrow Wake.   |  | Y   |

| Row ID | PIL ID              | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|---------------------|--|--|---|---|
|        |                     |  | Horsebox parking is in our view an unnecessary element of the design for the Missing Link. It is an additional extra and not an essential elements of the road scheme. We are not aware that any existing horse parking areas are being lost as part of the proposed road. It appears that it is additional element not a replacement for facility lost by the scheme. We therefore question whether such a facility is justified.   |   |   |
| 19.    | PIL ID 47           | 8.Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | The comments made above in relation to the specific questions posed above (Row ID 15 to 19) are made without prejudice to our strong opposition the current proposed scheme known as the A417 missing link. We consider that the route proposed is; environmentally damaging and a significant detriment to the purposes and protections of the Area of Outstanding Natural Beauty. The CROW Act 2000 includes a duty for an AONB to the "conserving and enhancing the natural beauty of the area of outstanding natural beauty". The route in our view breaches this duty. Stockwell farm, the largest agricultural holding on the route, is significantly affected, severing the land holding making the management of the agriculture, landscape and the environment extremely challenging. Our view is that the A417 "Missing link" can be improved on the existing alignment with less cost in cash, landscape, environmental and agricultural terms. | Highways England 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. Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process, leading to the Preferred Route Announcement in 2019. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information. | N   |
| 20.    | PIL ID 3, 30 and 55 |  | PIL ID 3, 30 and 55 responded 'neither support nor oppose' to questions 1b and questions 3-6 of the feedback questionnaire with no further comment provided.   | Highways England acknowledges the range of views expressed, including those which are neutral.  | N   |
| 21.    | PIL ID 3, 30 and 55 | 1a.To what extent do you support the Cotswold Way crossing? Can you explain why you've chosen this option?               | Support. The proposed public right of way removes an earlier suggestion of putting such on the south side of the A417.   | Highways England notes the reason for the landowners support for the Cotswold Way crossing.   | N   |
| 22.    | PIL ID 3, 30 and 55 | 2.To what extent do you support the change in gradient of the scheme?  | Neither support nor oppose: Previous plans for the road have taken land and buildings from our business, together with the garden to our house. The latest plans show more land being taken. Our business is left as unviable either way. Provided that Highways work with us to allow us to move our homes and business in advance of the works, then we neither support or oppose the latest design.   | Highways England has now reached agreement with PIL ID 30 and 55 for the acquisition of their land for the purposes of the scheme.  | N   |
| 23.    | PIL ID 3, 30 and 55 | Do you have any comments on any of the other design changes that have been introduced since the previous consultation?   | The proposed works take even more land from our property and will lead to our business being extinguished. We have submitted Blight Notices for the multiple titles on our holding but, at the time of submission, only one of our two residential dwellings has been accepted. We need Highways to work with us to reach a solution that allows us to move our family and business to replacement property in advance of the works, without being left with residual property ownership interests that are difficult to access and manage during and after scheme works.  | Highways England has now reached agreement with PIL ID 30 and 55 for the acquisition of their land for the purposes of the scheme.  | N   |
| 24.    | PIL ID 3, 30 and 55 | Do you have any other comments?  | No suitable access has been shown for our agricultural land, with the buildings for such being demolished by the scheme. Grove Court, occupied by [name redacted], is left with potentially restricted access via an underpass, isolated from [name redacted]'s place of work. These points have been raised in detail to the A417 design team.  | Access to Grove lodge will be maintained via the proposed Grove Farm underpass and Highways England will work with the landowner to seek a solution for access to the house.  | N   |
| 25.    | PIL ID 23           | To what extent do you support the Cotswold Way crossing?   | PIL ID 23 responded 'neither support nor oppose' to questions 1a -6 of the feedback questionnaire with no further comment provided.  | Highways England acknowledges the range of views expressed, including those which are neutral.  | N   |

| Row ID | PIL ID    | Survey question (if relevant)   | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|---------------------------------|---|--|---|
| 26.    | PIL ID 23 | Do you have any other comments? | As confirmed in the previous consultation, it would appear that the only land affected by the revised red-line boundary that PIL ID23 own that is not part of the publicly maintainable highway is the land previously identified as Parcel 2/45. In respect of this parcel, we remain ready to discuss your acquisition of this land at the appropriate time. Please be aware this land is currently leased to Ullenwood Cricket Club and we have advised them separately of the consultation. In terms of the other land parcels owned by PIL ID 23, these appear to be part of the current publicly maintainable highway network for which we are responsible. PIL ID 23 colleagues will respond separately on matters affecting this land.  | Land acquisition discussions with the landowner have commenced. Highways England is aware of the tenancy agreement currently in place for the landowner's land interest. Highways England continues to engage with the landowner in relation to the scheme.  | N   |
| 27.    | PIL ID 19 |                                 | <p>Whilst the road scheme design is an improvement on previous proposals, it still doesn't adequately address our two key concerns:</p> <ol style="list-style-type: none"> <li>1. The impact on the Crickley Hill and Barrow Wake SSSI;</li> <li>2. the delivery of meaningful Biodiversity Net Gain.</li> </ol> <p>As such, it falls short of the shared landscape-led vision developed by Highways England and its stakeholders.</p>  | In regards to the impact on the SSSIs, additional areas of calcareous grassland habitat have been created either side of the crossing to provide habitat stepping stones providing connectivity of habitat between Barrow Wake and Crickley Hill units of the SSSI. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information. The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3). In addition, areas of replacement Common Land proposed as part of the scheme are considered to offer further opportunity to enhance the SSSI in the vicinity of Barrow Wake. | Y   |
| 28.    | PIL ID 19 |                                 | PIL ID 19 acknowledges that the A417 'Missing Link' Scheme is needed to improve road safety and should deliver benefits for journey times and reduce congestion. PIL ID 19 wants to see a solution for the road scheme delivered within the Government's post 2020 Road Investment Strategy period. However, the scheme runs through a landscape rich in biodiversity, including locally, nationally and internationally designated biodiversity sites that support many threatened species. A standard road scheme is not acceptable in this location which is why PIL ID 19 have been supportive of the landscape-led vision developed by Highways England and its local stakeholders.  | Highways England acknowledges the range of views expressed, including those received in support of the principle of the scheme. The Design Summary Report (Document Reference 7.7) sets out how Highways England has taken a landscape-led design to the scheme and how this differs from a 'standard' road scheme design. The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3).  | N   |
| 29.    | PIL ID 19 |                                 | <p>PIL ID 19 expects the scheme to reflect the requirements of the NPSNN and the ambitions of established Government biodiversity policy, notably the 25 Year Environment Plan. It must also deliver the shared landscape-led vision. As biodiversity is a key component of the Cotswolds landscape it can be concluded that the scheme should enhance the most important biodiversity assets and deliver Biodiversity Net Gain (BNG).</p> <p>To achieve this the scheme must acknowledge all significant adverse effects on threatened species, priority habitats and ecological networks, providing suitable mitigation where these impacts are unavoidable. It should also deliver enhancements that go beyond the obligations of wildlife legislation, demonstrating meaningful BNG. Roads are one of the primary causes of ecological fragmentation, which is a key driver of biodiversity declines. The scheme further fragments the nationally important Crickley Hill and Barrow SSSI and it is crucial that this is mitigated.</p> | The Case for the Scheme (Document Reference 7.1) submitted with the DCO application sets out how the scheme complies with the requirements of the NPSNN, including with regard to biodiversity. The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3).   | N   |
| 30.    | PIL ID 19 |                                 | PIL ID 19 welcomes the proactive engagement that has taken place with Highways England, particularly the recent collaborative sessions with other key environmental stakeholders. The approach has been professional and open to contributions. The recent sharing of design information with stakeholders has enabled more meaningful discussions than before. The Trust hopes to see these discussions better reflected in scheme designs before the Development Consent Order application is submitted.  | Highways England notes the support of the engagement to date and has welcomed the collaborative approach to scheme design.   | N   |
| 31.    | PIL ID 19 |                                 | PIL ID 19's response to the statutory consultation in 2019 outlined seven key concerns where further work was needed to achieve an acceptable scheme design. These have been reconsidered according to the revised  | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve   | N   |

| Row ID | PIL ID    | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|-------------------------------|--|---|---|
|        |           |                               | <p>proposals and the following concerns remain [identified within Row ID 31 to 38].</p> <p>Biodiversity Net Gain - A landscape-led scheme must deliver Biodiversity Net Gain aligned with the Nature Recovery Network. Available information indicates that the scheme will deliver around 19% net loss. PIL ID 19 urges Highways England to explore all possible means of achieving meaningful BNG, including reversion of the Barrow Wake car park to limestone grassland.</p>   | <p>habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.</p> <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> <p>The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3).</p> |   |
| 32.    | PIL ID 19 |                               | <p>Fragmentation of Crickley Hill and Barrow Wake SSSI – As it stands, the scheme will destroy part of the SSSI and increase fragmentation between Crickley Hill and Barrow Wake. PIL ID 19 has repeatedly expressed this concern but these impacts remain unmitigated. Peer-reviewed research demonstrates the significant negative impact this it likely to have. The precautionary principle must be followed with measures to connect the SSSI via the Gloucestershire Way bridge and habitat stepping-stones. Depending on the size and number of stepping-stones, the bridge will require a 25m to 50m wide corridor of grassland habitat to provide functional connectivity for the SSSI.</p> | <p>Taking into account feedback received to the 2020 public consultation, Highways England has amended the scheme design around the Gloucestershire Way crossing. Larger areas of calcareous grassland will be created either side of the new Gloucestershire Way crossing to create habitat stepping stones providing connected habitat between the Barrow Wake and Crickley Hill units of the SSSI. The Gloucestershire Way crossing will also include a 25m calcareous grassland strip to join these habitats. In addition the crossing will incorporate two native species- rich hedgerows to connect new woodland and hedgerow planting either side of the crossing and link Ullen Wood Ancient woodland with Emma’s Grove and woodland at Birdlip radio station.</p>  | Y   |
| 33.    | PIL ID 19 |                               | <p>Loss of priority habitat –There are admirable plans to create additional priority habitat, but this may take 20+ years to establish. Populations of many threatened species will not survive a long-time lag between habitat loss and replacement. More information is needed on the duration of the lag and how this issue will be addressed.</p>  | <p>The creation or restoration of calcareous grassland would occur in the appropriate season throughout the phasing of the Scheme including advance creation where possible within the first year of the construction programme. Advanced planting areas are identified on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). In other areas, it may be possible to create habitat as the Scheme progresses but restoration of compound areas would be at the very end of the Scheme, three years after existing habitat is lost. It is considered that grassland would establish within three to five years but would take ten to twenty years or longer to reach good condition. This would vary depending on the quality of the ground initially, the ability of the surrounding habitat to enable dispersal of species and the management regime.</p>  | N   |
| 34.    | PIL ID 19 |                               | <p>Alignment with the 25 Environment Plan and Environment Bill – The revised scheme better reflects some 25 YEP policies, however, there are concerns that the NPSNN is being used as a backstop to justify excluding enhancements that would help deliver a landscape-led road scheme.</p>  | <p>The NPSNN is the primary planning document against which the scheme is assessed by the Secretary of State in deciding whether to grant a Development Consent Order. An assessment of the scheme against the requirements of the NPSNN is set out in the Case for the Scheme (Document Reference 7.1) submitted with the DCO application, which also includes an assessment of the scheme against other relevant national and local planning policy.</p>  | N   |
| 35.    | PIL ID 19 |                               | <p>Budget – Savings achieved through the removal of Green Bridge must be reallocated to one of its key original functions, which was mitigating the increased fragmentation of the Crickley Hill and Barrow Wake SSSI.</p>   | <p>The scheme has been costed within the financial framework established by the Road Investment Strategy 2 (RIS2). This costing includes the cost of all scheme elements legally secured in the DCO.</p>  | N   |
| 36.    | PIL ID 19 |                               | <p>Impact on Crickley Hill – COVID-19 has proven that Crickley Hill is more important than ever to local communities. PIL ID 19 disagrees with the assessment of a neutral impact on the Crickley Hill business model and asks for written agreement to secure assurances that visitor access and experience will be protected, and any loss of income will be compensated for.</p>  | <p>ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects. The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3)</p>   | N   |
| 37.    | PIL ID 19 |                               | <p>Integrated decision making - There is relatively little cross-referencing of themes between some chapters and in stakeholder consultations, which does not reflect the intricate interdependencies between different</p>  | <p>The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has</p>  | N   |

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|--------|-----------|--|---|--|---|
|        |           |  | environmental considerations. PIL ID 19 would like to see a more integrated approach to evidence, decision making and design.   | focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This is set out and illustrated within the Design Summary Report (Document Reference 7.7).  |   |
| 38.    | PIL ID 19 |  | PIL ID 19 will continue to engage with the scheme but cannot support the current design which will further fragment ecological networks and deliver a net loss for wildlife. PIL ID 19 will continue to offer its expertise on the biodiversity and ecology of the landscape, which is based on the best available data, published research and the Nature Recovery Network.  | Highways England 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 latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3).  | N   |
| 39.    | PIL ID 19 | 1a.To what extent do you support the Cotswold Way crossing?        | <p>Neither support nor oppose. PIL ID 19 acknowledges the need for a safer crossing in this location. There is also significant need for an ecological connection between the SSSI grassland habitats in this location and PIL ID 19 is disappointed that the proposed bridge does not provide any ecological connectivity.</p> <p>PIL ID 19 also has concerns that making it this crossing a bridleway rather than a footpath will increase horse and cycling traffic on the Coberley bridleway 117 through Crickley Hill. The designated features and threatened species found on the Crickley Hill and Barrow Wake Site of Special Scientific Interest are likely to be adversely affected by increased horse-riding and biking. Horse-riding and cycling are prohibited on PIL ID 19 land aside from designated bridleways. In PIL ID 19's experience, ensuring these users do not stray off bridleways can be difficult and time-consuming. There is currently no information as to how the increased use will be managed to ensure that there are no adverse impacts on biodiversity or existing Crickley Hill users.</p> | <p>As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and the SSSI. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes the creation of two new habitat patches to the north and south of the scheme that would mitigate the impacts of fragmentation, by providing functional habitat connectivity for species associated with Crickley Hill and Barrow Wake SSSI units to disperse. Locations of the habitat patch creation align with Natural England guidance that recommends patches be located no more than 200m apart for habitat-specialised species. Both habitat patches occur within 200m of the Crickley Hill units of the SSSI and the southern habitat patch occurs within 200m of the Barrow Wake unit of the SSSI, with a 10m wide corridor of calcareous grassland providing direct connectivity. The patches themselves are less than 200m apart and are connected by a 25m wide corridor of calcareous grassland on the Gloucestershire Way crossing.</p> <p>Design of crossings such as the Cotswold Way crossing and the Gloucestershire Way crossing carrying PROW have been designed to minimise the impact to ecology. Footpaths, both existing and previously proposed have been removed from the Barrow Wake unit of the Crickley Hill and Barrow Wake SSSI.</p> <p>Where PROW are within sensitive areas, signage and interpretation boards would be situated at suitable locations of the site, such as on the entrances to the Cotswold Way crossing to educate the public regarding the biodiversity of the site and the sensitivity of sites such as Barrow Wake and Crickley Hill. Interpretation boards would include geodiversity and heritage information also. The design and exact locations of these boards would be discussed and agreed at the detailed design stage to help avoid or reduce any impacts arising from recreational visitor pressure on sensitive sites.</p> <p>The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3).</p> | Y   |
| 40.    | PIL ID 19 | 1b.To what extent do you support the Gloucestershire Way crossing? | Support. PIL ID 19 is supportive of a wildlife crossing in the Shab Hill area because evidence from the ecological surveys and the Nature Recovery Network indicates that this is required to provide connectivity for habitats and protected species. However, PIL ID 19 is very disappointed that the proposed crossing is 50% smaller than the 'green bridge' that was originally promised. As a result, it will not provide the vital ecological connectivity to mitigate increased fragmentation of the Crickley Hill and Barrow Wake Site of Special Scientific Interest (SSSI). This was one of the key objectives of the green bridge, which was previously a corner stone of the scheme's environmental deliverables. Highways England's proposed location for the green bridge in the 2019 consultation was unsuitable due to the impact on the SSSI and irreplaceable ancient woodland, however, the need for a green bridge to mitigate increased fragmentation of the SSSI remains.  | <p>Highways England notes the support for the Gloucestershire Way crossing.</p> <p>Highways England has engaged with PIL ID 19 and other environmental bodies on this matter following the 2020 supplementary statutory consultation as evidenced in the PIL ID 19 Statement of Common Ground with the Gloucestershire Wildlife Trust (see Statement of Commonality, Document Reference 7.3). Taking into account this engagement and feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Additional areas of calcareous grassland habitat have been created either side of the crossing to provide habitat stepping stones providing connectivity of habitat between Barrow Wake</p>   | Y   |



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|--------|-----------|--|--|---|---|
|        |           |  | <p>To provide this functional connectivity the crossing must contain a minimum width of 25m of grassland habitat, alongside habitat stepping-stones no more than 150m apart. In the absence of stepping-stones, the minimum width of grassland habitat required to provide connectivity via the crossing increases to more than 50m.</p> <p>PIL ID 19 is satisfied that the current crossing design meets the legal obligations to mitigate the impact of the road scheme on protected species. It falls short of mitigating the impacts on the SSSI and misses an opportunity to deliver the most important opportunities for enhancement. PIL ID 19's proposed design changes will ensure that the scheme avoids significant harm to biodiversity interests and takes advantage of opportunities to enhance biodiversity, making a meaningful contribution to the Nature Recovery Network.</p>   | and Crickley Hill units of the SSSI. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   |   |
| 41.    | PIL ID 19 | 2.To what extent do you support the change in gradient of the scheme??                 | PIL ID 19 welcomes the environmental benefits this provides but request evidence to demonstrate that it lessens hydrological impacts on the Crickley part of the SSSI. Otherwise the Trust has no specific views on the biodiversity impacts.  | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.  | N   |
| 42.    | PIL ID 19 | 3.To what extent do you support the changes to Cowley Junction                         | PIL ID 19 has no objections to the changes, but highlights that there is valuable grassland habitat around the Birdlip quarry area and requests that landscaping plans seek to enhance this as part of a mosaic of open and wooded habitat.  | Highways England acknowledges feedback received in response to the Birdlip quarry area. This change however is outside of the DCO boundary of the scheme, and the quarry area is not and will not be owned as part of the strategic road network by Highways England.   | N   |
| 43.    | PIL ID 19 | 4.To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | <p>Oppose. PIL ID 19 understands and shares the desire of local communities to tackle antisocial behaviour issues near to Barrow Wake. The current proposal places much of the roundabout and associated infrastructure within the SSSI. This results in a net loss of area of the SSSI and impacts priority habitat. There are also uncertainties on the long-term air quality impacts Until a plan is in place to avoid net loss of the SSSI area and degradation of its features, the proposal to relocate the junction to this location is unacceptable to PIL ID 19. Once such information is available, PIL ID 19 is likely to be able to support the proposal.</p> <p>PIL ID 19 wishes to highlight that plans to retain and resurface the Barrow Wake car park represent an important missed opportunity to deliver multiple benefits. PIL ID 19 originally proposed reversion of the Barrow Wake car park to grassland habitat in its 2019 consultation response, this design change should provide the biodiversity mitigation and enhancements needed to make the junction proposals acceptable to PIL ID 19.</p> | <p>The impacts of habitat loss and habitat degradation as a result of nitrogen deposition on the SSSI are included within ES Chapter 8 Biodiversity (Document Reference 6.2).</p> <p>Highways England acknowledges feedback received in response to public consultation with regards to the Barrow Wake car park. The car park is not owned as part of the strategic road network by Highways England. However, Highways England has offered the relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed to the Barrow Wake car park.</p> <p>The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3).</p>                     | N   |
| 44.    | PIL ID 19 | 5.To what extent do you support the changes to public rights of way?                   | PIL ID 19 supports increasing people's access to nature. PIL ID 19 has not had the capacity to attend the Walking, Cycling and Horse-riding Technical Working Groups, but improved efforts to keep landowners updated with proposals have been appreciated. PIL ID 19 is in favour of proposals that improve the quality of wildlife habitat that PRoW users experience and where equity of access to nature is enhanced. PIL ID 19 retains concern regarding the likely impact of increased horse-riding and cycling access on priority habitats at the Crickley Hill and Barrow Wake SSSI. The current design for the Gloucestershire Way crossing does not provide enough habitat to avoid disturbance of species such as adders from WCH users. PIL ID 19 objects to the proposed access route from the Air Balloon Way to the Barrow Wake viewpoint that goes across the SSSI, favouring the alternative access from the north of the site.   | <p>An assessment of the potential impact of new and diverted public rights of way and recreational pressures on the SSSI and SAC is provided within the ES Chapter 8 Biodiversity (Document Reference 6.2) and Habitats Regulations Assessment, which concludes no likely significant effects.</p> <p>Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Taking into account feedback, the proposed access route from the Air Balloon Way to the Barrow Wake viewpoint has been removed, with the Air Balloon Way instead extended</p> | Y   |

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|        |           |   |   | along the repurposed A417, which will help address concerns about potential impacts on the SSSI.<br>The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3).   |   |
| 45.    | PIL ID 19 | Do you agree with our proposals for replacement common land?  | PIL ID 19 is supportive of the proposals but asks that they are considered in conjunction with land required to compensate loss of natural habitat within the SSSI. The implications of this for the access routes is unclear and requires further clarification. As this affects PIL ID 19 owned land, we request early discussions so that terms for ongoing management and maintenance can be drafted before DCO submission. PIL ID 19's preference is for any loss of land under PIL ID 19 ownership to be compensated through provision of land of equivalent area, ideally adjacent to existing PIL ID 19 land.   | An assessment of the replacement Common Land in accordance with the Planning Act 2008 is provided in Appendix D of the Statement of Reasons (Document Reference 4.1). The land identified as replacement land is greater than the area to be acquired. This land is connected to the existing Common although at different levels, and would be re-landscaped as part of the scheme. The land would be accessible and adjacent but separate to the Air Balloon Way, and the proposal would return to Common Land that which was previously de-registered for the construction of the current A417. It would also provide ecological connectivity, subject to being planted as calcareous grassland habitat in coordination with PIL ID 29 at the detailed design stage, who would become the owner of the replacement Common Land.   | Y   |
| 46.    | PIL ID 19 | 7. Do you have any comments on the likely environmental effects that have changed since the previous consultation?        | Some of PIL ID 19's previous concerns have been addressed through the provision of additional information and changes to the scheme design. Whilst the road scheme design is an improvement on previous proposals, it still doesn't adequately address PIL ID 19's two key concerns: <ul style="list-style-type: none"> <li>The impact on the Crickley Hill and Barrow Wake SSSI;</li> <li>the delivery of meaningful Biodiversity Net Gain.</li> </ul> <p>The assumption of no likely change in the environmental baseline in a 'no-scheme scenario' is not reasonable considering the fundamental changes to agri-environment payment systems. The environmental value of the landscape is highly likely to be enhanced by 2040, reinforcing the need to deliver Biodiversity Net Gain, avoid further fragmentation of the SSSI and enhance the Nature Recovery Network through the scheme.</p> <p>As it stands the scheme will lead to the loss of nearly 25 ha of high-quality wildlife habitat. PIL ID 19 welcomes the plans to replace this with additional new priority habitat but it is important to remember that priority habitat takes a long time to establish, sometimes more than 20 years. The gap between habitat clearance and the replacement planting/creation establishing to the point where it provides functional habitat, will be critical to determining the likelihood of local extinctions, particularly of specialist species. This effect must be thoroughly assessed in the Environmental Statement.</p> | The ES Chapter 8 Biodiversity (Document Reference 6.2) has been updated with more information on the anticipated impacts to the SSSI.<br><br>As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.<br><br>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.<br><br>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .<br>The latest position on these discussions is set out in the Statement of Common Ground with GWT (see Statement of Commonality, Document Reference 7.3). | N   |
| 47.    | PIL ID 19 | 8. Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | Stakeholders had been reassured that the Air Balloon Way would deliver ecological connectivity, as this had been identified as an important corridor for grassland connectivity. In the current designs, the width of soft habitat along the Air Balloon Way appears to be just 2m, which is highly unlikely to provide any meaningful habitat connectivity. PIL ID 19 requests that the design is revisited with consideration of expanding the width of the habitat corridor  | Habitats including grassland and scattered trees would be included along the road verges of the Air Balloon Way. These verges would be wider than 2m, as shown in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).  | N   |
| 48.    | PIL ID 19 |   | Plans to retain and resurface the Barrow Wake car park, originally raised in our 2019 consultation response, represent an important missed opportunity. Re-locating the car park and reverting the current one to limestone grassland habitat will make a valuable contribution to BNG, further help to reduce anti-social behaviour, deliver other environmental benefits and potential cost savings. There is broad support for this proposal across the environmental stakeholders, as long as alternative parking can be created in a more suitable location. This design change should provide the biodiversity mitigation and enhancements needed to make the Barrow Wake junction proposals acceptable to PIL ID 19.   | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.   | N   |

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|--------|-----------|-----------------------------------|--|---|---|
| 49.    | PIL ID 19 | 9.Do you have any other comments? | <i>[PIL ID 19 provided detailed feedback on chapters of the 2020 PEI Report. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those identifying typographical errors or suggesting minor amendments to the presentation or content of the document.]</i>   | Highways England has taken into consideration the comments of PIL ID19 in developing the ES and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of feedback where appropriate, whilst detailed responses to material points raised are provided within this table.   | Y   |
| 50.    |           |                                   | PIL ID 19 considers that Chapter 1 of the 2020 PEI Report covers the statutory minimum requirements and does not reflect the ambitions of a landscape-led vision, the design principles or the requirement of the NPSNN to avoid significant harm to biodiversity interests. There is nothing about impact on habitats, NRN or designated biodiversity sites.  | The Design Summary Report (Document Reference 7.7) sets out how Highways England implemented a landscape-led approach to the design of the scheme. The Case for the Scheme (Document Reference 7.1) demonstrates how the scheme meets the requirements of the NPSNN.  | N   |
| 51.    | PIL ID 19 |                                   | Table 2.1 of the 2020 PEI Report: Since 2018, PIL ID 19 has consistently requested that commitment to delivering Biodiversity Net Gain is explicitly included in the scheme vision and objectives. Despite multiple verbal assurances from representatives of Highways England (HE) and their consultants this change has not been made. PIL ID 19 feels this epitomises a general trend of biodiversity impacts being de-prioritised by the scheme design.<br><br>To align with the approach of Government's 25 Year Environment Plan (25YEP), existing ecological assets should also include designated Local Wildlife Sites and areas of national priority habitat, which meet the definition of assets under the EIA regulations 4.2a, referring to Directive 92/43/EEC articles 1 and 2.Exceptions should be possible where changes to the landscape deliver significant positive environmental benefits (e.g. for ecology) and this is agreed with the environmental stakeholders. | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.<br><br>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.<br><br>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) . | N   |
| 52.    | PIL ID 19 |                                   | As landowner, PIL ID 19 request consultation on the design for the new access route to the cricket club.   | Highways England is committed to ongoing engagement with landowners throughout the lifecycle of the project.  | N   |
| 53.    | PIL ID 19 |                                   | The addition of the bat underpass is welcomed. PIL ID 19 welcomes the commitment to greening the Stockwell and Cowley over bridges to increase habitat connectivity.   | The support for these additions to the scheme is noted.   | Y   |
| 54.    | PIL ID 19 |                                   | A formal landscaping approach will not deliver the ecological benefits that would otherwise be possible along the Air Balloon Way. The approach proposed in 2020 PEI Report paragraph 2.6.49 is along the right lines, but environmental stakeholders should be consulted on the landscape design.   | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. The proposed habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.  | N   |
| 55.    | PIL ID 19 |                                   | PIL ID 19 requests a data-based assessment of the likely impact on the Crickley Hill and Barrow Wake SSSI due to increasing and promoting access for cyclists and horse-riding. Information on mitigation requirements should also be provided if necessary. Income from parking is essential for managing PIL ID 19 land at Crickley Hill. Some impact on visitor access, experience and spend is inevitable, however, PIL ID 19 asks the scheme to minimise actions that impact on this income.  | An assessment of the potential impact of new and diverted public rights of way and recreational pressures on the SSSI and SAC is provided within the ES Chapter 8 Biodiversity (Document Reference 6.2) and Habitats Regulations Assessment, which concludes no likely significant effects.   | N   |
| 56.    | PIL ID 19 |                                   | PIL ID 19 welcomes the 40% allowance for climate change and asks if this should be a benchmark for other areas of the scheme where climate change resilience is a factor.  | The highway drainage system is assessed within ES Appendix 13.3 Flood Risk Assessment (Document Reference 6.4) for events up to a 1 in 100-year return period event with a 40% climate change uplift and attenuation basins are sized for a +40% climate change uplift.<br><br>In line with the methodology presented in DMRB LA 114, climate resilience in other areas of the scheme have been assessed against the high emissions Representative Concentration Pathways RCP8.5 global warming scenario. The RCP8.5 global warming scenario represents a very high baseline emission scenario, representing the 90th percentile of no-policy baseline scenarios available at the time. The climate resilience  | N   |

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|--------|-----------|-------------------------------|--|--|---|
|        |           |                               |  | assessment is presented within ES Appendix 14.2 Climate Change Resilience Assessment (Document Reference 6.4).<br><br>Additionally, a resilience assessment of the safety-critical features of the scheme against H++ climate scenarios has also been undertaken and is reported in section 14.10 Assessment of likely significant effects of ES Chapter 14 Climate (Document Reference 6.2). H++ scenarios are a set of plausible 'high-end' climate change scenarios which are typically extreme climate change scenarios on the margins or outside of the 10th to 90th percentile range presented in the UK Climate Projections 2009 (UKCP09).  |   |
| 57.    | PIL ID 19 |                               | PIL ID 19 welcomes the avoidance of the loss of ancient woodland from the Ullenwood Local Wildlife Site. If the veteran tree at the Air Balloon can be retained that would be desirable as long as it doesn't have a significant impact on other biodiversity receptors.   | The design has minimised the loss of veteran trees, although the scheme would result in the unavoidable loss of three veteran trees during the early construction phase of the scheme prior to the commencement of works due to their location within the proposed road footprint.   | Y   |
| 58.    |           |                               | It must be clearly and prominently stated in the ES that the new roundabout sits within the SSSI. Data should be provided to assess the long-term impact of the land take in terms of ecological resilience.   | Details on the new roundabout in relation to the SSSI are included within ES Chapter 8 Biodiversity (Document Reference 6.2), as well as long-term operational impacts to biodiversity.  | N   |
| 59.    |           |                               | PIL ID 19 welcomes the amendments that have been made to reduce the likelihood of negative impacts on the Ullen Wood Local Wildlife Site. PIL ID 19 welcomes these amendments to protect some of the special features of the SSSI and create suitable habitat for the associated species. PIL ID 19 welcomes provision of additional wildlife crossings and advises that these should be kept unlit.   | Highways England acknowledges the range of view expressed, including those received in support of updates to design.   | N   |
| 60.    | PIL ID 19 |                               | Wherever possible natural water management mechanisms should be prioritized over hard engineering solutions, so as to provide multiple benefits and reduce environmental impacts.  | Measures such as SuDS will be used to manage water run-off and intercepted by the scheme. Details on the drainage strategy and preliminary drainage design are included in ES Appendix 13.10 Drainage Report (Document Reference 6.4).   | N   |
| 61.    | PIL ID 19 |                               | PIL ID 19 provided a number of comments on the General Arrangements Plans which formed Appendix 2.1 of the 2020 PEI Report, with commentary on how the proposals relate to the Nature Recovery Network and suggestions on how planting and habitat creation should be provided.  | The landscape design focusses on provision of priority habitats which are present within the Cotswold AONB; lowland calcareous grassland, lowland broadleaved woodland and native species rich hedgerows. The location and design of habitats has considered the draft Nature Recovery Network Map provided by Gloucestershire Wildlife Trust in 2020 and habitats required for specific ecological mitigation as described within ES Chapter 8 Biodiversity (Document Reference 6.2). ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) provides green infrastructure which would help to deliver climate change resilience for both habitat and wildlife connectivity. A number of changes have been made to the scheme in relation to habitat creation since the 2020 statutory consultation, following further assessment and consideration of feedback such as that from PIL ID 19. This is set out in section 10.4 of the Consultation Report (Document Reference 5.1).   | Y   |
| 62.    | PIL ID 19 |                               | Chapter 3 of the 2020 PEI Report: PIL ID 19 welcomes the environmental benefits provided by the gradient change.   | Highways England acknowledges the range of view expressed, including those received in support of updates to design.   | N   |
| 63.    | PIL ID 19 |                               | Following removal of the green bridge, PIL ID 19 is disappointed that an alternative solution has not been included to provide functional north/south connectivity of grassland habitat across the Crickley Hill and Barrow Wake SSSI. This remains an important unmitigated impact of the road scheme. The circumstances that necessitated a structure of this scale to address the ecological and access impacts of the scheme have not changed, so there doesn't appear to be justification for proposing a crossing 50% smaller than before. The new proposed crossings mainly focus on delivering statutory protected species and access requirements. There is very little evidence of any enhancements that would meaningfully 'improve ecological connectivity' or 'maximise opportunities for natural environment enhancement' as outlined in the scheme vision and objectives. The removal of a green bridge reflects a significant regression in the biodiversity | As a result of feedback received during the 2019 consultation, ongoing discussions with stakeholders and emerging ecological survey data, there will no longer be a green bridge located on Crickley Hill as part of this scheme. While it would have provided benefits to the area, concerns were raised about its location, purpose, scale and visual impact, and its effect on veteran trees and the SSSI. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes the creation of two new habitat patches to the north and south of the scheme that would mitigate the impacts of fragmentation, by providing functional habitat connectivity for species associated with Crickley Hill and Barrow Wake SSSI units to disperse. Locations of the habitat patch creation align with Natural England guidance that recommends patches be located no more than 200m apart for habitat-specialised species. Both habitat patches occur within 200m of the Crickley Hill units of the SSSI and the southern habitat patch occurs within 200m of the Barrow Wake unit of the SSSI, with a 10m wide corridor of calcareous grassland providing direct connectivity. | Y   |

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|        |           |                               | benefits of the scheme. There is insufficient information regarding the impact of this decision on the SSSI, particularly as the roundabout would sit within the SSSI boundaries. PIL ID 19 feels it is inappropriate to have included this change in the master plan before fully assessing the ecological impacts. It must not be included in the DCO submission documents unless an EIA has ruled out any significant negative impacts and it can be assured that there will be no net loss of SSSI area or condition.  | The patches themselves are less than 200m apart and are connected by a 25m wide corridor of calcareous grassland on the Gloucestershire Way crossing.  |   |
| 64.    | PIL ID 19 |                               | Table 3.2: The table includes very few design amendments that aim to provide biodiversity benefits. In its 2019 consultation response, PIL ID 19 prioritised it's key concerns regarding scheme design in relation to impact on the rare and threatened biodiversity of this landscaping. None of these concerns have been fully addressed by the design changes and two (commitment to Biodiversity Net Gain and provision of a Green Bridge to mitigate increased fragmentation of the SSSI) have regressed.   | Embedded design measures to reduce the impacts of habitat severance across the scheme have been identified and developed through the design process, including consultation with stakeholders and statutory bodies and form part of the scheme design. Along the length of the scheme, there are several structures designed to allow the safe crossing of wildlife. These include three badger culverts, a bat underpass east of Flyup, and three greened overbridges (the Gloucestershire Way crossing and Stockwell and Cowley overbridges).  | N   |
| 65.    | PIL ID 19 |                               | 2020 PEI Report Appendix 3.1: The original assessment of the preferred route concluded that there would be a large adverse effect on biodiversity that no compensatory effects could balance out. With this in mind it is disappointing that reducing adverse biodiversity impacts, particularly on the SSSI, does not appear to be a prominent priority in the 2020 PEI Report or design decisions. PIL ID 19 has previously proposed several measures that could support this, including reversion of the Barrow Wake car park and providing north/south habitat connectivity via the Gloucestershire Way crossing. It is very disappointing that none of these proposals are included in the master plans produced for the Statutory Consultation.    | Highways England acknowledges that several adverse impacts are predicted, but these have been avoided or reduced through embedded design and mitigation where possible. However, Highways England acknowledges that this includes a minor adverse impact of moderate adverse significance on the Barrow Wake Unit of the Crickley Hill and Barrow Wake SSSI as a result of scheme construction, due to habitat loss. Proposed mitigation includes compensatory planting in the form of calcareous grassland and reinstatement of some topsoil with retained seedbank where possible to replace SSSI habitat lost, as detailed within ES Chapter 8 Biodiversity (Document Reference 6.2). | N   |
| 66.    | PIL ID 19 |                               | In its 2019 consultation response PIL ID 19 asked for evidence of demand for the Air Balloon Way because it is a significant investment of scheme funds and provides very limited ecological benefits. This case for support and benefits generated has still not been provided.   | A major objective of the scheme is to increase connectivity of local walking, cycling and horse riding routes. This includes the implementation of the Air Balloon Way as a primary route through the area, with the aim of concentrating traffic of these forms away from other minor routes in the area. Information on the Air Balloon Way can be found in Chapter 2 and the Design Summary Report (Document Reference 7.7).  | N   |
| 67.    | PIL ID 19 |                               | 2020 PEI Report Chapter 7: General comments: PIL ID 19 requests that the Nature Recovery Network is considered as a factor in any aspect of the scheme design that affects landscape character. Whilst parts of this area are wildlife-rich, others are wildlife poor. PIL ID 19's view is that enhancing nature and natural capital should be prioritised over maintaining aesthetics that otherwise have a limited natural capital value. Tree planting needs to be aligned with the Nature Recovery Network to ensure it does not create a barrier between the important priority grassland habitats in this landscape.   | Consideration of the Nature Recovery Network in the landscape design is described within ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 68.    | PIL ID 19 |                               | As the scheme proposals currently stand, PIL ID 19 is not convinced that there is sufficient evidence and measures to demonstrate that the following potential legal issues have been avoided: <ul style="list-style-type: none"> <li>• Damaging or destroying a SSSI.</li> <li>• A public body failing to minimise damage done to an SSSI or - if damage occurs - failing to restore an SSSI to its former state.</li> <li>• The duty of Statutory bodies to take reasonable steps to further the conservation and enhancement of SSSI's.</li> <li>• Where statutory bodies propose to undertake or permit activities that could affect a SSSI and the activity cannot be avoided it must be undertaken in a way least damaging to the SSSI.</li> </ul> | The ES Chapter 8 Biodiversity (Document Reference 6.2) has been updated with current legislation and guidance and provides an assessment of the effects of the scheme on the SSSI.   | N   |
| 69.    | PIL ID 19 |                               | PIL ID 19 accepts that the primary guidance document for road schemes is DMRB LA 108, however this document remains poorly aligned with the Government's 25 Year Environment Plan, which is disappointing considering it was only produced in March 2020. The importance of  | The assessment has followed new DMRB (Design Manual for Roads and Bridges) standard LA 108 Biodiversity which supersedes standards used previously, and which aligns more with the latest CIEEM's EclA guidelines  | N   |

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|        |           |                               | ecological networks and the Lawton principles of bigger, better and more joined are not included in DMRB LA 108 despite having been established in Government Policy for 10 years. PIL ID 19 suggests that resilience of the Nature Recovery Network should be a receptor as this can be assessed quantitatively.   |  |   |
| 70.    | PIL ID 19 |                               | There are nesting barn owls at Stockwell Farm. This seems to have been missed by the surveys due to the difficult of accessing the nest sites. There are multiple records of hedgehog at Stockwell Farm. This seems to have been missed by the surveys.   | ES Chapter 8 Biodiversity (Document Reference 6.2) has been updated to make reference to potential breeding barn owl at Stockwell Farm. Hedgehog are assumed to be present in all suitable habitat within the DCO boundary.  | N   |
| 71.    | PIL ID 19 |                               | The critical time lag is the gap between habitat clearance and the replacement planting/creation establishing to the point where it provides functional habitat, rather than the gap between clearance and planting. It can take many years, in some cases more than 20, to establish priority habitat of equivalent quality to that lost and populations of specialist species will not survive a long-time lag During this period the impact of local extinctions of specialist species will be high 7,8 and it is not clear what the likelihood of this is and how it will be avoided by the scheme. PIL ID 19 is particularly concerned about the loss of semi-natural broadleaved woodland and the unimproved and semi-improved grassland. More information is needed on the duration of the lag, the likelihood of local extinctions and how this issue will be addressed.  | The ES Chapter 8 Biodiversity (Document Reference 6.2) has been updated with this information. For example, the creation or restoration of calcareous grassland would occur in the appropriate season throughout the phasing of the scheme including advance creation where possible within the first year of the construction programme. Advanced planting areas are identified on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). In other areas, it may be possible to create habitat as the scheme progresses but restoration of compound areas would be at the very end of the scheme, three years after existing habitat is lost. It is considered that grassland would establish within three to five years but would take ten to twenty years or longer to reach good condition. This would vary depending on the quality of the ground initially, the ability of the surrounding habitat to enable dispersal of species and the management regime.  | N   |
| 72.    | PIL ID 19 |                               | PIL ID 19 welcomes recognition of the important impact of habitat severance and the commitment to mitigate impacts. Mitigation must be suitable for all threatened species associated with habitats and not just those with legal protection. PIL ID 19 is very concerned that severance for the key species associated with the SSSI grassland and national priority habitat grassland has not been addressed in the scheme design or mitigation.<br>As the scheme design stands it does not avoid or reduce the impact of habitat fragmentation across the Crickley Hill and Barrow Wake SSSI, which is a key connection for the Nature Recovery Network. This directly affects integrity of the SSSI and one of the most important regional ecological corridors in the Gloucestershire Nature Recovery Network. If it continues unmitigated it will cause significant permanent damage to nature's recovery in Gloucestershire. This is the most significant habitat fragmentation impact that results from the scheme. | ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes the creation of two new habitat patches to the north and south of the scheme that would mitigate the impacts of fragmentation, by providing functional habitat connectivity for species associated with Crickley Hill and Barrow Wake SSSI units to disperse. Locations of the habitat patch creation align with Natural England guidance that recommends patches be located no more than 200m apart for habitat-specialised species. Both habitat patches occur within 200m of the Crickley Hill units of the SSSI and the southern habitat patch occurs within 200m of the Barrow Wake unit of the SSSI, with a 10m wide corridor of calcareous grassland providing direct connectivity. The patches themselves are less than 200m apart and are connected by a 25m wide corridor of calcareous grassland on the Gloucestershire Way crossing. In response to feedback from environmental stakeholders, Highways England has widened the Gloucestershire Way crossing from 25m to 37m to accommodate the increased an area of native grassland planting. | Y   |
| 73.    | PIL ID 19 |                               | Many of the enhancement measures that go beyond legal compliance are focused on protected species, which represent a very small proportion of the bioabundance and threatened biodiversity in this landscape. It would be better for enhancements for focus on the Nature Recovery Network and delivering Biodiversity Net Gain as this would benefit biodiversity at an ecosystem level.   | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.<br><br>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.<br><br>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1).   | N   |

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| 74.    | PIL ID 19 |                               | PIL ID 19 understands the 2020 PEI Report Chapter 8 provides a commitment to not using exclusion netting to avoid conflicts with nesting birds. This is the right approach and should be retained.  | Highways England confirms that no netting would be used to deter birds from suitable habitat (including vegetation and buildings) prior to clearance or demolition.  | N   |
| 75.    | PIL ID 19 |                               | Timing of works on Norman's Brook should also avoid likely periodic use by otters.  | Disturbance to otter during construction works within Norman's brook are considered in ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 76.    | PIL ID 19 |                               | PIL ID 19 welcomes the principle of selecting species based on native local provenance, but with consideration of their resilience to climate change and disease. PIL ID 19 also supports some use of non-native trees, if evidence indicates that this is the only way of ensuring that created woodland habitat will reach maturity in the context of climate change. | Support for this aspect of the proposals is noted.   | N   |
| 77.    | PIL ID 19 |                               | PIL ID 19 would like to see more detailed information on the impact of the loss of sections of important hedgerow on ecological connectivity, as translocating them will not necessarily compensate for this impact.  | Impacts on ecological connectivity with regards to hedgerows have been considered within the relevant species sections in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 78.    | PIL ID 19 |                               | PIL ID 19 is satisfied with the mitigation measures proposed for bats, subject to Natural England licences being obtained. If it is possible to stagger the loss of roosts so they don't all occur in the same year that would be preferable.   | Support for this aspect of the proposals is noted.   | N   |
| 79.    | PIL ID 19 |                               | PIL ID 19 requests information on what action would be taken if it is not possible to provide compensatory badger setts within 250metres without this being compromised by proximity to roads.  | These measures would be considered within the badger licence method statement. The licence methods are referred to in ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).   | N   |
| 80.    | PIL ID 19 |                               | PIL ID 19 requests more information to demonstrate that ground-nesting farmland birds will not be negatively affected by woodland planting and translocation of hedgerows.  | The ES Chapter 8 Biodiversity (Document Reference 6.2) has been updated with information on impacts to ground nesting species such as skylark.   | N   |
| 81.    | PIL ID 19 |                               | PIL ID 19 requests more information on barn owl migration routes to foraging habitat, specifically from the nesting site at Stockwell Farm. It appears likely that they are foraging north over the proposed site for the Shab Hill junction. To reduce the risk of mortality PIL ID 19 proposes that new foraging habitat is created between here and Stockwell Farm   | Planting design has aimed to provide suitable foraging and commuting routes for barn owls to connect existing habitat each side of the road corridor where barn owls are known to be present and also to direct barn owl to overbridges to use as safe crossing points.  | N   |
| 82.    | PIL ID 19 |                               | The figures for lost priority habitat are lower than those recently presented to the environmental stakeholders. PIL ID 19 accepts that there will be changes as the scheme design develops, however, when the final figures are known they should be made public to provide transparency on the wildlife impacts.  | Updated figures for lost priority habitat are included within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 83.    | PIL ID 19 |                               | PIL ID 19 welcomes the additional mitigation measures for notable invertebrates.  | Support for this aspect of the proposals is noted.   | N   |
| 84.    | PIL ID 19 |                               | More information is needed on the conservation value of the macroinvertebrate communities and PIL ID 19 notes that further surveys are due in autumn 2020. The ES needs to explain how the populations of specialised macroinvertebrate communities will be protected by creation of new outflows. Will translocations be undertaken?                                   | Aquatic invertebrate baseline data associated with spring head habitat connected to the tributary of Norman's Brook (AQ7) identified communities typical of small or temporary headwater streams. A drainage solution would be implemented to intercept and divert spring water into the realigned tributary of Norman's Brook. A focus for detailed design would be to incorporate discharges of groundwater to the riparian zone where appropriate, creating springhead habitat adjacent to the realigned channel. For more information, see the hydrogeological assessment in ES Chapter 13 Road drainage and the Water Environment (Document Reference 6.2). | N   |
| 85.    | PIL ID 19 |                               | The EMP needs to include a detailed fish translocation plan and not just an outline approach.   | ES Appendix 2.1 EMP (Document Reference 6.4) will be an iterative document which will be updated throughout detailed design and construction phases.   | N   |
| 86.    | PIL ID 19 |                               | PIL ID 19 welcomes the commitment to removing barriers and re-naturalizing watercourses. Further information is required on the safeguards to avoid spreading non-native invasive species identified in A417 missing link scheme assessment of tufaceous vegetation (Pilkington, 2020).   | Measures for dealing with invasive species and implementing biosecurity measures are incorporated in ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4), which will be an iterative document which will be updated throughout detailed design and construction phases.  | N   |

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| 87.    | PIL ID 19 |                               | PIL ID 19 would like to see the evidence as to how the loss of calcareous grassland habitat affects the integrity of the SSSI.  | Impacts to the integrity of the SSSI are assessed in the updated ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 88.    | PIL ID 19 |                               | PIL ID 19 asks that the LEMP includes details of how the success of the mitigation will be measured and what measures will be taken if the mitigation is unsuccessful.  | Details of monitoring of mitigation are included within the updated ES Chapter 8 Biodiversity (Document Reference 6.2). ES Appendix 2.1 EMP (Document Reference 6.4) will be an iterative document which will be updated throughout detailed design and construction phases.  | N   |
| 89.    | PIL ID 19 |                               | The LEMP should aim to maintain Minimum Viable Areas of habitat as well as connectivity between them.   | Proposed habitats are displayed on the Environmental Masterplan. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) has focussed on the provision of priority habitats which are present within the Cotswold AONB, including connectivity within and across these habitats.   | N   |
| 90.    | PIL ID 19 |                               | The loss of 11.73 ha of priority woodland habitat and veteran trees is a concern. PIL ID 19 asks if this can be reduced without impacting other ecological outcomes. A plan to mitigate the increased local extinction risks this causes must be part of the LEMP.  | This area of loss has been reduced, and updated figures have been included in the ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 91.    | PIL ID 19 |                               | PIL ID 19 welcomes the net gain of species-rich hedgerows.:   | Support for this aspect of the proposals is noted.  | N   |
| 92.    | PIL ID 19 |                               | PIL ID 19 notes the significant area of high-quality grassland to be lost, both in a county and regional context. This directly impacts the core Nature Recovery Network. Permanent loss of unimproved grassland must be avoided at all costs. More detail is required to determine how the lost habitat spatially aligns with that being created and how this affects Minimum Viable Areas and likelihood of species extinctions over the scheme project life.   | The landscape design shown on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) replaces priority habitats, including lowland calcareous grassland, with a greater amount than that lost. There would be an increase in all priority habitats post construction, and their location and design has considered the draft Nature Recovery Network Map provided by Gloucestershire Wildlife Trust in 2020.      | N   |
| 93.    | PIL ID 19 |                               | PIL ID 19 welcomes the commitment to deliver a net gain of calcareous and neutral grassland and the measures proposed to ensure this retains local genetic diversity. This process can take a long time and has mixed success rates, so the LEMP should include monitoring and compensatory measures in the event that it fails.  | The ES Chapter 8 Biodiversity (Document Reference 6.2) has been updated with monitoring proposals for pre-, during and post-construction.   | N   |
| 94.    | PIL ID 19 |                               | PIL ID 19 asks if the significance of the impact of habitat loss accounts for the impact on the Nature Recovery Network connectivity and resilience. It is important to take an oversight of the cumulative and landscape-scale impact of the losses rather than dealing with them individually. PIL ID 19 feels that the some of the losses would have a moderate to large adverse impact in this landscape in the context of a wider ecological network view.   | The impact assessment has followed new DMRB (Design Manual for Roads and Bridges) standard LA 108 Biodiversity which supersedes standards used previously, and which aligns more with the latest CIEEM's EclA guidelines. Landscape design within ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) has considered the draft Nature Recovery Network Map provided by Gloucestershire Wildlife Trust in 2020. | N   |
| 95.    | PIL ID 19 |                               | It is important that all bat underpasses remain unlit and PIL ID 19 recognises a possible conflict if they have a dual use for access connections.  | The Crickley Hill bat underpass would be unlit.   | N   |
| 96.    | PIL ID 19 |                               | PIL ID 19 requests more information to demonstrate if loss of open habitat will have an adverse impact on any of the red and amber listed bird species. Some of the listed species identified will not benefit from having smaller open areas or increased woodland and hedgerows. The impact of this needs to be better understood and integrated into the scheme design.  | ES Chapter 8 Biodiversity (Document Reference 6.2) has been updated with further detail on impacts to breeding bird assemblages.  | N   |
| 97.    | PIL ID 19 |                               | PIL ID 19 strongly disagrees that the impact on terrestrial invertebrates is slight and not significant. The Trust's view is that the impact is moderate and significant due to the increased fragmentation of the core grassland ecological network, particularly between Crickley Hill and Barrow Wake. The importance of these sites for invertebrates is demonstrated by report - A417 Missing Link, Birdlip – Invertebrate Survey (Ecosia 2020). At present, Crickley Hill is one of only two known sites in Gloucestershire for the WCA Act Schedule 5 listed Pearl Bordered Fritillary butterfly and the population appears to be very small. This impact has not been mitigated at present by the scheme designs. | The impact assessment for invertebrates has been updated within ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |



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| 98.    | PIL ID 19 |                               | PIL ID 19 is concerned at the assumption that upstream and airborne migration would replenish an equivalent community of macroinvertebrates and requests evidence to support this. The ES must also provide information on the evenness of impacts across generalist and specialist species if the stance of neutral, non-significant affects is to be substantiated.  | Translocation of invertebrates from nearby undisturbed areas of Norman's Brook would also be undertaken to facilitate the colonisation of the aquatic invertebrate community within the new channel. Further details on impacts to aquatic invertebrates are included in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 99.    | PIL ID 19 |                               | Further information is required in the ES to understand the wider trophic impact of direct mortality on invertebrates and fish, which will extend beyond these species e.g. by reducing prey species for bats and otters. It needs to be determined if these impacts are significant.  | Impacts to foraging habitat are considered within the ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 100    | PIL ID 19 |                               | The ES must include an assessment of the likely significant effects on increased fragmentation of ecological networks, particularly those that affect the Crickley Hill and Barrow Wake SSSI. The magnitude of the impact of the loss of unimproved calcareous grassland at Barrow Wake is moderate adverse in PIL ID 19's view due to the scarcity of this habitat type locally and nationally.   | The summary table in ES Chapter 8 Biodiversity (Document Reference 6.2) includes residual effects only. With mitigation, increased habitat fragmentation would represent a negligible adverse impact upon Crickley Hill and Barrow Wake SSSI.   | N   |
| 101    | PIL ID 19 |                               | 2020 PEI Report Chapter 12 Population and Human Health: PIL ID 19 disagrees with the conclusion that the café and parking business at Crickley Hill will be unaffected by the construction period when evidence presented in Chapter 7 of the 2020 PEI Report indicates that the visitor experience will be affected. Access to the site and visitor experience are critical and it is difficult to envisage that there will be anything other than an adverse impact on income.   | ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the potential effects on the Country Park with visitor centre, café and waymarked trails. The assessment concludes there would be a minor impact, with a discernible change in attributes and environmental quality during construction activities in close proximity, with minor loss of and alteration to key characteristics. Construction requires acquisition of some land which would not compromise the overall viability of the resource, and access to the resource would be maintained at all times.<br><br>ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects. | N   |
| 102    | PIL ID 19 |                               | PIL ID 19 reiterates its strong concerns over increased cycling and horse-riding access at Crickley Hill. The threatened and cited ecological features of this site are incredibly sensitive to visitor pressure, particularly from horse-riding and cycling. PIL ID 19 does not permit either on land under its ownership, except for on designated bridleways, due to the negative impacts on wildlife. PIL ID 19 feels there is inadequate assessment on the potential negative impact on the SSSI from increasing WCH access or how these effects will be mitigated.   | An assessment of the potential impact of new and diverted public rights of way and recreational pressures on the SSSI and SAC is provided within the ES Chapter 8 Biodiversity (Document Reference 6.2) and Habitats Regulations Assessment, which concludes no likely significant effects.   | N   |
| 103    | PIL ID 19 |                               | 2020 PEI Report Chapter 14 Climate: The scheme delivers poorer outcomes for climate change mitigation than a 'do minimum' scenario and this has negative implications for wildlife. PIL ID 19 accepts that the scheme has progressed past the point where alternative 'non-car transport' solutions are an option; however, it would like to note for the record that expanding car transportation infrastructure is not conducive with tackling the climate and ecological emergencies. PIL ID 19 also notes that there is no cross-referencing between the climate change chapter and the biodiversity chapter. Climate change is one of the largest threats to biodiversity and will play a critical role in determining the success of many ecological mitigation measures. There is a general theme of chapters being somewhat siloed, which means the PEIR does not reflect the intricate interdependencies between different environmental considerations. PIL ID 19 would like to see a much more integrated approach to evidence and decision making in the ES. | ES Appendix 14.3 In-combination Climate Change Impacts Assessment (Document Reference 6.4) provides an assessment of the in-combination impacts of climate change and the scheme, assessed on a topic by topic basis, including an assessment of potential impacts on biodiversity receptors.   | N   |

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| 104    | PIL ID 37 | To what extent do you support the Cotswold Way crossing?   | Oppose: We think this should be routed to avoid any damage to the area. Further consideration needs to be done to look at all options, consulting with local people would be a starting point.  | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.  | N   |
| 105    | PIL ID 37 | To what extent do you support the Gloucestershire Way crossing?  | Oppose: We think this should be routed to avoid further damage to Emma's Grove and the ancient barrow. This can be easy done by moving the foot path slightly north of Emma's Grove and follow the new edge of the A417.  | Responding to 2019 consultation feedback, the ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) proposes the mitigation and enhancement for footpaths and other WCH routes, whilst the Gloucestershire Way crossing and Cotswold Way crossing will help to address the concerns expressed.   | N   |
| 106    | PIL ID 37 | To what extent do you support the change in gradient of the scheme?  | Strongly oppose. We can only oppose this as the plans and information that have been received to date have not been acceptable to make any constructive comments.   | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.  | N   |
| 107    | PIL ID 37 | To what extent do you support the changes to Cowley Junction?  | Oppose. We can only oppose this as the plans and information that have been received to date have not been acceptable to make any constructive comments.  | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.  | N   |
| 108    | PIL ID 37 | To what extent do you support the rerouting of the B4070 to Birdlip?   | Consideration needs to be given to the future growth of Birdlip village, it cannot be restricted because the new road from the A417 to Birdlip is not sufficient enough. We feel this will stifle future development and business for Birdlip. We can only oppose this as the plans and information that have been received to date have not been acceptable to make any constructive comments. | Regular advice from Local Planning Authorities and the Cotswold Conservation Board has been considered in the development of the scheme proposals through the Strategic Stakeholder Panel meetings. This has included discussing the expansion of Birdlip and Local Plan provision.  | N   |
| 109    | PIL ID 37 | To what extent do you support the changes to public rights of way?   | Oppose. We can only oppose this as the plans and information that have been received to date have not been acceptable to make any constructive comments.  | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.  | N   |
| 110    | PIL ID 37 | Do you agree with our proposals for replacement common land?   | We can only oppose this as the plans and information that have been received to date have not been acceptable to make any constructive comments.  | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.  | N   |
| 111    | PIL ID 37 | Do you have any comments on the likely environmental effects that have changed since the previous consultation?        | The main concerns will be of water drainage off of the escarpment, pollution from noise, light, nitrogen oxides, carbon monoxide. We would also like to express our concerns of the environmental impact during the build of this scheme.   | Highways England has carried out an assessment of the environmental effects of the scheme, which is set out in the ES (Document Reference 6.2) which is submitted with the DCO application and which will be subject to Examination by the Planning Inspectorate. This has been prepared in accordance with the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) and the Planning Act 2008. The ES (Document Reference 6.2) assesses the likely effects of the scheme against the current and future baseline (a 'do minimum' scenario) and identifies measures proposed within the scheme to mitigate likely adverse effects. ES Chapter 15 Assessment of Cumulative Effects (Document Reference assesses the effects of the scheme cumulatively. | N   |
| 112    | PIL ID 37 | Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | Unknown, we can only state the plans and information that have been received to date have not been acceptable to make any constructive comments.  | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.  | N   |

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| 113    | PIL ID 37               | Do you have any other comments? | The plans and information that have been received to date have not been acceptable to make any constructive comments. These are basic with minimal details and despite direct requests and Freedom of Information (FOI) requests, detailed plans have not been received. Communication from the project need to be clearer and detailed. We have repeatedly requested site meetings which have been refused. As a major landowner for this project I find it frustrating, offensive and insulting that three other landowners are having site meetings this week but my requests are being ignored, this is my understanding and would like it clarified. It is our experience trying to engage with HE Project team frustrating when certain members are extremely rude and obtuse. I am constantly being told by HE project team 'what they are doing is in the Public's interest!' May I point out not only am I a landowner but also a member of the Public whom they say they have their interests in. | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008. Highways England has sought to engage with PIL ID 37 during the scheme development to provide the information requested where possible, including responding to the FOI request made.<br><br>Due to the impacts of Covid-19, in-person site meetings as requested by the landowner have not been possible in consideration of national and local restrictions and the health and safety of the general public and project team. Virtual meetings have been offered to the landowner to discuss the impacts of the scheme.  | N   |
| 114    | PIL ID 22 and PIL ID 51 |                                 | We note that it is intended that an area of land will be needed during the project construction period, in addition to an area being subject to compulsory acquisition. We understand that further discussion and negotiation in relation to this will progress soon and assessment of current and alternative use land values will be considered. The plans that have been received show this area in minimal detail with no indication of the proposed bunds or mitigation planting. There are also small sections of land where rights are intended to be retained permanently, again, there is no indication or explanation as to why this is required. We therefore request that this is explained in greater detail with appropriate plans and documents provided.  | Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008. Detail relating to the land required for the scheme has been shared throughout the design process. This has ensured that landowners are involved as part of the design process and have had the opportunity to input into discussions relating to land impact.<br><br>Landowner discussions are and will be ongoing, to keep landowners informed and involved with the scheme's proposals. Landowner meetings have taken place since this consultation and will continue to take place. Land acquisition discussions have advanced and detail has been agreed with the relevant landowners.<br><br>Details of the landform design have been provided and the species mix intended for planting. Highways England intends to discuss the choice of species to be planted further with the landowner further. Detail about the location and size of proposed bunds and mitigation planting can be found in the General Arrangement Plans submitted in support of the DCO application.<br><br>Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase. | N   |
| 115    | PIL ID 22 and PIL ID 51 |                                 | It is again proposed by PIL ID 22 and PIL ID 51 that additional bunding is provided to shield their property from the noise of the scheme. This includes a small section at the south-east boundary of the current land take, where the bund and planting can infill what would otherwise be land that is not practical to farm. As previously raised, we also request that the bund is extended to the south east corner of the field to shield from the noise that will be generated by the new road and Shab- Hill junction. Plans indicating these areas can be provided if required.   | Woodland planting has been proposed to the edge of this property to provide a level of landscape integration and visual screening. Every consideration has been given in order to minimise the noise impact in this area, including low noise road surfacing, and by maximising noise screening as far as reasonably practicable from the use of earth bunding. The operational noise impact from the proposed road is between +5 and +6dB from opening to future assessment years respectively (future year is opening +15 years). The increase at this location is assessed as a 'not significant' noise effect. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2).  | Y   |
| 116    | PIL ID 22 and PIL ID 51 |                                 | We understand that the scheme intends to sever the existing access to the property and provide a new access off the Shab Hill junction. Such an access will need to be of sufficient width, gradient and no weight limits must be imposed on our clients. In particular, the route design of the new access road would need to allow for articulated vehicles to pass and use Shab-Hill junction safely. The current proposal has the future field access coming off an access to a neighbouring property.  | Access requirements for this property have been discussed at landowner meetings and subsequently accounted for within designs. Highways England is looking at how Heavy Goods Vehicles (HGVs) passing places can be incorporated into the design of the new access road. These plans will be provided to the land owner for discussion and to obtain their feedback.<br><br>The proposed land acquisition within this area includes land for the construction and maintenance of the access road, landform / bund and landscape planting. Permanent  | N   |

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|        |                         |                               | There is a concern that a situation may arise out of the Crichel Down rules where the access immediately off the new road is offered back to the previous owner. We therefore request absolute clarity as to why this is proposed and what the permanent situation with regards to ownership and access rights will be once the scheme is completed.   | land take is only proposed where necessary. Details of this proposal have been provided to the landowner in the form of land interest plans denoting land for permanent acquisition, temporary acquisition and temporary acquisition with permanent rights.   |   |
| 117    | PIL ID 22 and PIL ID 51 |                               | As we have requested previously, we wish to understand the intentions relating to land reinstatement and landscape enhancements and believe that there should be consideration to extensive planting and noise bunds that will mitigate the impact of the scheme and improve the screening from the scheme and associated infrastructure routes. Any such planting must include a suitable variety of native trees, with some whips and a majority of semi mature trees. Our clients specifically request that no Yew or Silver Birch trees are planted. | <p>Every consideration has been given in order to minimise the noise impact in this area, including low noise road surfacing, and by maximising noise screening as far as reasonably practicable from the use of earth bunding. The operational noise impact from the proposed road is between +5 and +6dB from opening to future assessment years respectively (future year is opening +15 years). The increase at this location is assessed as a 'not significant' noise effect.</p> <p>The proposed land acquisition within this area includes land for the construction and maintenance of the access road, landform / bund and landscape planting. Permanent land take is only proposed where necessary. Details of this proposal have been provided to the landowner in the form of land interest plans denoting land for permanent acquisition, temporary acquisition and temporary acquisition with permanent rights.</p> <p>Woodland planting has been proposed to the edge of this property to provide a level of landscape integration and visual screening. Species selection for new planting would include a diverse mix of native trees of local provenance where appropriate and characteristic of the local area. The use of some non-native species or native species of provenance between 1 degree and 5 degrees south is considered to provide resilience against the effects of climate change. Further detail about the planting proposed as part of the scheme can be found in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3). Highways England has noted the landowners request for the scheme planting.</p> | Y   |
| 118    | PIL ID 22 and PIL ID 51 |                               | We note the intention to install a drainage solution in the permanent land take. This must be a covered drain to prevent litter and other items causing blockages.   | Perimeter or land drainage features are indicative at this stage of the scheme, however details of the drain type (swales, filter drain, pipe drain etc) will be developed at the detailed design stage to suit the land use and landscape context and taking into account the comments of affected landowners.   | N   |
| 119    | PIL ID 22 and PIL ID 51 |                               | The decision to install a new bridge over the road for the footpath has the potential to cause unnecessary disturbance and trespass on our client's land. We therefore request that appropriate permanent measures are taken to prevent the public from entering our clients land. Such mitigation could include the installation of electric automatic gates at the drive entrance.   | Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters such as enclosures would be agreed. PRoW's are considered as part of a Walking, Cycling and Horse riding Assessment and Review, undertaken in accordance with the Design Manual for Roads and Bridges (DMRB), which is submitted as part of the ES (Document Reference 6.2).<br>Detail relating to fencing and gates to be agreed as part of the accommodation work discussions.   | N   |
| 120    | PIL ID 22 and PIL ID 51 |                               | As part of the scheme, the current bus stop on the A417 above the Air Balloon roundabout will be lost. The local parish councils have expressed support at this being re-located to the new access road that will serve our clients. This will provide better access for the public to use the new footpath. We ask that the project proactively engages with the council on this matter.  | The scheme seeks to improve travel conditions for all users of the strategic road network. Public transport facilities are not within the remit of Highways England and are outside the scope of the scheme. As the local highway's authority, Gloucestershire County Council would be responsible for any changes to the bus stops in the area, which could be progressed alongside, or following the completion of the scheme. Highways England has engaged with the different local authorities directly impacted throughout the development of the scheme.  | N   |
| 121    | PIL ID 22 and PIL ID 51 |                               | The class 5 highway that passes the end of our client's drive is used as a rat-run by motorists avoiding traffic on the surrounding roads and this will only get worse during construction. This coupled with the new footpath entrance, gives weight to the argument for demoting this road to a restricted byway. We request that the project actively engages with the local councils on this matter. We also expect that any reinstatement works will replace existing features on a like for like basis, including the gated access.                | Highways England is committed to keeping the A417 open to traffic, however acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) , which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for  | N   |

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|        |                         |                               |  | 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. Highways England has agreed elements of the reinstatement works proposed as part of the accommodation work discussions for the scheme.   |   |
| 122    | PIL ID 22 and PIL ID 51 |                               | <p>PIL ID 22 and PIL ID 51 are not in good health and require carers access on a 24/7 basis. We require that this is maintained during construction. In addition, the site is also a business premises requiring 24/7 access for all manner of vehicles also. Therefore, we wish to secure assurances and operational details as to how Highways England will guarantee unimpeded access and mitigate for any potential delays. During construction there will be a large number of vehicles and personnel in the area. We request clarification on what security measures will be in place to protect our client's property. As we believe you are aware, the current highway leading to our client's property has a weight restriction order imposed on it. Our client has been concerned that the equipment used for the recent intrusive surveys may not be abiding by the order. Their concerns have been raised with the police. We therefore would like confirmation that these recent works and the proposed main works, have and will satisfy the conditions imposed by the order.</p> <p>It is noted that a construction compound is to be sited on the western side of the new road. We request clarification as to what the proposals are for access to this site during the works. As raised above, a weight limit is imposed on the road which appears to be the intended access for the compound. As our clients benefit from an exemption to this order, the compound could be sited on their land to relieve the project from the weight limit.</p> | <p>The proposed measures to ensure continued access to homes and businesses is set out in ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which is submitted in support of the scheme.</p> <p>Further opportunity to discuss and agree proposals will be available following the appointment of a contractor, should the DCO be granted. The impact of construction compounds has been assessed in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). All construction compounds will be fully restored to their former state following construction activities and/or if they form part of the scheme proposals will be undertaken to the agreed design. Habitats will be improved where possible via the restoration process to maximise the benefits for landscape and ecology as set out in the Environmental Masterplans.</p> <p>Highways England has engaged with PIL ID 22 and PIL ID 51 in relation to their concerns over the weight restriction on the highway leading to their property. The 7.5 tonne weight restriction is in place on the road from Birdlip to the Shab Hill Radio Station in order to prevent anti-social behaviour. The use of the road is at the discretion of Gloucestershire County Council and Highways England and the road is physically capable of carrying loads in excess of 7.5 tonnes. The restriction provides the police the powers to move on trucks and lorries that would otherwise park up overnight.</p> | N   |
| 123    | PIL ID 22 and PIL ID 51 |                               | In addition to the bunds requested above, in order to mitigate pollution on the retained residential property, confirmation is required that the A417 and A436 will not be lit. In respect of the works period, we would also wish to understand potential areas for impact from for example; rock blasting, and the measures that you will implement to mitigate for any detriment. An early impact assessment in respect of the construction and use of the scheme, specific to what is currently a quiet residential/rural site is requested.   | As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. In addition to this, light spill from vehicles on and around the junction would be screened from views looking towards it through the implementation of false cuttings (landscape earthworks), Cotswold stone walls with immediate effect, and maturing tree planting will further reduce light spill with time. A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which explains how the impact of construction activities on the environment, such as noise and vibration, will be managed. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).   | N   |
| 124    | PIL ID 22 and PIL ID 51 |                               | The plans and information that has been received to date has not been acceptable. The plans are very basic with minimal details and despite repeated requests for cross-sections and elevations, additional detailed plans have not been provided. We ask that the communication from the project becomes much clearer and detailed. We are also severely disappointed with the manner in which the consultation meeting was cancelled. While we fully appreciate the ongoing national situation with Covid-19, it was wholly unacceptable to agree a site meeting which was then subsequently cancelled less than an hour before it was due to start. Even after this consultation has finished, we would like to maintain frequent discussions with the project to ensure the concerns raised are being addressed. We therefore look forward to receiving confirmation on the additional proposed conference calls and site meetings with the project.   | <p>Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008. Due to the impacts of Covid-19, in-person site meetings as requested by the landowner have not been possible in consideration of national and local restrictions and the health and safety of the general public and project team.</p> <p>Ongoing engagement has occurred with landowners throughout the development of the scheme. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to the scheme the landowner may have.</p>   | N   |
| 125    | PIL ID 21 and PIL 152   |                               | Proposed drainage pipe across our property: The proposed installation of the drainage pipe has been discussed in detail and as we have stated numerous times in all of our meetings and correspondence, we are definitely and strongly against the pipe coming down the side and front of  | Highways England is currently reviewing the drainage design proposed at PIL ID 21 and PIL 152's land. The revised drainage design will help to consider and address concerns PIL ID 21 and PIL ID 152 has about the proposed drainage impacting their land.   | Y   |

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|        |                       |                               | <p>our home. The current proposal will no doubt cause severe damage and disruption to our property not just through the installation works but also the lasting maintenance rights. As we have previously raised, this area of our land also contains utility services such as drains, which the pipe must avoid.</p> <p>There are two much better alternatives which are not only suitable to the project but also alleviate many of our concerns, these are outlined below:</p> <p>A. The pipework to come across the very rear of the property to the East side and go directly across the orchard and out to the road and join in the water pipe on that side. This way it will miss all pipework and utility supplies that are around the property.</p> <p>B. Alternatively it could run along the South side of the property along the fence line (preferably on the opposite side of the fence) then to cut across the front of the property on the west face as near to the bottom of the field as possible and away from the house and any other amenities and supplies to the house.</p> <p>Both alternatives were discussed at our consultation meeting and we look forward to receiving further feedback in due course. A plan showing these options can be provided if required.</p> | <p>Further detail about the drainage proposed is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.</p>  |   |
| 126    | PIL ID 21 and PIL 152 |                               | <p>The proposed layby is a particular concern and the information we have received concerning it has so far been completely unacceptable. As you will surely be aware, such laybys are used for many reasons and often not simply just the parking of vehicles. This can be criminal or anti-social behaviour. These are serious concerns given the vicinity of the layby to our property. Once the layby is installed it will be very difficult for any meaningful action or changes to be made. We therefore request further clarification and details as to the construction of the layby and the proposed mitigation measures to address the concerns raised above.</p>   | <p>Highways England is aware of the concerns PIL ID 21 and PIL ID 152 has about the layby proposed. The layby has been positioned here in consideration of DMRB guidance, as a result of its proximity to a junction the west and the gradient going up Crickley Hill to the east. A review of the location of the layby is ongoing.</p>  | N   |
| 127    | PIL ID 21 and PIL 152 |                               | <p>The placement of the layby on our land also raises concerns about security. We note on your map and through discussions that there will be some sort of fencing and a ditch. However, we would be happier with a secure and permanent structure for security and safety such as Gabion baskets being erected along the area of the property. Woodland and trees do not provide protection nor noise reduction so are pointless for this matter other than to provide greenery, and as you are aware we have had 20 years of trying to put right the last planting of woodland that the Highways planted at a detriment to our property and have not kept their maintenance agreement.</p> <p>We therefore feel if a compromise has to be reached it would be far easier for a secure Gabion fence to be in place and for the layby to be marked as 'emergency use' only. This surely would satisfy the requirement of having it there by providing emergency refuge for cars and lorries before they begin up the hill, while also allowing space for emergency and recovery vehicles at all times.</p>  | <p>A traffic regulation order will be put in place on the lay-by. This means vehicles can use the lay-by for up to two hours or for emergency use only. Accommodation work discussions are ongoing with PIL ID 21 and PIL ID 152. This includes agreeing detail about fencing and boundary treatments.</p>  | N   |
| 128    | PIL ID 21 and PIL 152 |                               | <p>We are concerned at the extent of the proposed permanent land take, the scale of the maps that have provided also make it difficult to truly gauge. As discussed with the team at the site meeting on 2nd November, we would prefer not to lose any land but if it does need to be acquired, we would be looking to have the land replaced by the same size area from the Council/Highways land that adjoins the East side of our property. This would be far preferable to us than for you to just purchase the land from us.</p>   | <p>Highways England have explained the permanent and temporary land impact as a result of the scheme to PIL ID 21 and PIL ID 152. Land impact has been minimised where possible. Highways England is unable to undertake land swaps to compensate for the impacts created by the scheme. Highways England will review the land identified by PIL ID 21 and PIL ID 152 and will undertake an assessment to see if it is surplus to requirements. If it is deemed surplus to requirements, it will be offered back to the original owner before Highways England. If the original owner does not wish to acquire the land or they cannot be contacted it will be put on the open market for purchase.</p> | N   |

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|--------|-----------------------|-------------------------------|--|--|---|
|        |                       |                               | We note the intention to temporarily use and then retain permanent rights to the land which forms the entrance to our field in plot 845/1. The details received on this to date have been very minimal. We therefore request clarification as to exactly what this land will be used for and what the retained rights will be. As this is our field access, we must state that unimpeded access must be maintained throughout the works.   |  |   |
| 129    | PIL ID 21 and PIL 152 |                               | As explained numerous times before to Highways England we do not want trees planting that will ruin our view and imprison us again in our property. We are very happy to have greenery and shrubbery etc planted all along the property to provide coverage for wildlife and nature aspects, but large trees are a very real issue for us. The whole area offers enough vegetation for wildlife and protected species as it is in the surrounding areas. We are looking to re plant our orchard, so there will be enough trees on site where they won't affect the views to compensate for the reduction in trees along our boundary. A balance must be struck between screening the works and road alongside maintaining our views and enjoyment of our property. There are also several trees around the property that were planted by past family members and we will maintain these for future growth and wildlife.  | The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the environment in the local area and consider landowner concerns.<br><br>Highways England have considered the comments received from PIL ID 21 and PIL ID 152 in relation to planting. Highways England intend to maintain the height of the trees located on the north side of the scheme at a height of three metres. Low growing planting species will be used to ensure existing long distance views remain but the planting also obscures the views of the road. Full details of planting management and specifications and tree species proposed will be detailed within ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). Tree species selected will be appropriate for the local character of the area. | N   |
| 130    | PIL ID 21 and PIL 152 |                               | Due to the proximity of our property to the works and proposed works compound, we are concerned about the potential impact from noise, traffic, dust, light and pollution during construction. We therefore request confirmation and assurance as to how our property will be screened from disturbance and for measures to ensure that there are no lasting detrimental environmental impacts. As has previously been noted, we require unimpeded 24-hour access to our property for all manner of vehicles, with many carrying fresh produce with a short shelf life. If access is blocked or becomes difficult then there is the potential for significant loss.  | An assessment of the impact of the scheme on noise, air quality and climate is set out in the ES (Document Reference 6.2), which is submitted. The ES (Document Reference 6.2) includes detail about the level of impact created and the mitigation proposed in relation to the scheme.<br><br>Access will be maintained throughout the construction and operation of the scheme. Although a phasing plan will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the land owner. ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects for landowners including issues relating to access. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.                               | N   |
| 131    | PIL ID 21 and PIL 152 |                               | Again, we would like to mention that our property is not just a house to us. It's been a family home for many years and will be for many years to come. The property will be passed to our children and then to their children. Therefore, we are very protective and passionate about it. We are definitely in favour of the road being done and wish to support the project in any way we can, but not at the cost of everything being taken from us with no compromise. We know it's for the long term and future generations etc, but our children and grandchildren are those future generations, and we want to protect that future.<br><br>We understand that we are not the only people affected by all of this but it appears from speaking to people that we feel we are expected to do a lot more giving/compromising than many others affected by the project and it has left us with a very uneasy feeling. The detail in the plans and communication from the project has so far been completely unacceptable and is becoming increasingly frustrating. Without greater detail it is difficult to fully understand the proposals that have the potential to cause severe disturbance to our property. We therefore request in the strongest possible terms that communication becomes more frequent, detailed and that our concerns and comments are shown to be taken into consideration. | Highways England acknowledges the impact the scheme will have on landowners directly affected by the scheme.<br><br>As set out in the Consultation Report (Document Reference 5.1), Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. Highways England have achieved the statutory consultation requirements for a Nationally Significant Infrastructure Project. Detail on how Highways England has achieved the statutory consultation requirements is included within the Consultation Report (Document Reference 5.1).  | N   |
| 132    | PIL ID 2              |                               | PIL ID 2 is broadly supportive of the HE scheme however, there are a number of important considerations which need to be addressed to allow  | Access will be maintained throughout the construction and operation of the scheme. ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate construction mitigation and phasing to help reduce adverse effects for landowners including issues  | N   |

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|--------|----------|-------------------------------|--|--|---|
|        |          |                               | PIL ID 2 to continue providing its vital services to students throughout the period of the highway construction works.   | relating to access. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.   |   |
| 133    | PIL ID 2 |                               | As a charitable foundation with a turnover of £30m and providing valuable education and welfare services to its students it is essential that the A417 Missing Link scheme has minimal impact on the operations of the NS and its students. It should also be noted that PIL ID 2 is a substantial local employer in the Cheltenham / Gloucester area with over a 1,100 staff of which 800 are full time employees. The staff travel in a wide radius of the Ullenwood site requiring unimpeded access twenty-four hours a day, any disruption to the services may have an adverse impact on these valuable jobs and local economy.  | Access will be maintained throughout the construction and operation of the scheme. This will include 24 hour, emergency, student and staff access to the landowners site. Although a phasing plan will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the land owner. ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate construction mitigation and phasing to help reduce adverse effects for landowners including issues relating to access. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.  | N   |
| 134    | PIL ID 2 |                               | Under Planning Act 2008 section 49 HE has a duty to take account of responses to consultation and publicity. As part of the S42 Statutory consultation the PIL ID 2 submitted a detailed response dated 7th November 2019 to the proposed scheme. Since submitting their statutory consultation letter there has been no meaningful dialogue or consultation from HE and the issues raised in the letter have not been addressed.  | A response to PIL ID 2's feedback to the 2019 statutory consultation is provided in Appendix 7.3 of the Consultation Report Appendices (this document). The Consultation Report (Document Reference 5.1) evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008. Highways England has engaged with the landowner throughout the development of the scheme. This has included virtual and on-site meetings, written correspondence, technical notes and virtual demonstrations.   | N   |
| 135    | PIL ID 2 |                               | PIL ID 2 would like further clarification and commitment that HE will provide disability access to the new recreational areas as part of de-trunking the existing A417.  | The scheme aims to leave a positive legacy for local communities and visitors to the area. The proposed improvements for walkers, cyclists and horse riders, including disabled users will create better links between sites of cultural and historical interest, making them easier to access. The ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) includes a number of proposals which seek to improve connectivity within the area surrounding the scheme and has been informed by numerous organisations, including the Disabled Ramblers. This includes proposals for a safe at grade crossing at the Ullenwood junction / A436 / Leckhampton Hill. The final finishing of public rights of way proposed will be subject to agreement between Highways England and Gloucestershire County Council at the detailed design stage of the scheme. | N   |
| 136    | PIL ID 2 |                               | Highways England explained on 10th September MS Teams meeting that the noise assessments undertaken so far have been for a Preliminary Environmental Impact Report. PIL ID 2 understands this is a preliminary assessment and is subject to change and no clear indication has been forthcoming that PIL ID 2 concerns have been considered or addressed. In any event the project team could not confirm that there would be no adverse impact on PIL ID 2 due to scheme noise.<br>As set out above PIL ID 2 is home to students with sensitive issues, due to the nature of their complex disabilities or behavioural challenges any changes to the environment could have an impact on the student's well-being. PIL ID 2 is concerned that its campus sits in a natural valley north east of the main works. There are concerns that the prevailing south westerly wind could funnel noise down the valley towards its buildings and its main day student facility. PIL ID 2 also has a glamping business which sits at the bottom of the valley and there is concern that any increased noise will have an effect on this business.<br>Therefore, as it stands, HE has not addressed any of PIL ID 2 concerns over noise from the construction works and unless HE takes on board and resolves PIL ID 2 concerns, PIL ID 2 will have no choice but to object to the scheme. | Highways England is committed to working around the landowner in a way that reduces disruption as far as reasonably practicable and so it may be possible to locate a noise monitoring station within the college grounds. This would be subject to an agreement being made on both location and the monitoring regime, with discussion to commence once a contractor is appointed in early 2021.<br><br>Highways England has engaged in discussions with the college to understand the different sensitive areas and buildings around the campus and is undertaking more detailed assessments of the potential impacts of construction works in those specific areas. Highways England will review these results with the college and consider where particular mitigation measures to buildings would be effective.  | N   |
| 137    | PIL ID 2 |                               | PIL ID 2 has been informed that PIL ID 2 land required for the scheme has increased since the initial S42 Consultation period and now impacts on two registered titles. This was communicated via email 8th September two days before the Project Team meeting 10th September, with no explanation or  | Highways England have sought to mitigate the level of land impact created by the scheme for the landowner. Land impact has only been done when it is essential for the purposes of the scheme. As set out in the Consultation Report (Document Reference 5.1), Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. Highways England has achieved the statutory  | N   |



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|--------|----------|-------------------------------|--|--|---|
|        |          |                               | justification and clearly PIL ID 2 are concerned about the design of the scheme if such changes can take place without landowner engagement.   | consultation requirements for a Nationally Significant Infrastructure Project. Detail on how Highways England has achieved the statutory consultation requirements is included within the Consultation Report (Document Reference 5.1).  |   |
| 138    | PIL ID 2 |                               | <p>During the meeting the Project Team explained the red line boundary now include a new pipe required temporarily to support construction works. A 14m wide permanent easement is also now proposed cutting through PIL ID 2 s land holding. PIL ID 2 have been advised that this easement is required for drainage from the balancing ponds. It would appear from what has been said that the easement and pipe end just prior to the back road to the campus with no consideration as to any additional flooding this may cause or any impact on the water course and other land belonging to the charity beyond the proposed land drain pipe end.</p> <p>HE have advised PIL ID 2 that ownership/responsibility for the balancing ponds and easement will be transferred to Gloucestershire County Council Highways (GCCH), however, there had previously been no mention of this, and PIL ID 2 have not been consulted on how GCCH will maintain the balancing ponds.</p> <p>In the meeting on the 10th September HE advised PIL ID 2 that water from a HE balancing pond would also be directed into the GCCH balancing ponds and then drain onto NS land. PIL ID 2 consider this totally unacceptable and would like the drainage to be reversed whereby the GCCH ponds drain into the HE pond and the water is discharged from there into the Severn catchment area. This would remove the need for unacceptable drainage and the easement and so not preclude or prejudice any future development proposals PIL ID 2 may have.</p> <p>HE has attempted to provide justification for the easement, however PIL ID 2 feels that fast tracking water from the overflowing balancing ponds during a flood event to a natural pinch point which during said flood event will be at its natural full capacity this could result in reduced access to PIL ID 2 for staff, students and emergency vehicles and users of both golf courses. PIL ID 2 have not been advised on the likely amounts of water that may be discharged on to PIL ID 2 land and the two golf courses below the discharge point, one of which is a separate landowner. PIL ID 2 understands this landowner has not been consulted or the impacts modelled and surveyed on the land. Given this area currently floods it seems strange that HE is proposing to make a bad situation worse.</p> <p>PIL ID 2 feels the need for drainage pipe has not been justified and is merely the cheapest solution HE has come up with. PIL ID 2 do not want the easement to cross its land as this will potentially sterilise a large area of land. PIL ID 2 has a proposed a workable alternative to the easement across its land and request HE to consider this proposal.</p> | <p>Highways England is currently undertaking assessments and considering an alternative drainage design to address the landowners concerns. It is no longer Highways England's intention to proceed with the permanent easement across the PIL ID 2's land as part of the design once the scheme is in operation. Highways England is committed to continue to work to an acceptable and workable solution with PIL ID 2.</p> <p>To allow the appropriate time to determine the viability of the 100% infiltration design by the scheme drainage specialists and review by the Environment Agency, Highways England anticipates that the alternative drainage design on PIL ID 2's land will be agreed during DCO Examination. Communication and engagement will be ongoing with the landowner up to DCO examination relating to the 100% infiltration drainage design. Highways England has organised meetings between the landowner and Gloucestershire County Council to discuss the maintenance of the attenuation ponds. Maintenance regime details have been provided to the landowner. The scheme drainage systems and basins are designed to ensure no increase in flood risk to adjacent land and properties for rainfall up to and including the 1 in 100 year event. The designs also include an allowance of 40% to allow for future climate change.</p> <p>The highway drainage systems are designed and assessed to DMRB. This includes the HEWRAT assessment process taking in account the sensitivity of receiving watercourses which ensures that potential impacts on surface water quality and spillage risk are mitigated in the design and compliant with statutory requirements.</p> | N   |

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|--------|----------|-------------------------------|---|---|---|
| 139    | PIL ID 2 |                               | <p>PIL ID 2 has serious concerns about the effect on students being held up in traffic during the construction period. Both residential and day student travel to and from the site throughout the day from a wide geographical area. Due to nature of the student's disabilities travel time that can be sustained by many is limited, any delays can have significant impacts on a student's wellbeing. Therefore, any increase in travel time for some students could result in their placements being untenable. There are only a small handful of specialist providers like PIL ID 2 across the whole Country, all of which are under extreme demand. Accessing another provider is not an option as any possible alternative would be a significant distance to the North or South but in most cases these facilities will not have spare capacity. The same will also apply to the highly trained staff who need to provide care 24 hours a day seven days a week. The staff provide require unimpeded access to carry out operational duties such as specialist care, therapy, nursing and education.</p> <p>PIL ID 2 requirements for staff, students and emergency vehicles must be considered as part of the Construction Traffic Management Plan (CTMP) for the scheme. PIL ID 2 seeks and must have assurances from HE ahead of the contract award that the CTMP must be developed in conjunction with an appointed contractor to ensure the contractor is aware of PIL ID 2 's unique requirements.</p> | <p>Highways England has submitted , CTMP (ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4). Given the preliminary nature of the scheme design, this will set out broad principles in relation to traffic management during construction of the proposed scheme. Commitments can be made within this document which will be placed onto the contractor once appointed and Highways England has agreed that one such commitment will be the management of access to the college at all times during the construction period.</p> <p>ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) will be embedded within the eventual construction contractor documentation and will form an overarching and comprehensive management procedure for the contractor to adhere to. This details proposals to minimise disruption to existing users on the public highway network caused by construction of the scheme. Highways England will work with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction.</p>   | N   |
| 140    | PIL ID 2 |                               | <p>PIL ID 2 has been informed that after construction the traffic modelling shows increased traffic indicated for Leckhampton Hill road, this is the main access to PIL ID 2 site. This is a known accident area due to visibility and road bends/incline. Any increased volume mentioned 10th Sept meeting could cause further problems, therefore PIL ID 2 has requested details of the daily percentage increase in vehicle traffic on each road leading to PIL ID 2. This information has not yet been provided.</p> <p>Therefore, PIL ID 2 needs to be completely satisfied that there will be no disruption to the access to PIL ID 2 during the construction phase of the scheme and urgently request dialog with HE to ensure PIL ID 2 can continue to function it in present form. If HE does not engage with PIL ID 2 on this matter, PIL ID 2 will have no alternative but to object to the scheme.</p>  | <p>The traffic modelling methodology and results is reported in the Transport Report (Document Reference 7.10) .The traffic modelling undertaken by Highways England also shows that as a result of the scheme traffic on the A436 is forecast to decrease. Although there are increases in traffic on Leckhampton Hill in all periods, and in both directions, the predicted traffic flows are below the existing capacity of the road, meaning they can be accommodated without adverse impact to existing road users as explained below.</p> <p>Journey time assessments between the Air Balloon roundabout to the junction between Leckhampton Hill/Road and Old Bath Road show that by 2026 there is a limited impact of the scheme on those travelling northbound from the Air Balloon roundabout with only a decrease of one or two seconds as a result of the scheme. Southbound, the scheme decreases 2026 journey times by 11 to 18 seconds. This decrease is due to the removal of the A417 traffic passing from the new Ullenwood junction and this junction is designed to accommodate the predicted traffic flows. Journey time assessments for 2041 show that northbound there is an increase in journey time for the AM and PM peaks. This increase is due to the increase in traffic on Leckhampton Hill. Southbound there is a decrease in journey times of between 21 and 44 seconds. As with 2026, this is due to the scheme removing the A417 traffic from Ullenwood junction and the junction is designed to cope with the predicted traffic flows.</p> | N   |
| 141    | PIL ID 2 |                               | <p>Air Quality: PIL ID 2 has concerns on the potential impact of air quality on their students during both the construction and post construction phases of the works. The campus lies north east of the works at the bottom of a valley, the prevailing south westerly wind will naturally channel any pollutants to the main residential site. PIL ID 2 have a number of students with respiratory issues; therefore, PIL ID 2 require commitments from HE that mitigation measures and agreed parameters will be put in place ahead of construction and proactive continuous monitoring is carried throughout the period of construction works and that if unacceptable levels are reached then works will be suspended until air quality returns to an acceptable level.</p>  | <p>During construction mitigation would be implemented to reduce the impact of dust generation on air quality to a negligible level. Mitigation measures are outlined in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4). During construction the impact of emissions from construction traffic is considered to be negligible on the receptor modelled for PIL ID 2.</p> <p>During operation the impact of emissions from operational traffic is considered to be negligible on the receptor modelled for PIL ID 2. This is set out in ES Chapter 5 Air Quality (Document Reference 6.2).</p>   | N   |
| 142    | PIL ID 2 |                               | <p>At the present time students and staff travel to Crickley Hill from PIL ID 2 in PIL ID 2 minibus. PIL ID 2 have previously discussed with [HE Project</p>  | <p>Highways England is unable to provide a non-vehicular route from the landowner's site to Crickley Hill.</p>  | N   |

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|--------|----------|-------------------------------|--|---|---|
|        |          |                               | Manager] the potential for creating a route from PIL ID 2 to Crickley Hill without a vehicle. PIL ID 2 is awaiting comments or commitments from HE.  | The ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) includes a number of proposals which seek to improve connectivity within the area surrounding the scheme and has been informed by numerous organisations, including the Disabled Ramblers. The final finishing of public rights of way proposed will be subject to agreement between Highways England and Gloucestershire County Council at the detailed design stage of the scheme.  |   |
| 143    | PIL ID 2 |                               | PIL ID 2 feels there has been a missed opportunity to screen the works and future road network from PIL ID 2 campus. PIL ID 2 would welcome the opportunity to discuss with the project team mitigation measures that would screen PIL ID 2 from the highway. PIL ID 2 would like to see as much mitigation work as possible carried out at the start of the works rather than the end as this will help limit disruption to the running of PIL ID 2 and welfare of the students.  | An Environmental Masterplan has been submitted (in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) which shows the landscape design for the scheme.<br>Tree numbers have increased as a result of the scheme works. The planting will be implemented during the construction period. Proposed planting will take approximately 2-5 years before it provides a level of screening. It will take approximately 10-15 years before landscape planting mitigates the likely impacts of the scheme. The landscape mitigation measures proposed are assessed in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2).  | N   |
| 144    | PIL ID 2 |                               | PIL ID 2 has real concerns that any impacts to the students receiving unimpeded access and supply of services resulting in students not using its facility could reduce PIL ID 2's ability to undertake its operating model. This could have unknown implications on wider service delivery, operational requirements and staffing. As previously documented in PIL ID 2's previous consultation response PIL ID 2 has a variety of income streams in which it achieves the budget to fund its charitable activities for example Lettings, conferences, meeting facilities, glamping, golf and bistro. PIL ID 2 has concerns without the detailed dialogue and liaison in preparing the TMP these businesses could be significantly affected. During the meeting 10th September PIL ID 2 has requested a meeting with HE's compensation specialists, to date no meaningful communication has been occurred.  | Highways England has commenced land acquisition and compensation discussions with the landowner. The operators of the business in question would be entitled to make a claim for compensation under the Land Compensation Act 1961.   | N   |
| 145    | PIL ID 2 |                               | The amount of land required for the scheme has considerably increased during the course of the consultation process. PIL ID 2 is concerned that further additional land may be required for the scheme before the final design for the scheme is submitted., PIL ID 2 requires as much consultation as necessary with HE to ensure that only the minimum amount of land required for the scheme is taken.<br><br>PIL ID 2 is a charitable foundation and therefore governed by the Charities Act 2011. The current management of the charity have a duty to the trustees that any disposal of land is necessary and is in the charity's best interests or impediment to the charity's assets. The management understands the need for the highway's improvement scheme and recognises the need for it and can appreciate that the permanent land take area is at the furthest point of the charity's site and, subject to demonstrating that the charity is being appropriately recompensed and that the area is no greater than it needs to be, that the CPO of that area may be acceptable to the trustees. Any additional obligation or impediment by way of land drain and/or easement would not be acceptable to the charity. However, their duty to the trustees and the charity overrides this scheme.<br><br>PIL ID 2 is of the opinion that up to this point in the consultation process, no account has been taken of the European Convention on Human Rights (ECHR), in particular three rights that are relevant to the scheme:<br><br><ul style="list-style-type: none"> <li>Article 6 – a right to a fair trial, which includes determination of the issues (compensation) within a reasonable time.</li> <li>Article 8(1) – a right to respect for private and family life including the respect for those person's family home.</li> </ul> | Highways England notes the concerns raised regarding the scheme's compliance with the European Convention on Human Rights (ECHR). In relation to both Article 1 and 8 quoted in the response, the compelling public interest case for the compulsory acquisition powers will be demonstrated in the Statement of Reasons (Document Reference 4.1) and the Case for the Scheme (Document Reference 7.1) submitted.<br><br>In relation to Article 6 quoted in the response, it is the case that proper procedures have been followed for both the consultation on the scheme and for the determination of the compulsory acquisition powers included within the scheme. Throughout the development of the scheme, persons with an interest in the land have had opportunities to comment on the proposals, both in a statutory and non-statutory capacity, and Highways England has endeavoured to engage with landowners. The statutory consultation completed form part of the statutory processes under the Planning Act 2008. Examples of design changes in response to consultation will be provided within the Consultation Report (Document Reference 5.1) submitted. From submission of the application, there is a timetable to ensure that matters are dealt with appropriately. As part of these processes, the issues relating to consultation will be reviewed at an examination hearing by inspectors so that everyone has the opportunity to put forward their case. | N   |

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|--------|------------|--|---|---|---|
|        |            |  | <ul style="list-style-type: none"> <li>Article 1 of the First Protocol – a right to protection of property.</li> </ul>  |   |   |
| 146    | PIL ID 201 | 1a. To what extent do you support the Cotswold Way crossing?   | Strongly oppose. The scheme is flawed, it's destroying an AONB with a blight of a fast dual carriageway and will disrupt the lives of people in Cowley village. I am against the whole scheme.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out how the need for the scheme and how it complies with national policy including the NPSNN.  | N   |
| 147    | PIL ID 201 |  | PIL ID 201 expressed 'strong opposition' for questions 1b-6 on the feedback questionnaire, with no further comment made.  |   |   |
| 148    | PIL ID 201 | 7. Do you have any comments on the likely environmental effects that have changed since the previous consultation? | This will be an environmental disaster.   | Highways England has produced an ES (Document Reference 6.2) , which provides an assessment of the effects of the scheme on the environment and identifies how adverse effects will be mitigated. The Case for the Scheme (Document Reference 7.1) sets out how the need for the scheme and how it complies with national policy including the NPSNN.   | N   |
| 149    | PIL ID 201 | 9.Do you have any other comments?  | With reference to your letters dated 11th March 2020 and 12th Oct 2020 addressed to Mr and Mrs [Redacted], I would like to advise you that I bought the property at the above address from them in August 2017 so please do update your records. The property should now be registered in my name.  | Highways England has updated land ownership records to reflect the information provided by PIL ID 201.  | N   |
| 150    | PIL ID 201 |  | <p>It does seem rather odd to me that Highways England is proposing such a disruptive and a potential blight on the landscape of a project in a world where everyone else is looking to save and protect the environment by cutting road traffic and pollution. It does also seem completely absurd to me that you are not just expanding the current A417 in to a dual carriageway on its existing route but instead wanting to cut through the village of Cowley thereby bringing a busy road much closer to the village and in particular to our house. Common sense would suggest that building a brand new road instead of expanding the current one is going to be much more disruptive and potentially more expensive to build. I understand that you have not opted for the former due to the curvature of the existing road, the argument being that it would slow down the traffic, I am not sure since when slowing down traffic became such a bad thing.</p> <p>Increasing capacity on the current footprint of the road by expanding it would make more sense and achieve the objective of getting more traffic to flow through and reduce congestion, as it is people drive at least 60 mph on the current road, so I am not really sure what your argument is? Should the council/ government not be looking to improve public transport as a way to alleviate congestion on the roads, as opposed to building bigger, faster roads to encourage even more traffic, especially that in an AONB. What era are you living in here?</p> | <p>Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.</p> | N   |
| 151    | PIL ID 201 |  | As justification to build this you have marketing materials extolling the virtues of the new footpath/ riding path that you will turn the parts of the existing A417 into. Has anyone undertaken/ commissioned an environmental study to assess the damage from the construction and the additional faster traffic of this new road project? That's before we get in to the damage to the natural habitat of the wildlife in the area?  | Highways England has produced an ES (Document Reference 6.2) , which provides an assessment of the effects of the scheme on the environment and identifies how adverse effects will be mitigated. The Case for the Scheme (Document Reference 7.1) sets out how the need for the scheme and how it complies with national policy including the NPSNN.   | N   |
| 152    | PIL ID 201 |  | As for the disruption being caused by this project, which I am sure like all other projects will not be completed on time or on budget, well there is no doubt in my mind that the noise, dust and the constant ebb and flow of lorries and earth moving equipment will not add to the enjoyment of village life, to the contrary, it would probably defy the whole purpose of us having moved somewhere peaceful and tranquil. As the impact of this on the value of our house, well as it would happen we recently had Savills (an estate   | Highways England is committed to keeping the A417 open to traffic, however acknowledges concerns expressed over the potential for disruption to the local road network and communities during scheme construction. Highways England will seek to reduce disruption while maintaining highway safety and has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which sets out how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council,  | N   |

| Row ID | PIL ID     | Survey question (if relevant)   | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|------------|---|--|--|---|
|        |            |   | agency) come for a viewing with the aim of putting a value on our house, out of curiosity than anything else. In the correspondence that followed they categorically stated that the impending road works coming to the village are likely to make the village of Cowley and in particular our house less attractive as a place to live. So there you have it, there will be a direct reduction in the value of our house as a result of your proposed white elephant of a project.  | 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.<br><br>Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with statutory compensation guidelines and policy including Part 1 of the Land Compensation Act 1973. |   |
| 153    | PIL ID 201 |   | The villagers at Cowley are up in arms and have lodged their complaints and reservations to you, which it seems have fallen on deaf ears. There is also a strong feeling amongst them that there are some conflicts of interest at play here as part of the approval process of the project and that not everything may be above board. Rumour has it (and that is all it is I'm afraid at this point), that one or a few of the most keen proponents of this project stand to benefit from leasing their land to the Highway agency for the duration of the construction. I am merely vocalising the feeling amongst the villagers here as opposed to making a direct accusation. It would be unfortunate and quite a scandal if it were to transpire that there was any truth in this. | As set out in the Consultation Report (Document Reference 5.1), Highways England has had regard to comments received in response to the 2019 statutory consultation and the 2020 supplementary statutory consultation, as well as comments received through non-statutory engagement and consultation. This includes comments received from residents of Cowley. Highways England has also engaged with Cowley and Birdlip Parish Council as the scheme has developed.   | N   |
| 154    | PIL ID 201 |   | So all in all we are pretty miffed by the potential construction of this blight on the landscape that you propose and it is very clear cut to me that our house will diminish in value as a result of the disruption caused during the construction and on a more longer term, due to a quasi-motorway cutting through what we thought was a peaceful Cotswolds village when we bought this house. You can consider this letter as a formal claim for compensation which I will follow up with professional advice to substantiate the quantum of the claim.   | Highways England acknowledge the concerns raised about the environmental effects and enjoyment of their existing land holding as a result of the scheme. Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with statutory compensation guidelines and policy including Part 1 of the Land Compensation Act 1973.   | N   |
| 155    | PIL ID 201 |   | This letter was written in response to your letter to me asking to lodge my claim for compensation so I am following procedure, in reality the financial impact is somewhat secondary in my mind, my paramount concerns are that in relation to the long term damage to the environment, the natural beauty of the local area and the life at the village of Cowley. A project for a third runway at Heathrow being ruled illegal in the context of the Paris climate agreement, I am sure that was a lot more critical to the economy of the nation vs a needless 3.4 mile road extension disrupting lives of 300 families in a quaint village of Gloucestershire, especially when there is a credible alternative to extend the existing road.   | The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme and its compliance with the NPSNN, including in relation to its environmental effects.   | N   |
| 156    | PIL ID 56  | 1a.To what extent do you support the Cotswold Way crossing?           | Support. The previous plans for the route envisaged a new right of way running along the southern face of the A417, through our property. The current design removes this.   | Highways England acknowledges the support for the Cotswold Way crossing.   | N   |
| 157    | PIL ID 56  | 1b.To what extent do you support the Gloucestershire Way crossing?    | Neither support nor oppose.  | Highways England acknowledges the comment received in relation to the Gloucestershire Way crossing.  | N   |
| 158    | PIL ID 56  | 2.To what extent do you support the change in gradient of the scheme? | Strongly oppose. The redesigned route leads to greater land take from our property, bringing the road closer to our house and losing land vital to our business.   | Highways England has consulted with the impacted landowner and explained the change in gradient of the scheme. The reasons for, and benefits of, the gradient change are set out in section 7.4 of the Consultation Report (Document Reference 5.1).   | N   |
| 159    | PIL ID 56  | 3.To what extent do you support the                                   | Neither support nor oppose.  | Highways England acknowledges the range of views expressed relating to the need for  | N   |

| Row ID | PIL ID    | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|--|--|---|
|        |           | changes to Cowley Junction?  |  | the scheme and those responses received which are neutral.   |   |
| 160    | PIL ID 56 | 4.To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake?                                   | Neither support nor oppose.  |  |   |
| 161    | PIL ID 56 | 5.To what extent do you support the changes to public rights of way?   | <p>Strongly oppose. As a rural business running a downhill cycle path, we strongly oppose opening existing footpaths and new rights of way to horse riders and cyclists. This encompasses those that currently cross our land and new routes that link up to paths that are current 'dead ends' from those on our land.</p> <p>Our business relies on bringing people to our site, through a single access road and charging them for use of the bike tracks and other facilities. If rights of way were opened to allow bike riders access from other points, this would lead to incidents of trespass and loss of income. It is a requirement of our insurance that we know who is riding on our land and such potentially leads to insurance / safety issues.</p> <p>To introduce / encourage horse riders on to the land would create health and safety issues where horse riders were integrating with fast moving bike riders, leading to us having to change the way the site worked, to its detriment.</p> <p>To date we have had no issues with cyclists or horse riders and wish that to remain.</p> | <p>Changes to Public Rights of Way outside the order limits cannot be implemented as part of this scheme. However, a major objective of the scheme is to increase connectivity of local walking, cycling and horse riding routes. This includes the implementation of the Air Balloon Way as a primary route through the area, with the aim of concentrating traffic of these forms away from other minor routes in the area.</p> <p>Full details of the PRoW proposals are included within the PRoW Management Plan which is submitted in support of the application (ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). This proposes mitigation measures where the scheme impacts on existing PRoW in the vicinity of landowner PIL ID 56, however, does not now include a the proposed 'green route', as presented during the 2019 consultation. This has in part been a response to landowner concerns in relation to the green route proposed as well as the removal of the green bridge from the proposals. Please refer to section 7.4 of this Report for more information on this change.</p> <p>Signage and guidance measures will encourage use of the detrunked A417 rather than the bridleway that goes through PIL ID 56 land.</p> | N   |
| 162    | PIL ID 56 | 6.Do you agree with our proposals for replacement common land?   | Neither support nor oppose.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which are neutral.   | N   |
| 163    | PIL ID 56 | 8.Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | <p>The previous design took significant land from our business, the proposed re-design takes more. The scheme will lead to the loss of vital flat land, lead to the loss of our car parking for a period, with Highways proposed replacement parking being away from our operational buildings. Our bike tracks are affected by the design and, despite a great deal of engagement with Highways, we have yet to see their design in anyway mitigating the effect on our business.</p> <p>The proposed re-routing of our access drive, which was designed on the assumption that our parking was to be permanently moved to the west of the site will leave our house as an island between the A417 and the access track.</p> <p>We have not seen any details of what mitigation might be provided to our house to shield it from the sight and sound of the road. All these matters need to be given suitable attention before Highways apply for powers to build the road.</p>   | <p>Highways England has revised the land impact on PIL ID 56's land. Highways England has agreed a location and parking provision on the west side of the landowners site. Continued access will be maintained to allow for PIL ID 56 sites operation during construction.</p> <p>Mitigation to be provided for the residential dwelling on PIL ID 56 land is set out in the ES (Document Reference 6.2) and secured through ES Appendix 2.1 EMP (Document Reference 6.4).</p>   | N   |

**Appendix 10.4 Summary of the matters raised by section 47 additional organisations in response to the 2020 supplementary statutory consultation and the Highways England response**

## Consultation Report Appendix 10.4: Matters raised by section 47 additional organisations in response to 2020 supplementary statutory consultation and Highways England response

Appendix Table 10.4: Summary of the matters raised by section 47 additional organisations in response to the 2020 supplementary statutory consultation and the Highways England response

| Row ID | Consultee             | Survey question (if relevant)                               | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------------------|---|---|---|---|
| 1.     | Alex Chalk MP         | 1a To what extent do you support the Cotswold Way crossing? | Alex Chalk MP expressed 'strong support' for questions 1-6 on the feedback questionnaire, with no further comment made. No response was provided to question 7 or 8.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 2.     | Alex Chalk MP         | 9 Do you have any other comments?                           | <p>The disturbing frequency of serious traffic related accidents on this stretch of road, as well as the chronic air pollution in the area, has to be addressed. In addition to improving a congestion and accident blackspot, the economic benefits from an improvement in the transport infrastructure for a key section of the South West network have been well documented.</p> <p>I welcome the fact that the amended plans will provide further environmental protection. I note that less earth will need to be shifted in the construction of the new road. The visual impact of the road itself will be reduced, as will the impact on local woodland and water courses. It is critically important that this section of road and junction is improved, and I consider that the plans currently out to consultation would achieve this.</p>  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 3.     | British Horse Society |   | <p>Grove Farm Tunnel: There will be significant usage of the tunnel by goods vehicles (including long articulated HGV's) as Grove Farm is an active farm with a business unit on the premises which requires frequent traffic movements.</p> <p>The headroom of the underpass should be at least 3.7m high – this should not be a consideration at Grove Farm as the route is to be available for heavy goods vehicles. The tunnel road accesses from both sides are after a downhill gradient and a bend into the tunnel mouth. This draft design has two unfortunate consequences. Firstly, visibility is severely compromised for all non-motorised and vehicular traffic in the tunnel. This configuration is going to lead to severe difficulties, especially if an articulated lorry has to back up on a gradient round a blind bend. The layout will need to be redesigned to allow for greater visibility prior to entering the tunnel to allow traffic to wait for another user to exit in safety. Signage should reflect this to minimise any potential issues.</p> <p>As the tunnel is seen as a strategic link for all user groups, including equestrians, it will be essential to ensure that the design is fit for purpose so that all users can be safely accommodated together and that there is no aspect which will deter users who must feel that it is safe to use the facility. A non-motorised lane should be incorporated into the design. Pooling of water should be avoided. This can be designed out either by the gradient of the tunnel running away from the centre of the structure, allowing natural gravity drainage, or by designing a crown along the surface ensuring there is a dry route for walkers, cyclists and horses. This will also avoid reflections which could cause difficulties with some horses.</p> | <p>In addition to providing a Public Right of Way (PRoW), the underpass would be provided as a private means of access for Grove Farm and would also provide access to the telecommunications mast and drainage attenuation basins. The business relating to Crickley Hill Tractors would be relocated to other premises. There would therefore only be occasional access by farm and maintenance vehicles and would not be open to general traffic. There would be no provision for HGV's however service vehicles would be able to use it. As such, the width of the underpass at 8m with a minimum headroom of 4.0m is considered to be appropriate for all users.</p> <p>It is proposed to provide a continuous gradient through the underpass to prevent issues with drainage. Design details such as acoustic performance would be developed during detailed design and comments in relation to this are noted.</p> | Y   |



| Row ID | Consultee             | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------------------|-------------------------------|---|---|---|
|        |                       |                               | The design of the structure should take account of acoustics – there are good examples locally on the A40 where underpasses have used nonparallel sides to reduce the echo of horses hooves.  |   |   |
| 4.     | British Horse Society |                               | Cotswold Way Bridge: This bridge is shown crossing a wide expanse of carriageway at this point, which is almost certainly to be an area of cross wind due to its location in the cutting and orientation towards the prevailing westerly winds. Consideration should be given at this location to the underfoot vibration which combined with the wind and the noise of the traffic below could make some horses nervous using the bridge. Accordingly, attention will be needed at the detailed design stage to ensure an appropriate surface and parapet height for the safety for all users including equestrians, which should be 1.8m.   | Highways England considers that the width of the bridge would be sufficient to accommodate all likely users effectively. The heights of the parapet (in excess of 1.8m high) would comply with requirements for equestrian use. Other features such as the surfacing and structural performance would be confirmed during the detailed design stage, prior to construction.   | N   |
| 5.     | British Horse Society |                               | Ullenwood Junction/Leckhampton Road: Clarity is required at the detailed design stage to ensure that the route of the bridleway is kept away from the very busy new A436 roundabout and the Leckhampton Hill Road. It is highly desirable on grounds of safety to achieve the maximum degree of separation of the bridleway and the carriageway as this will be a particularly busy road. It will be a major point of access for motorists to and from Cheltenham as well as the route for recreational users to reach the bridleway Coberley BW10, Cheltenham Town and Leckhampton Hill. To continue the proposed new bridleway alongside the Leckhampton Hill road as an off-carriageway provision for horse riders, cyclists and walkers would be a satisfactory way to achieve this. Bicycles come up that road all the time, it is bendy, steep and treacherous.   | Highways England acknowledges the range of views expressed, including those received in support of the proposed bridleway at Leckhampton Hill as outlined in Environmental Statement (ES) Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4). Highways England is committed to ongoing engagement at the detailed design stage to help address any concerns or queries at that stage from user groups.  | Y   |
| 6.     | British Horse Society |                               | Gloucestershire Way Crossing: Concern expressed regarding the ongoing maintenance of the proposed hedges to be planted near to the parapets; how will they be cut back to avoid debris falling on carriageway below and also how will cutting back be managed to prevent hedges growing over to impede access on right of way?. The green bridge aspect to the proposal appears to fall between two stools -it is not wide enough to be considered a functional green bridge, but due to the restricted width of the structure the green element could have a detrimental impact on the function of the crossing point.   | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information. Matters of ongoing maintenance will be discussed and agreed between Highways England, its appointed contractor and Gloucestershire County Council at the detailed design stage. | Y   |
| 7.     | British Horse Society |                               | Shab Hill Junction: This route down to Birdlip will be a moderately busy road and accordingly a busy roundabout as it will become the favoured back route to Stroud. Is this route going to be suitable for equestrian use? Clarification will be required as to whether this will be legally be usable for horse riding with a paved area being incorporated into the design. Route 50853 needs to be connected with Shab Hill junction. Currently the route appears to end at the drainage sink, clarification required.<br><br>Item 33 on consultation document is shown as a footpath. Assurance has been given that this will be given BOAT status as it is a vital route to ensure connectivity – e.g. route 50852 which is popular from the Star Centre to the kennels and Shab Tower. This needs to be confirmed. Additionally, the track only appears to access a field in the visualisation. Can PRow be kept away or segregated from busy roundabout area? | Taking into account feedback received to the 2020 consultation, ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) includes the change of a proposed footpath to BOAT status in to connect unclassified roads to Shab Hill junction side roads, as discussed and agreed with the WCH TWG. ES Appendix 12.2 Walking, Cycling and Horse Riding including Disabled Users Review at Preliminary Design (Document Reference 6.4) helps clarify that there would be provision for walkers, cyclists and horse riders along the realigned B4070 including equestrian holding area for safe crossings between Shab Hill and Birdlip.   | Y   |
| 8.     | British Horse Society |                               | Cowley Lane Overbridge: Clarification of parapet height needed as there will be substantial equestrian use. Concern expressed as bridge appears too narrow to accommodate a hedge on bridge –will there be maintenance issues?<br><br>This route will be virtually be a private entrance to Stockwell Farm; a working farm track – confirmation sought that it will be a PRow with suitable safe  | The 10m wide Cowley overbridge will be highway with segregated walking, cycling and horse riding provision to enable safe crossings alongside vehicles. The parapet height would be safe for horse riders as suggested, and set out in ES Appendix 12.2 Walking, Cycling and Horse Riding including Disabled Users Review at Preliminary Design (Document Reference 6.4). This route would not be a private entrance to   |   |

| Row ID | Consultee                             | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|---------------------------------------|-------------------------------|--|---|---|
|        |                                       |                               | refuges/passing places on the long narrow track which will be frequently used by large farm machinery as well as equestrians. Consideration to classify this route as a Byway open to all traffic to ensure that user rights are protected on the Definitive Map.  | Stockwell Farm – the Stockwell overbridge will serve that function as a private means of access with bridleway designation.   |   |
| 9.     | British Horse Society                 |                               | Stockwell Farm Overbridge: Please confirm as Restricted byway or Byway Open to All Traffic on the Definitive Map. As a working farm track, please confirm width and maintenance.   | The 10m wide Stockwell overbridge will serve the function of a private means of access with bridleway designation to allow walkers, cyclists and horse riders to utilise the crossing. Details are set out in ES Appendix 12.2 Walking, Cycling and Horse Riding including Disabled Users Review at Preliminary Design (Document Reference 6.4) whilst matters of maintenance would be discussed and agreed between Highways England, its contractor and Gloucestershire County Council at the detailed design stage.   | N   |
| 10.    | British Horse Society                 |                               | Horsebox/car park in the vicinity of Golden Hart: Location is not shown on consultation plans, however provision for parking of horse boxes was promised in previous consultation. This needs to be situated on a level area with a suitable firm surface and of a size appropriate to manoeuvre and park both large horseboxes and trailers. A mounting block should be provided as well as access to water. Toilet facilities would also be appreciated.   | Further to consultation comments received in response to the 2020 public consultation, the proposals for parking near the Golden Heart have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way. Details will be discussed and agreed between Highways England, its contractor and Gloucestershire County Council at the detailed design stage. | Y   |
| 11.    | Brockworth Parish Council             |                               | Overall, Brockworth Parish Council supports the current proposals for the A417 due to the improvements the end result will have on road safety in the area and the overall enhancements it will bring to local walking and cycling facilities. The Council were particularly keen to see the Cotswold Way and Gloucestershire Way protected and enhanced as an important local amenity that is well used by the community and attracts visitors from far and wide. The Council also welcomed the measures proposed which will replace, enhance and increase common land and other environmental improvements such as additional tree planting and the other measures which will improve disabled access and access for walkers, cyclists and horse riders.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme. Taking into account feedback to the 2020 supplementary statutory consultation, further amendments have been made to the design of the Cotswold Way and Gloucestershire Way crossings; see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 12.    | Council for British Archaeology (CBA) |                               | <p>CBA highlights the importance of the Cotswolds AONB and how its designation gives greater weight to its protection in determining development, referencing:</p> <ul style="list-style-type: none"> <li>the statutory duty of all public bodies and individual public servants to have regard to conserving and enhancing the natural beauty of the Cotswolds AONB under s.85 of the CROW Act 2000</li> <li>NPSNN policy which not only places 'great weight' on conserving and enhancing the natural beauty of National Landscapes, but sets a very high bar for major development such as this, establishing a clear presumption against major development in national landscapes unless a series of stringent tests are reached.</li> <li>NPSNN policies to sustain and enhance the value of the historic environment.</li> <li>The greater weight given to the interaction between different aspects of the environment and how they combine to contribute to natural beauty in ways that are much more significant than the sum of the parts.</li> </ul> <p>CBA note that the scheme represents the last of three improvement schemes for the A417, of which both the previous schemes to the south and north include more and less substantial sections within the National Landscape, so that the cumulative outcomes of this scheme in addition to</p> | Highways England has considered the balance of the benefits and impacts of the scheme, within the context of the Cotswolds AONB and the relevant policy tests, namely the NPSNN. This is set out in the Case for the Scheme (Document Reference 7.1) which is submitted. Highways England has also produced a Design Summary Report (Document Reference 7.7) , which sets out the design decisions made during the development of the A417 Missing Link scheme and how this compares with a 'traditional' highways scheme.  | N   |

| Row ID | Consultee                       | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|---------------------------------|-------------------------------|---|---|---|
|        |                                 |                               | <p>what has gone before in previous stages of improvement is a major consideration.</p> <p>CBA applaud the agreed overall vision, design principles, objectives and sub-objectives for the scheme as setting a high standard that, if properly attained, is compatible with meeting the stringency of the NPSNN tests. But as proposed – and especially as now proposed – the scheme nowhere near meets those aspirational standards.</p>   |   |   |
| 13.    | Council for British Archaeology |                               | CBA are deeply concerned that so much raised in previous consultation responses, including the EIA scoping, have not been taken on board in the 2020 PEI Report heritage chapter. As it stands the current 2020 PEI Report falls woefully short of providing a proper understanding of the cultural heritage value of the area.   | Highways England considers that the cultural heritage assessment contained in ES Chapter 6 Cultural Heritage (Document Reference 6.2) meets the requirements set out in NPSNN.  | N   |
| 14.    | Council for British Archaeology |                               | <p>The consultation documents state in respect of this that landscape has been ‘a primary consideration in every design decision that we make’ but this falls far short of being a landscape-led scheme as the agreed vision states. In our view the minimum requirements for a major infrastructure scheme in a National Landscape to be ‘landscape-led’ must treat landscape in this context as encompassing ‘natural beauty’ and fulfilling the following criteria</p> <ol style="list-style-type: none"> <li>Adopting an agreed landscape-led vision overarching design principles objectives and sub- objectives within the context of what contributes to natural beauty and people’s access to and appreciation of the environment</li> <li>Identification (from the outset and ongoing) of key challenges and design principles based on a full assessment of landscape character and all aspects of natural beauty</li> <li>Application of statutory duties and policies for landscape and natural beauty, within the context of meeting or exceeding relevant best practice cases (past and current), as a guiding framework for optioneering, design, assessment and decision-making</li> <li>In the context of optimising outcomes for all protected landscapes affected by infrastructure schemes, budgeting to achieve overall vision and objectives through exemplary high-quality design including meeting or exceeding relevant best practice cases (past and current)</li> <li>Fully considering alternatives and options on a fully informed basis relative to their implications for different aspects of natural beauty, as per high-level vision and objectives and NSPNN tests</li> <li>Adopting a holistic, landscape-wide and integrated natural beauty approach to scheme development and design from the outset within overall vision objectives and principles (not as an add-on once options are chosen)</li> <li>Meeting exemplary landscape design standards at every stage of scheme development, ensuring decisions are fully informed against past and current best practice</li> <li>Placing special emphasis on the interaction of different aspects of the environment in shaping the natural beauty of the National Landscape to enable landscape-scale assessment of effects on the national landscape’s natural beauty: how harm may be minimised or offset; and enhancement opportunities maximised, both on and off site</li> <li>Agreeing with statutory consultees and decision-makers the information required for rigorous application of key policy tests and statutory duties in determining applications.</li> </ol> | The landscape-led approach to this scheme has brought together specialists and stakeholders from a range of disciplines to reach a balanced design solution that responds to the sensitive nature of the Cotswolds AONB. The design process has focused on how best to conserve and enhance the special qualities and landscape character of the AONB. This will be achieved by mitigating the effects of the scheme and integrating it within the landscape. This includes restoring and enhancing landscape features, typical to the area, such as Cotswold stone walling, hedgerow, tree, woodland and grassland planting. It also includes ecological design features such as creating new habitat and wildlife crossings, linking and restoring locally important habitats, as well as providing new habitat for rare and protected local wildlife. The landscape-led approach has allowed design interventions on all aspects of the scheme to reduce its impact on the landscape and visual resource, with the careful location and sensitive design of structures and use of locally appropriate materials. Wider benefits of the scheme include improving access and recreational opportunities and improving access to cultural heritage sites. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). These documents are. | N   |

| Row ID | Consultee                       | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|---------------------------------|-------------------------------|--|--|---|
|        |                                 |                               | As it stands, this scheme meets point a). but so far falls well short of the remainder. As such, the approach has been landscape considered, not landscape-led. It is even more clear now that far from being landscape-led it is budget led, with the budget having been set without due regard for the cumulative effects of the Road Investment Strategy on nationally and internationally protected landscapes and how best overall the available funding for the RIS would be best deployed to avoid harm.  |  |   |
| 15.    | Council for British Archaeology |                               | We believe that the approach to the scheme is not compatible with the requirements of section 3(5) of the Infrastructure Act 2015 to have 'particular regard' for the environment. In particular we note that there is no alternative outside the Cotswolds National Landscape for the A417. This has major implications for how the NSPNN tests for major development in a national landscape should be considered. As it stands the scheme falls far, far short of achieving the net enhancement of natural beauty to which it aspires and is a key statutory consideration.   | Highways England has considered the balance of the benefits and impacts of the scheme, within the context of the Cotswolds AONB and the relevant policy tests, namely the National Policy Statement for National Networks. This is set out in the Case for the Scheme (Document Reference 7.1) which is submitted .  | N   |
| 16.    | Council for British Archaeology |                               | <p>The changes to the scheme do not in general reduce its harmful environmental effects and would fail to contribute effectively to key landscape-led vision, design principles and objectives. As revised, far from reducing environmental harm this revised scheme would exacerbate major problems on the basis of being driven by minimising cost and construction challenges, not meeting the real tests for conserving and enhancing the natural beauty of the National Landscape and the core cultural heritage attributes that contribute to it. The revised scheme simply puts the agreed aspirations of the scheme vision even further out of reach, simultaneously creating even more scope for better moderating the harmful effects in a different way and to higher best practice standards and costs. This is a massive lost opportunity to reverse serious past harm, instead massively exacerbating it.</p> <p>We strongly recommend that the short comings identified by CBA in the environmental report are addressed. This is essential so that our concerns are fully addressed to make sure the scheme meets the environmental aspirations originally set out and NSPNN tests for major developments.</p> | The ES (Document Reference 6.2) submitted with the DCO application sets out the effects of the scheme on the environment and how Highways England proposes to mitigate such effects, including through mitigation embedded in the design of the scheme.  | N   |
| 17.    | Council for British Archaeology |                               | <p>CBA consider that the 2020 PEI Report in general shows only the most cursory recognition of how interactive effects impinge on natural beauty and cultural heritage. It falls way short of demonstrating a full understanding of the natural beauty of this part of the National Landscape.</p> <p>Particular concerns raised by CBA are:</p> <ul style="list-style-type: none"> <li>the lack of any adequate awareness of the concept of geodiversity in the outline landscape and visual report, and the 'setting' issues covered in the heritage report</li> <li>lack of integration between the landscape and visual report and historic landscape character aspects of the heritage report:</li> <li>lack of consideration of intangible heritage.</li> </ul> <p>Whilst pleased to see that a geophysical survey is now available, CBA is otherwise shocked by its high level vagueness and lack of discussion of real issues of baseline adequacy, identification of issues and approaches to assessment. It is no more than the standard mechanistic approach required by DMRB, which stops well short of the far more integrated approach needed here.</p>  | <p>The Preliminary Environmental Information (PEI) Report published for statutory consultation is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. T</p> <p>An Environmental Impact Assessment has been completed to fully assess the effects of the proposal on the environment. This includes an assessment of effects on Cultural Heritage in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). These have been carried out in accordance with DMRB methodology. Highways England considers that the cultural heritage and landscape assessment meets the requirements set out in NPSNN. This is set out in the Case for the Scheme (Document Reference 7.1). The landscape specialists and cultural heritage specialists have worked closely together in providing measures that benefit both landscape and cultural heritage.</p> | N   |

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|--------|---------------------------------|-------------------------------|--|--|---|
| 18.    | Council for British Archaeology |                               | <p>CBA considers that there are particular shortcomings needing to be rectified before the Environmental Statement is finalised that are of particular concern:</p> <p>Ploughzone archaeology: In an area with major Neolithic and Bronze Age sites (Crickley Hill and Emma's Grove) it is critical that a ploughzone survey work and mitigation should be done to identify and fully investigate areas of potential activity typically not detected by geophysics. Currently the PEIR offers no prospect of any ploughzone surveys or recording being done, which is tantamount to throwing away major sources of evidence especially for earlier prehistory before even beginning. Instead of carrying out scientifically determined sampling methods to recover such data its discovery is left to chance after 80% has been discarded with the topsoil and transported to somewhere that will mislead rather than inform future generations. For some periods – especially the Mesolithic this is an irresponsibly unscientific approach.</p> <p>These issues must be properly addressed: there is now an important winter window in which ploughzone surface collection survey needs to be done.</p>  | <p>No surface collection survey will take place prior to submission of the DCO application. Whilst Highways England considers that this information can be of use in identifying potential archaeological sites, the surveys undertaken (geophysics and trial trenching) have provided a robust baseline to enable the assessment to be undertaken in accordance with DMRB methodology.</p> <p>Pre-construction surface collection survey will be undertaken to ensure that a record is made of ephemeral archaeological sites of the type noted by the consultee. This is set out in ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching Written Schemes of Investigation (WSI) (Document Reference 6.4).</p> <p>Highways England considers that the cultural heritage assessment contained in ES Chapter 6 Cultural Heritage (Document Reference 6.2) meets the requirements set out in NPSNN. This is set out in the Case for the Scheme (Document Reference 7.1).</p>  | N   |
| 19.    | Council for British Archaeology |                               | <p>Subsurface Archaeology: the apparent failure to identify the major Birdlip Quarry Roman settlement of which a large part was destroyed by the Cowley roundabout – and more is now evident from the geophysics – is a major omission. It is incredible that such a significant site which so obviously relevant to the scheme should have been missed and its implications not recognised in the 2020 PEI Report.</p> <p>This site was only discovered at the beginning of the construction work for the Cowley roundabout, which was a late post-approval design change in an area that had not been directly threatened by the approved scheme. Excavation took five months and because construction in the area had been scheduled as an early stage in the overall programme, the whole construction sequence had to be jiggered to allow time for proper excavation. The effect of the late design change was that the best preserved rather than the least well preserved part of the site was destroyed instead of been conserved in situ. This is a key example of how the cumulative effect of these proposals – which will be in cutting at this point – coupled with the previous scheme could result in the almost total destruction of what had been a well preserved, multi-phase roadside settlement of some importance.</p> <p>It is clear from the report that the geophysics is not yet complete and of most concern is that there are very large gaps in the coverage of proposed geophysics: especially at the bottom of Crickley Hill, between Emma's Grove and Ullen Wood.</p> | <p>The Archaeological Assessment reported in ES Chapter 6 Cultural Heritage (Document Reference 6.2) is based on data received from the Gloucestershire County Council Historic Environment Record; the settlement at Cowley is mentioned specifically in the ES, and ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4). It has also been investigated by trial trenching which has informed the assessment.</p> <p>ES Chapter 6 Cultural Heritage (Document Reference 6.2) sets out the baseline, assumptions and limitations of the assessment. Where gaps exist in the geophysical survey this has been due to lack of access, or due to existing vegetation that cannot be cleared due to ecological constraints. These data gaps are not sufficient to affect the robustness of the assessment in the ES, and will be filled post-consent as part of ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4).</p> | N   |
| 20.    | Council for British Archaeology |                               | <p>The incompatibility of established DEFRA and BSI standards for soil handling, and the issues related to seeking to achieve archaeological preservation in situ, is a key issue not recognised in the 2020 PEI Report in relation to the extremely extensive land take for mounding. Simplistic assumptions that preservation 'in situ' is achievable in areas of temporary land take and under mounding are easily touted but in practice are not compatible with soil handling standards that have a far more weighty standard than any archaeological consideration, given that protocols of equal or greater weight have not been developed. Where topsoil stripping is required, the archaeological content of soils and of exposed surfaces should be investigated and recorded. Where hectares or tens of hectares are</p>  | <p>ES Appendix 2.1 EMP Annex C Detailed Archaeological Mitigation Strategy and Overarching WSI (Document Reference 6.4) also sets out how archaeological remains would be dealt with during construction activities such as topsoil stripping.</p>   | N   |

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|--------|---------------------------------|-------------------------------|--|---|---|
|        |                                 |                               | involved it has very substantial practical implications. Currently there is no sign that this has been considered.   |   |   |
| 21.    | Council for British Archaeology |                               | <p>The 2020 PEI Report makes no mention of the potential for the area for palaeo-environmental remains. In general soils are calcareous so potential survival of bones and snail shells is very good. Pockets of non-calcareous silts can occur in the tops of some periglacial depressions, which along with other hollows and tree-throw holes can be useful repositories of evidence about the past environment.</p> <p>The geologically active scarp slope of the Cotswolds has been the subject of much geomorphological and palaeo-environmental research spanning Pleistocene to Holocene eras, and typically deposits of tufa and sometimes peat can be trapped within sequences of landslip material. Even without direct archaeological remains, such deposits can be critical for establishing what the environment was like and how far people were altering its character at various periods in the past.</p> <p>There is no indication that any thought at all has been given to this type of evidence, let alone there having been consideration of any fieldwork to predict, identify and clarify any areas of particular potential. Of particular concern is the absence of any mention of coordinated geotechnical and archaeological work, where shared methods could enrich both fields of study. It is also worth noting that three probable wells were identified in the Birdlip Quarry Roman settlement though none of them was bottomed to investigate waterlogged material.</p> | <p>The potential for geoarchaeological archaeological remains is discussed in ES Chapter 6 Cultural Heritage (Document Reference 6.2). In addition, geoarchaeological investigation was undertaken as part of the trial trenching evaluation, and its findings will inform a programme of detailed palaeo and geo archaeological investigation during the mitigation phase.</p> <p>Highways England considers that the cultural heritage assessment contained in ES Chapter 6 Cultural Heritage (Document Reference 6.2) meets the requirements set out in NPSNN. This is set out in the Case for the Scheme (Document Reference 7.1) .</p> | N   |
| 22.    | Council for British Archaeology |                               | <p>CBA considers that the methodological approach to assessment of ‘setting’ of heritage assets in the 2020 PEI Report is in effect little more than a re-run of visual intrusion considerations, not a full consideration of how the physical characteristics of their surroundings would irreversibly be physically altered, and how such physical changes would degrade or limit appreciation and understanding of how the significance of assets is related to such physical relationships. In applying the Historic England setting guidance, it will be necessary to be far more rigorous in identifying what physical factors of the surroundings of assets contribute particularly to a full understanding and appreciation of their significance and how substantially those physical characteristics would be altered by the scheme.</p> <p>CBA raises particular concern over how the setting of major prehistoric monuments on Crickley Hill and at Emma’s Grove will be impacted. The proposed scheme would have a substantial effect on their setting making it far harder to understand and appreciate where and why these monuments were located in relation to natural topography. Visual and noise changes are also likely to make it harder to appreciate how these monuments relate to their surroundings.</p>   | <p>The assessment has been undertaken in line according to DMRB and Highways England considers that the approach to setting in ES Chapter 6 Cultural Heritage (Document Reference 6.2) is robust and meets the requirements of NPSNN and the EIA Regulations. The setting of heritage assets is considered and assessed and this includes consideration of landscape/visual and noise impacts.</p>  | N   |
| 23.    | Council for British Archaeology |                               | <p>Historic Landscape Character: Currently the 2020 PEI Report suggests an extremely high-level and essentially uninformative approach to historic landscape characterisation, mapping areas at only a very high level of historic land use which is of very little use for understanding how the scheme would alter the historic character of the area at the much finer grained level, down to key characteristic features like walls, gateposts, veteran trees that people observe and recognise as telling them about the area.</p> <p>A major omission is any account of the history and development of the road’s tracks and paths network within the study area. Understanding the evolution</p>  | <p>Highways England’s approach has been used on other major infrastructure with the support of Historic England, and uses a landscape scale approach. Highways England consider it an appropriate methodology that recognises the key aspects of the historic landscape within which the scheme sits. Highways England considers that the cultural heritage assessment contained in ES Chapter 6 Cultural Heritage (Document Reference 6.2) meets the requirements set out in NPSNN. This is set out in the Case for the Scheme (Document Reference 7.1) .</p>  | N   |

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|--------|---------------------------------|-------------------------------|---|---|---|
|        |                                 |                               | of such rights of way and how people use them is fundamental to understanding how the historic character of the area is perceived appreciated and understood.   | Historic landscape character is also considered in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). Cultural assets are features of each landscape character area and landscape character type.  |   |
| 24.    | Council for British Archaeology |                               | The 2020 PEI Report heritage report makes no serious reference to intangible heritage, although just on the face of it there are significant cultural and historical associations directly affected such as the Gustav Holst Way commemorating the area's association with key English composers of the earlier twentieth century, and the Air Balloon public house commemorating a significant event in aviation history. These associations matter to people's appreciation and understanding of the natural beauty and historic resonances of the area and need to be addressed.   | The assessment has been undertaken in line according to DMRB and Highways England considers that the approach to setting in ES Chapter 6 Cultural Heritage (Document Reference 6.2) is robust and meets the requirements of NPSNN and the EIA Regulations. The loss of the Air Balloon public house is assessed within ES Chapter 6. In recognition of the local history, it is proposed to name the walking, cycling and horse riding route on the re-purposed A417, the 'Air Balloon Way'.  | N   |
| 25.    | Council for British Archaeology |                               | CBA recognised that the revised mainline cutting now proposed presents less risk to the scheme as it will avoid digging into less stable materials where ensuring the stability of vertical retaining walls would have been challenging. However, CBA consider that the risk would be significantly less at the original depth with a cut-and cover tunnel solution, which would have other major benefits, including much more effective and useful form of contributing to a balance of cut-and-fill. CBA provided a detailed reasoning for why a cut and cover solution would be preferable for the scheme.  | It is recognised that the CBA advocate for a cut-and-cover solution to the scheme and consider that this would have considerable benefits compared to the proposed scheme. A cut-and-cover option has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut-and-cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   | N   |
| 26.    | Council for British Archaeology |                               | <p>The proposal to reopen the B4070 traffic to and from Birdlip is highly counter-productive. The ostensible reason to tackle anti-social behaviour at Barrow Wake carpark is entirely misconceived: the carpark is in a highly visible position and should be relocated anyway. In so far as the remarkable Birdlip burial is explained, the setting for appreciating its location and significance is severely compromised. Tackling the social issues should not have to involve sacrificing key environmental benefits of removing traffic from along the scarp top. These are not only ecological benefits but also historical in the sense of leaving the old road for use by walkers, cyclists and horse riders. Furthermore, downgrading those benefits means even less to help offset the harm elsewhere.</p> <p>When seen in the light of the history of the local road network and arrangements to reduce traffic intrusion and enhance access for walkers' riders and cyclists the whole approach to the Birdlip link and repurposing the current A417 is completely topsy-turvy. The vision that the Cotswolds Conservation Board set out in its comments on the EIA scoping report suggests an entirely different approach to the Birdlip Link to Shab Hill, instead creating a link from a short bypass round the S side of Birdlip across to a reconfigured Cowley Junction.</p> <p>Highways England's revised scheme effectively promotes a scheme by which walkers riders and cyclists seeking to move N-S through the area are enabled (if not encouraged) to use the new Air Balloon Way to bypass the historic village of Birdlip and the old road alongside ancient woodland and rich ecological habitats etc., and instead of removing traffic from that route, retains it for through traffic on the B4070.</p> <p>The vision that CCB put forward can be seen as having a stronger logic, that B4070 through traffic should maximise use of the new road and by pass Birdlip to the S, while also providing good access to the village, the main part of which would become significantly more tranquil without B4070 traffic. Instead of bypassing Birdlip, walkers, riders and cyclists would be more encouraged to visit and contribute to its economy potentially with a new well located carpark to act as a base from which to explore this whole section of</p> | <p>The B4070 provides a road link between Birdlip village and the A417. The design of the scheme presented at the 2019 statutory consultation proposed to join the B4070 to the new A417 via some fields near Barrow Wake and along an existing narrow lane in the vicinity of Birdlip Radio Station. In response to the statutory consultation, there was some concern raised around the impacts of this routing because it would cross the proposed repurposed A417 and would result in the loss of agricultural land. Although not directly related to the scheme, comments were also received that raised concerns about the issue of anti-social behaviour at Barrow Wake car park and which suggested that the scheme could be an opportunity to help to address this, as well as to improve facilities and access to Barrow Wake.</p> <p>Having considered this feedback, and undertaking further technical assessment, Highways England decided to amend the design of the B4070 road to Birdlip by rerouting it via the entrance of Barrow Wake car park and along the existing road to Birdlip. It is proposed to use an existing underpass and Barrow Wake's access road to replace the existing T-junction with a new, safer roundabout. This change would mean that the B4070 would no longer cross the repurposed A417, and the new roundabout would help slow traffic, increase the natural surveillance of the area and make Barrow Wake a more welcoming place to visit.</p> <p>The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate.</p> <p>Highways England has engaged with CCB (CCB) throughout the development of the scheme, including consideration of the design alternatives put forward by CCB. This is captured in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).</p> | Y   |

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|--------|--|-------------------------------|--|--|---|
|        |  |                               | the Cotswold Scarp. This would enable Birdlip to become rather more of a centre for visitors, enabling them to better appreciate its historic character as a Cotswold village and more generally enjoy the area's rich historic character.   |  |   |
| 27.    | Council for British Archaeology            |                               | The key issues concerning Cowley junction are not in our view whether or not there should be access (which is rather up to local residents and could be allowed for in whatever basic form the junction took) but its location layout and size. The proposals as they stand would very largely destroy what is left of the important Roman settlement excavated when the current roundabout was built. A different, split layout as indicated in the CCB vision, could be much less damaging archaeologically while also being beneficial in making the idea of the relief road and its knock-on benefits for tranquility, appreciation of historic character and natural beauty and wider removal of traffic from the scarp-top landscape reasonably viable. <sup>6</sup> | The proposed junctions in the scheme, including Cowley junction have been designed in accordance with current Highways England design standards which identify the safe operation of roads as one of the key principles of design. The junctions on the scheme have been designed to provide adequate capacity for peak predicted traffic flows over 15 years after opening which is in accordance with current design standards.<br><br>Highways England has engaged with CCB (CCB) throughout the development of the scheme, including consideration of the design alternatives put forward by CCB. This is captured in the Statement of Common Ground with CCB (see Statement of Commonality, Document Reference 7.3).  | N   |
| 28.    | Council for British Archaeology            |                               | Based on the points raised within its response (Row ID 12 to 28) CBA considers that the changes to the scheme do not in general reduce its harmful environmental effects and would fail to contribute effectively to key landscape-led vision, design principles and objectives. by  | Highways England acknowledges the views of the CBA that the changes to the scheme do not reduce its harmful effects or contribute to the landscape-led vision of the scheme. Highways England does not agree with this view, and the Design Summary Report (Document Reference 7.7) submitted with the DCO application sets out how the Cotswolds AONB landscape has been a primary consideration in every design decision made.   | N   |
| 29.    | Cheltenham and Tewkesbury Cycling Campaign |                               | The 'boomerang bridge' looks obtrusive in the fly through presentation. Two or three n?) trees at either end of the viewing platform itself (extended a little to accommodate them) and just beyond the shared use path adjacent to it at ground level, would help a great deal to mitigate this.<br><br>The view from the Grove Farm bridge (and to a lesser extent from the 'boomerang bridge') shows some very chunky profiling especially on the end face. Continue the steps formed by the profiling around the corner and have more and smaller steps generally. We trust also that the profiling shown represents natural stone exposed by the profiling, and not concrete or other harsh artificial materials?   | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y   |
| 30.    | Cheltenham and Tewkesbury Cycling Campaign |                               | The gradient change from 7% to 8% will make cycling more difficult. Ensure that there are rest areas, including some green space, with trees/planting, at intervals up the steep sections where families/children/novice cyclists/disabled may take a break. For rest areas with a good view, provide a couple of picnic tables in the green space.  | The scheme design presented at the 2019 statutory consultation included a reduction in the existing A417 gradient at Crickley Hill from 10% to 7%. This was proposed to improve safety and congestion, however concerns were raised in response to the consultation, including from statutory environmental stakeholders, that the depth of the cutting required (up to 25m) to deliver the 7% gradient would result in significant environmental effects. In particular, concern was raised around the potential for a surplus of excavated material requiring disposal; of the visual landscape impact; and of the impacts to groundwater.<br><br>Having considered this feedback and undertaking further technical assessment, Highways England concluded that a change in the proposed gradient, from 10% to 8% rather than 7% as was previously proposed, would address these environmental concerns whilst still delivering the road safety and traffic flow benefits.<br><br>Proposals within the ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) include a safe route for cyclists along Dog Lane and Cold Slad Lane with new section of interconnecting bridleway, as an alternative route to the A417. | N   |
| 31.    | Cheltenham and Tewkesbury Cycling Campaign |                               | Despite repeated requests from the Missing Link Team, there is still no crossing of the A417 below the escarpment. Between the Bentham road underpass and the Grove Farm crossing there are five incoming rights of way from the North, touching or terminating at the A417, and seven from the South, with a particular concentration of rights of way severed by the new   | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the Public Rights of Way Management Plan which sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. A new Grove Farm underpass would provide a safe crossing of the  |   |



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|        |  |   | proposals around the point where Dog Lane currently touches the A417 (Marked Crickleigh Farm on the enclosed snapshot below).<br>It's simply unacceptable to completely sever all of these routes, or to require that walkers find an informal crossing over what will become a far greater obstacle and danger than at present. Include an underpass, however small scale, to maintain and facilitate connection of these twelve rights of way. A light well could be incorporated on the central reservation, or solar/battery powered LED motion activated lighting in the underpass without any expensive grid connections.   | existing A417, in addition to the proposed Cotswold Way crossing. Historic fragmentation or severance as part of previous schemes has been discussed as part of a Technical Working Group (TWG), and a technical note has been shared with that group to explain why further additional crossings in that area are not being progressed. That concludes it is not feasible on engineering, environmental and economic grounds.   |   |
| 32.    | Cheltenham and Tewkesbury Cycling Campaign |   | Roundabouts are often considered to be a significant obstacle to inexperienced cyclists. Anything which can be provided to mitigate this at the various roundabouts created by the scheme would be appreciated.   | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. Please see ES Appendix 12.2 Walking, cycling and horse riding including disabled users review at preliminary design (Document Reference 6.4). for further details of safe design for cyclists.  | N   |
| 33.    | Cheltenham and Tewkesbury Cycling Campaign |   | Surfacing: Any route intended for cycle access will need permanent, machine laid, suitable hard surfacing, especially on steep sections where the first storm would wash loose surfaces away.   | Details are set out in ES Appendix 12.2 Walking, Cycling and Horse Riding including Disabled Users Review at Preliminary Design (Document Reference 6.4) whilst matters of surfacing would be discussed and agreed between Highways England, its contractor and Gloucestershire County Council at the detailed design stage.   |   |
| 34.    | Cheltenham and Tewkesbury Cycling Campaign |   | We would also however like to add a note of thanks for all of the progress which has been made so far on maintaining and increasing connectivity in response to the Missing Link Team and other consultations, and especially for the new links enabling an off road WCHD route up the escarpment on the North side of the A417, and the links to the Cotswold Way Bridge.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   |   |
| 35.    | Cirencester Environmental Action Group     | 1a To what extent do you support the Cotswold Way crossing?   | Cirencester Environmental Action Group expressed 'strong support' for questions 1a and 1b, and 'support' for questions 2-6 on the feedback questionnaire, with no further comment made. No response was provided to question 8.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 36.    | Cirencester Environmental Action Group     | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation? | The intention of this project to carve up the Cotswold landscape, and continue to promote the culture of using vehicles that burn fossil fuels, within our District, is one that runs counter to the Governments pledge to reduce carbon over the coming decades. As a resident with children who you will directly affect with this scheme, I ask that you make compensation towards us. Both the construction & thus encouragement of car usage by the nature of this road will directly increase climatic damage. Therefore, I ask that if you intend to go ahead with its construction, that you repair the damage to citizens of the Cotswolds. Firstly, by proportional levels of financing of carbon offsetting projects such as investments into alternative low carbon-local transport systems, significant afforestation, & the creation of Renewable energy schemes that feed into our local grid. Secondly by introducing a 'Carbon Toll' on this road, that will allow a sustainable investment into carbon reducing projects for the Cotswold residents. Therefore, road users who insist on travelling through the Cotswolds appropriately pay for the damage they are directly responsible for. | Highways England recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019. 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.<br><br>Highways England 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. This assessment is reported in the ES (Document Reference 6.2) submitted as part of the A417 Missing Link DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations. The ES also sets out the mitigation measures proposed within the scheme to mitigate its effects on the Cotswolds AONB and surrounding environment more generally, including with regard to effects on biodiversity, noise, air quality, local communities and heritage assets. It is not currently proposed to include a toll on the road. | N   |
| 37.    | Cotswold Way Association                   | 1a To what extent do you support the Cotswold Way crossing?   | Strongly support: The proposed bridge across the A417 is a significant improvement over the current crossing which is very dangerous to users of the Cotswold Way National Trail.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |

| Row ID | Consultee                | Survey question (if relevant)   | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|---|--|--|---|
| 38.    | Cotswold Way Association | 1b To what extent do you support the Gloucestershire Way crossing?    | Support: The new crossing of the Gloucestershire Way is an improvement over the current route and keeps walkers well away from the busy road.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.   | N   |
| 39.    | Cotswold Way Association | 3 To what extent do you support the changes to Cowley junction?       | Support: We support improved access for walkers and other users of the public rights of way in the area.   | Highways England acknowledges the range of views expressed, including those received in support of the changes to Cowley junction.   | N   |
| 40.    | Cotswold Way Association | 5 To what extent do you support the changes to public rights of way?  | Strongly support: The changes will keep the rights of way well away from the busy roads.   | Highways England acknowledges the range of views expressed, including those received in support of the changes to public rights of way.  | N   |
| 41.    | Cotswold Way Association | 6 Do you agree with our proposals for replacement common land?        | The Cotswold Way Association expressed that it neither supports nor opposes changes to gradient of the scheme, the rerouting of the B4070 and the proposals for replacement Common Land (questions 2, 4, and 6 of the feedback questionnaire).   | Highways England acknowledges the range of views expressed, including those which are neutral.   | N   |
| 42.    | Cotswold Way Association | 9 Do you have any other comments?                                     | The consultation documents do not explain what happens to the public rights of way during the construction period for the scheme. The Cotswold Way is used by thousands of walkers every year and it is absolutely essential that a safe route remains open 24/7 during the period of the scheme's construction.   | Highways England acknowledges concerns expressed over the potential for disruption to existing Public Rights of Way (PRoW) during scheme construction. ES Appendix 2.1 EMP (Document Reference 6.4) has been submitted. This includes a Public Rights of Way Management Plan (ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) which explains how the impact of construction on PRoW will be managed, including closures and temporary diversions. Highways England is working with local walking, cycling and horse riding groups to agree how the effect on PRoW can be managed throughout the design and construction of the scheme. As set out in the PRoW Management Plan, Highways England is committed to working with Gloucestershire County Council and other stakeholders at the detailed design stage to help agree detailed matters such as management during construction. | N   |
| 43.    | Councillor Julia Judd    | 1a To what extent do you support the Cotswold Way crossing?           | Support: The colour scheme could be improved. Will the revised bridge satisfy the demands of the Woodland Trust and the National Trust? I don't think that the viewing platform is necessary, it would not be a pleasant place to sit, on top of a dual carriageway. People interested in the view will just pause their walk but would choose to sit in peace, away from traffic. | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.<br>Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 44.    | Councillor Julia Judd    | 1b To what extent do you support the Gloucestershire Way crossing?    | Support: It should be clad in natural Cotswold stone.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing. Aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction.   | N   |
| 45.    | Councillor Julia Judd    | 2 To what extent do you support the change in gradient of the scheme? | Support: I support it for all the reasons given in your consultation.  | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.  | N   |
| 46.    | Councillor Julia Judd    | 3 To what extent do you support the changes to Cowley junction?       | Support: Any disincentives to stop commuter traffic from using small, local lanes in an effort to 'beat' the traffic is to be encouraged.  | Highways England acknowledges the range of views expressed, including those received in support of the changes to Cowley junction.   | N   |
| 47.    | Councillor Julia Judd    | 4 To what extent do you support the rerouting of the                  | Support: This has always been a concern for the residents of Birdlip and this improvement is to be welcomed for all the reasons stated above.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N   |

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|--------|-----------------------------|--|---|--|---|
|        |                             | B4070 to Birdlip via Barrow Wake?  |   |  |   |
| 48.    | Councillor Julia Judd       | 5 To what extent do you support the changes to public rights of way?   | Support: This area of Gloucestershire is popular with riders and walkers. As tourism is a major contributor to the local economy, it is important that these flagship routes are retained and enhanced.   | Highways England acknowledges the range of views expressed, including those received in support of the changes to public rights of way.  | N   |
| 49.    | Councillor Julia Judd       | 6 Do you agree with our proposals for replacement common land?   | Support: It is to be welcomed that the new area of common land will be larger than the existing, however, I think it is a mistake that it will not be accessible to cyclists or horse riders. These activities act as 'eyes and ears' for other nefarious activities which this area is known for and could be useful. Other Common Land in Gloucestershire manages activities successfully whilst protecting the biodiversity, e.g. Minchinhampton Common, Rodborough Common etc. Precautions to protect new plantations etc. could easily be made without compromising the environment. | Highways England acknowledges the range of views expressed, including those received in support of the replacement common land. Highways England acknowledges the range of views expressed, including those received in support of the replacement common land. Through the relevant Countryside and Rights of Way Act 2000 (CRoW) rights to access common land are not afforded to cyclists or horse riders.  | N   |
| 50.    | Councillor Julia Judd       | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation?        | It appears to me that the environmental effects will be improved as a result of the latest amendments, but probably only marginally.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 51.    | Councillor Julia Judd       | 8 Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | All of the bridge faces should reflect the fact that they are in the Cotswolds and be faced in Cotswold stone. The viewing platform is unnecessary.   | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y   |
| 52.    | Councillor Martin Whiteside |  | The evidence and traffic modelling suggests that the massive road re-alignment will just generate more traffic and the rate of return for time saved is negligible while generating more CO2 and more congestion elsewhere.<br><br>A simple additional slip road NW bound at the existing roundabout (taking part of the Pub garden) and average speed cameras limiting speed along the whole section would be a more cost-effective solution. Proper speed limits would reduce the number of fatalities.   | Highways England acknowledges that the Air Balloon roundabout is a constraint on the existing A417 and that this is a cause of delays on this section of the road. However, there are other aspects of the road that contribute towards the safety and congestion issues experienced by road users and which contribute to the need for the scheme. The A417 Missing Link currently suffers from a lack of capacity and both Cowley and the Air Balloon roundabouts operate over capacity with current traffic flows. These issues would be exacerbated in the future without any intervention. In addition, the A417 has an above average number of road traffic accidents that result in fatalities or serious injuries and as traffic flows increase this will only worsen. For these reasons, a more significant intervention than introducing additional speed control measures and a dedicated left turn lane for westbound traffic at the existing Air Balloon roundabout is required. Please refer to the Case for the Scheme (Document Reference 7.1) Report for further information. | N   |
| 53.    | Councillor Martin Whiteside |  | The evidence shows that a similar amount invested in public and active travel would have:<br><ol style="list-style-type: none"> <li>1. A higher rate of return for time saved</li> <li>2. A higher rate of return for lives saved</li> <li>3. A positive CO2 and air quality outcome</li> <li>4. More biodiversity gain.</li> </ol> <p>Whichever way you look at this, it is a non-sensical scheme, a total waste of public money. It is a vanity project not backed by the evidence presented.</p>   | Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.   | N   |

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|--------|--|--|--|--|---|
| 54.    | Winstone Parish Council                                  |  | Winstone Parish Council fully supports the proposals as set out in the consultation documents and hopes that the project is progressed as soon as practicable.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 55.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 1a To what extent do you support the Cotswold Way crossing?                            | Strongly support: We totally support the principle of a connection across the new A417 linking Crickley Hill with Barrow Wake and making continuous both the Cotswold Way and the Gloucestershire Way. However, what is proposed is totally inadequate in both scale and design. The crossing serves not only as a physical link but also a visual landscape link. It should not be "a feature" but meld into the landscape on both sides of the road. Something like the crossing proposed at Shab Hill would be more appropriate or even better a reinstatement of the proposal for a green bridge.<br><br>The proposed design is modern construction, bringing an alien element into a rural landscape. The idea of a viewing gallery shows little understanding of the area. There will be no views from the crossing. The crossing leads to key viewpoints at Barrow Wake and Crickley Hill. We do understand and support the importance of the design allowing access for the disabled and a ramp may be necessary on the Barrow Wake side but surely this could be an earth embankment with a suitably surfaced path. | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing. Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report for further information.  | Y   |
| 56.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 1b To what extent do you support the Gloucestershire Way crossing?                     | Support: We understand that the change in gradient has resulted in the crossing being positioned further north than originally planned. This is unfortunate as the crossing is no longer on the line of the Gloucestershire Way and results in a minor diversion of the route. That said this important connection is preserved and we applaud the generous design of the crossing to accommodate both wildlife and human traffic.   | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing. All efforts have been made to minimise the necessary diversion whilst avoiding impact of the crossing on the ancient woodland.  | N   |
| 57.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 2 To what extent do you support the change in gradient of the scheme?                  | Support: The benefits of the change are significant in landscape terms involving a less deep, and therefore less wide and visually intrusive, cutting. There will also be less spoil to be taken and redistributed. Clearly there are offsetting effects mainly of greater fumes from south bound HGV traffic using more power to ascend the hill. This is outweighed by the landscape benefits. We are however disappointed that the opportunity has not been taken to re-engineer the Shab Hill junction to sink it further into the natural dip in the landscape at this point.   | Highways England acknowledges the range of views expressed, including those received in support of the gradient change.<br><br>Concern about the elevated section of the proposed A417 in the vicinity of Shab Hill junction is noted. Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. Lowering the junction further in this location would increase the depth of the cuttings on the mainline A417 approaches to the junction. This would have a detrimental effect on adjacent properties including Rushwood Kennels and Birdlip Radio Station and would lead to significant increase in excavated material which would require disposal off site. | N   |
| 58.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 3 To what extent do you support the changes to Cowley junction?                        | Neither support nor oppose: We consider both the proposed and previous design will have the same low impact on the landscape. The issues are therefore of access to the local communities of Cowley and Brimpsfield and it is for those communities to comment.  | Highways England acknowledges the range of views expressed, including those received which are neutral. Highways England has engaged with the relevant Councils and affected landowners.   | N   |
| 59.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | Strongly support: One of the benefits of the chosen route for the A417 and A436 is the potential to create an uninterrupted swath of open and connected countryside from Crickley Hill to the Cowley round about. The previous route (in dotted blue on the maps) would have been a significant visual and physical incursion into this openness. It would have interrupted the Air Balloon Way. The proposed routing avoids these disadvantages and offers the potential to rejuvenate the Barrow Wake area. There is no significant disadvantage for the relatively modest level of traffic going to or coming from Stroud.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.   | N   |
| 60.    | Campaign to Protect Rural                                | 5 To what extent do you support the  | Support: Bridge crossing of the A 417 will be prominent features of the landscape. The proposals have got the balance right between maintaining a connected network of public rights of way and minimising the damaging  | Highways England acknowledges the range of views expressed, including those received in support of the changes to public rights of way. ES Appendix 2.1 EMP  | N   |

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|--------|--|--|--|--|---|
|        | England (CPRE) Gloucestershire                           | changes to public rights of way?   | effect of multiple crossings. We are however very concerned that all the rights of way have been designated WCH. We support ensuring access for all including the disabled to the countryside, but we also think it a great mistake to consider cycling as similar to walking or horse riding. Many of the existing public rights of way which will be diverted are designated as footpaths. They should remain as such and should be designated as being suitable only for walkers or horse riding. Clearly those public rights of way which are designated as bridleways can remain open to cyclists.  | Annex F PRow Management Plan (Document Reference 6.4) sets out the different proposals for different routes / users.   |   |
| 61.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 6 Do you agree with our proposals for replacement common land?   | Support: The proposal allows a significant landscape and recreational connection between Barrow Wake and the newly accessible countryside towards Shab Hill. It introduces an ecological corridor encouraging free species movement. Moreover, it introduces a break in the old A417 and thus ensures it will not become a through route encouraging inappropriate use of the Cotswold Way crossing.   | Highways England acknowledges the range of views expressed, including those received in support of the replacement common land.  | N   |
| 62.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation?        | It appears from oblique references in the PEI that it is intended to use spoil from the major cutting to build bunds to the west of the stretch of the A417 from Shab Hill to the Cowley junction. For some reason this is seen as an adverse effect compared to today. The adverse effect is the introduction of the A417. The bunding is an essential mitigation by shielding the traffic from being obtrusively visible from a distance. This is a major benefit; our concern is that the bunding may not be high enough to act as a complete shield. We understand the need for dedicated pounds for equipment and materials during construction. However, such sites leave a considerable mark on the land and landscape; there is no reference to the envisaged remedial action when the sites are no longer needed. | An assessment of the scheme's effect on the landscape is provided in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). Cotswold Stone walling will be located at the crest of the bunding to further screen traffic from the surrounding landscape. Construction compounds will be returned to their previous use unless otherwise specified in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).  | N   |
| 63.    | Campaign to Protect Rural England (CPRE) Gloucestershire |  | We note and applaud the proposal to use low noise surfacing. However, that will not be sufficient to completely mitigate the noise effects of the road on the PROW network near the road. We are therefore surprised by the statement that the noise effects on the PROWs will not be significant. We also note that the assessment is that the scheme will be adverse for the Cotswold Way for 15 years but only adverse for year 1 for the Gloucestershire Way. In our view it is exactly the opposite. The Cotswold Way will benefit significantly from the new crossing and that the main route for traffic and therefore noise has been moved much further away. For the Gloucestershire Way it is the reverse.   | A lower noise road surface, cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and Public Rights of Way. ES Figure 11.3 Operational Noise Difference Contour Map Future Assessment Year (2041) (Document Reference 6.3) and ES Figure 11.4 Operational Noise Difference Contour Map (at 1.5M Height) Future Assessment Year (2041) (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design. Significant noise effects on a number of PRowS are identified and are described in sections 11-10 and 11-12 of the ES.  | N   |
| 64.    | Campaign to Protect Rural England (CPRE) Gloucestershire | 8 Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | As stated above the increases in the height of the bunding on the southern section of the route are essential both in landscape terms to screen the movement of vehicles on the road from more distant views. This ensures the landscape will be seen as a wide and continuous vista and an uninterrupted part of the high wolds landscape character area. Seeding these banks with wild species of limestone grass and should be supplemented with appropriate planting of trees to ensure even the highest HGVs are not intrusively visible.   | The landscape design proposals for Shab Hill valley area have been carefully considered. The High Wold Valley landscape character type (LCT 8C) intersects with the High Wold landscape character type (LCT 12) near Shab Hill. The natural contours of the head of the valley in this location have been used to integrate the junction. The landscape earthworks have then been designed to effectively 'move the head of the valley' eastwards so the natural form of the valley landscape would have a logical end at the point where it meets the A417. These earthworks also incorporate false cuttings along the eastern edge of the road to provide immediate visual screening and integration of the road and junction. Deciduous woodland planting will also be incorporated to enhance screening. This woodland will help with landscape and ecological connectivity by linking several isolated woodland areas east of the junction. The area of woodland replacement planting exceeds that lost in this area. ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) sets out the landscaping proposals for the scheme. | N   |
| 65.    | Daglingworth Parish Council                              |  | The representations of Daglingworth Parish Council remain unchanged from the previous consultation held in 2019.   | Highways England acknowledges that Daglingworth Parish Council's representations remain unchanged. The comments made in 2019 are summarised and responded to in Appendix 7.4 of the Consultation Report Appendices (this document).  | N   |

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|--------|--|--|---|--|---|
| 66.    | English Regional Transport Association |  | <p>We do not support the dualling of the A417 road between Brockworth and Cowley since it will bring no benefit at all to the local communities. The improved road will bring in more traffic travelling between the south of England and Wales, the South-West and North-West Midlands. The road already passes through a major area of Natural Beauty, and consequently, the increased traffic will affect wildlife. That area in fact is a major location for badgers, and with the increased traffic there will be more badgers being killed by motorists. Furthermore, the increased road traffic will in turn increase CO2 emissions and also, air pollution (a serious health emergency), both of which the Government is pitifully complacent.</p> <p>Instead the disused railway line between Gloucester and Hereford via Ross-on-Wye should be re-opened, where much of the original track-bed survives. The re-opened railway would act as a missing strategic rail link, combining a local, regional and inter-regional sustainable transit corridor for both passenger and freight movements. It would consequently free up capacity elsewhere on the rail network, particularly Reading-Oxford-Leamington and enable an orbital link around the West Midlands. Furthermore Ross-on-Wye (a major tourist hotspot) would be connected to our railway network.</p> | <p>Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.</p>  | N   |
| 67.    | Friends of the Earth Tewkesbury branch | 1a To what extent do you support the Cotswold Way crossing?                            | Support: It is important to maintain a safe connection of this national trail.  | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.  | N   |
| 68.    | Friends of the Earth Tewkesbury branch | 1b To what extent do you support the Gloucestershire Way crossing?                     | Neither support nor oppose: I support for a crossing for users of the Gloucestershire Way, however, oppose the 25m width proposed. 50m width would be more effective for this bridge planted with hedgerow and vegetation. This wider bridge would be more helpful as a habitat/wildlife crossing. This will prevent increased severance of the Crickley Hill and Barrow Wake SSSI.   | Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  | Y   |
| 69.    | Friends of the Earth Tewkesbury branch | 2 To what extent do you support the change in gradient of the scheme?                  | Support: The gradient proposed will lessen the depth of the cutting into the limestone scarp.   | Highways England acknowledges the range of views expressed, including those received in support of the gradient change proposals.  | N   |
| 70.    | Friends of the Earth Tewkesbury branch | 3 To what extent do you support the changes to Cowley junction?                        | Support: This is good to prevent rat running. The access maintained will be safer for Walkers/horse riders/cyclist and residents.   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for Cowley junction.  | N   |
| 71.    | Friends of the Earth Tewkesbury branch | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | Neither support nor oppose: Support the rerouting of the B4070 but oppose the Barrow Wake car park. It should be moved to avoid being so near the walkway   | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate. | N   |
| 72.    | Friends of the Earth Tewkesbury branch | 5 To what extent do you support the changes to public rights of way?                   | Support: It is good for public recreation and access to the countryside. Concerned of the footfall on such sensitive wildlife habitat [unimproved calciferous grassland]  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for PROWs.  | N   |

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|--------|---|---|--|--|---|
| 73.    | Friends of the Earth Tewkesbury branch    | 6 Do you agree with our proposals for replacement common land?  | Strongly support: This is good if this common land can be managed in such a way to create calciferous grassland. This is vital for grassland plants and the species that depend on them. This type of grassland is declining. It needs to be protected. As much as I encourage the public to experience and walk in this landscape, the footfall on this dedicate grassland should be controlled. Design the walkways etc so as to keep people off the grassland.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for replacement of Common Land.   | N   |
| 74.    | Friends of the Earth Tewkesbury branch    | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation? | I am concerned that the project still does not deliver biodiversity net gain which is guided by the Nature Recovery Network. The U.K Government has committed to :build better-build greener: The Prime Minister has pledged to protect and expand the most important wildlife habitats. This part of the A417 and this project is in this incredible important yet fragile habitat for wildlife that is in decline because of habitat loss/change. Butterflies of the calciferous grasslands are in decline. Butterflies are like the :canary in the coalmine: They give an early warning of any decline in insects and then mammals that depend on them for food. This is happening now. Therefore, I feel very strongly that any existing grassland should be maintained and I am pleased if replacement calciferous grassland is created and maintained. I think it would also be helpful to have so called : stepping stones: of this grassland created in this project to enable insects and mammals to translocate themselves in the wider landscape.   | Highways England notes the support on the amount of calcareous grassland in the scheme. Additional areas of calcareous grassland habitat have been created either side of the crossing to provide habitat stepping stones providing connectivity of habitat between Barrow Wake and Crickley Hill units of the SSSI. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.<br><br>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme. Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) . | Y   |
| 75.    | GFirst LEP                                |   | We would like to re-affirm our position regarding the A417 'Missing Link' and our full commitment to this important project. The A417 is one of the main major infrastructure priorities in Gloucestershire and the 'Missing Link' will complete the dual carriageway linking the M4 corridor from Swindon to the Midlands and the north of England to the south.<br><br>In line with the project's public consultation, this seems an appropriate time to again confirm our full support for the scheme and the benefits it will bring to the local and regional economy and to the strategic road network.<br><br>We are in support of the overall objectives for this scheme - <ul style="list-style-type: none"> <li>• Transport and safety: to reduce delays, create a free-flowing road network and improve safety along this stretch of the A417</li> <li>• Environment and heritage: to reduce the impact on the landscape, natural and historic environment of the Cotswolds and, where possible, enhance the surrounding environment</li> <li>• Community and access: to reduce queuing traffic and pollution, improve access for local people to the strategic road network, and support residents' and visitors' enjoyment of the countryside</li> <li>• Economic growth: to help boost growth and prosperity by making journeys more reliable and improving connectivity.</li> </ul> Local businesses need to be able to reliably deliver and receive goods and services into, out of and around the region to carry out their day-to-day operations efficiently. The current constraints on this section of the road have a knock-on impact on the area's economic performance, contributing to issues for existing businesses. Improved connectivity will drive business growth and boost the economy around Gloucestershire and the surrounding areas. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.   | N   |
| 76.    | Gloucestershire Local Access Forum (GLAF) |   | Crossing for users to the west of Point A (Grove Farm). GLAF members noted that there is no crossing of the A417 between this point and the minor road bridge between Little Witcombe and Bentham, almost one mile to the west.  | ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a number of proposals to improve and increase safe connectivity. A new Grove Farm underpass would provide a safe  | N   |

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|        |   |  |   | crossing of the existing A417, in addition to the proposed Cotswold Way crossing. Historic fragmentation or severance as part of previous schemes has been discussed as part of a Technical Working Group (TWG), and a technical note has been shared with that group to explain why further additional crossings in that area are not being progressed. That concludes it is not feasible on engineering, environmental and economic grounds.  |   |
| 77.    | Gloucestershire Local Access Forum (GLAF) |  | <p>Bat underpass. At the meeting we considered the potential of utilising the bat underpass for access. It is not unusual for bats to share buildings and other roosts in very close proximity to people. A potential technical solution could be lighting triggered by movement sensors, with these switched off between dusk and dawn. Arup indicated access to underpass has to be restricted and will share the technical and environmental justification for this decision.</p> <p>A view was also expressed that if maintaining the safety of that bat population requires that we stay away from the area, then rather than having an adverse effect on that bat population, we should prioritising wildlife rather than people in this situation.</p> | The bat underpass has been created as essential mitigation for bats that were recorded crossing the road in that location during radio tracking surveys. Due to presence of the four rarest bats in the UK recorded within the area, the underpass will be for use by bats only and will remain unlit at all times. Grills will be placed at the entrance to the underpass. Further information on the impacts of the scheme on bats is provided in ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 78.    | Gloucestershire Local Access Forum (GLAF) |  | <p>Access for carriage drivers. Members supported raising the rights on PROW (footpaths and bridleways) to restricted byways, where appropriate, to allow improved access and route linkages for carriage drivers. Further consultation on this issue would be appreciated.</p> <p>The routes could include: Access across the boomerang bridge linking the Air Balloon Way to Cold Slad Lane and the Ullenwood Junction, and a bridleway upgrade to restricted byways to connect Dog Lane and Cold Slad Lane.</p> <p>The loss of Cowley Restricted Byway 36 could be compensated by the upgrade of bridleways to provide a connection to the south end of Cowley Restricted Byway 26.</p>  | ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out the mitigation and enhancement for WCH and other users of rights of way/highway with public access. This includes a restricted byway across the Cotswold Way crossing linking the Air Balloon Way. However, after careful consideration the proposal to connect Dog Lane with Cold Slad will remain a bridleway. Concerns have been expressed about traffic unlawfully or unintentionally accessing that route and creating a rat run through route, should it be a restricted byway, given the nature of the width, surfacing and enclosures may not lend themselves to making it clear that the route is limited to WCH only. The severance of Cowley Restricted Byway 36 would be mitigated with the Cowley overbridge. Cowley footpath 22 is proposed to be reclassified to restricted byway to provide a continuous WCH route from Cowley overbridge south to Cowley junction via Cowley Restricted Byway 26. | Y   |
| 79.    | Gloucestershire Local Access Forum (GLAF) |  | All new and upgraded routes must be engineered to meet the needs of the identified users. This includes appropriate surface, drainage, barriers and accessible gates or preferably gaps.  | Details of surfacing, signage and enclosures will be discussed and agreed between Highways England, its contractor and Gloucestershire County Council at the detailed design stage. This is set out in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the Public Rights of Way Management Plan. That Plan carefully considers the needs of all users and please also see ES Appendix 12.2 Walking, cycling and horse riding including disabled users review at preliminary design (Document Reference 6.4).   | N   |
| 80.    | Gloucestershire Local Access Forum (GLAF) | Access for people with disabilities must be a priority. Appropriate levels of accessibility for different disabled users must be considered. Some routes will be used by those who can only manage an easy walk or are users of manual or powered equipment. Some routes will be accessed using dedicated off-road mobility equipment which will not be limited by rougher terrain. To ensure access for all slopes must be manageable, steps should be avoided, and where closures are essential accessible gate installed. |   |   |   |
| 81.    | Gloucestershire Local Access Forum (GLAF) |  | Walking, cycling and horse riding. Some non-motorised users will be using routes to travel/commute, others for recreational activity and all users' needs should be considered. A signed route following the line of the A417 (north west to south east) would create a through route for non-motorised users.  | Details of surfacing, signage and enclosures will be discussed and agreed between Highways England, its contractor and Gloucestershire County Council at the detailed design stage. This is set out in ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) incorporates the Public Rights of Way Management Plan. That Plan includes the Air Balloon Way and connecting routes to help provide a through route for non-motorised users as described.  | N   |
| 82.    | Gloucester City Cycling Club              |  | We congratulate you on the informative briefings and thank you for the opportunity to critique the design. The latest iteration is a significant improvement over the original design.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 83.    | Gloucester City Cycling Club              | 1a To what extent do you support the   | Cotswold Way: Strongly support. We welcome the creation of a grade separated crossing that creates a route from Cold Slad Lane across to Birdlip but we would prefer the bridge to be more sympathetic to the landscape.  | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the  | Y   |



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|        |                              | Cotswold Way crossing?  |  | surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  |   |
| 84.    | Gloucester City Cycling Club | 1b To what extent do you support the Gloucestershire Way crossing?  | Gloucestershire Way: Strongly support. We welcome the creation of another grade separated crossing   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for the Gloucestershire Way crossing.   | N   |
| 85.    | Gloucester City Cycling Club | 2 To what extent do you support the change in gradient of the scheme?   | The change in gradient of the A417 as it climbs the escarpment near Crickley Hill: Support. Because they will not be using the dual carriageway the cyclists' concern here is mainly with visual impact, which will be reduced.  | Highways England acknowledges the range of views expressed, including those received in support of the gradient change proposals.  | N   |
| 86.    | Gloucester City Cycling Club | 3 To what extent do you support the changes to Cowley junction?   | Support. We welcome the elimination of rat running along Climperwell and Daisy Bank Roads to Brimpsfield and Cowley respectively and believe this junction will support local traffic needs. However, the junction is a little complicated and will, in the underpass, mix slow users such as cyclists and horse riders with motor traffic that has recently left a 70 mph road. The alternative (pictured) <i>[attachment available upon request]</i> proposed by the Ramblers Association avoids this hazard and is preferred. | Highways England acknowledges the range of views expressed including those responses received and comments in relation to the layout of Cowley junction. The option proposed by the Ramblers as shown would require a new bridge structure to be constructed and would place the loop road in a cutting approximately 12m deep to enable it pass beneath the mainline. To then tie it into the roundabout, a large section of mature Beech trees would also need to be cleared. This option would not be justified on the basis of cost and additional environmental impact.<br><br>As a result of comments received during the 2020 public consultation however, the design has been amended to include footway / cycleway in the verge to connect the PROW to the east of the junction with local road network to the west of the junction. This would provide a safer route for WCH. The proposed solution would also make use of an existing bridge. The traffic flows predicted through the underbridge would also be light and therefore the risk of conflict low.<br>The junction layout would help to regulate speed with traffic diverging from the eastbound direction being slowed down by the constrained layout of the loop road, The roundabout on the western side would also provide an interface between the high speed road and the slower local road network. | Y   |
| 87.    | Gloucester City Cycling Club | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake?                            | The rerouting of the B4070 to Birdlip via Barrow Wake: Strongly support. Birdlip local motor traffic is successfully separated from North-South cycle traffic using Air Balloon Way. Improved oversight of the Barrow Wake car park should help address anti-social behaviour of all kinds.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for the B4070.  | N   |
| 88.    | Gloucester City Cycling Club | 5 To what extent do you support the changes to public rights of way?  | The improvements we've made for walkers, cyclists and horse riders, including disabled users: Strongly support. Creation of several grade separated crossing of A417 is a huge improvement. Upgrade of some paths from footpath to bridle path also provides better access to open countryside.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for WCH.  | N   |
| 89.    | Gloucester City Cycling Club | 6 Do you agree with our proposals for replacement common land?  | Neither support nor oppose.  | Highways England acknowledges the range of views expressed, including those which are neutral.   | N   |
| 90.    | Gloucester City Cycling Club | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation? | Creation of a five-lane dual carriageway has massive visual impact on the Area. It will eliminate the present tree cover alongside Crickley Hill so contrast with the status quo will be an enormous visual and noise impact. Mitigation measures of cuttings, noise terms, and vegetation planting are essential.   | A lower noise road surface, cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and Public Rights of Way. An assessment of the effect of the scheme on landscape and noise is provided in Chapters 7 and 11 of the ES respectively. ES Figure 11.3 and ES Figure 11.4 (Document Reference 6.3) are noise change maps which show both adverse and beneficial impacts due to the proposed scheme. All practicable measures to screen the surrounding area from highway noise around the junction have been applied through the embedded noise mitigation in the design.   | N   |
| 91.    | Gloucester City Cycling Club | 8 Do you have any comments on any of the other design   | Shab Hill junction is to be sited in a tranquil part of the landscape. Keeping it low would help minimise noise transmission and allow a flat overbridge.  | Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route significant landscape earthworks in the   | N   |

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|        |  | changes that have been introduced since the previous               |  | form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. A lower noise road surface and Cotswold stone walls have also been used to minimize the visual and noise effects of the scheme on the AONB and Public Rights of Way. Lowering the junction further in this location would increase the depth of the cuttings on the mainline A417 approaches to the junction. This would have a detrimental effect on adjacent properties including Rushwood Kennels and Birdlip Radio Station and would lead to significant increase in excavated material which would require disposal off site.   |   |
| 92.    | Ramblers Association, Gloucestershire Area | 1a To what extent do you support the Cotswold Way crossing?        | <p>Ramblers strongly oppose these plans for a Cotswold Way Crossing. It is welcome that an A417 crossing for the Cotswold Way and Gloucestershire Way is near its present alignment. However, the design and materials and materials for the bridge are inappropriate for the location. Ramblers could support proposals for a green bridge at the Air Balloon – as a landmark on both Trails.</p> <p>Design Manual for Bridges LA 112 Population and human health 3.11 has a 'very high' sensitivity for National Trails, promoted routes and existing employment sites.</p> <p>The proposed Boomerang Bridge shape could be adapted to create the 150-metre mixed use Green Bridge described in previous proposals. It should also act as a link and a road noise shield for Neolithic Emma's Grove in the Beech woods opposite.</p> <p>Highways England claims the scheme benefits recreation, so it should include the popular Inn as a social receptor - a base for walks, cycling and other activities. Other organisations have raised the lack of replacement facilities such as toilets or somewhere to grab a bite to eat.</p> <p>DMRB continues at section 3.15 with 'identify alternative design/route options that avoid the requirement to compulsory purchase property, land and assets'.</p> | <p>Highways England acknowledges the range of views expressed, including those received in objection of the proposals for the Cotswold Way crossing.</p> <p>As a result of feedback received during the 2019 consultation, there will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Tunnel route options for the scheme were discounted prior to the 2018 public consultation, as set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4). However, a partial cut and cover design within the alignment of Option 30 has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut and cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to sections 7.4 and 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Wherever possible, Highways England has worked to avoid the need to demolish property or businesses during scheme design, however the need to demolish the Air Balloon public house is unavoidable. The consideration of the Air Balloon public house and its demolition is considered in ES Chapter 6 Cultural Heritage (Document Reference 6.2) and ES Chapter 12 Population and Human Health (Document Reference 6.2). Whilst it is recognised that the Air Balloon public house is not a Listed Building, detailed historic building recording will be undertaken as part of the mitigation of the scheme.</p> | N   |
| 93.    | Ramblers Association, Gloucestershire Area | 1b To what extent do you support the Gloucestershire Way crossing? | <p>Support: Ramblers support a crossing here for the Gloucestershire Way and would Strongly Support if it could be wider and closer to the current meeting point of track 50852 and footpaths ACY3 and ACO16 to avoid diversions.</p> <p>This crossing has been necessary ever since plans were first proposed and it's welcome that it provides interconnect as a wildlife crossing too. Two sympathetic approaches to construction may be possible: -</p> <ul style="list-style-type: none"> <li>• either use a dig-under method to keep the surface landscape intact</li> <li>• or temporarily divert routes so they pass alongside until construction of the bridge is complete.</li> </ul> <p>Keeping the surface features in place retains the hedgerows for bats badgers and barn owls. If the bridge is wide enough it should also retain migration routes during construction of the road. The landscape at this location is open with views across to the escarpment at Crickley so could generally be retained as grassland rather than planted as forest.</p>  | <p>Highways England acknowledges the range of views expressed, including those received in support of the proposals for the Gloucestershire Way crossing.</p> <p>Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p>  | Y   |
| 94.    | Ramblers Association, Gloucestershire Area |  | <p>A crossing is also required south of the Shab Hill junction for popular walking routes along 50853 and 50944 and could be implemented in a similar way for wildlife access to a nearby area of conservation.</p>  | <p>Two crossings are proposed south of the Shab Hill junction, at Cowley overbridge and Stockwell overbridge. Connecting routes to these crossings, including from unclassified roads 50853 and 50944 is set out in the Public Rights of Way Management Plan (ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4).</p>  | Y   |

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| 95.    | Ramblers Association, Gloucestershire Area | 2 To what extent do you support the change in gradient of the scheme?                  | <p>Oppose. Ramblers oppose the increase in gradient as an overall benefit has not been demonstrated. Ramblers could support if there was demonstrable increase in crossings for paths and retention of the heritage and landscape of the area.</p> <p>The quoted 10% is a peak gradient near the Air Balloon that would have been avoided by the scheme anyway. The proposed gradient of 8% is greater than the lower slopes of the present A417. Although a peak gradient of 8% may be useful in places it should only be used where it might be necessary and not where it could detract from the landscape. For example, raising the road onto an embankment at tree height could lead to visual and noise intrusion. An embankment could offer under-passes rather than over-bridges for footpaths, bridleways and tracks.</p> <p>There is a step change in height of the landscape east of Grove Farm. A 1km tunnel between there and Shab Hill would have a maximum gradient of 6% and may not need a crawler lane.</p>  | <p>Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the proposed gradient changes. Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Tunnel options have been considered as part of options identification and appraisal, however they have been discounted largely due to cost and environmental impact. Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or the Scheme Assessment Report (March 2019) (Document Reference 7.4) for further information.</p> | N   |
| 96.    | Ramblers Association, Gloucestershire Area | 3 To what extent do you support the changes to Cowley junction?                        | <p>Oppose: Ramblers opposes this proposal as it:</p> <ul style="list-style-type: none"> <li>• mixes a low traffic walking cycling and riding route with that of traffic from the A417 to Nettleton and beyond. It also diverts footpath ACY22.</li> <li>• converts ACY22 to a Restricted Byway</li> <li>• loss of a field footpath. Many walkers would not consider change of use of a footpath, for other uses, as a benefit.</li> </ul> <p>Ramblers could support if:</p> <ul style="list-style-type: none"> <li>• ACY22 was retained as a footpath to link with footpath ACY40.</li> <li>• A redesign of the junction if it provided a separate bridge or underpass for A417 linking traffic perhaps using the old Quarry.</li> </ul> <p>As described in the proposal, the aims of this junction seem to be to</p> <ul style="list-style-type: none"> <li>• allow direct access from the new A417 dual carriageway to Nettleton/ Birdlip traffic along the current A417 which is proposed to be detrunked (i.e. taken under local authority control).</li> </ul> <p>keep local connections separate between Cowley &amp; Watercombe along 40861 to allow use for local people, business and farms etc. but still allow indirect access to the A417 if required.</p> | <p>Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the proposed changes to the Cowley junction.</p> <p>Following on from the 2019 public consultation events and a review of the roads surrounding Cowley, Highways England made the decision to remove the connection between Cowley Village and Cowley junction via Cowley Woods from the scheme. The route will become a private access for local properties and for walking, cycling and horse riding, including for disabled users. Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners.</p> <p>The reclassification of Cowley footpath 22 to a restricted byway seeks to create continuous WCH route between Cowley overbridge and Cowley junction and beyond, as set out in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4).</p>  | N   |
| 97.    | Ramblers Association, Gloucestershire Area | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | <p>Oppose: Ramblers Oppose the new link road to Birdlip taking this quiet section of old road used for Walking Cycling and Riding. Ramblers could support another route for the link road away from this edge of the Escarpment.</p> <p>The whole length of the existing road 42782 into Barrow Wake car park has good views from the edge of the escarpment. There are often 20-30 vehicles parked up either taking a break or for longer term parking for walks etc. If the proposal to use the road for the Birdlip link was to progress, these vehicles could fill up the Barrow Wake car park viewpoint.</p> <p>These proposals take the Birdlip link road through the Barrow Wake underpass and install a roundabout at the viewpoint car park entrance. The quiet walking and cycling road 50852 to Shab Hill is to be repurposed as the link between the new A417 and Birdlip village.</p>   | <p>Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the proposed changes to the B4070.</p> <p>The B4070 provides a road link between Birdlip village and the A417. The design of the scheme presented at the 2019 statutory consultation proposed to join the B4070 to the new A417 via some fields near Barrow Wake and along an existing narrow lane in the vicinity of Birdlip Radio Station. In response to the statutory consultation, there was some concern raised around the impacts of this routing because it would cross the proposed repurposed A417 and would result in the loss of agricultural land. Although not directly related to the scheme, comments were also received that raised concerns about the issue of anti-social behaviour at Barrow Wake car park and which suggested that the scheme could be an opportunity to help to address this, as well as to improve facilities and access to Barrow Wake.</p>  | Y   |

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|--------|--|--|---|--|---|
|        |  |  | <p>An alternative route for the Birdlip link road could use the section of the current A417 north from the Birdlip junction. It would avoid the underpass and instead use the field edge alongside the 50852. There has also been a suggestion for a direct link from Birdlip to the new A417 across a depression in this field. This should be a recreational benefit as it would keep Birdlip traffic away from the quiet 50852. Barrow Wake accessibility may also be improved by opening the north end of the car park through to the Air Balloon so as to allow relevant traffic to pass through.</p>  | <p>Having considered this feedback, and undertaking further technical assessment, Highways England decided to amend the design of the B4070 road to Birdlip by rerouting it via the entrance of Barrow Wake car park and along the existing road to Birdlip. It is proposed to use an existing underpass and Barrow Wake's access road to replace the existing T-junction with a new, safer roundabout. This change would mean that the B4070 would no longer cross the repurposed A417, and the new roundabout would help slow traffic, increase the natural surveillance of the area and make Barrow Wake a more welcoming place to visit.</p> <p>There would be alternative and more formal parking areas provided for users of the Air Balloon Way as part of the scheme, to help address concerns expressed about recreational and parking pressure at Barrow Wake (and the Country Park).</p>  |   |
| 98.    | Ramblers Association, Gloucestershire Area | 5 To what extent do you support the changes to public rights of way? | <p>Strongly Oppose. Ramblers strongly oppose the current proposals because of too many downsides for walkers. Ramblers would support a scheme that retained access to paths, tracks and local roads keeping the landscape much the same.</p> <p>It is welcome that the tarmac route linking Bentham to the Air Balloon along the north side of the A417 looks to be retained. It's shown as a bridleway. For shared use of road bikes and walkers it should be at least 5 metres wide.</p> <p>From the Air Balloon the route currently continues around to the north end of Barrow Wake car park. There are a number of crossings lost in the plans. The Design Manual for Roads and Bridges LA112 for Population and Human Health section 3.12 lists diversions greater than 500 metres (0.3 mile) as a major adverse impact.</p> <p>This list of issues, for walkers, generally follows the scheme from Brockworth to Cowley and on to Barrow Wake: -</p> <ul style="list-style-type: none"> <li>• ABA125 Bridleway the A417 crossing is lost. The southern linking footpaths ABA 74,77,78, 80 and 126 are diverted onto a Private Means of Access, to the Bentham underpass to return along Dog Lane – 1.0 mile extra.</li> <li>• The long-term status of a PMA needs clarification.</li> <li>• ABA80 footpath A417 crossing removed resulting in a 1.25-mile detour via Bentham underpass.</li> <li>• ABA86 footpath lost - change in use to a bridleway - no crossing - diversion via Grove Farm is 0.7miles</li> <li>• ABA89 footpath in woods extinguished – proposed alternative in open fields.</li> <li>• Cotswold Gloucestershire Way surfaced path alongside the Air Balloon – amenity lost – proposed to be replaced with metal bridge with no facilities nor heritage.</li> <li>• 3/377 (Leckhampton Hill Rd) footway alongside road to be replaced with bridleway other side.</li> <li>• ACO16 ACY3 Gloucestershire Way crossing now to be provided - but it is off-line with 0.5-mile diversion.</li> <li>• 50853/50944 track – no crossing provided - diversion through busy junction 0.6 mile (Issues of noise and visual intrusion with the new A417 kept high in the landscape at Shab Hill and beyond.)</li> <li>• 40859 minor road with avenue of lime trees - trees are lost. The plans don't keep the A417 low in the landscape.</li> <li>• A high bridge means restricted byway ACY26 is diverted and potential loss of a veteran hedgerow. Lowering the A417 by a few metres keeps aligns the bridge with the lime trees, avoids diversion of ACY26 and retains the hedge.</li> </ul> | <p>These matters are address in the WCH TWG Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). In summary:</p> <p>EMP Annex F PRoW Management Plan (Document Reference 6.4) sets out proposals for WCH and local routes, which ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes would have a significant beneficial effect for the PRoW network within the area.</p> <p>The existing tree line mentioned will be retained as much as possible with new lime trees planted to flank the new bridge. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1). The proposed Stockwell and Cowley overbridges will be planted with hedgerows, which will help connect habitats and integrate them into the landscape.</p> <p>The Old Cirencester Road / Ermin Way would be retained for WCH connectivity with routes to the Air Balloon Way. It would not be opened to traffic with concerns expressed during the public consultations about this becoming a rat run for through traffic if changed.</p> | Y   |

| Row ID | Consultee                                  | Survey question (if relevant)   | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--|---|---|--|---|
|        |  |   | <ul style="list-style-type: none"> <li>• ACY36 restricted byway extinguished and crossing is lost - diversion 0.5mile</li> <li>• ACY21 footpath lost - change in use to restricted byway</li> <li>• ACY22 part footpath lost – change in use to bridleway – A417 Cowley bridge is offline</li> <li>• ACY22 part footpath lost – change in use to bridleway -diversion around Cowley junction 0.5 mile</li> <li>• 47282 is currently used for long term parking for views or walking/riding. Instead it is proposed to be used as the link road to Birdlip Link. Parking is proposed at a new car park at Nettleton - 3 miles round trip.</li> <li>• 50852 quiet lane for walking riding to be used instead for the Birdlip link</li> </ul> <p>It's not clear if the current A417 Birdlip Bypass is closed to local traffic. With through-traffic gone, and the road repurposed as a minor rural route to Nettleton, it should be useful for local people, business and farm traffic as well as proposed walking, cycling and horse riding. (The parallel old road through Birdlip is already in use for WCH too).</p> <p>ACO15 and 50852 are crossing points on the A436 outside of the red line boundary of the scheme. They can already be difficult and may require some mitigation if traffic levels increase on the A436 due to the scheme. Ramblers are aware that what may be seen as an improvement to one person or organisation may not be seen as an improvement to another. Retain, maintain and keep are useful key words.</p> |  |   |
| 99.    | Ramblers Association, Gloucestershire Area | 6 Do you agree with our proposals for replacement common land?  | Neither support nor oppose  | Highways England acknowledges the range of views expressed, including those that are neutral.  | N   |
| 100.   | Ramblers Association, Gloucestershire Area | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation? | Ramblers have been able to lead a number of walks around the Area before Covid-19 and during with suitable restrictions. It's apparent that the tranquility of Emma's Grove (a sacred copse) is only likely to be achieved if the new road is in a covered cutting or short tunnel. The same would also allow retention of the Air Balloon. Previously the aim was to keep the road low in the landscape to help minimise noise and visual intrusion. It's questionable whether the proposed increase in gradient from 7% to 8% will be beneficial from Brockworth to the Air Balloon. The 8% gradient should only be used where it's beneficial. The construction of bridges, using tunneling methods, may give better environmental outcomes for a financial cost within the scheme budget. Digging underneath keeps surface features intact rather than the usual create a cutting and build a bridge over. An example could be to try to retain the Lime Tree avenue at Stockwell Cowley lane 40859.  | A cut-and-cover option has been suggested by individuals and organisations in response to public consultation. Highways England has carefully considered all suggested alternatives and a cut-and-cover solution has been discarded, largely on grounds of cost and environmental impact. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.   | Y   |
| 101.   | Ramblers Association, Gloucestershire Area |   | The visual and noise impact of the section of road from Shab Hill flyover to Cowley Junction could be minimised by Taking it lower in the landscape so that bridges are flatter and path diversions eliminated. The scheme discusses planting areas of woodland, but open areas of grassland or a suitable mix may be more appropriate for this landscape with its open views.  | Shab Hill junction would be located in a localised valley which would require filling using excess excavated material won from other locations in the scheme. To mitigate the visual impact of this section of the route significant landscape earthworks in the form of false cuttings would be provided. These landscape earthworks will act to provide visual screening and noise reduction for villages to the east of the route. A lower noise road surface and Cotswold stone walls have also been used to minimize the visual and noise effects of the scheme on the AONB and Public Rights of Way. Lowering the junction further in this location would increase the depth of the cuttings on the mainline A417 approaches to the junction. This would have a detrimental effect on adjacent properties including Rushwood Kennels and Birdlip Radio Station and would lead to significant increase in excavated material which would require disposal off site. | N   |

| Row ID | Consultee                                  | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--|--|--|--|---|
| 102.   | Ramblers Association, Gloucestershire Area |  | With the environment high on most everyone's agenda and traffic levels expected to nearly double when the road is in place, is the proposed scheme the best way of meeting the needs of an AONB and its SSSI? Every bridge across the new road should be for wildlife as well as human activity.   | Responding to feedback and ecological survey results, the Gloucestershire Way crossing, Cowley overbridge and Stockwell overbridge would all be planted to address landscape integration and ecological connectivity. Highways England has taken a 'landscape-led' approach to the design of the A417 Missing Link scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7).  | Y   |
| 103.   | Ramblers Association, Gloucestershire Area | 8 Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | <p>The loss of footpaths in the scheme is disappointing. Change in use of a footpath to a bridleway or track is not generally considered by walkers to be an improvement. A diversion of a public right of way may not seem significant to users on horse or bike but could be significant to walkers. On the other hand, if Ramblers managed to secure a bridleway crossing, other users have said they would welcome it.</p> <p>The loss of Air Balloon as a landmark on the Cotswold Way and other walking routes will also be disappointing to many people who believe it is to be retained as part of the landscape. An underpass for the road there would also benefit nearby Emma's Grove in terms of traffic noise and visual intrusion. (It seems inappropriate to rename the Birdlip Bypass as the Air Balloon Way if the destination no longer exists.)</p> <p>Shab Hill junction is to be sited in a tranquil part of the landscape. Keeping it low should help minimise noise transmission and allow a flat overbridge for 50853 and the linking 50944 – both green tracks used for circular walking routes.</p> <p>This scheme is within an AONB and perhaps soon a National Park. The proposal contains severance not only for recreational users, local people and business but also for wildlife. With some improvement it could become an exemplar scheme, containing green flanked bridges and underpasses to help retain this special landscape.</p> | <p>ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for WCH and local routes, which ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes would have a significant beneficial effect for the PRow network within the area.</p> <p>Points raised by the consultee regarding the Air Balloon public house, Shab Hill junction and the overall effect of the scheme on the AONB are addressed in the preceding rows of this table pertaining to the Rambler's Association response (Row ID 92 to 103).</p> | N   |
| 104.   | Ramblers Association, Gloucestershire Area | 9 Do you have any other comments?  | <p>It has to be said that Ramblers is a broad church. Like the walking public there is a range of views from those wanting the new road in place yesterday, to those not wanting the road at all – citing environmental concerns or perhaps seeking road pricing as a means to reduce traffic levels. However, many of those wanting the road yesterday are willing to accept that Ramblers would press to retain footpaths and the landscape. Similarly, many who don't want the road at all are willing to accept, that if it is still to be constructed, that Ramblers would try to retain footpaths and the landscape. This response tries to represent a balance of the views of Ramblers across the Area. Although the A417 scheme has improved in places, it's still a concern that it may not meet the requirements of a road scheme within an AONB.</p> <p>Ramblers continue to press for improvements to the scheme so that it can receive the necessary consents and becomes an asset to the Cotswolds National Landscape.</p>  | Highways England acknowledges these comments.  | N   |
| 105.   | National Trust (NT)                        |  | <p>NT consider that it is essential that the proposed highway scheme is a genuinely "landscape-led" solution, and we will continue to advocate for this. NT feel that this is becoming increasingly important for all parties for Highways England to demonstrate how the scheme (re)design differs from a standard 'engineering-led solution', as previously requested. NT continue to advocate for the landscape-led vision and stress the importance of protecting the views and setting of heritage assets, and bringing about substantial benefits for the Cotswolds landscape and environment, including a clear net gain to wildlife and habitats, as well as delivering high quality mitigation that meets the objectives within the draft Environment Bill and impact of climate change.</p>  | Highways England has produced a Design Summary Report (Document Reference 7.7) as part of the documentation to be submitted as part of the Development Consent Order (DCO) application, which details the design decisions made during the development of the A417 Missing Link scheme and how this compares with a 'traditional' highways scheme.   | N   |

| Row ID | Consultee      | Survey question (if relevant)                               | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|----------------|---|---|---|---|
| 106.   | National Trust |   | <p>With regards to the specifics of the supplementary statutory consultation, we have engaged in collaborative sessions with Highways England during the summer/autumn alongside Cotswolds Conservation Board (CCB), GWT and others. Collectively, we have clearly articulated three key areas of concern:</p> <ol style="list-style-type: none"> <li>1) How the scheme will strive to achieve biodiversity net gain</li> <li>2) Ensuring the right mitigation is implemented to deliver landscape connectivity and reduce SSSI fragmentation, and;</li> <li>3) That all bridge structures within the scheme are designed and integrated sensitively into the landscape.</li> </ol> <p>Our current position is that more work is needed to reduce the impact of the new infrastructure on the surrounding countryside to deliver the landscaped solution that has been proposed and that this special place deserves and we are fully committed to continuing to work with Highways England and other organisations to achieve this.</p>  | Highways England acknowledges National Trust's recommendations. Highways England has engaged with National Trust during the development of the scheme design as evidenced in the Statement of Common Ground with the National Trust (see Statement of Commonality, Document Reference 7.3) and the Consultation Report (Document Reference 5.1).  | N   |
| 107.   | National Trust | 1a To what extent do you support the Cotswold Way crossing? | <p>The National Trust supports the provision of a crossing in this location, to provide connectivity along the Cotswolds escarpment and providing a safe crossing point for walkers on the Cotswold Way, as well as for other non-motorised users and livestock (cattle) movement between Crickley Hill and Barrow Wake.</p> <p>The design, form and appearance of the crossing should respond to the natural and built character of this part of the Cotswolds and should make a positive contribution to sense of place. The National Trust has, along with Cotswolds Conservation Board (CCB) and Gloucestershire Wildlife Trust (GWT) submitted a bridges brief to Highways England that sets out their expectations, regarding all four proposed access bridges and crossings within the scheme design using Highways England's Aesthetic Appraisal Document (AAD) methodology. Highways England should refer to this document, and its recommendations, when developing the design for this crossing.</p> <p>The National Trust would like to understand more about detailed design, proposed materials and approaches to the crossings, as well as the decision-making process leading to the concept design as it does not appear to reflect the Cotswolds characteristics.</p> <p>The National Trust is concerned that a 5m width could lead to conflict between different user groups, with thought required as to how this can be avoided, including consideration how to minimise damage to priority habitats and wildlife in the approach to the crossings. As the bridge will provide no ecological connectivity, increased fragmentation of the SSSI caused by widening of the road will need to be mitigated in another way/location.</p> <p>Positively, the Cotswold Way access bridge will enhance people's ability to physically connect Crickley Hill, Emma's Grove and Barrow Wake. This will be a gain for landscape connectivity and present an opportunity to enhance people's understanding of the historic environment and landscape setting.</p> | <p>It is acknowledged that the National Trust support the provision of a crossing in the location of the Cotswold Way crossing, in principle. Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Highways England considers that the width of the bridge would be sufficient to accommodate all likely users effectively. The occasional use for cattle would be managed to avoid unnecessary conflict with other users. The approaches to the crossing would be carefully designed to ensure damage to adjacent habitats is avoided. The key design principle in the settings of Crickley Hill, Emma's Grove and Barrow Wake is to return the area to their wooded baseline settings. The Peak's densely wooded setting will not be impacted and there is little intervisibility between the heritage asset and the scheme.</p> | Y   |
| 108.   | National Trust |   | In respect of the Cold Slad lane link to the immediate north of the crossing, we consider that this should appear as a rural lane rather than an urban highway, with the potential to narrow to single carriageway where users of the Cotswold Way cross the lane, depending the type of crossing facility  | Cold Slad Lane would be a single track road with passing places. There are parking areas provided adjacent to Crickley Hill Cottages for residents of the cottages. There are no other laybys proposed on Cold Slad Lane.   |   |

| Row ID | Consultee      | Survey question (if relevant)                                      | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|----------------|--|---|---|---|
|        |                |  | used. The function of laybys shown in the new Cold Slad lane also need to be clarified.   |   |   |
| 109.   | National Trust | 1b To what extent do you support the Gloucestershire Way crossing? | <p>The National Trust supports the provision of an additional crossing in this location, to provide access connectivity for the Gloucestershire Way, and to provide vital landscape scale connectivity with benefits for ecological networks. Positively, the Gloucestershire Way will enhance people's ability to physically connect with Crickley Hill, Emma's Grove, Barrow Wake and other notable sites, which will be a gain for landscape connectivity and presents an opportunity to enhance people's understanding of the historic environment and landscape setting if the bridge is designed appropriately and sensitively.</p> <p>The National Trust refer Highways England to the bridge briefing note (see Row ID 107) in developing the design of the crossing. The National Trust has concerns whether, as currently designed, the Gloucestershire Way crossing can provide a sufficient connection for calcareous grassland, help reconnect the SSSI and reduce habitat fragmentation.</p> <p>The National Trust considers there is a strong case for a wider crossing of at least 30 metres. There is concern that it will not be used by bats as data the crossing appears further north than the severed commuting routes (as shown by survey data) so there is a risk it will not be used by bats. The same issue applies to badgers and barn owls. However, it is recognised that moving the crossing further south would impact the Ullenwood ancient woodland key wildlife site and there needs to be a compromise whilst still providing the essential north/south landscape scale connectivity and habitat stepping stones that can connect to the Barrow Wake SSSI. Architecturally, it is important that it fits in with the landscape character and local vernacular of the Cotswolds AONB. The National Trust supports the 'splayed ends' of the crossing design and considers zoning of people from the wildlife corridor will be key, if it is to withstand heavy use.</p> <p>National Trust consider the Landscape and Ecological Management Plan (LEMP) should include a robust monitoring strategy and provisions for additional mitigation if the crossing points are ineffective.</p> | <p>It is acknowledged that the National Trust support the provision of a crossing in the location of the Gloucestershire Way crossing, in principle.</p> <p>Taking into account feedback received to the 2020 public consultation, Highways England has increased the width of the Gloucestershire Way crossing to approximately 37 metres to incorporate: a 25m width of calcareous grassland; two 3m width hedgerows as essential bat mitigation; a 3.5m bridleway to accommodate people, which would also function as a maintenance strip on the southern boundary of the crossing; and, a 1.5m maintenance strip on the northern boundary of the crossing. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.</p>   | Y   |
| 110.   | National Trust |  | <p>It is important that the proposed bridge, essential mitigation and enhancements, create opportunities to restore (ecological) connectivity across the landscape. Based on the Gloucestershire Nature Recovery Network (NRN) map, this area has high potential to link existing areas of calcareous grassland priority habitat and to strengthen the SSSI network. The scheme, and this crossing, provides an excellent opportunity to deliver this but is currently falling short of its potential. This can be achieved by including a high proportion of calcareous grassland on the bridge and by creating a calcareous grassland corridor between the bridge and the Barrow Wake SSSI unit, sufficient to mitigate the habitat severance.</p> <p>National Trust acknowledge that Highways England is looking at how this can be achieved within the scope of the redline boundary, but also by offsetting mitigation and through wider landscape opportunities and we are pleased to see that approach being taken. However, at this stage in the planning application process, with the submission deadline approaching, we need to be reassured of Highways England's commitment to delivering priority habitats, connectivity and ultimately, biodiversity net gain through land management commitments along this section of the strategic road network.</p>   | <p>ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) includes the creation of two new habitat patches to the north and south of the scheme that would mitigate the impacts of fragmentation, by providing functional habitat connectivity for species associated with Crickley Hill and Barrow Wake SSSI units to disperse. Locations of the habitat patch creation align with Natural England guidance that recommends patches be located no more than 200m apart for habitat-specialised species. Both habitat patches occur within 200m of the Crickley Hill units of the SSSI and the southern habitat patch occurs within 200m of the Barrow Wake unit of the SSSI, with a 10m wide corridor of calcareous grassland providing direct connectivity. The patches themselves are less than 200m apart and are connected by a 25m wide corridor of calcareous grassland on the Gloucestershire Way crossing.</p> | Y   |



| Row ID | Consultee      | Survey question (if relevant)   | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|----------------|---|---|--|---|
| 111.   | National Trust |   | There is significant construction compound in close proximity to the bridge location, close to the SSSI, Emma's Grove and in the direct migratory path of bats. We would want to understand the assessment, mitigation measures that will be taken to minimise the impact of its presence and management plan to restore and monitor the habitats once construction works have been completed.  | This refers to the material crushing and Gloucestershire Way construction compound. It was relocated here so as to avoid impacts from dust deposition on Ullen wood ancient woodland. Please refer to the General Arrangement Plans (Document Reference 2.6a) for detailed drawings of the scheme.<br>Bats were shown to be commuting along the vegetation corridor slightly further south than the compound. Buffer zones to protect Emma's Grove and Ullen wood will be implemented to protect the woodland and the habitat will be restored to calcareous grassland and woodland planting following construction as shown on ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).  | N   |
| 112.   | National Trust | 2 To what extent do you support the change in gradient of the scheme? | <p>The proposed change in gradient would result in multiple benefits to the scheme overall and appears to remove the extent of some harmful impacts, including visual impacts, effects on the water environment and in terms of wider environmental impacts. If this reduced depth of excavation means less land/habitat loss, then this is indeed beneficial. Therefore, the National Trust broadly supports a higher gradient than the 7% proposed in the Autumn 2019 consultation.</p> <p>However, it will be important to ensure that any areas of greater landscape impact (for example because fast moving vehicles are physically closer to public rights of way) are fully understood and ameliorated where appropriate. This also applies to any greater noise impact on the users of Crickley Hill and public rights of way leading to it.</p> <p>Sound, light, air, NO<sup>2</sup> pollution are still of concern and we will want to further discuss the data and proposed mitigation (for example choice of road surface, noise barriers etc) to address these issues and associated impacts for Crickley Hill SSSI. We also want to understand and discuss the design detail of how the dual carriageway will actually tie into the verges, woodland edges and agricultural fields along the escarpment, whilst being sensitive to the geological rock exposures and water courses, but at this time, we believe that the 1% gradient change will have minimal impact on heritage or landscape.</p> | <p>Highways England acknowledges the range of views expressed, including those received in support of the gradient change. The points raised are considered in turn below:</p> <p>Noise: ES Chapter 11 Noise and Vibration (Document Reference 6.2) set out the noise assessment of the scheme with an 8% gradient. At Crickley Hill Country Park, 'The Scrubbs' area and footpaths on the escarpment rising up to the Country Park would be subject to negligible changes in traffic noise exposure. Between chainages 1+600 and 2+100, within 100 metres from the scheme, parts of the Country Park at the bottom of the hill would be subject to noise reductions. The magnitude and spatial extent of the noise reductions across the County Park and footpaths is assessed as not significant.</p> <p>PRoW: The design has been developed to avoid interfaces between public rights of way and the main A417 section of the route. A network of interconnected PROWs has been created to provide suitable alternative routes for WCH. The carriageway would be separated from the local surroundings using appropriate boundary treatments which would include fencing, stone walls and environmental barriers.</p> <p>Air quality: The effects of increased nitrogen deposition on ecological receptors has been undertaken in accordance with LA105 and is detailed in ES Chapter 8 Biodiversity (Document Reference 6.2). In summary, during the construction phase the temporary increase in nitrogen deposition of less than 1% against lower critical load is considered to result in no observable impact upon the SSSI. During the operational phase, there is a reduction in nitrogen deposition on habitats within Crickley Hill and Barrow Wake SSSI as the road moves further away from Barrow Wake. This is considered to have a minor permanent beneficial impact on the designated site. However, the reduced levels of nitrogen deposition are still above the modelled lower critical load for calcareous grassland and broadleaved woodland of 10 – 20kg N/ha/yr. The reductions would not therefore affect the key characteristics or integrity of the designated site. The effects of nitrogen deposition on ancient woodland and veteran trees are assessed as a significant adverse effect for which compensatory planting is proposed. Further enhancement measures are also detailed in the ES Chapter 8 Biodiversity (Document Reference 6.2).</p> | N   |
| 113.   | National Trust | 3 To what extent do you support the changes to Cowley junction?       | <p>In principle we have no objections to the proposed change at Cowley junction and the National Trust is supportive of this location as it provides mitigation for a severed bat commuting route. Hedgerow and standard tree planting also provide mitigation for bats and have the potential to strengthen the Nature Recovery Network by linking a woodland to the east with the wider landscape.</p> <p>Photomontages of the design options from key locations will be essential when undertaking reviews, to check and ensure that visual impact is minimised. We do however understand that there is a significant Roman settlement in the location of the Cowley junction where discussions are being</p>  | <p>It is acknowledged that the National Trust support the changes to Cowley junction in principle. Trenching has been completed at the Romano-British settlement at Cowley, the results of which have informed the assessment in ES Chapter 6 Cultural Heritage (Document Reference 6.2).</p> <p>A Photomontage of Cowley junction is provided in ES Figure 7.10 Photosheets and Visualisations (Document Reference 6.3).</p> <p>Highways England will seek to avoid and reduce construction impacts on wildlife, taking into account extensive ecology surveys. Highways England has produced an</p>  | N   |

| Row ID | Consultee      | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|----------------|--|--|--|---|
|        |                |  | had directly with Historic England and so, we will not add further comment, other than it is a real opportunity to understand human activity in this area, connecting via the Roman road to Birdlip village, Barrow Wake and beyond. Utmost care must be taken whilst trenching, following the stringent methodology.  | ES (Document Reference 6.2) and ES Appendix 2.1 EMP (Document Reference 6.4) , which explains how the impact of construction activities on the environment, including wildlife, will be managed. The commitments set out in the Environmental Management Plan are secured through a requirement in the draft DCO (Document Reference 3.1) .  |   |
| 114.   | National Trust |  | There is a significant construction compound will be in the vicinity. We would want to understand what measures will be taken to minimise the impact of its presence and management plan to restore the area once construction works have been completed.  | As set out in ES Appendix 2.1 EMP (Document Reference 6.4), land required for construction compounds would be returned to its original use and condition as per before the works.  | N   |
| 115.   | National Trust | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | <p>The National Trust is broadly supportive of the revised scheme design as it is now using part of the existing highway. The proposed change would reduce both the length of new highway that is required and agricultural land take and therefore, on balance, may represent a beneficial change to the scheme. We also appreciate the aspiration to address the known and persistent anti-social behaviours currently associated with the Barrow Wake car park and this revision will go towards deterring this behaviour.</p> <p>We would however want to ensure that the landscape and visual impacts (and effects within the context of the 'Neolithic bowl') of traffic using the proposed roundabout and new stretch of highway along the top of the escarpment are fully understood and appropriately mitigated and reduced where necessary. This includes any wider visibility of traffic within the landscape and associated effects such as noise or light pollution. Whilst new Cotswold stone walls are referred to, these would not screen the upper parts of vehicles, nor much of the noise and light pollution associated with them.</p> | Woodland loss to the escarpment is to be avoided and a Cotswold Stone wall to be implemented at the road edge to mitigate against light spill from passing traffic. Please refer to ES Figure 7.11 Environmental Masterplan (Document Reference 6.3) for details of the landscaping design in this area.   | N   |
| 116.   | National Trust |  | Impact on the SSSI is still a concern. The realignment misses the opportunity to either reduce the size or remove the road surface and car park completely from the Barrow Wake SSSI unit to a more suitable location. However, we understand that although this was not part of the 2019 proposal, that this is being explored separately. The area of land currently taken up by the car park has the potential to increase the amount of habitat within the SSSI and we would encourage Highways England to continue to explore this proposal.  | The reduction, removal or relocation of the Barrow Wake car park is outside the scope of the consenting of the scheme and it is not owned as part of the strategic road network by Highways England. Gloucestershire County Council who own the car park intend to undertake an options assessment that would likely involve consultation with interested parties and the public in due course, and could result in changes in the future subject to the outcome of that assessment. Highways England has offered Gloucestershire County Council and other relevant stakeholders help to inform or facilitate any discussions about any changes that might be proposed at the car park. Highways England will also ensure the detailed design of the scheme is able to accommodate the existing car park arrangement, or a future scenario if appropriate. | Y   |
| 117.   | National Trust |  | Removing the A417 from this location is certainly a major benefit. Against the baselines there will be a reduction in nitrogen deposition, but this remains above the critical load for calcareous grasslands for which the SSSI is notified and we would want to discuss what other measures could be considered to reduce this further. When referring to the PEIR, it does not compare the changes between the two consultations in this location and so it is difficult to see what benefits or otherwise there are for habitats and species.  | An assessment of the effects of the scheme on the SSSI is provided in ES Chapter 8 Biodiversity (Document Reference 6.2), which includes consideration of nitrogen deposition. A full comparative EIA of the scheme and previous designs has not been carried out and is not considered a proportionate approach.  | N   |
| 118.   | National Trust |  | The proposed Barrow Wake roundabout will result in a loss of road verge habitat (scrub and semi-mature trees) within the SSSI but these are considered secondary fabric and their loss will not affect site integrity. However compensatory habitat of a higher distinctiveness (e.g. calcareous grassland) should be provided in a location where it strengthens the SSSI's resilience.   | In regards to the impact on the SSSIs, additional areas of calcareous grassland habitat have been created either side of the crossing to provide habitat stepping stones providing connectivity of habitat between Barrow Wake and Crickley Hill units of the SSSI. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.   |   |

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|--------|----------------|--|--|--|---|
| 119.   | National Trust |  | It is also important that robust mitigation is provided to protect the SSSI from dust (and other pollution) during the construction phase, especially the musk orchid bank east of the car park and we would want to see the mitigation strategy for the Barrow Wake SSSI for each phase of the construction works.  | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed.   | N   |
| 120.   | National Trust | 5 To what extent do you support the changes to public rights of way?                       | <p>We support the proposed improvements, being mindful that they must accommodate different user groups, whilst still protecting the mosaic of habitats, designated sites and differing land uses across landownerships. We support the provision of the two crossings (Cotswold Way and Gloucestershire Way) and the re-purposing of the existing A417 route.</p> <p>The National Trust would like further detail on how the a 'rural' rather than 'urban' character will be achieved for the repurposed A417 and would like further consideration of signage and surfacing. The National Trust refers to lessons to be learned from the A3 Hindhead tunnel, Surrey, regarding establishment of planting, maintenance and monitoring.</p>   | <p>Highways England acknowledges the range of views expressed, including those received in support of the proposed PRoW.</p> <p>The re-purposed A417 as the Air Balloon Way would involve a restricted byway classification with minimum 5m width for WCH. Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters would be agreed. Highways England will consult with Gloucestershire County Council and user / interested groups at that stage.</p>   | N   |
| 121.   | National Trust |  | <p>National Trust has concerns regarding increased visitor pressure and impacts on the Crickley Hill SSSI and the Cotswolds Commons and Beechwoods Specials Areas of Conservation (SAC). Consideration has clearly been given to providing multiple routes (including circular options), road crossing points and car parks which will spread the impacts, and these are welcomed. However, the PEIR does not include the expected assessment of visitor impacts on the SSSI and the resulting embedded or essential mitigation.</p> <p>A Habitats Regulations Assessment (HRA) has not been published so we cannot comment on its conclusions. However, the effects are not thought to be significant given the distance from the scheme and the relatively small-sized car park which will be built at the Golden Heart.</p>   | <p>Recreational pressure from enhanced accessibility in the area is considered within ES Chapter 8 Biodiversity (Document Reference 6.2) and concludes no likely significant effect with appropriate mitigation including signage, promoted trails and enclosures (which would be agreed at the detailed design stage).</p> <p>A Habitat Regulations Assessment is submitted with the DCO application (Document Reference 6.5).</p>  | N   |
| 122.   | National Trust | 6 Do you agree with our proposals for replacement common land?                             | <p>We support the re-provision of common land in principle but have a few observations. The proposed location for the new common land would necessitate a short detour for cyclists and horse riders (off the former A417 route and via the Barrow Wake car park), and it appears that a restricted byway is being proposed through the replacement common land and all other means of access would be through the Barrow Wake car park or via an access route up on to the repurposed A417 near the proposed Barrow Wake roundabout.</p> <p>All of this could certainly help reduce the number of cyclists and horse riders heading northwards and limit the visitor pressure on the SSSI at Crickley Hill, but we would wish to discuss this further with Highways England. We also understand that the repurposed common land will be transferred to GWT. Ideally the common land would be calcareous grassland and could provide compensation for habitat lost within the Barrow Wake SSSI unit. Consideration will need to be given to the management and maintenance of the area and how visitor spill from the repurposed Air Balloon Way may affect its viability as compensatory habitat.</p> | It is acknowledged that the National Trust support the provision of replacement Common Land, in principle. Taking into account feedback received to the 2020 consultation, the Air Balloon Way will be extended along the repurposed A417 to avoid taking WCH directly through the Barrow Wake car park, which would allow walking, cycling and horse riding from near the Golden Heart Inn to the Cotswold Way crossing at Crickley Hill and beyond. That would help reduce concerns over pressure on the SSSI in that area, and would remove a proposed new PRoW adjacent to the SSSI connecting the Air Balloon Way to the car park. The repurposed A417 would provide replacement Common Land adjacent but separate to the Air Balloon Way. Highways England is committed to ongoing engagement throughout the detailed design stage, when matters such as surfacing etc. would be discussed and agreed. | Y   |
| 123.   | National Trust | 7 Do you have any comments on the likely environmental effects that have changed since the | We acknowledge that Highways England have no legal obligation to deliver Biodiversity Net Gain (BNG) within this scheme, as quantified by the Defra metric. However, the National Trust would be extremely disappointed if a net gain in Priority Habitat area were not achieved in this scheme, as this would contradict Government commitments to deliver nature's recovery, particularly in National Landscapes e.g. 25 Year Environment Plan, the draft Environment Bill, Glover Report and the Prime Minister's recent announcement to get 30% of land in good condition for wildlife. It would also  | As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB and have been carefully designed to improve habitat connectivity and biodiversity, in line with the nature recovery network strategy for the area.  | Y   |

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|--------|----------------|-----------------------------------|--|---|---|
|        |                | previous consultation?            | <p>not be consistent with the statutory purpose of conserving and enhancing the natural beauty of the AONB (with biodiversity being one of the factors that contributes to the area's natural beauty).</p> <p>At this stage of the process, we wish to see a commitment from Highways England to enhance existing calcareous grassland and to work with key stakeholders to identify and restore new areas of calcareous grassland that will help to protect the future of this part of the Cotswolds AONB. We note provisional estimates of biodiversity net loss of approx. 20% in relation to the current design, which Highways England will need to improve ahead of the DCO submission. We accept that the Defra tool is still being developed and that Highways England have proposed an approach that will deliver higher quality habitats in the long-term (but delivers lower calculation scores) but clearly, this raises a concern in how the scheme can therefore achieve its 'landscape-led' ambition solely within the red line boundary.</p> <p>We are encouraged by revised proposals being presented to deliver net gain for priority habitat creation that includes an increase in lowland calcareous grassland, lowland mixed deciduous woodland and over 2km+ of hedgerows; however, it is important that quality and quantity and connectivity are all given appropriate priority and that the collaborative discussions being had with ourselves and key stakeholders continue.</p> <p>Highways England's approach to BNG needs to be supported by the publication of a coherent ecological masterplan which delivers a sufficient quantity of Priority Habitats in suitable locations. The scheme must implement the mitigation hierarchy and provide adequate mitigation and compensation for protected species, designated sites and other features of material consideration (i.e. other priority habitats and species). Highways England net gain approach must be supported by a Landscape and Ecology Management Plan (LEMP) which details specifications for habitat creation, aftercare, long-term management and monitoring. This should include details of the authorities/landowners responsible for long-term management and how this will be enforced (e.g. Section 106 agreements).</p> <p>We are however, encouraged by discussions being had with Highways England around opportunities outside of the redline boundary which combined, would have the potential to deliver BNG, a mosaic of diverse habitats, landscape connectivity, resilience and increase calcareous grassland (a key characteristic of the Cotswolds landscape), whilst providing access for people and wildlife to move freely across this special landscape.</p> | <p>Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.</p> <p>Highways England is continuing to investigate further opportunities to achieve BNG with neighbouring landowners and through looking at other off-site measures. For further information, please refer to the Case for the Scheme (Document Reference 7.1) .</p> <p>ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4) is submitted with the DCO application within ES Appendix 2.1 EMP (Document Reference 6.4).</p> <p>The latest position on this matter is set out in the Statement of Common Ground with National Trust (see Statement of Commonality, Document Reference 7.3)</p> |   |
| 124.   | National Trust |                                   | National Trust raised further concern regarding habitat fragmentation and severance resulting from the scheme, reflecting the comments made in Row ID 110.   | Please refer to Row ID 110 for a response to matters raised regarding habitat fragmentation.  | Y   |
| 125.   | National Trust | 9 Do you have any other comments? | At this point in the process, we request Highways England to provide assurances of how they will meet the scheme design principles and objectives and confirm the approach that will be taken to deliver a landscape-led scheme in the Cotswolds AONB.   | The landscape-led design approach is set out and illustrated within the Design Summary Report (Document Reference 7.7).   | N   |
| 126.   | National Trust |                                   | <i>[The National Trust provided detailed feedback on chapters of the 2020 PEI Report. Points raised which are material to the assessment and its conclusions are provided as separate rows within this table. Points considered non-material to the assessment are those identifying</i>   | Highways England has taken into consideration the comments of the National Trust in developing the ES and other relevant documents in the DCO application. This includes amending or correcting the documents in response to more minor points of   | N   |

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|        |                |                               | <i>typographical errors or suggesting minor amendments to the presentation or content of the document.</i>   | feedback where appropriate, whilst detailed responses to material points raised are provided within this table.  |   |
| 127.   | National Trust |                               | In relation to 2020 PEI Report Chapter 8 Biodiversity, the National Trust raised concerns that the assessment does not consider: severance of the Crickley Hill and Barrow Wake SSSI; effects of ground water on Bushley Muzzard SSSI; construction mitigation for dust on the Barrow Wake and Crickley Hill SSSI; impacts of increased visitor numbers on Crickley Hill; and details of habitat enhancement or future monitoring.   | These matters are considered in ES Chapter 8 Biodiversity (Document Reference 6.2) and Appendix 2.1 EMP (Document Reference 6.4).  | N   |
| 128.   | National Trust |                               | The National Trust raised concerns that there is no compensation proposed for loss of nine veteran trees or Annex I tufa habitat, and no specific compensation proposed for the loss of (potentially) irreplaceable ancient woodland at Emma's Grove   | The veteran trees retained and lost can be found on ES Figure 7.9 Retained Vegetation (Document Reference 6.3). Currently the amount of veteran trees lost have been reduced to 3 in number.   | N   |
| 129.   | National Trust |                               | 2020 PEI Report Chapter 3: Assessment of Alternatives: The selection of alternatives for the A436 link road and the assessment did not appear to consider that the selected Alternative 2 would be three carriageways wide for its whole length (one northbound, two southbound). This may not have influenced the choice of route, but the additional lane, described as a climbing lane to deal with the 8% gradient of part of the link route, adds to the overall width of the proposed highway corridor (5 + 3 = 8 lanes in total, plus cutting slopes). This is a significant width of landscape severance in the context of a nationally designated landscape - and at the very least suggests that robust mitigation measures are needed.  | The options assessment process is set out in the Scheme Assessment Report (March 2019) (Document Reference 7.4) and ES Chapter 3 Assessment of Alternatives (Document Reference 6.2). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) for further information.<br><br>The Highways England landscape and engineering specialists worked collaboratively to design the scheme, including finetuning to reduce the footprint and cutting slopes of the A436 in order to reduce the effect of the road on the surrounding landscape and visual receptors. | N   |
| 130.   | National Trust |                               | 2020 PEI Report Chapter 4: EIA Methodology: The Trust made several comments in relation to assessment methodology in response to the Scoping Report in 2019, which we trust will be incorporated into the drafting of the Environmental Statement. We have also previously raised concerns about over-reliance on the Design Manual for Roads and Bridges (DMRB) in assessment criteria and methodology.   | As a major road scheme, the proposed scheme has been assessed according to the prescribed standards set out in DMRB, and Highways England considers that the assessment is robust and meets the requirements NPSNN. ES Appendix 4.2 Responses to Scoping Opinion (Document Reference 6.4) provides response to comments on the EIA Scoping Report.   | N   |
| 131.   | National Trust |                               | 2020 PEI Report Chapter 5 Air Quality: Please refer to our 2019 Consultation response – our points remain the same.  | A response to these points is provided Appendix 7.3 of the Consultation Report Appendices (this document).   | N   |
| 132.   | National Trust |                               | 2020 PEI Report Chapter 6 Cultural Heritage: The National Trust has concerns over the piecemeal approach to assets, and the absence of a holistic landscape approach, within the cultural heritage assessment. The approach taken to date may be following the theoretical process, but with minimum baseline information, there is a concern regarding the justification for decisions being made. Within the industry, the approach being taken is considered outdated and not regarded as best practice, nor environmentally sensitive practice and in this respect, considered a failure in delivering a 'landscape-led' scheme.<br><br>Alongside the DMRB approach there has to date been an absence of evaluation using Historic England methodology, breaking significance down into its values or interests. Similarly, the lack of settings assessments, connecting to these values or interests has been missing. As referenced in our 2019 response, there is still a lack of evidence concerning: <ul style="list-style-type: none"> <li>• a landscape-scale approach and the focus on individual assets outside of their landscape context;</li> <li>• an assessment of historic landscape impacts;</li> <li>• an explanation of how the value of identified sites has been assessed information on how undesignated sites of schedulable value have been identified (i.e. what criteria has been used) • detailed information about heritage sites.</li> </ul> | Highways England notes the comments of the National Trust. ES Chapter 6 Cultural Heritage (Document Reference 6.2) has carried out the assessment of the scheme in accordance with the standards set by DMRB. Highways England has also engaged with Historic England during the development of the scheme, as set out in the Historic England Statement of Common Ground (see Statement of Commonality, Document Reference 7.3). Highways England considers that the assessment is robust and meets the requirements of NPSNN.  | N   |

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|--------|----------------|-------------------------------|--|--|---|
| 133.   | National Trust |                               | The assessment of effects on Crickley Hill's setting and significance is weak. For the Scheduled Monument of Crickley Hill (High Value) the preliminary magnitude of impact is noted as minor adverse, with a preliminary significance of effect of slight adverse. At this stage we believe that this underestimates the impact on setting. Based on our evaluation of impact we would place significance of effect at moderate. The assessment refers to views, although the road scheme would also change the setting in other ways, including noise and light pollution (from vehicles). It would also lead to a much greater severance of the 'Neolithic bowl' formed by Crickley Hill to the north and The Peak to the south.  | As in the 2020 PEI Report, Highways England concludes in the assessment of construction effects in ES Chapter 6 Cultural Heritage (Document Reference 6.2) that the magnitude of impact to Crickley Hill camp Scheduled Monument is minor adverse, with a significance of effect of slight adverse.<br>ES Chapter 6 Cultural Heritage (Document Reference 6.2) has carried out the assessment of the scheme in accordance with the standards set by DMRB. Highways England has also engaged with Historic England during the development of the scheme, as set out in the Historic England Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).      | N   |
| 134.   | National Trust |                               | For the three bowl barrows known as Emma's Grove barrows Scheduled Monument (High Value) the preliminary magnitude of impact is predicted as minor adverse with a preliminary significance of effect of moderate adverse. At this stage we believe this underestimates the impact on setting. Based on our evaluation of impact we would place significance of effect at moderate. It is also noted that traffic noise at Emma's Grove may reduce once the scheme is constructed and operational, although the wider setting of this heritage asset would be adversely affected by a wide cutting with five carriageways of fast moving traffic, and associated light pollution.   | . As in the 2020 PEI Report, Highways England concludes in the assessment of construction effects in ES Chapter 6 Cultural Heritage (Document Reference 6.2) that the magnitude of impact to Emma's Grove barrows Scheduled Monument is minor adverse, with a significance of effect of moderate adverse (considered a significant effect). The operational effects of the scheme on the Emma's Grove barrows Scheduled Monument are considered to be a slight beneficial effect.<br><br>The assessment in ES Chapter 6 Cultural Heritage (Document Reference 6.2) takes account of changes to setting as a result of noise and visual intrusion, against the baseline conditions. | N   |
| 135.   | National Trust |                               | The Peak is stated as having formed a wider single complex with Crickley Hill camp and is expressed as a non-designated asset of some note. The Peak does not appear to be assessed further in the report, other than in the entry for Crickley Hill, where it is noted as a contemporary prehistoric site. There is a case for both Crickley Hill and the Peak to be considered as individual assets, and collectively; and for there to be a more comprehensive and holistic conclusion on cultural heritage impact.   | The Peak has been assessed under non-designated resources in ES Chapter 6 Cultural Heritage (Document Reference 6.2), where the relationships NT notes in their comment are discussed.   | N   |
| 136.   | National Trust |                               | 2020 PEI Report Chapter 7 Landscape and Visual Effects. The National Trust has concerns that the conclusions of assessment seem to contradict the assertion that this is a landscape led approach. We have concerns about the level of harm and feel that efforts should be made to understand the impact in more detail in closer liaison with Chapter 6, including thorough analysis of the landscape and its heritage and natural assets in its historic setting, and where feasible mitigate against it.<br><br>We refer to the following guidance documents to reinforce our concerns <ul style="list-style-type: none"> <li>• The EU Directive and Regulations</li> <li>• DMRB LD 117 Landscape Design, Appendix A.</li> <li>• DMRB CD 351 The design and appearance of highways structures, March 2020</li> <li>• GLVIA (2013)</li> <li>• The Guidelines for Landscape and Visual Impact Assessment Third Edition (Landscape Institute and IEMA, 2013)</li> </ul> | The landscape-led approach to this scheme is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). These documents are .  | N   |
| 137.   | National Trust |                               | There are no lichen, bryophyte or fungi surveys, yet the descriptions of the SSSI on Crickley Hill mention their importance. Please can this information be provided.  | Highways England acknowledges that no lichen, bryophyte or fungi surveys have been conducted.  | N   |
| 138.   | National Trust |                               | Veteran trees - these are not clearly identified and are not described at all, nor related to where they are, or which species are associated with them.   | Details of veteran trees, including those due to be lost, are included within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 139.   | National Trust |                               | We would question some of the habitat values within the assessment. The Appendices on grassland surveys for example, highlight some as high value  | More details on the valuation of grasslands have been included within ES Chapter 8 Biodiversity (Document Reference 6.2). Some areas of MG5 are valued as of national importance.  | N   |

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|        |                |                               | - both MG5 and CG3, but these seem to be underplayed in the main text and down-graded which then reduces the significance of loss.   |   |   |
| 140.   | National Trust |                               | There is no mention of rare arable plants. We would like to understand whether surveys have been carried out and what is the analysis of the data.   | Although some botanically diverse field margins were identified during the Extended Phase 1 habitat survey in the wider study area, none are within the DCO boundary and as such, no further surveys for notable arable weeds were considered to be required.   | N   |
| 141.   | National Trust |                               | Birds are largely evaluated on their rarities (red listed etc), they should also be evaluated for their assemblages in relation to the different habitats. Rarity is only one criterion for evaluation. The loss of bird habitat that is not replaced in any way like arable for skylarks, is not addressed.   | Value of bird assemblages and loss of breeding habitat for ground nesting birds are considered within ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 142.   | National Trust |                               | There is no overall evaluation of the interrelationships between the habitats and species at the landscape scale - the interdependencies, corridors and linkages - the landscape ecology. This is a major omission and is fundamental for the mitigation strategy, to deliver the "landscape-led" approach and for deciding on where best to place mitigation to maintain these inter-connectivities.  | Ecological connectivity across the landscape for species is considered within ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 143.   | National Trust |                               | The invertebrate surveys do not relate to different habitats. There needs to be further analysis and qualification for terrestrial invertebrates.  | More details on the invertebrate surveys and on habitat loss and fragmentation relating to invertebrates are included within ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 144.   | National Trust |                               | There is dependency for the mitigation on habitat creation using seed or re-using soils with their plant remains and seed banks to create new grasslands particularly. The success of this is not considered and needs to be. Research has shown that calcareous grassland soils do not contain a seedbank that reflects the species on the surface, so saving soils and seed banks will not produce the required quality or type of grassland communities.  | More details on habitat creation using retained topsoil and seed bank is provided within ES Chapter 8 Biodiversity (Document Reference 6.2), and methodologies are included in ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).   | N   |
| 145.   | National Trust |                               | it is evident that the field north of Shab Hill is high value grassland and not the semi-improved grassland shown on the Phase 1 habitat map. It is concerning that potentially, the Gloucester Way bridge and all the planting associated with it would destroy this field (as well as being dissected by the new dual carriageway). The loss of this grassland needs to be avoided, but if that is not possible, then to minimise its loss through design of the road to minimise land take in this section, and then translocate the section lost to the road to an immediately adjacent place to ensure the grassland area remained. | The importance of this grassland has been recognised within ES Chapter 8 Biodiversity (Document Reference 6.2). Where loss of important grassland is unavoidable, more details on habitat creation using retained topsoil and seed bank is provided within ES Chapter 8 Biodiversity (Document Reference 6.2), and methodologies are included in ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4).   | N   |
| 146.   | National Trust |                               | National Trust questions the evidence that Highways England has to show that bat mitigation such as replacement roosts and crossings points would be effective, and how it will be evaluated and remediated in the case of failure.  | Replacement roosts would be provided under a mitigation licence from Natural England, in line with guidance. Areas of importance for foraging and commuting bats were identified through activity surveys, including crossing point surveys, which have informed landscape design and the location of suitable crossing points across the scheme. Monitoring requirements for mitigation have been included in ES Chapter 8 Biodiversity (Document Reference 6.2).  | N   |
| 147.   | National Trust |                               | 2020 PEI Report Chapter 9 Geology and Soils: The proposal still does not consider or address the importance of geology. It does consider the impact on the SSSI, however, there is no consideration given of the opportunities for geology and geological conservation. These are: the unprecedented opportunity for recording of temporary sections and sampling during the construction phase; retention of permanent geological sections. improving and extending existing exposures; provision of interpretation of the geology from viewpoints overlooking and crossing the road.   | Highway England has committed to a number of enhancement with respect to geodiversity. These are presented in ES Chapter 9 Geology and Soils (Document Reference 6.2) and will include introduction of interpretation boards as part of the scheme, adjacent to the Cotswold Way crossing, where new exposures of the Leckhampton Member would be created within the cuttings outside the area of the Crickley Hill and Barrow Wake SSSI. In addition, access would be arranged where possible for Natural England or their nominated specialists for the recording of stratigraphic horizons and sampling of fossils from geological sections during construction, subject to appropriate risk assessment. | N   |
| 148.   | National Trust |                               | 2020 PEI Report Chapter 10:Material assets and waste: The significant scale of the road scheme is likely to result in considerable excavation works, and a vast amount of material and waste arisings. We would advocate careful scheme design to reduce such arisings, as well as their responsible   | Based on preliminary design figures, the excavated material would be used as general fill for earthwork embankments and landscaping. On this basis, it is expected that the scheme would achieve an earthworks balance of cut and fill materials.   | N   |

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|--------|----------------|-------------------------------|--|---|---|
|        |                |                               | management and disposal. The retention of excavated material within the red line area may help to reduce the need for disposal elsewhere, and this could form part of the landscape mitigation works (including landscape bunds). However, it is important that any retained and repurposed material is used in a manner that is appropriate in respect of visual amenities (including being profiled in a way that is sympathetic with the surrounding contours) and in respect of landscape character and geographical interests. It should also avoid damaging locations that are sensitive from an ecological or archaeological point of view.   | Earthworks would have a shallow side slope and blend into existing contours so that they appear as part of the natural landform, with the exception of the earthwork adjacent to drainage basin 3a at the Ullenwood junction. This will have an exposed rock nature and blend into the adjacent Cotswold Stone walls.   |   |
| 149.   | National Trust |                               | <p>2020 PEI Report Chapter 11: Noise and Vibration: The impact during operation from key locations that have heritage significance is important. To date residential locations are noted within the textural assessments but not the key heritage locations. The noise level changes at locations such as Crickley Hill, Emma's Grove and Barrow Wake, and from Leckhampton Camp, should be considered as part of the assessment on setting. The ability to reduce noise will be critical through the next design phase, focusing on issues such as different road surfaces, retaining walls, vegetation, earth banking and speed restrictions. The degree of operational noise intrusion is likely to be a significant change to setting for visitors to the heritage assets.</p> <p>As previously stated, the assessment of noise effects should also consider any potential tree felling (for example on the southern escarpment of Crickley Hill) that may be deemed necessary to construct the proposed road scheme. It would also take time for new planting (which may have a noise ameliorating effect) to become established.</p> <p>We would also want a greater commitment from Highways England to the use of low noise road surfacing within this AONB context, and greater assurance on the implications of the road scheme on the noise profile at Crickley Hill.</p> | <p>The noise impacts at key locations have been assessed and are reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). A lower noise road surface, cuttings, earth bunding and Cotswold stone walls have been used to minimize the visual and noise effects of the scheme on the AONB and Public Rights of Way.</p> <p>In relation to effects on Crickley Hill, between chainages 1+200 and 2+100, within 100 metres from the scheme, parts of Crickley Hill Country Park at the bottom of the hill would be subject to noise reductions of between 5 and 10dB(A) as shown in ES Figure 11.4 Operational noise difference contour map (at 1.5 metres height) future assessment year (2041) (Document Reference 6.3). This would be a major beneficial impact in the opening year.</p> <p>'The Scrubbs' area and footpaths on the escarpment rising up to Crickley Hill Country Park would be subject to negligible changes in traffic noise exposure in this outdoor amenity area. Towards the top of the escarpment, there would be some areas of noise reduction (minor impact). Crickley Hill Country Park is part of the Crickley Hill and Barrow Wake SSSI. Crickley Hill Camp at the top of the hill is a scheduled monument. Negligible noise changes at Crickley Hill Camp at the top of the Hill have been assessed as not significant. As well as cultural heritage assets, Crickley Hill includes popular footpaths within the areas described above, including the Gloucestershire Way long distance footpath, Cotswold Way National Trail, and Gustav Holst Way. The magnitude and spatial extent of the noise reductions across this designated site is assessed as not significant.</p> <p>With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation and no reliance is made on attenuation effects of vegetation. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.</p> | N   |
| 150.   | National Trust |                               | 2020 PEI Report Chapter 12 Population and Human Health: We consider that the effects of the proposed road scheme on the visitors to Crickley Hill, and their experience thereof, should be taken into consideration. Crickley Hill (both National Trust and GWT land) contributes to the health and wellbeing of the people who visit, whether they are local residents or visitors from further afield. It offers them the opportunity to get outdoors and close to nature and appreciate some great views across the Cotswolds landscape and beyond. In addition, the ability of people to gain access Crickley Hill during construction and operation of the scheme also needs careful consideration.   | <p>ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the potential effects on the Country Park with visitor centre, café and waymarked trails. The assessment concludes there would be a minor impact, with a discernible change in attributes and environmental quality during construction activities in close proximity, with minor loss of and alteration to key characteristics. Construction requires acquisition of some land which would not compromise the overall viability of the resource, and access to the resource would be maintained at all times.</p> <p>ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.</p>  | N   |
| 151.   | National Trust |                               | 2020 PEI Report Chapter 14 Climate: We refer to our 2019 consultation response, in that the extent to which the proposed highway solution to the A417 Missing Link could contribute to climate change and the extent to which  | A response to these points is provided in Appendix 7.3 of the Consultation Report Appendices (this document).   | N   |



| Row ID | Consultee                    | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|------------------------------|--|--|--|---|
|        |                              |  | it is futureproofed to withstand the effects of climate change, are important considerations.  |  |   |
| 152.   | Industrial Lifting Solutions | 1a To what extent do you support the Cotswold Way crossing?                            | Industrial Lifting Solutions expressed 'support' in response to questions 1a and 1b of the feedback questionnaire, with no further comment provided.   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for the Cotswold Way and Gloucestershire way crossings.   | N   |
| 153.   | Industrial Lifting Solutions | 2 To what extent do you support the change in gradient of the scheme?                  | The gradient should be kept to the minimum possible angle of 7% to allow heavy goods vehicles to maintain the best possible speed to prevent accidents with faster moving vehicles.  | <p>Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>Three lanes including a climbing lane for slow vehicles are provided as part of the scheme on the escarpment section. In addition, and to reduce the likelihood of Heavy Goods Vehicles overtaking and blocking other vehicles from overtaking, HGVs would be banned from the outside lane on this section.</p>   | Y   |
| 154.   | Industrial Lifting Solutions | 3 To what extent do you support the changes to Cowley junction?                        | It is totally unclear from the public consultation document about the lane you term as 'Cowley Lane'. Are you referring to the lane from Cowley junction that runs through Cowley woods as shown on the map illustration, or Stockwell Lane that is shown in the picture below that and follows after the proposed Cowley Lane Bridge? It's unclear how access would be maintained for residents. Traffic should be discouraged from using either lane. There is a strong feeling within the village that Cowley is being totally overlooked and everything is being done to the benefit of Birdlip and the detriment of Cowley. | <p>Highways England acknowledges the feedback on the terminology used in the 2020 supplementary consultation materials. Taking into account this feedback, Highways England has now clarified within the DCO application documents that the road from Cowley junction to Cowley via Cowley woods is referred to as Cowley Wood Lane, differentiating it from the Cowley Lane which is routed over the A417 via Cowley overbridge.</p> <p>Access restrictions (to Cowley village) will be finalised in the detailed design stage of the project, and will be carefully considered in agreement with the local authority and relevant property owners.</p> <p>Highways England has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. The traffic modelling forecasts that those vehicles using Stockwell Lane would only be residents of Cowley. The traffic modelling undertaken forecasts there would be an increase in traffic on Stockwell Lane as a result of closing Cowley Wood Lane as traffic reassigns to Stockwell Lane, but the traffic flows would be lower on Stockwell Lane than those forecast for Cowley Wood Lane without the scheme. Details on the traffic modelling methodology and results is reported in the Case for the Scheme (Document Reference 7.1) Report and the Transport Report (Document Reference 7.10).</p> | N   |
| 155.   | Industrial Lifting Solutions | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | Question whether the underpass is sufficiently wide or deep to allow two-way traffic or for lorries to pass under as this would be the main route into Birdlip for commercial traffic, farm machinery and emergency vehicles.  | The underbridge would be wide enough to accommodate 2 way traffic including commercial vehicles. The width of the road would be 6.0m with 1.0m hardened verges where it passes under the bridge and the headroom provided would be at least 5.03m. This would comply with the maintained headroom requirement for existing structure and would accommodate all general vehicle types permitted on the Strategic Road Network. For comparison the existing A436 is approximately 6.0 to 6.5m wide.  | N   |
| 156.   | Industrial Lifting Solutions | 5 To what extent do you support the changes to public rights of way?                   | Comment provided that the car park area at Nettleton bottom will bring and encourage anti-social behaviour and crime to this area as is already the case at Barrow Wake. Concern raised about the appeal of walking along a disused road where the only views are of a new dual carriageway. Further to this, Nettleton Bottom is at the bottom of a hill, and it is proposed that disabled people park at the bottom of the hill then have to get themselves up to the top, which is not very disability friendly.  | Further to consultation comments received in response to the 2019 public consultation, it is now proposed to provide parking for disabled users and also horse boxes at the entry to the repurposed A417, near the Golden Heart Inn and Stockwell Lane junction. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users will be provided off Stockwell Lane junction, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the   | Y   |

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|--------|------------------------------|--|---|---|---|
|        |                              |  | Lastly, it is proposed to have this as an area for horse riders; unloading and riding a horse across a busy carpark then up a road that will have traffic walkers and disabled people on it, all heading to the top of the hill to access the old road. The carpark should be situated in Birdlip at the end of the old A417. Concern that it seems like an ill-conceived box ticking scheme.   | Golden Heart Inn. These proposals will form part of the wider landscaping proposals in this location and seek to provide convenient parking for users of the proposed Air Balloon Way.  |   |
| 157.   | Industrial Lifting Solutions | 6 Do you agree with our proposals for replacement common land?   | Oppose: Comment that the replacement Common Land is just an old section of the A417, to dress it up as anything other than this is misleading. The replacement of this land is in no way a substitute for the destruction to the landscape that the new road will cause.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the changes to replacement of Common Land. The repurposed A417 would provide replacement Common Land adjacent but separate to the Air Balloon Way.  | N   |
| 158.   | Industrial Lifting Solutions | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation?        | The noise assessment carried out for Cowley since the last consultation shows that our property will be affected by increased noise level. Concern raised that noise measurements were taken from Cowley manor which is not a fair reflection of the noise distribution across the village; it would be nice to see a second noise survey carried out for the other end of the village that is a lot higher and closer to the new road. Maximum efforts must be made with lowering the road as much as possible and raising banking to minimise road noise.   | Baseline noise surveys are described in ES Appendix 11.2 Baseline Noise Survey Results (Document Reference 6.4). The baseline assessment methodology used a variety of noise measurement locations to represent the noise climate at a range of distances from the proposed scheme area. This data has been used to inform the calculation and assessment of noise levels at all properties that could be affected by the scheme. In relation to Cowley specifically, another survey location was established to the west of the village.<br><br>The assessment of traffic noise for the whole of the proposed scheme area has been carried out using standard prediction procedures. This is a requirement of the 'Design Manual for Roads and Bridges' which defines the procedure to be followed for the assessment of road traffic noise.<br><br>The use of predicted noise levels allows the direct comparison of the noise levels with and without the scheme to be assessed under standardised conditions to truly determine the effect of the scheme. | N   |
| 159.   | Industrial Lifting Solutions | 8 Do you have any comments on any of the other design changes that have been introduced since the previous consultation? | To illustrate how badly Cowley has been overlooked in this scheme, it does not even feature on the main double page consultation map (Pages 6&7), and this a consultation on issues that will detrimentally affect us.  | Highways England recognises the feedback on the 2020 consultation materials. Cowley village is not shown on the main scheme map published at the 2020 public consultation due to the scale required to show the full extent of the red line boundary of the scheme. However, Cowley village does appear on some figures of the ES (Document Reference 6.2) where the study area for particular topics extends to Cowley, e.g. ES Figure 12.1 Population and Human Health Study Area (Document Reference 6.3).   | N   |
| 160.   | Industrial Lifting Solutions | 9 Do you have any other comments?  | What guarantees are in place that housing and development will not take place between the new and old roads in the future once the road is complete?  | Planning policy and decision-making for development of housing or other land uses in the area is a matter for the relevant Local Planning Authority and is not within the remit of this scheme or of Highways England.  | N   |
| 161.   | Latton Parish Council        |  | Latton Parish Council expressed 'support' for questions 1-6 on the feedback questionnaire, with no further comment made. No response was provided to question 7 or 8.   | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 162.   | Latton Parish Council        | 9 Do you have any other comments?  | Consideration needs to be given to the 24-hour nature of the current and expected traffic along the A419/17 especially your projected increases in heavy goods vehicles, and therefore how you will mitigate the noise pollution. The Latton Parish Plan highlights how the Council is responding to the views of residents as expressed in the plan and their commitment to supporting change to the concrete stretch.<br><br>The Parish Council support the improvements being proposed, and the scheme put forward for A417 improvements at Birdlip, but we wish to reiterate this particular finding from your first consultation undertaken in early 2018: At that time, many people raised with you the issue of noise pollution along other stretches of the A419/17. In particular, the concrete sections between Latton and Daglingworth, where evidence exists that excessive noise pollution has been experienced by residents since the road was built. | The section of concrete-surfaced road on the A417/A419 located to the south of the scheme was included in the analysis of traffic changes associated with the A417 Missing Link scheme as reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). For properties close to the concrete section of the A417/A419 between Daglingworth and Latton, predicted traffic noise increases after the scheme opens would not exceed 0.5dB in the short term (i.e. opening year, 2026). In the long term (2041), increases would be just over 0.5dB(A). Noise changes of less than 1dB in the short term and 3dB in the long term are classified as negligible. In the absence of the scheme, the long-term noise changes due to traffic growth would be around 0.5dB.  | N   |

| Row ID | Consultee             | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------------------|--|---|---|---|
|        |                       |  | The Parish of Latton asks for the concrete road surface to be replaced with a noise reducing surface and/or for the introduction of noise reducing barriers, to include the stretch passing through the Parish of Latton.   |   |   |
| 163.   | Laurence Robertson MP |  | Laurence Robertson MP expressed 'strong support' for questions 1-6 on the feedback questionnaire, with no further comment made. No response was provided to question 7 or 8.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |
| 164.   | Laurence Robertson MP | 9 Do you have any other comments?  | The A417 approaching the Air Balloon roundabout gets congested multiple times a day, seven days a week which impacts both on the drivers and those in the local area. There is also very high accident and fatality rate, so I believe that this section of road needs to be improved and I consider that the plans currently out to consultation would achieve this and make the road safer for those travelling along it. | Highways England acknowledges the range of views expressed, including those received in support of the scheme.<br>More details on the traffic modelling and appraisal undertaken is reported in the Case for the Scheme (Document Reference 7.1) Report and the Transport Report (Document Reference 7.10) .  | N   |
| 165.   | Marchants Coaches     | 1a To what extent do you support the Cotswold Way crossing?                            | Support: Walking/hiking is an increasing past time, and this avoids conflict with traffic. Does the bridge need to be so wide; this may allow off road vehicles to illegally use?   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing. The re-purposed A417 as the Air Balloon Way and its joining Cotswold Way crossing would involve a restricted byway classification with 5m width for WCH. That responds to the DMRB guidance and is suitable to accommodate the different user groups.<br>Should the scheme proceed to construction, there would be a detailed design phase, when surfacing and other detailed matters such as signage and enclosures would be agreed. Highways England will consult with Gloucestershire County Council and in particular consider any necessary measures to prevent illegal use by vehicles. | N   |
| 166.   | Marchants Coaches     | 1b To what extent do you support the Gloucestershire Way crossing?                     | Support. Walking/hiking is an increasing past time, and this avoids conflict with traffic.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N   |
| 167.   | Marchants Coaches     | 2 To what extent do you support the change in gradient of the scheme?                  | Strongly support. It will reduce the strain and potential overheating on vehicles especially commercial vehicles. It will also reduce engine noise and potentially pollution  | Highways England acknowledges the range of views expressed, including those received in support of the proposed gradient changes.   | N   |
| 168.   | Marchants Coaches     | 3 To what extent do you support the changes to Cowley junction?                        | Oppose: The Cowley rat run was only used when the traffic from the Air Balloon to the A417 queued past the Cowley roundabout on to the dual carriageway, the Missing Link scheme will alleviate this. The residents of Cowley could still access their village if left open.  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the change to Cowley junction.  | N   |
| 169.   | Marchants Coaches     | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | Support: It should improve the road safety.   | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070 to Birdlip via Barrow Wake.<br><br>As part of the economic appraisal of the scheme the impact of the scheme on accidents is appraised. The results from this forecasts that that scheme will reduce number of personal injury collisions that result in a fatality or serious injury. The methodology and results of the accident appraisal is reported in the Transport Report (Document Reference 7.10) .   | N   |
| 170.   | Marchants Coaches     | 5 To what extent do you support the changes to public rights of way?                   | Neither support nor oppose: The two bridges should improve safety and improve access.   | Highways England acknowledges the range of views expressed, including those which are neutral.  | N   |
| 171.   | Marchants Coaches     | 6 Do you agree with our proposals for replacement common land?                         | Support: This is an area of outstanding beauty and popular, any improvements should be welcomed.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for replacement of Common Land.  | N   |
| 172.   | Marchants Coaches     | 9 Do you have any other comments?  | On a bigger picture the A436 from the Air Balloon roundabout was going to be improved to de-trunk the A40 and link up at Shipton crossroads. This was   | Proposals for de-trunking the A40 are not included in the scope of this project.  | N   |

| Row ID | Consultee                            | Survey question (if relevant) | Matters raised in response to 2020 supplementary statutory consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------------------|-------------------------------|--|--|---|
|        |                                      |                               | to take the A40 and reduce traffic out of Cheltenham. The missing link scheme seems to have ignored this with the proposed A417/A436 link.   |  |   |
| 173.   | Mid Cotswold Tracks and Trails Group |                               | The Group find much in the amended plan to recommend it, but still have some concerns which may be allayed when further technical details are available. In relation to tunnels, these concerns relate especially to, surfaces; clearance heights; lighting / visibility; separate non-motorised lanes; standing water (whose reflections can startle a horse); and measures to reduce echoing (which can spook a horse).  | Highways England understands that this comment relates to the Grove Farm underpass. As well as providing a PRow route, the underpass would be provided as a private means of access for Grove Farm and would also provide access to the telecommunications masts and drainage attenuation basin. There would be no provision for HGV's however service vehicles would be able to use it. As such the width of the underpass at 8m with a minimum headroom of 4.0m is considered to be appropriate for all users without the need for separation. It is proposed the provide a continuous gradient through the underpass to prevent issues with drainage. Design details such as acoustic performance would be developed during detailed design and comments in relation to this are noted. | N   |
| 174.   | Mid Cotswold Tracks and Trails Group |                               | In relation to bridges, the Group have concerns relating to: surfaces; safe parapet heights; maintenance of the vegetation on the bridge areas. If this is not carefully managed, the trail widths may be adversely affected.  | Highways England considers that the width of the bridges would be sufficient to accommodate all likely users effectively. The heights of the parapets (in excess of 1.8m high) would comply with requirements for equestrian use. The surfacing provided would be confirmed during detailed design however it is proposed to provide appropriate surfacing solutions for the likely usage. Matters of ongoing maintenance will be discussed and agreed between Highways England, its appointed contractor and Gloucestershire County Council at the detailed design stage.   | N   |
| 175.   | Mid Cotswold Tracks and Trails Group |                               | All new and upgraded routes must have an appropriate surface.  | The surfacing provided would be confirmed during detailed design however it is proposed to provide appropriate surfacing solutions for the likely usage.   | N   |
| 176.   | Mid Cotswold Tracks and Trails Group |                               | <p>Access for carriage drivers: Carriage drivers are – as usual – poorly served. Comment that the Group would support extending the restricted byways, where possible, to allow improved route linkage to carriage drivers. The Group should like to stress the desirability of securing more access for carriage drivers, who must feel like an endangered species nowadays!</p> <p>Why could there not be access, for example, to the new Cotswold Way bridge? If the bridge is wide enough for mobility scooters, it would be wide enough for some carriages. It would be very frustrating to have access so far, then have to turn around and retrace steps. Could the plan not include access for carriage drivers across the bridge linking the Air Balloon Way to the Ullenwood Junction and a bridleway upgrade to restricted byways to connect Dog Lane and Cold Slad Lane?</p> | Taking into account feedback received to the 2020 consultation, ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) now provides for a restricted byway over the Air Balloon Way and Cotswold Way crossing, which could accommodate carriages, as requested.   | Y   |
| 177.   | Mid Cotswold Tracks and Trails Group |                               | Access for mobility scooters/power chairs should be provided for all the rights of way where possible, ensuring appropriate surface, drainage and accessible gates or gaps.  | ES Appendix 12.2 Walking, cycling and horse riding including disabled users review at preliminary design (Document Reference 6.4) and ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) sets out proposals for safe access for all groups where possible. Signage, enclosures and surfaces would be agreed at the detailed design stage between Highways England, its contractor and Gloucestershire County Council.   | N   |
| 178.   | Mid Cotswold Tracks and Trails Group |                               | Signage: Very clear signage of new and diverted routes is essential.   | Signage would be agreed at the detailed design stage between Highways England, its contractor and Gloucestershire County Council.  | N   |
| 179.   | Mid Cotswold Tracks and Trails Group |                               | <p>The Group welcomes the following:</p> <ul style="list-style-type: none"> <li>• The increased provision of bridleways and byways, rather than just footpaths. The Group would endorse a general principle of going for the highest non-motorised classification of track.</li> <li>• The linking up of non-motorised user routes</li> <li>• Awareness of disabled users' needs</li> <li>• Provision of horsebox parking</li> </ul>   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for PRow and WCH.   | N   |

| Row ID | Consultee                            | Survey question (if relevant)  | Matters raised in response to 2020 supplementary statutory consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------------------|--|---|--|---|
| 180.   | Mid Cotswold Tracks and Trails Group |  | The pleasure many of the Group get, whether riding, cycling or walking, is enhanced by wildlife and the beauty of our landscape. Although these structures will be raw and intrusive in their early stages, there is considerable mitigation in the plan, which is comforting.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for the landscape and wildlife.   | N   |
| 181.   | Mid Cotswold Tracks and Trails Group |  | Public rights of way enable users to explore our heritage of quiet tracks and countryside. We appreciate the sensitivity to wildlife and other environmental concerns in this plan. It looks very promising environmentally with the addition of the bat underpass and extra common land. The initial proposal of a green bridge has gone, but we understand the rationale. The provision of other road crossings with additional chalkland grassland and woodland looks good, as does the idea of including new lengths of Cotswold stone walling. | Highways England acknowledges the range of views expressed, including those received in support of the proposals for people, the landscape and wildlife.   | N   |
| 182.   | Mid Cotswold Tracks and Trails Group |  | The attention to safety in some of the detail is also pleasing – e.g. the safer horse access to be provided alongside the busy road on the Crickley Hill side of the roundabout; and the provision of steps for walkers on the steep gradient footpath by the drainage cascade.   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for WCH.  | N   |
| 183.   | Stroud Rambling Club                 | 1a To what extent do you support the Cotswold Way crossing?                            | Support Pleased to see a bridge over the new A417 to replace the hazardous crossing of the current A417 at the Air Balloon roundabout. Pleased to see that the new crossing is close to the current line of the Cotswold Way. Not happy with the design or choice of materials as shown in the Consultation Brochure, the proposed bridge is not in keeping with the Cotswolds AONB.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for the Cotswold Way crossing. Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.                                       | Y   |
| 184.   | Stroud Rambling Club                 | 1b To what extent do you support the Gloucestershire Way crossing?                     | Strongly support. Pleased that there is now a crossing for the Gloucestershire Way which eliminates the long diversion through the roundabouts of Shab Hill junction and provides connectivity for the popular walking routes in that area. Pleased to see that the new crossing will be a “green” bridge which will allow wildlife to cross the proposed A417.   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for the Gloucestershire Way crossing.   | N   |
| 185.   | Stroud Rambling Club                 | 2 To what extent do you support the change in gradient of the scheme?                  | Neither support nor oppose. Pleased to see that the concrete canyon has gone and been replaced by a cutting which will blend better into the landscape. Would have preferred the road to be lower in the landscape both on the approach to Crickley Hill, and across the top of the scarp, to reduce noise and visual impact. Not content that HGVs will grind their way up the increased gradient and block the centre lane as they try to overtake HGVs in the “slow” lane with minimal speed differential.                                       | Whilst it is recognised that a lower gradient would be preferred by the respondent, Highways England considered that the 7% gradient would provide an appropriate design when balancing considerations of the aims and purpose of the scheme, it’s environmental effects, cost and construction timescales. To reduce the likelihood of Heavy Goods Vehicles overtaking and blocking other vehicles from overtaking, HGVs would be banned from lane 3.<br><br>The noise impacts of the proposed A417 scheme have been fully assessed within the ES. Where significant adverse effects have been identified, mitigation has been incorporated to avoid or reduce these impacts. See ES Chapter 11 Noise and Vibration (Document Reference 6.2). | N   |
| 186.   | Stroud Rambling Club                 | 3 To what extent do you support the changes to Cowley junction?                        | Neither support nor oppose: Provided the changes are felt by the residents of the villages affected as sufficient to ensure safe access for local traffic and to prevent “rat-running”, the redesigned junction is acceptable.  | Highways England acknowledges the range of views expressed, including those received in relation to the changes to Cowley junction.  | N   |
| 187.   | Stroud Rambling Club                 | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake? | Strongly oppose<br>Parking space for walkers will be reduced. This is the most popular parking area for walkers going into the local countryside and the extra parking near the Golden Heat Inn will not be a direct replacement.   | Highways England acknowledges the range of views expressed and those responses received which object to the changes proposed to the B4070. The capacity of the existing Barrow Wake carpark will be largely unaffected. To complement Barrow Wake Carpark additional parking is proposed adjacent to the Golden Heart Inn for vehicles including horseboxes. A smaller area of parking for disabled users would also be provided adjacent to the turning to Stockwell. These measures seek to provide convenient parking for users of the proposed Air Balloon Way.  | Y   |

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|--------|----------------------|--|--|---|---|
|        |                      |  | <p>Re-routing the B4070 to Birdlip through the existing underpass under the current A417 followed closely by a roundabout with a sharp left turn is an accident waiting to happen:</p> <ul style="list-style-type: none"> <li>the underpass is narrow, drivers coming off the fast A417 will not be expecting it;</li> <li>the underpass is in a dip where moisture accumulates and freezes. Barrow Wake is at approximately 950 feet altitude and suffers from severe weather (snow and ice and wind) whilst the Vale of Gloucester is unaffected. Local people will tell you that there used to be snow fencing alongside the old road near Barrow Wake before the current A417 was built;</li> <li>Barrow Wake is prone to low cloud and fog driven onto the escarpment by funnelling of wind off the Bristol Channel.</li> </ul> <p>The B4070 should be re-routed across the fields from Shab Hill junction to link into the existing junction on the current A417.</p>  | <p>Concerns relating to anti-social behaviour that exist at Barrow Wake influenced the decision to reroute the B4070 link road. This would eliminate people parking on this section of the road and the roundabout adjacent to the car park however it would also act as a form of passive surveillance which would discourage anti-social behaviour. The route would also avoid impact on adjacent farmland associated with the previous alignment and would eliminate conflict between the B4070 and users of the Air Balloon Way.</p> <p>Highways England acknowledges concerns in relation to the dimensions of the existing underbridge on the B4070 adjacent to Barrow Wake. The underbridge would be wide enough to accommodate two way traffic including commercial vehicles. The width of the road would be 6.0m with 1.0m hardened verges where it passes under the bridge and the headroom provided would be at least 5.03m. This would comply with the maintained headroom requirement for existing structure and would accommodate all general vehicle types permitted on the Strategic Road Network. For comparison the existing A436 is approximately 6.0 to 6.5m wide. The bridge would be at least 700m from the A417 which would provide adequate time for drivers to adjust to the more constrained nature of the local road network.</p> <p>Highways England is aware of issues in relation to inclement weather conditions, including snow and fog. A Maintenance and Repair Strategy has been developed for the scheme which outlines proposals for dealing with inclement weather as well as other maintenance activities.</p> |   |
| 188.   | Stroud Rambling Club | 5 To what extent do you support the changes to public rights of way? | <p>Strongly oppose. There are not enough crossing points for walkers on the proposed new A417. The Cotswolds is renowned as a walking area and walkers contribute to Gloucestershire's economy. Walkers need to be able to get quickly across the A417 and away into the countryside beyond, away from the noise. It will not be "enjoyable" to be obliged to walk diversions on paths parallel to the new road.</p> <p>As a minimum, additional crossings are needed:</p> <ul style="list-style-type: none"> <li>Between Shab Hill Junction and the Cowley Lane overbridge to maintain the connection between ORPA 50853 and ORPA 50855 (Cally Hill); this is currently a popular walking route and a crossing would provide walkers with more choice of routes in/out of the countryside to the east of the new A417.</li> <li>Between the Grove Farm underpass and Bentham Lane overbridge, to restore connectivity between the N and S sides of the western section of the A417, to avoid long diversions and to relieve pressure on Crickley Hill SSSI.</li> <li>It is unacceptable that public money is being spent on the provision of a dedicated bat tunnel whilst the needs of humans are ignored.</li> </ul> <p>Too many footpaths are being closed or diverted. Stroud Rambling Club agrees with the comprehensive list of changes to rights of way included in Gloucestershire Ramblers' submission.</p> <p>Too many applications for change of use from a footpath to a bridleway which can result in the path becoming so churned up by horses that walkers cannot use it for much of the year. It is appreciated that surface condition is not normally considered a reason for refusing a change of use, but these requests should be examined on a case-by-case basis, especially now that through traffic has been taken off the minor roads so horses should be able to use them safely. Furthermore, if a lane proves to be hazardous, riders can</p> | <p>ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) includes numerous proposals to enhance the PRow network in the area surrounding the scheme and ES Chapter 12 Population and Human Health (Document Reference 6.2) concludes this would result in a significant benefit to the PRow network with the scheme in place.</p> <p>Taking into account feedback, two new sections of Byways Open to All Traffic will be provided each side of Shab Hill junction to help connect the ORPAs to the proposed crossings of the A417 safely. The Gloucestershire Way crossing, Cowley overbridge and Stockwell overbridge would provide sufficient mitigation for the severance of routes in this area.</p> <p>A Grove Farm underpass will provide a new safe crossing of the A417. An assessment has been undertaken and shared with the WCH TWG as to why further provision of a grade separated crossing further west of the Grove Farm underpass will not be provided. That concludes it is not feasible on engineering, environmental and economic grounds. That assessment has carefully considered the needs of the bat underpass.</p> <p>The user groups forming the WCH Technical Working Group, including GCC and GLAF promote the highest level of classification of routes where possible, and proposals for reclassification have been carefully considered. There are only proposed three instances of reclassifications, where the changes would help to connect existing routes available to a wider group of users.</p>  | Y   |

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|        |                        |  | apply for a footpath to be changed to a bridleway; it is extremely difficult to reverse a change which has deprived walkers of the use of a footpath.  |   |   |
| 189.   | Stroud Rambling Club   | 6 Do you agree with our proposals for replacement common land?                             | Neither support nor oppose It is good to have additional common land but the use of a former trunk road is hardly equivalent to long-standing common land or an SSSI. Is this a bit of "creative accounting " for mitigation purposes?                               | Common Land that is being taken permanently for the scheme has been identified as essential for scheme delivery. In accordance with section 131 of the Planning Act 2008, Highways England must provide replacement land in exchange for the Common Land being compulsorily acquired in accordance with specific requirements. Highways England's assessment of options of exchange land to replace the required Common Land is set out in Appendix D of the Statement of Reasons (Document Reference 4.1) submitted.   | N   |
| 190.   | Stroud Rambling Club   | 9 Do you have any other comments?  | The Air Balloon Way is welcomed as an additional walking route. It will also be of great benefit to parents with small children, being pushchair-accessible and providing a segregated, surfaced space where youngsters can learn to ride scooters and bikes safely. | Highways England acknowledges the range of views expressed, including those received in support of the Air Balloon Way.   | N   |
| 191.   | Summerhill Equine Vets | 1a To what extent do you support the Cotswold Way crossing?                                | Strongly support: Support the benefit that this access will provide to the public and the promotion of tourism that it will offer.   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.   | N   |
| 192.   | Summerhill Equine Vets | 1b To what extent do you support the Gloucestershire Way crossing?                         | Strongly support: As above, access is vital for continuity of this important aspect of the Cotswolds.  | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.  | N   |
| 193.   | Summerhill Equine Vets | 2 To what extent do you support the change in gradient of the scheme?                      | Neither support nor oppose: Only concern is that steeper gradients increases the likelihood of HGVs breaking down.   | Although the gradient has increased from that consulted on in 2019, the proposed gradient of 7% is still a reduction in comparison to the current gradient (10%) of the A417 climbing the escarpment.<br>The reduction in gradient would reduce the strain on HGVs. In comparison to the existing A417 there would be a reduction in the number of HGVs breaking down. This section of the scheme consists of three lanes including a climbing lane for slow vehicles and the impact of an HGV breaking down on traffic would be reduced in comparison to the existing A417 | N   |
| 194.   | Summerhill Equine Vets | 3 To what extent do you support the changes to Cowley junction?                            | Neither support nor oppose: delegate this to the Cowley residents who clearly do not want to have inundation of vehicles should the A417 be closed.  | Highways England acknowledges the range of views expressed, including those received in relation to the changes to Cowley junction  | N   |
| 195.   | Summerhill Equine Vets | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake?     | Support: understand and accept the rationale for this proposal.  | Highways England acknowledges the range of views expressed, including those received in support of the rerouting of the B4070.  | N   |
| 196.   | Summerhill Equine Vets | 5 To what extent do you support the changes to public rights of way?                       | Support: The locals' needs must be met with regard to access.  | Highways England acknowledges the range of views expressed, including those received in support of the proposals for PRoWs.   | N   |
| 197.   | Summerhill Equine Vets | 6 Do you agree with our proposals for replacement common land?                             | Neither support nor oppose   | Highways England acknowledges the range of views expressed, including those which are neutral.  |   |
| 198.   | Summerhill Equine Vets | 7 Do you have any comments on the likely environmental effects that have changed since the | This project is well prepared, and the environmental effects are purely positive.  | Highways England acknowledges the range of views expressed, including those received in support of the scheme.  | N   |

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|--------|-------------------------|---|---|--|---|
|        |                         | previous consultation?  |   |  |   |
| 199.   | Summerhill Equine Vets  | 9 Do you have any other comments?   | As a local business user of the roads in question, anticipate a great improvement in business efficiency following this essential project.  | Highways England acknowledges the range of views expressed, including those received in support of the potential benefits to local businesses and those accessing them.  | N   |
| 200.   | Tewkesbury Town Council | 1a To what extent do you support the Cotswold Way crossing?   | Support: Although Tewkesbury is not directly impacted by the crossing, we support an improved facility for non-motorised users.   | Highways England acknowledges the range of views expressed, including those received in support of the Cotswold Way crossing.  | N   |
| 201.   | Tewkesbury Town Council | 1b To what extent do you support the Gloucestershire Way crossing?  | Support: we support the mitigation of severance for non-motorised users and wildlife. The habitat on the bridge should match that on either side of it.   | Highways England acknowledges the range of views expressed, including those received in support of the Gloucestershire Way crossing.   | N   |
| 202.   | Tewkesbury Town Council | 2 To what extent do you support the change in gradient of the scheme?   | Support. Although the Council would rather it was not necessary to cut through this landscape, we appreciate that the increased gradient in the revised scheme has a more limited environmental impact than previously proposed.  | Taking into account feedback received to the 2019 public consultation, Highways England decided to change the gradient of the existing A417 from 10% to 8% as it climbs the escarpment near Crickley Hill. By changing the scheme design from a proposed 7% gradient (as proposed in 2019) to a proposed 8% gradient (proposed in 2020), there would be reductions in the visual impact of the road, the impact on local woodland and watercourses, volume of waste, construction traffic, carbon footprint, and construction time. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information. | N   |
| 203.   | Tewkesbury Town Council | 3 To what extent do you support the changes to Cowley junction?   | Neither support nor oppose: The operation of Cowley junction is largely irrelevant to the parish.   | Highways England acknowledges the range of views expressed, including those which are neutral.   | N   |
| 204.   | Tewkesbury Town Council | 4 To what extent do you support the rerouting of the B4070 to Birdlip via Barrow Wake?                            | Neither support nor oppose: This re-routing is largely irrelevant to the parish.  | Highways England acknowledges the range of views expressed, including those which are neutral.   | N   |
| 205.   | Tewkesbury Town Council | 5 To what extent do you support the changes to public rights of way?  | Support. Anything that improves the quality of the public right of way infrastructure is something that we can support, in principle.   | Highways England acknowledges the range of views expressed, including those received in support of the proposals for PRoWs.  | N   |
| 206.   | Tewkesbury Town Council | 6 Do you agree with our proposals for replacement common land?  | Neither support nor oppose: The Town Council is pleased to note that there has been consideration of the replacement of common land. we feel unable to judge whether or not the details of this proposal are suitable.  | Highways England acknowledges the range of views expressed, including those which are neutral.   | N   |
| 207.   | Tewkesbury Town Council | 7 Do you have any comments on the likely environmental effects that have changed since the previous consultation? | The Town Council appreciates that the introduction of multiple green bridges reduces the severance that might be created by such a large highway scheme. The new common land being further away from a major road will be less disturbed and will provided better protection for protected species. | Highways England acknowledges the range of views expressed including those received in support of the scheme.  | N   |
| 208.   | Tewkesbury Town Council | 8 Do you have any comments on any of the other design changes that have been introduced                           | The Town Council is not convinced that the Cotswold Way bridge will afford as much of a view of the Vale of Gloucester as the consultation documents suggest.   | Taking into account feedback received in response to the 2020 public consultation, the design of the Cotswold Way crossing has been amended to provide a simplified design. For example, the previously proposed viewing platform has been removed. There will still be a seating area on the crossing, and other aesthetics such as the surface finish of the structure will be discussed during the detailed design stage, prior   | Y   |



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|        |                          | since the previous consultation? |   | to construction. Please see section 10.4 of the Consultation Report (Document Reference 5.1) for further information.  |   |
| 209.   | Trail Riders Fellowship  |                                  | The Group's view is that the latest proposals for Cotswold Way and Gloucestershire Way crossings offer enhanced access and use for a range of recreational users.   | Highways England acknowledges the range of views expressed, including those received in support of the crossings.  | N   |
| 210.   | Trail Riders Fellowship  |                                  | We would also like to reiterate our comments made in the initial consultation on Shab Hill to Cowley Junction.  | Highways England acknowledges this. A response to the Trail Rider Fellowship's comments at the 2019 statutory consultation is provided in Appendix 7.4 of the Consultation Report Appendices (this document).  | N   |
| 211.   | Trail Riders Fellowship  |                                  | The proposed scheme cuts through the 50852 to the North East of Birdlip Radio Station. The Group proposes a tarmac link from the East side of the new A417 link to the new interchange south of Birdlip Radio Station. It appears that this link is part of the proposed scheme, giving access to Rushwood Kennels.   | Taking into account feedback received to the 2020 consultation, ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) includes connections to address the severance of unclassified roads, for example with the provision of a BOAT to the west of Shab Hill junction and change of a proposed footpath to BOAT status east of Shab Hill junction to connect unclassified roads to Shab Hill junction side roads, as discussed and agreed with the WCH TWG. This helps address the suggestion made.  | Y   |
| 212.   | Trail Riders Fellowship  |                                  | The proposed scheme cuts through both the 50853 and 50944 to the East of Shab Hill. The Group proposes two new short links. The first link to run parallel to the South of the proposed A417 route, to connect the 50853 and 50944. The second link to run from the East side of the proposed A417 route from the Shab Hill interchange to the 50853.         | Taking into account feedback received to the 2020 consultation, ES Appendix 2.1 EMP Annex F PRow Management Plan (Document Reference 6.4) includes connections to address the severance of unclassified roads, for example with the provision of a BOAT to the west of Shab Hill junction and change of a proposed footpath to BOAT status east of Shab Hill junction to connect unclassified roads to Shab Hill junction side roads, as discussed and agreed with the WCH TWG. This helps address the suggestion made.  | Y   |
| 213.   | Transport Action Network |                                  | The proposed scheme will increase carbon dioxide emissions (from traffic growth and due to its construction) by almost a million additional tonnes at a time when we should be rapidly reducing our emissions to reach net-zero by 2050.  | Highways England 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. This assessment is reported in the ES (Document Reference 6.2) and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations. | N   |
| 214.   | Transport Action Network |                                  | The new road runs entirely within the Cotswolds Area of Outstanding Natural Beauty (AONB) and would introduce a new dual-carriageway into a sensitive and protected landscape. There is a very strong presumption in planning policy against building in an AONB unless there are overwhelming benefits. This scheme does not meet this threshold.            | Highways England recognises the significance and sensitivity of the landscape. Highways England has taken a 'landscape-led' approach to the design of the scheme, in which the Cotswolds AONB landscape has been a primary consideration in every design decision made. This is set out and illustrated within the Design Summary Report (Document Reference 7.7), whilst an assessment of the effect of the scheme on the landscape is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2). These documents are .   | N   |
| 215.   | Transport Action Network |                                  | The scheme severs two Sites of Special Scientific Interest (SSSIs) and will have a significant and permanent impact on rare and protected wildlife, despite the proposed mitigation. The proposed scheme adversely impacts on several important and protected species including Barn Owls, bats, rare invertebrates, Red and Amber listed birds, and badgers. | It is acknowledged that the scheme widens existing fragmentation of the two SSSI units. Calcareous grassland habitats are being created to mitigate this impact and provide stepping stones of habitat between Barrow Wake and Crickley Hill via the Gloucestershire Way crossing.   | N   |
| 216.   | Transport Action Network |                                  | The proposed scheme impacts on the settings of Scheduled Ancient Monuments (SAMs), particularly Crickley Hill Fort, and Emma's Grove.   | The scheme would alter the settings of these heritage assets, as set out and assessed in ES Chapter 6 Cultural Heritage (Document Reference 6.2).  | N   |
| 217.   | Transport Action Network |                                  | There is no indication that Highways England have revised their plans in the light of decreased travel due to the COVID19 pandemic which may reduce or remove the time savings and economic justification for the scheme.   | Whilst the short term impact of the COVID-19 pandemic on the road network has been a reduction in traffic, the long-term impact on road traffic volumes, mode choice and travel patterns remains unclear. There is currently no evidence that there will be a substantial drop in traffic volumes on the road network in the long term. At present Highways England is following the Department for Transport recommendation to use the current traffic growth forecasts in the appraisal of the scheme.   | N   |
| 218.   | Transport Action Network |                                  | The proposed scheme would consist of 3.4 miles (5.5km) of new dual carriageway and large junctions, running entirely within the Cotswolds Area  | Highways England acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going   | N   |

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|        |                          |                               | <p>of Outstanding Natural Beauty (AONB). The Group formally object to the proposed new road (and the new design), on the grounds that it will not deliver sufficient benefits to justify the significant environmental costs within a protected landscape setting. Increasing road capacity also undermines key policy goals on environmental protection, modal shift, carbon reduction, air pollution and public health.</p> <p>The primary purpose of this scheme is not to improve the local environment but to address what is seen by Highways England as a 'missing link' between the M4 and M5, at great financial and environmental cost.</p>  | <p>ahead in principle. The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme and how it complies with the NPSNN.</p>   |   |
| 219.   | Transport Action Network |                               | <p>The scheme appears to be justified on the grounds that it will fill a missing link between the M4 and M5, yet the scheme will increase air pollution and carbon emissions because of the extra traffic that will result and the longer distance the traffic would then travel. As this would cause more traffic to pass more houses, than were the traffic to go on the A34 and M40, its impact will be greater. Therefore, rather than being a missing link, it appears to be more of a lengthy, destructive and polluting diversion.</p> <p>Previous consultations have shown an extremely low benefit-cost ratio (BCR) for the scheme where the financial benefits of a scheme are weighed against the negative impacts and a monetary value attached to how much benefit is gained for every £1 spent.</p> <p>Due to the COVID19 pandemic and dramatically changed travel behaviour (more people working from home, meetings conducted virtually etc), there is an urgent need to revise the traffic forecasts and the transport/economic appraisal for the scheme to demonstrate that the scheme represents good value for money, and justifies the unacceptable impact within a highly protected area. Lower traffic forecasts will reduce the forecasted economic benefits used to justify the scheme. It is now unclear whether this scheme is needed or justified</p> <p>The Group are particularly concerned that new road construction and increased road capacity is proposed in an Area of Outstanding Natural Beauty (AONB). AONBs enjoy special protection under the National Planning Policy Framework (NPPF) and the National Policy Statement for National Networks (NNNPS).</p> <p>The Group do not believe the "exceptional circumstances" or "public interest" conditions of the NPSNN and NPPF have been met, nor has Highways England properly examined non-roadbuilding alternatives as required by this section of the NNNPS.</p> <p>The protection provided to AONBs under NPSNN paragraph 5.152 is very significant in planning terms. The case for building this road is far from compelling given its poor cost benefit ratio and certainly does not meet the test for building in an Area of Outstanding Natural Beauty. It should therefore be withdrawn as a proposal as it is not supported by the current planning policies.</p> <p>A freedom of information request the Group made for the most recent Appraisal Summary Table (AST) for the scheme showed that in 2019 Highways England estimated the additional carbon dioxide emissions due to increased traffic from the proposed option would total 847,108 tonnes over the 60-year lifetime of the scheme.</p> | <p>The Case for the Scheme (Document Reference 7.1) sets out the need for the scheme and how it complies with the NPSNN. Highways England recognises the concern raised about the scheme within the context of concerns about climate change. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.</p> <p>Highways England 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. This assessment is reported in the ES (Document Reference 6.2) and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.</p> <p>Since the Scheme Assessment Report (March 2019) (Document Reference 7.4) was issued in March 2019 the scheme design has been refined, and part of this has resulted in the change in gradient of the scheme and the removal of the Green Bridge. Both of these have ensured that the construction cost of the scheme has been reduced. The reduction in construction costs, combined with the other economic appraisals improves the Benefit Cost Ratio (BCR) and the Value for Money (VfM) of the scheme from that previously reported in Section 8.4 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). The methodology and results of the traffic and economic appraisal of the scheme are reported in the Case for the Scheme (Document Reference 7.1) Report and the Transport Report (Document Reference 7.10) both .</p> <p>A requirement of the Department for Transport's Transport Appraisal Guidance (TAG) is that high and low growth sensitivity tests are undertaken to assess the impact of higher and lower than expected growth in traffic flows. With the current COVID-19 pandemic the low growth scenario would approximate the impact that lower than forecast traffic growth due to COVID-19 would have on the BCR and VfM of the scheme. The methodology and results of the traffic and economic appraisal of the scheme are reported in the Case for the Scheme (Document Reference 7.1) Report and Transport Report (Document Reference 7.10) both .</p> <p>Total emissions of carbon and air pollutants is predicted to increase as a result of the scheme. Air quality is however predicted to improve at sensitive receptors due to the scheme moving much of the polluting traffic further away from areas that currently experience poor air quality, such as the Birdlip AQMA which is predicted to experience a significant improvement in air quality. The overall carbon emissions from the scheme are a small proportion of the overall UK carbon emissions.</p> | N   |

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|        |                          |                               | <p>Chapter 14 of the Preliminary Environmental Impact Report (PEIR) states that the construction of the scheme would cause an additional 47,000 tonnes of carbon dioxide. In total the proposed A417 Missing Link would lead to almost a million tonnes of additional carbon dioxide. This is simply unacceptable at a time when the UK must do all it can to rapidly and dramatically reduce carbon emissions. The A417 Missing Link takes us backwards on tackling climate change, whilst damaging a nationally important historic landscape, wildlife and biodiversity.</p> <p>Although the National Networks National Policy Statement (NNNPS) requires schemes to be compared against national carbon budgets, this is actually not a useful comparator. The carbon emissions from this scheme should be compared to local and regional road transport emissions, not national carbon budgets for all sectors.</p> <p>Also, the NNNPS and the national carbon budgets are extremely out of date and urgently in need of review. The NNNPS predates the Paris Agreement and the amendment to the Climate Change 2008 which commits the UK to achieve net zero emissions by 2050. The Committee on Climate Change has since advised that the fourth and fifth carbon budgets are likely not to be stringent enough.</p> <p>As transport is the single largest carbon emitting sector in the UK it is a most critical sector to see reductions in emissions. In its recent 'The path to net zero report', the UK Climate Assembly called for traffic reduction with a moratorium on road building until the mid-2040s. Put simply, roadbuilding which leads to increased traffic and carbon emissions is completely incompatible with the major task of rapidly and dramatically decarbonising transport and achieving net zero emissions by 2050. It takes us in the opposite direction of travel needed.</p> |  |   |
| 220.   | Transport Action Network |                               | <p>The environmental impact is significant as the scheme runs in its entirety within the Cotswolds AONB. It would introduce a new, dual-carriageway with embankments, cuttings and large junctions in a sensitive and protected landscape, where previously there had been only a relatively low-impact single-carriageway road.</p> <p>The images produced for this consultation are misleading. The view from Barrow Wake shows this major new dual-carriageway almost entirely screened by proposed planting. Yet it will be some time before these new trees reach maturity and provide the screening illustrated. In the meantime, this important landscape and views will be scarred by a major dual-carriageway.</p>  | <p>Photomontages have been produced as part of ES Chapter 7 Landscape &amp; Visual Effects (Document Reference 6.2), using an updated approach has been undertaken than previously committed to. This is in line with the Landscape Institute Technical Guidance Note (TGN 06/19) 'Visual representation of development proposals' has been used to undertake the presentation of visualisations. Images have been produced at A1 size as recommended, not elongated A3 format. The above TGN represents current industry guidance for the production of visualisations.</p> <p>These indicative visualisations are an artist's impression of the likely view from these locations after 1 year and after 15 years of the scheme's operation. The Barrow Wake viewpoint was a key location impacted by the gradient change and landscape earthworks and more planting was introduced to mitigate against this.</p> | N   |
| 221.   | Transport Action Network |                               | <p>The scheme would lead to the loss of seven bat roosts. It is concerning that there have been no tree surveys (for bats) in the Emma's Grove Scheduled Ancient Monument site, as there are mature trees there and this site is likely to be significantly impacted being immediately adjacent to the proposed scheme. We do not understand why access would be a problem. The Group are concerned that the proposed scheme would have a significant adverse impact on populations of bats that the PEIR considers of national importance.</p> <p>The Group are also concerned about the significant impact on Barn Owl nesting sites in close proximity to the proposed route. The Group do not</p>  | <p>Highways England acknowledges the range of views expressed, including concerns raised regarding the impacts on biodiversity. Surveys are now ongoing for bat roosts in trees within Emma's Grove.</p> <p>None of the PNS surveyed within 500m of the scheme were occupied by breeding barn owls at the time of survey. Pre-construction surveys would be undertaken on all identified Potential Nest Sites (PNS), Temporary Roost Sites (TRS) and Active Roost Sites (ARS) considered suitable to ascertain whether barn owls are present or absent from works areas.</p>   | N   |

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|--------|--------------------------|-------------------------------|---|---|---|
|        |                          |                               | <p>believe the proposed mitigation and very low estimated economic benefits of the scheme justify the harm to this Schedule 1 species.</p> <p>The area is incredibly rich in biodiversity, with two SSSIs either side of the proposed scheme. The scheme would have a negative impact on Red and Amber listed birds, rare butterflies, snails, slow worms and other invertebrates. We do not believe that the limited benefits of the scheme outweigh this impact on biodiversity.</p> <p>The Group object to the loss of any ancient woodland and veteran trees. No planting of new trees can ever make up for their permanent loss. The scheme does not have significant enough benefits to warrant the loss of these irreplaceable trees. The scheme would also lead to a loss of over 11 hectares of semi-natural broadleaved woodland of national importance. This is unacceptable given the scheme's limited benefits.</p> <p>Although the Group welcome the moving of the green bridge to reduce the impact on [PIL ID 26] and [PIL ID 19] owned land at Crickley Hill, this is still not enough to reduce the impact of this scheme for it to be acceptable.</p>  | <p>Highways England acknowledges that several adverse impacts are predicted, including a minor adverse impact of moderate adverse significance on the Barrow Wake Unit of the Crickley Hill and Barrow Wake SSSI as a result of scheme construction, due to habitat loss. Proposed mitigation includes compensatory planting in the form of calcareous grassland and reinstatement of some topsoil with retained seedbank where possible to replace SSSI habitat lost, as detailed within ES Chapter 8 Biodiversity (Document Reference 6.2).</p> <p>Three veteran trees will be lost due to scheme construction. Highways England acknowledges that it is not possible to mitigate against the loss of veteran trees. Retention and protection of woodland and trees has been prioritised wherever loss can reasonably be avoided.</p>   |   |
| 222.   | Transport Action Network |                               | <p>Providing new road capacity can only be a temporary solution to congestion. The phenomenon of induced traffic is well-established. This has been seen for example at the Dartford Crossing in Kent, where repeated increases in capacity have been overwhelmed by growing demand. In the longer term, we advocate a more strategic multi modal approach to long distance travel including a shift to rail freight as envisaged in the Government's recent Rail Freight Strategy.</p> <p>Investing to improve the capacity for rail freight has multiple economic benefits as well as being significantly less environmentally damaging. There are cross-cutting benefits from the inward investment for passenger rail, creating a virtuous circle of improved alternatives and reduced demand for road space.</p> <p>For local traffic, the Group are already seeing reduced demand due to changes in working practice due to the COVID19 pandemic, with more home working, and virtual meetings. Rates of cycling and walking, as a form of transport, have increased dramatically since the pandemic too leading to less car journeys. Highways England must urgently review the need for the scheme in the light of reduced travel demand.</p> | <p>Highways England has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process. Alternative modes of transport have been considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in 2019. An assessment of alternative modes of transport has been summarised in section 2.6 of the Scheme Assessment Report (March 2019) (Document Reference 7.4). Please refer to section 3.1 of the Consultation Report (Document Reference 5.1) or ES Chapter 3 Assessment of Alternatives (Document Reference 6.2) for further information.</p> <p>Currently the long-term impact of the COVID-19 pandemic on road traffic volumes, mode choice and travel patterns remains unclear. There is currently no evidence that there will be a substantial drop in traffic volumes on the road network in the long term. At present Highways England is following DfT recommendation to use the current traffic growth forecasts.</p> | N   |
| 223.   | Transport Action Network |                               | <p>The Group object to the scheme as it clearly fails to meet the major development test for construction within the AONB and goes against national planning policies. The Group do not believe that the already slim forecasted traffic and economic benefits outweigh the significant impacts, and that the purported benefits could be further reduced due to changed travel behaviour as a result of the COVID pandemic. The Group do not accept that the proposed mitigation will sufficiently ameliorate the very large adverse impact of the scheme, nor will any mitigation happen fast enough. The Group believe that the impact on the protected landscape, combined with permanent loss of habitats, increased air and noise pollution and increased carbon emissions, provide clear grounds to reject these current proposals.</p>  | <p>Highways England 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. An assessment of the scheme's compliance with the NPSNN is set out in the Case for the Scheme (Document Reference 7.1). This includes an assessment of how the scheme does meet the requirements of the NPSNN with regards to development within an AONB.</p>   | N   |
| 224.   | The Woodland Trust       |                               | <p>The Woodland Trust has previously engaged with the following scheme to outline concerns relating to ancient woods and trees, plus potential impact to</p>  | <p>Highways England notes and agrees with this comment. A response to Woodland Trust comments made in response to the 20129 consultation is provided in Appendix 7.4 of the Consultation Report appendices (this document).</p>   |   |

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|        |                    |                               | our own site, Barber Wood. However, we acknowledge that WT Barber Wood will no longer be affected by the proposed scheme.  |  |   |
| 225.   | The Woodland Trust |                               | <p>The proposed scheme changes currently being consulted upon do not affect the Woodland Trust's position on this development, as we will continue to hold an objection to this scheme as long as ancient woods and trees are detrimentally affected by the proposals. However, we would like to take the opportunity to revise our position to highlight the areas of concern to the Trust:</p> <ol style="list-style-type: none"> <li>1. Detrimental impact or loss to numerous ancient and veteran trees as outlined in the PEIR report: <ul style="list-style-type: none"> <li>• Four veteran ash trees (T17, T19, T157 and T159) fall within the scheme boundary, as well as the loss of T57 (a veteran sycamore) and three veteran beech trees (T126, T127 and ATI no: 196380).</li> <li>• An ancient ash tree (ATI no: 14130) within the scheme boundary, as well as 143988 which is sited on land required for drainage.</li> <li>• T67 (ATI no: 143975) and T90 – two veteran ash trees within an area required temporarily for land take for drainage.</li> <li>• T108 – a veteran ash tree adjacent to construction earthworks.</li> <li>• A veteran apple tree (ATI number: 155073) which, although now to be retained, may be subject to translocation or root encroachment during construction of the new road.</li> <li>• Five veteran trees (T171, T172, T174, T190 and T205) that are adjacent to the scheme boundary.</li> </ul> </li> <li>2. Detrimental impact to Ullen Wood, an area of ancient woodland designated on Natural England's Ancient Woodland Inventory.</li> </ol> | <p>The design has minimised the loss of veteran trees, although the scheme would result in the unavoidable loss of three veteran trees during the early construction phase of the scheme prior to the commencement of works due to their location within the proposed road footprint. As partial compensation for the loss of veteran trees, young trees of the same species will be planted with space around them to develop an open crown. This will comprise scattered tree planting within Ullen wood meadow, which is in close proximity to the veteran trees to be lost.</p> <p>There will be no direct loss of ancient woodland during the construction phase of the scheme due to avoidance as part of the design. The western edge of Ullen Wood is adjacent to the A436. If tree limbs overhanging the existing A436 carriageway require pruning during the construction phase in this area, the works would be undertaken by experienced arboriculturists so as not to cause damage to mature or veteran trees. Pruning works would result in temporary/reversible damage that would be minor in extent and would not affect the integrity or key characteristics of the ancient woodland. Further details are provided within ES Chapter 8 Biodiversity (Document Reference 6.2).</p> | N   |
| 226.   | The Woodland Trust |                               | The Woodland Trust is generally supportive of the use of infrastructure such as green bridges as a form of mitigation against the impacts of a development. However, it is important that green bridges are seen as an enhancement measure, and not as a replacement for the natural environment. Equally, any measures put into place to mitigate the impacts of development should ensure that irreplaceable habitats – such as ancient woods and trees – are protected during construction, and a loss of biodiversity does not occur in order to facilitate a green bridge proposal.   | It is assumed that the Woodland Trust are referring to the Gloucestershire Way crossing as a 'green bridge' in this instance, however it is not described as such by Highways England. The construction of the Gloucestershire Way crossing would not result in any impacts to woodland or SSSIs. Details of measures to protect sensitive retained habitats during construction are detailed within ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |
| 227.   | The Woodland Trust |                               | <p>Mitigation: In order to address the Woodland Trust's concerns for the above ancient woodland and ancient/veteran trees, Highways England should include the following mitigation measures within the scheme design to ensure that irreplaceable habitats are not affected by the proposals.</p> <p>All ancient and veteran trees within or adjacent to the site boundary should be retained in situ, and provided with a root protection area of 15 times the stem diameter, or 5 metres beyond the crown (if that's greater) in line with Natural England's Standing Advice.</p> <p>Equally, Ullen wood should be afforded a buffer zone of at least 50m to adequately protect the ancient woodland from the detrimental indirect impacts associated with new road developments. This is in line with Natural England's Standing Advice which states: "For ancient woodlands, you should have a buffer zone of at least 15 metres to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance,</p>  | Mitigation to protect ancient woodland habitat includes the implementation of a buffer zone with protective fencing of at least 15m between the construction works and the edge of Ullen wood canopy edge in accordance with Natural England guidelines. This is achieved for the majority of the interface between the Scheme and the woodland particularly in the area of construction for the Gloucestershire Way crossing. There is one location at the western tip of Ullen Wood, adjacent to the A436, where this buffer has not been achieved for approximately 50m of the 80m tip of the woodland. Works in proximity to ancient woodland will be carried out with an arboricultural clerk of works present. The ecological impacts of the scheme, including those on soils, ancient woodland and veteran trees are described within ES Chapter 8 Biodiversity (Document Reference 6.2).   | N   |

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|        |                    |                                  | you're likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic.”   |  |   |
| 228.   | The Woodland Trust |                                  | In summary, the Woodland Trust will continue to object to the proposed scheme on account of direct loss of and damage to ancient and veteran trees, and likely significant detrimental impact to Ullen wood from the proximity to the proposed link road. | Highways England 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   |

# **Appendix 11.1 Copy of letters sent to Persons with an Interest in the Land notifying of first targeted statutory consultation**

Our ref: TR010056/S42(1)(d) Cat1&2 /January  
2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

<Title><First Name><Surname>  
<Address Line 1>  
<Address Line 2>  
<Address Line 3>  
<Address Line 4>  
<Address Line 5>  
<Address Line 6>  
<Address Line 7>

**0300 123 5000**  
**13 January 2020**

Dear **NAME**

**A417 MISSING LINK  
CONSULTATION – 13 JANUARY 2020 TO 11 FEBRUARY 2020  
PLANNING ACT 2008 SECTION 42(1)(d) and SECTION 44: DUTY TO CONSULT ON  
A PROPOSED APPLICATION**

As you may be aware, Highways England intends to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) for the construction of the A417 Missing Link scheme. This would be a 3.6 mile new dual carriageway between the Brockworth bypass and Cowley roundabout in Gloucestershire

A consultation was held between 27 September and 8 November 2019. Highways England has had regard to the consultation responses from relevant organisations, landowners and the public. As a result of this, we have further developed and refined the plans for the scheme. Due to these changes to the scheme and the proposed application boundary, we are consulting with people with an interest in the land affected by the proposed scheme.

We are writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable the construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme, we have previously contacted you regarding the proposals. If this is not the case, it may be because we have only recently identified your legal interest in the land.



In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme, we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate ('the Inspectorate'), who will examine the application and make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in Spring 2020.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **consultation with affected land interests from 13 January 2020 to 11 February 2020**.

This consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as far as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Inspectorate. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. Therefore, it would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete or update us on anything we have missed. Please use the enclosed Land Interest Questionnaire to reply to this matter.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared and published a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view the consultation documents listed below, please visit the project website at <https://highwaysengland.co.uk/projects/a417-missing-link/>. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The PEI Report accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

As you have an interest in the affected land, we are enclosing the following documents in hard copy to help you understand our proposals and share your views with us:

- A plan showing the extents of proposed scheme, which is called the “red line boundary plan”;
- Land Interest Plan(s) - A plan showing the land in the area of the proposed scheme we believe you have an interest in, including land lying outside but adjacent to the red line boundary, and
- Land Interest Questionnaire.

Highways England has produced guidance in relation to compensation which can be viewed via the following links:

- Your property and Highways England road proposals: <https://www.gov.uk/government/publications/your-property-and-highways-england-road-proposals>
- Your property and discretionary purchase: <https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>
- Your property and compulsory purchase: <https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>
- Your property and blight: <https://www.gov.uk/government/publications/your-property-and-blight>

We would also like to invite you to meet with our Project Team for further discussion at one of the events listed below. Please let us know if you would like to discuss any specific issues.

To arrange an appointment please contact Oliver Kirkham on 07384 251117 or by email to [oliver.kirkham@arup.com](mailto:oliver.kirkham@arup.com). The meeting locations and times are listed below:

| <b>Location:</b>                              | <b>Date:</b>                 | <b>Time:</b>  |
|---|------------------------------|---|
| National Star College, Ullenwood,<br>GL53 9QU | Wednesday 29 January<br>2020 | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |
| National Star College, Ullenwood,<br>GL53 9QU | Thursday 30 January<br>2020  | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |
| National Star College, Ullenwood,             |                              | 09:00 – 10:00   |

| Location:                                     | Date:                        | Time:   |
|---|------------------------------|---|
| GL53 9QU                                      | Wednesday 5 February<br>2020 | 10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00                  |
| National Star College, Ullenwood,<br>GL53 9QU | Thursday 6 February<br>2020  | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |

Any responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **Tuesday 11 February 2020.**

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Hardcopy of the Land Interest Plan(s)
- Hardcopy of the Red Line Boundary Plan
- Hardcopy of the Land Interest Questionnaire

Our ref: TR010056/S42(1)(d) Cat1&2 /January  
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**Highways England**  
**Temple Quay House**  
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| National Star College, Ullenwood,<br>GL53 9QU | Wednesday 5<br>February 2020 | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00  |

| Location:                                     | Date:                       | Time:   |
|---|-----------------------------|---|
|   |                             | 14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00   |
| National Star College, Ullenwood,<br>GL53 9QU | Thursday 6<br>February 2020 | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |

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application and make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application for a DCO in Spring 2020.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **consultation with affected land interests from 13 January 2020 to 11 February 2020**.

This consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as far as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Inspectorate.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), we have prepared and published a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view the consultation documents listed below, please visit the project website at <https://highwaysengland.co.uk/projects/a417-missing-link/>. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The PEI Report accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

As you have an interest in the affected land, we are enclosing the following documents in hard copy to help you understand our proposals and share your views with us:

- A plan showing the extents of proposed scheme, which is called the "red line boundary plan".

Highways England has produced guidance in relation to compensation which can be viewed via the following links:

- Your property and Highways England road proposals: <https://www.gov.uk/government/publications/your-property-and-highways-england-road-proposals>
- Your property and discretionary purchase: <https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>
- Your property and compulsory purchase: <https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>
- Your property and blight: <https://www.gov.uk/government/publications/your-property-and-blight>

We would also like to invite you to meet with our Project Team for further discussion at one of the events listed below. Please let us know if you would like to discuss any specific issues.

To arrange an appointment please contact Oliver Kirkham on 07384 251117 or by email to [oliver.kirkham@arup.com](mailto:oliver.kirkham@arup.com). The meeting locations and times are listed below:

| <b>Location:</b>                              | <b>Date:</b>                 | <b>Time:</b>  |
|---|------------------------------|---|
| National Star College, Ullenwood,<br>GL53 9QU | Wednesday 29<br>January 2020 | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |
| National Star College, Ullenwood,<br>GL53 9QU | Thursday 30<br>January 2020  | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |
| National Star College, Ullenwood,<br>GL53 9QU | Wednesday 5<br>February 2020 | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |

| Location:                                     | Date:                       | Time:   |
|---|-----------------------------|---|
| National Star College, Ullenwood,<br>GL53 9QU | Thursday 6<br>February 2020 | 09:00 – 10:00<br>10:00 – 11:00<br>11:00 – 12:00<br>13:00 – 14:00<br>14:00 – 15:00<br>15:00 – 16:00<br>16:00 – 17:00 |

Any responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **Tuesday 11 February 2020.**

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Hardcopy of the Red Line Boundary Plan

## **Appendix 11.2 List of Persons with an Interest in the Land consulted at first targeted statutory consultation 2020**

## Introduction

The below provides a list of PILs that were consulted at the first targeted statutory consultation held between 13 January 2020 and 11 February 2020. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### PILs Consulted in first targeted statutory consultation:

- PIL ID 1
- PIL ID 2
- PIL ID 3
- PIL ID 4
- PIL ID 5
- PIL ID 8
- PIL ID 12
- PIL ID 13
- PIL ID 14
- PIL ID 16
- PIL ID 18
- PIL ID 19
- PIL ID 21
- PIL ID 22
- PIL ID 23
- PIL ID 24
- PIL ID 25
- PIL ID 26
- PIL ID 28
- PIL ID 29
- PIL ID 30
- PIL ID 31
- PIL ID 32
- PIL ID 33
- PIL ID 34
- PIL ID 36
- PIL ID 37
- PIL ID 39
- PIL ID 40
- PIL ID 41
- PIL ID 43
- PIL ID 44
- PIL ID 46
- PIL ID 47
- PIL ID 48
- PIL ID 49
- PIL ID 51
- PIL ID 52
- PIL ID 53
- PIL ID 55
- PIL ID 56
- PIL ID 57
- PIL ID 58
- PIL ID 59
- PIL ID 60
- PIL ID 61
- PIL ID 62
- PIL ID 63
- PIL ID 65
- PIL ID 66
- PIL ID 69
- PIL ID 74
- PIL ID 75
- PIL ID 76
- PIL ID 80
- PIL ID 81
- PIL ID 82
- PIL ID 83
- PIL ID 84
- PIL ID 85
- PIL ID 87
- PIL ID 88
- PIL ID 89
- PIL ID 90
- PIL ID 91
- PIL ID 92
- PIL ID 93
- PIL ID 94
- PIL ID 95
- PIL ID 96

- PIL ID 97
- PIL ID 98
- PIL ID 99
- PIL ID 100
- PIL ID 101
- PIL ID 102
- PIL ID 103
- PIL ID 104
- PIL ID 105
- PIL ID 106
- PIL ID 107
- PIL ID 108

## **Appendix 11.3 Copy of letters sent to Persons with an Interest in the Land notifying of second targeted statutory consultation 2020**



Our ref: TR010056/S42(1)(d)Cat3/March 2020

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

**0300 123 5000**  
**11 March 2020**

Dear NAME

**A417 Missing Link Consultation**  
**PLANNING ACT 2008 SECTION 42(1)(d) and SECTION 44: DUTY TO CONSULT**  
**ON A PROPOSED APPLICATION**  
**Land Title Register Number:**

I am writing to you regarding the Highways England's proposed A417 Missing Link which would upgrade the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4-mile new dual carriageway with a grade separated junction at Shab Hill, linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 in to Birdlip.

We are writing to you because we believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new road is in use. If your property or business has been adversely affected by the construction works carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase act 1965. Or, under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 ("the 2008 Act"). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate ('the Inspectorate') who will examine the application on behalf of the Secretary of State, to get permission to construct and operate the scheme. We intend to make our application for a DCO in Spring 2020.

To view the consultation documents listed below, please visit the project website at <https://highwaysengland.co.uk/projects/a417-missing-link/>. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The PEI Report accompanied by a Non-Technical Summary; and

- Associated plans/drawings/reports.

Highways England has produced guidance in relation to compensation which can be viewed via the following links:

- Your property and Highways England road proposals: <https://www.gov.uk/government/publications/your-property-and-highways-england-road-proposals>
- Your property and discretionary purchase: <https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>
- Your property and compulsory purchase: <https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>
- Your property and blight: <https://www.gov.uk/government/publications/your-property-and-blight>

Responses to this consultation can be emailed or posted to us at the following addresses:

- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 9<sup>th</sup> April 2020**.

Further information about the 2008 Act process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Hardcopy of the Red Line Boundary Plan

# **Appendix 11.4 List of Persons with an Interest in the Land consulted at second targeted statutory consultation 2020**

## Introduction

The below provides a list of PILs that were consulted at the second targeted statutory consultation held between 11 March 2020 and 9 April 2020. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### PILs Consulted in second targeted statutory consultation:

- PIL ID 1
- PIL ID 3
- PIL ID 5
- PIL ID 8
- PIL ID 18
- PIL ID 22
- PIL ID 30
- PIL ID 32
- PIL ID 33
- PIL ID 40
- PIL ID 41
- PIL ID 47
- PIL ID 53
- PIL ID 63
- PIL ID 67
- PIL ID 68
- PIL ID 69
- PIL ID 74
- PIL ID 75
- PIL ID 109
- PIL ID 110
- PIL ID 111
- PIL ID 112
- PIL ID 113
- PIL ID 114
- PIL ID 115
- PIL ID 116
- PIL ID 117
- PIL ID 118
- PIL ID 120
- PIL ID 121
- PIL ID 122
- PIL ID 123
- PIL ID 124
- PIL ID 125
- PIL ID 126
- PIL ID 128
- PIL ID 129
- PIL ID 130
- PIL ID 131
- PIL ID 132
- PIL ID 133
- PIL ID 134
- PIL ID 135
- PIL ID 136
- PIL ID 137
- PIL ID 138
- PIL ID 139
- PIL ID 140
- PIL ID 141
- PIL ID 142
- PIL ID 143
- PIL ID 144
- PIL ID 145
- PIL ID 146
- PIL ID 147
- PIL ID 148
- PIL ID 149
- PIL ID 150
- PIL ID 151
- PIL ID 198

**Appendix 11.5 Copy of letters sent  
to Persons with an Interest in the  
Land notifying of third targeted  
statutory consultation 2020**

Our ref: TR010056/S42(1)(d) further land interests  
consultation March 2020

[Redacted]

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

**0300 123 5000**  
**17 March 2020**

Dear [Redacted],

**A417 MISSING LINK**  
**ADDITIONAL LAND INTERESTS CONSULTATION – 19 MARCH 2020 TO 16 APRIL 2020**  
**PLANNING ACT 2008 SECTIONS 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED**  
**APPLICATION**

I wrote to you on 13 January 2020 enclosing a land interest plan to seek your views about our proposed application for a Development Consent Order (DCO) for the A417 Missing Link scheme. That consultation concluded on the 11 February 2020.

Since I last wrote to you the project team has been continuing to undertake design and assessment work, to verify that the scheme boundary and our proposals for the compulsory acquisition of land and rights are appropriate. As part of this ongoing process we have made some adjustments to our scheme that will additionally affect your land. Descriptions of the changes proposed on your land are as follows – please also refer to the enclosed land interest plans referred to in each description:

Drawing Reference: Land Ownership Fenceline Plots [Redacted]

1. The land shown as being acquired temporarily with permanent rights land take has increased by 134.13m<sup>2</sup> due to the area required for the maintenance of a Walking, Cycling and Horse-riding route

Drawing Reference: Land Ownership Fenceline Plots [Redacted]

2. The land shown as being acquired temporarily with permanent rights has increased due to the area required for the maintenance of a Walking, Cycling and Horse-riding route

Drawing Reference: Land Ownership Fenceline Plots [Redacted]

3. Permanent land take has increased by 2535.87m<sup>2</sup> due to the works required for the construction of a Walking, Cycling and Horse-riding route

Drawing Reference: Land Ownership Fenceline Plots [Redacted]

4. The land being acquired temporarily with permanent rights land take has increased along the scheme due to refinement of the drainage ditch design and rights for associated maintenance

Drawing Reference: Land Ownership Fenceline Plots [Redacted]

5. The land being acquired temporarily with permanent rights land take has increased due to rights for maintenance of a utility diversion

Drawing Reference: Land Ownership Fenceline Plots [Redacted]

6. The land being acquired temporarily with permanent rights land take has increased to allow rights to maintain essential mitigation. The field to the south has been removed from temporary land take.

Drawing Reference: Land Ownership Fenceline Plots [Redacted]

7. The land being acquired temporarily with permanent rights land take has increased due to the need to maintain a new drainage outfall

Before submitting our application, we must consult people that have a legal interest in the land that would be compulsorily acquired by the scheme. This letter is notice of Highways England's **consultation from 19 March 2020 to 16 April 2020.**

This consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as far as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by the Planning Inspectorate.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view full suite of consultation documents listed below, please visit the project website at <https://highwaysengland.co.uk/projects/a417-missing-link/>. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The PEI Report accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

As you have an interest in land affected by the scheme, we are enclosing land Interest Plans, which identify land in the area of the proposed scheme we believe you have an interest in.

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the following links:

- Your property and Highways England road proposals: <https://www.gov.uk/government/publications/your-property-and-highways-england-road-proposals>
- Your property and discretionary purchase: <https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>
- Your property and compulsory purchase: <https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>
- Your property and blight: <https://www.gov.uk/government/publications/your-property-and-blight>

If you would like to discuss the contents of this letter or arrange a meeting please contact Oliver Kirkham on 07384 251117 or by email to [oliver.kirkham@arup.com](mailto:oliver.kirkham@arup.com).

Responses to this consultation can be emailed or posted to us at the following addresses:

- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 16 April 2020**.

More information about the Planning Act 2008 process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000



**Enc.**

- HE551506 – ARP – LLO -X\_XX\_XXXX\_X – DR -ZL - 000249

## **Appendix 11.6 List of Persons with an Interest in the Land consulted at third targeted statutory consultation 2020**

## **Introduction**

The below provides a list of PILs that were consulted at the third targeted statutory consultation held between 19 March 2020 and 16 April 2020. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### **PILs Consulted in third targeted statutory consultation:**

- PIL ID 3
- PIL ID 8
- PIL ID 19
- PIL ID 21
- PIL ID 22
- PIL ID 23
- PIL ID 26
- PIL ID 32
- PIL ID 39
- PIL ID 40
- PIL ID 47
- PIL ID 51
- PIL ID 55
- PIL ID 56
- PIL ID 152

**Appendix 11.7 Copy of letters sent to Persons with an Interest in the Land notifying of fourth targeted statutory consultation 2020**

Our ref: TR010056/S42(1)(d) Cat3 April 2020

[Redacted]

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

**0300 123 5000**  
**21 April 2020**

Dear [Redacted]

**A417 Missing Link**  
**CONSULTATION – Wednesday 22 April – Thursday 21 May 2020**  
**PLANNING ACT 2008 SECTION 42(1)(d) and SECTION 44: DUTY TO CONSULT**  
**ON A PROPOSED APPLICATION**

I am writing to you regarding the Highways England's proposed A417 Missing Link which would upgrade the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4-mile new dual carriageway with a grade separated junction at Shab Hill, linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 in to Birdlip.

We are writing to you because we believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new road is in use. If your property or business has been adversely affected by the construction works carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase act 1965. Or, under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 ("the 2008 Act"). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate ('the Inspectorate') who will examine the application on behalf of the Secretary of State, to get permission to construct and operate the scheme. We intend to make our application for a DCO in Spring 2020.

To view the consultation documents listed below, please visit the project website at <https://highwaysengland.co.uk/projects/a417-missing-link/>. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;

- The PEI Report accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

Highways England has produced guidance in relation to compensation which can be viewed via the following links:

- Your property and Highways England road proposals:  
<https://www.gov.uk/government/publications/your-property-and-highways-england-road-proposals>
- Your property and discretionary purchase:  
<https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>
- Your property and compulsory purchase:  
<https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>
- Your property and blight: <https://www.gov.uk/government/publications/your-property-and-blight>

Responses to this consultation can be emailed or posted to us at the following addresses:

- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11.59pm on Thursday 21 May 2020.**

Further information about the 2008 Act process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Hardcopy of the Red Line Boundary Plan

Our ref: TR010056/S42(1)(d) Cat1&2 /April 2020

[Redacted]

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

**0300 123 5000**  
**21 April 2020**

Dear [Redacted],

**A417 MISSING LINK  
CONSULTATION – Wednesday 22 April 2020 to Thursday 21 May 2020.  
PLANNING ACT 2008 SECTION 42(1)(d) and SECTION 44: DUTY TO CONSULT  
ON A PROPOSED APPLICATION**

As you may be aware, Highways England intends to make an application to the Secretary of State for Transport for a Development Consent Order (DCO) for the construction of the A417 Missing Link scheme. This would be a 3.6-mile new dual carriageway between the Brockworth bypass and Cowley roundabout in Gloucestershire

Consultations were held between 27 September and 8 November 2019 and 13 January and 11 February 2020. Highways England has had regard to the consultation responses from relevant organisations, landowners and the public. As a result of this, we have further developed and refined the plans for the scheme. Due to these changes to the scheme and the proposed application boundary, we are consulting with people with an interest in the land affected by the proposed scheme.

We are writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable the construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme, we have previously contacted you regarding the proposals. If this is not the case, it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme, we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate ('the Inspectorate'), who will examine the application and make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to

use compulsory acquisition powers. We intend to make our application for a DCO in Spring 2020.

Before submitting our application, we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **consultation with affected land interests from 22 April to 21 May 2020.**

This consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Inspectorate.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as far as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared and published a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view the consultation documents listed below, please visit the project website at <https://highwaysengland.co.uk/projects/a417-missing-link/>. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The PEI Report accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

As you have an interest in the affected land, we are enclosing the following documents in hard copy to help you understand our proposals and share your views with us:

- A plan showing the extents of proposed scheme, which is called the “red line boundary plan”; and,
- Land Interest Plan(s) - A plan showing the land in the area of the proposed scheme we believe you have an interest in, including land lying outside but adjacent to the red line boundary.

Highways England has produced guidance in relation to compensation which can be viewed via the following links:

- Your property and Highways England road proposals: <https://www.gov.uk/government/publications/your-property-and-highways-england-road-proposals>
- Your property and discretionary purchase: <https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>
- Your property and compulsory purchase: <https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>
- Your property and blight: <https://www.gov.uk/government/publications/your-property-and-blight>



To discuss the any specific issues regarding the proposed scheme please contact Oliver Kirkham on 07384 251117 or by email to [oliver.kirkham@arup.com](mailto:oliver.kirkham@arup.com).

Any responses to this consultation in respect of the scheme should be sent to the following:

- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)
- **By post:** FREEPOST A417 MISSING LINK

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **Thursday 21 May 2020.**

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)  
**Tel:** 0300 123 5000

**Enc.**

- Hardcopy of the Land Interest Plan(s)
- Hardcopy of the Red Line Boundary Plan

# **Appendix 11.8 List of Persons with an Interest in the Land consulted at fourth targeted statutory consultation 2020**

## **Introduction**

The below provides a list of PILs that were consulted at the fourth targeted statutory consultation held between 22 April 2020 and 21 May 2020. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### **PILs Consulted in fourth targeted statutory consultation:**

- PIL ID 71
- PIL ID 120
- PIL ID 153
- PIL ID 154
- PIL ID 155
- PIL ID 156

**Appendix 11.9 Copy of letters sent to Persons with an Interest in the Land notifying of fifth targeted statutory consultation**

Our ref: TR010056/S42(1)(d)/  
February2021

**Highways England**  
**Temple Quay House**  
**Bristol**  
**BS1 6HA**

**[Redacted]**

**0300 123 5000**  
**8 February 2021**

Dear Sir/Madam,

**A417 MISSING LINK**  
**STATUTORY TARGETED CONSULTATION UNDER SECTION 42(1)(d) and 44 OF THE**  
**PLANNING ACT 2008: DUTY TO CONSULT LANDOWNER OR PROPERTY INTERESTS**  
**8 FEBRUARY TO 9 MARCH 2021**

I am writing with reference to the A417 Missing Link scheme. This is to notify you about some changes in the design which have emerged as a result of the recent public consultation on the scheme (October / November 2020) and are relevant to you because we believe you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

To enable the construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme, we have recently identified a legal interest in land shown within the enclosed plan(s).

**About the scheme**

Highways England's proposed A417 Missing Link would improve the connection between two dual carriageway sections of the A417 at Brockworth bypass and the Cowley roundabout. The proposed development would provide a 3.4 mile (5.5km) new dual carriageway, with a grade separated junction at Shab Hill linking the new A417 to the A436 for journeys towards Cheltenham and Oxford, and to the B4070 to Birdlip.

The scheme is a Nationally Significant Infrastructure Project under the Planning Act 2008 and Highways England intends to apply to the Secretary of State for a Development Consent Order (DCO) for the project in Spring 2021.

Further information about the Planning Act 2008 process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>.

## Consultation to date

In accordance with the Planning Act 2008, Highways England has undertaken statutory pre-application consultation on the proposed scheme. The first statutory consultation was held between 27 September 2019 and 8 November 2019. Following the 2019 statutory consultation, we carried out targeted consultation with some affected landowners where changes to the scheme design were made that affected their land, or where new information was made available about the effects of the scheme or land ownership.

Following further environmental assessment and design development, a supplementary statutory consultation was held between 13 October 2020 and 12 November 2020 to seek feedback on changes made to the scheme's design.

All the feedback provided has been considered by the project team and has informed changes to the design. It is these changes which are the focus of this further targeted consultation with landowners and land interests, now that we have fixed our preliminary design.

## Purpose of this consultation

Since the recent supplementary statutory consultation (October / November 2020), the project team has been continuing to undertake design and assessment work to verify that the scheme boundary and our proposals for the acquisition of land and rights is appropriate. As part of this ongoing process, we have identified additional subsoil land interests which we believe may affect your land.

We are now holding an additional targeted consultation to make you aware of the changes to the scheme that may affect your land and provide the opportunity for you to have your say. This letter is notice of Highways England's consultation with affected land interests from **8 February 2021** to 11:59pm on **9 March 2021**.

Where we have identified unregistered highway plots, the project has applied the '*ad medium filum rule*'. This rule allocated the sub-soil rights of such roads to adjoining landowners, up to the centre line of the road. In these instances, the Highway Authority (Gloucestershire County Council) are the occupier and owner of the surface of the road.

The enclosed plan(s) detail where such subsoil rights have been assigned to you in areas adjacent to unregistered public highways and a summary is provided in the table below.

Please note that full details of land take will be published on Land Plans in support of the DCO application and these will form the basis of future discussions and negotiations with the District Valuer.

| Drawing Reference and Plot Number:  |  |
|---|--|
| <b>Drawing Number:</b><br>HE551505-ARP-LLO-<br>X_XX_XXXX_X-DR-ZL-<br>000372 | The 'half-width' plots identified on the enclosed plans are the result of splitting sections of unregistered roads along their centreline and then further dividing in line with adjoining ownership boundaries. |
| <b>Plot:</b> [Redacted]   | You have therefore been assigned as having an associated interest in these plots 'in respect of subsoil' only, with the relevant highway authority as the owner and occupier in respect of the public road.      |

Any feedback received during the consultation period will be taken into consideration in the scheme design and summarised in the Consultation Report, which will be published with the DCO application.

## Compensation

Whilst you would be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined through separate negotiation, and any disputes will be determined by the Lands Tribunal (Upper Chamber). However, we are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. Therefore, it would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete, or update us on anything we have missed.

For further information on compensation which may be available to person(s) with an interest in land impacted by the proposed scheme, and reasonable fees incurred to prepare a compensation claim, please see 'Your property and compulsory purchase', as outlined below.

## How to respond to the consultation

Due to the current Covid-19 restrictions, access to the Highways England office is restricted and therefore we encourage you to provide consultation responses via email or via your Land Agent (if applicable) to the following email address:

- **By email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

If you have any further queries regarding the scheme or the ongoing consultation process, please call our appointed landowner liaison, **Oliver Kirkham** on 07384 251117. If you are unable to email your consultation response, postal responses can be sent to the below postal address. Due to Covid-19 restrictions, Highways England staff have limited access to the office and therefore we do request that postal responses are provided where you have no internet access.

- **By post: A417 Missing Link, Highways England, Temple Quay House, Bristol, BS1 6HA.**

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by **11:59pm on Tuesday 9 March 2021**.

## Additional guidance and information:

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

You can find out more information about the scheme and the previous consultations, the PEI Report, associated plans/drawings/reports and statutory notices on Highways England's website: <https://highwaysengland.co.uk/projects/a417-missing-link/>. These are provided to help you understand the proposals and share your views with us:

In addition, Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed via the following links:

- Your property and Highways England road proposals: <https://www.gov.uk/government/publications/your-property-and-highways-england-road-proposals>
- Your property and discretionary purchase: <https://www.gov.uk/government/publications/your-property-and-discretionary-purchase>
- Your property and compulsory purchase: <https://www.gov.uk/government/publications/your-property-and-compulsory-purchase>
- Your property and blight: <https://www.gov.uk/government/publications/your-property-and-blight>

Should you have any queries about this correspondence, the proposals or this consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

**Michael Goddard**  
**Senior Project Manager, A417 Missing Link**  
**Email:** [a417missinglink@highwaysengland.co.uk](mailto:a417missinglink@highwaysengland.co.uk)

**Encl:**

- Red line boundary plan
- Half Width Plan: HE551505-ARP-LLO-X\_XX\_XXXX\_X-DR-ZL-000372



**Appendix 11.10 List of Persons with an Interest in the Land consulted at fifth targeted statutory consultation 2021**

## Introduction

The below provides a list of PILs that were consulted at the fifth targeted statutory consultation held between 8 February 2021 and 9 March 2021. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### PILs Consulted in fifth targeted statutory consultation:

- PIL ID 1
- PIL ID 2
- PIL ID 5
- PIL ID 8
- PIL ID 12
- PIL ID 13
- PIL ID 14
- PIL ID 15
- PIL ID 17
- PIL ID 18
- PIL ID 19
- PIL ID 20
- PIL ID 21
- PIL ID 22
- PIL ID 23
- PIL ID 25
- PIL ID 26
- PIL ID 27
- PIL ID 28
- PIL ID 29
- PIL ID 30
- PIL ID 31
- PIL ID 32
- PIL ID 33
- PIL ID 34
- PIL ID 37
- PIL ID 38
- PIL ID 39
- PIL ID 40
- PIL ID 41
- PIL ID 42
- PIL ID 43
- PIL ID 44
- PIL ID 46
- PIL ID 47
- PIL ID 48
- PIL ID 50
- PIL ID 51
- PIL ID 52
- PIL ID 53
- PIL ID 55
- PIL ID 56
- PIL ID 57
- PIL ID 58
- PIL ID 59
- PIL ID 61
- PIL ID 62
- PIL ID 63
- PIL ID 64
- PIL ID 65
- PIL ID 66
- PIL ID 71
- PIL ID 80
- PIL ID 84
- PIL ID 85
- PIL ID 101
- PIL ID 102
- PIL ID 103
- PIL ID 104
- PIL ID 149
- PIL ID 150
- PIL ID 151
- PIL ID 156
- PIL ID 162
- PIL ID 166
- PIL ID 167
- PIL ID 174
- PIL ID 185
- PIL ID 186
- PIL ID 187
- PIL ID 188
- PIL ID 189
- PIL ID 190
- PIL ID 191

- PIL ID 192
- PIL ID 193
- PIL ID 194
- PIL ID 195
- PIL ID 196
- PIL ID 197

**Appendix 11.11 Summary of the matters raised by section 42(1)(d) PILs in response to the targeted statutory consultations and the Highways England response**

## Appendix 11.11 of the Consultation Report: Summary of the matters raised by section 42(d) PILs in response to targeted consultations and the Highways England response

### Contents:

- Table 11.11A Summary of matters raised by section 42(d) PILs in relation to targeted statutory PIL consultation 1 and the Highways England response
- Table 11.11B Summary of matters raised by section 42(d) PILs in relation to targeted statutory PIL consultation 2 and the Highways England response
- Table 11.11C Summary of matters raised by section 42(d) PILs in relation to targeted statutory PIL consultation 5 and the Highways England response

**Table 11.11A Summary of matters raised by section 42(d) PILs in relation to targeted statutory PIL consultation 1 and the Highways England response**

| Row ID | PIL ID    | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|---|---|---|
| 1.     | PIL ID 39 | The access to the fields from the highway, which is within the land required for temporary occupation, is the only access to these fields for agricultural operations. Two access points off the track allow access for the two different areas of cultivation and to a concrete pad, used for agricultural operations. Access must be maintained through these access points throughout the works;   | A new track would be created to the south of the land being acquired, allowing access for farm vehicles to the fields to the south. Two access points would be maintained to the two different areas of PIL ID 39 land interest. Access would be maintained throughout the construction period. Any disruption to access will be agreed with the landowner in advance.  | N   |
| 2.     | PIL ID 39 | The proposed drainage running through the site is shown on an incorrect line, too far west. The drainage is an existing underground pipe, running outside of the area shown as being required for occupation.<br>Said drainage works (or powers for) stop on PIL ID 39's boundary. We have concerns that if works only go as far as that point, lack of works further down might lead to flooding at the property boundary. The position of the drainage pond appears to be influenced by the outlined drainage route and the shape of such leaves a difficult shape to farm in future. Redesign of the drainage pond to be in the corner of the field and flattened against the boundary, would reduce the effect on the land;<br>There is a further drain on the eastern boundary of PIL ID 39's land holding, which was installed during previous highways works to the A417. Such does not operate properly and causes flooding. Such should be put right as part of the works; | Highways England notes this additional information. The location of the existing drainage pipe will be shown on subsequent drawings.<br><br>The basin location is determined by archaeology on the east side of the new location. Subsequently this land has been re-designated from temporary to permanent land take (for mitigation). We note the presence of existing drainage on the east boundary of the property.   | Y   |
| 3.     | PIL ID 39 | We are surprised that as part of the consultation, Highways England did not think it necessary to consult with the tenant, despite being aware of his interest.<br><br>It would be our preferred position to see revised plans pre Order being applied for, with agreement in advance on as many issues as possible. Such will then reduce the need for issues to be raised in objection.   | Highways England has engaged with the tenant of this land since the 2019 statutory consultation to discuss the impacts of the scheme.<br><br>Since the 2019 statutory consultation, Highways England has also engaged with PIL ID 39 and provided updated scheme plans when available, including at the 2020 supplementary statutory consultation. The intention to reach agreement is noted.   | N   |
| 4.     | PIL ID 39 | PIL ID 39 has concerns as to who will have rights and for what purposes over the land to which Highways England wish to retain rights. We would like to see such clearly defined at an early stage.   | Highways England notes the concerns of PIL ID 39 and will continue to engage with the consultee regarding land rights. Detail has been provided to PIL ID 39 since the 2019 statutory consultation about the utility rights that will exist on their land interest.   | N   |
| 5.     | PIL ID 56 | The access road is located between the existing A417 and the proposed site compound. PIL ID 56 have concerns as to safety and traffic management issues between construction traffic and their customers.   | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4) and a Construction Traffic Management Plan (CTMP) in ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction.<br><br>Proposals issued as part of the 2020 consultation through the public rights of way (PRoW) management plan, show a consolidation of PRoW in the west of PIL ID 56's site, with the existing bridleway stopped up and a footpath provided along the new access road to carry routes that join | N   |

| Row ID | PIL ID    | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|---|--|---|
|        |           |   | from the south. PIL ID 56 has been advised that signage and guidance measures will encourage use of the detrunked A417 rather than the bridleway that goes through their land.   |   |
| 6.     | PIL ID 56 | <p>A very large proportion of the site's flat (or reasonably flat) land is taken by the scheme;</p> <ul style="list-style-type: none"> <li>The uplift point and part of the uplift route is shown as being within land required for temporary occupation;</li> <li>The junior jump track is shown within land required for temporary occupation;</li> <li>The dirt jump field is shown within land required for permanent occupation;</li> <li>Approximately half of the staff / overflow car park is shown within land required for temporary occupation;</li> <li>The inward route of the one way system, the wooded pedestrian track and all of the main car park are shown as being within land required for a mix of permanent and temporary occupation;</li> <li>The bottom section of the three easternmost tracks are shown to be within land required for a mix of permanent and temporary occupation;</li> <li>The land occupation is so close to existing buildings (including the open sided indoor dirt jump building) as to make such potentially unusable during the construction period. We had put to Highways England the potential for new buildings to be erected on land close to the entrance to the site, but the current plans show the proposed area as being temporarily required for construction, with Highways England confirming that such is to protect and enhance vegetation at this point;</li> <li>Land used for my PIL ID 56's horses is shown as being within land required for a mix of permanent and temporary occupation. There is no suitable alternative grazing available on the holding;</li> </ul> | <p>Highways England has engaged with PIL ID 56 throughout the design of the scheme. Access has been agreed with PIL ID 56 to address their comments provided in the 2019 consultation response.</p> <p>Highways England has sought to mitigate the land impact on the uplift point and part of the uplift route by providing a new access track and area for the uplift. Highways England has sought to avoid impact as far as possible on the junior jump track, dirt jump field where possible but a permanent right is being acquired for the purposes of the scheme. An area of new carparking is proposed to mitigate car parking loss created by the scheme and avoid traffic created by people visiting the site conflicting with construction compound traffic.</p> <p>New access routes for vehicles and pedestrians have been agreed with PIL ID 56. A new route is being provided via the existing staff car park to the new car parking/uplift area. Following discussions with PIL ID 56, only one easterly track is being permanently impacted by the scheme and the amendments to the track have been agreed with the landowner at a meeting on the 16 December 2020.</p> <p>Highways England has identified potential locations for alternative buildings to reorientate the site layout with PIL ID 56.</p> <p>Discussions relating to grazing arrangements will be progressed and agreed with the landowner. The areas for temporary acquisition and those with permanent rights have now been clarified. Once a final contractor is appointed the phasing of works can then be established and the timing and duration of works agreed.</p> | Y   |
| 7.     | PIL ID 56 | An existing bridleway through the site, which is currently a dead end route and therefore very underused, is now shown as linked (via what is currently a footpath) to the wider bridleway network. The existing bridleway crosses all of the bike tracks, together with the uplift route. Design and operational management has prevented such being an issue with the limited existing equestrian traffic but to open up new routes connecting with the existing bridleway will potentially see such an increase in equestrian traffic as to bring major operational and health & safety issues;  | ES Appendix 2.1 EMP Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4) sets out the provision within the scheme for walking, cycling and horse riding routes. Responding to feedback from PIL ID 56, the bridleway route has been removed from the scheme and instead a footpath connection will join fragmented footpaths in the area with a diversion along the new access route for vehicles and pedestrians as has been agreed with PIL ID 56.   | Y   |
| 8.     | PIL ID 56 | We have not been shown any plans for proposed mitigation to the existing (listed) dwelling house to account for the road being brought much closer than previously and at a higher level.   | <p>Highways England and PIL ID 56 are engaging on this matter and new options for access have been provided in meetings. A meeting was organised with PIL ID 56 and the Highways England noise and vibration technical specialist to discuss noise impacts at their land. At the meeting, the scheme acoustic specialist used plans and relevant supporting information to explain the noise impacts created by the scheme.</p> <p>Whilst the area in which the dwelling house is located is not a Noise Important Area within the DCO boundary, mitigation (including a noise barrier alongside the farm house) is included as part of the scheme design. This is set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2).</p>  | N   |
| 9.     | PIL ID 56 | Having discussed these concerns at the consultation meeting, Highways England is suggesting that their temporary occupation will be (as a minimum) for several months at a time and will exclude my clients from the areas being occupied. The combined effect of this will be to lose large areas of parking to the site, prevent use of the access tracks for two way traffic and separation of foot and cycle traffic from motorised traffic, together with loss of the uplift pick up point. Even if these issues can be dealt with, the effect of the land take on the tracks and the jumps is such as to potentially make the business unviable. It is frustrating, after having met with the Highways team on site to discuss these issues, that they still do not seem to appreciate the effect of their design on the business.  | <p>Highways England met with PIL ID 56 and proposed alternative access to their site. This was agreed by the landowner following discussion. A new area of car parking will be provided to limit disruption of the business as far as possible. These options limit disruption to the bike tracks and the jump field.</p> <p>PIL ID 56 would be eligible to make a claim under Part 1 of the Compensation Act if their business is negatively impacted by the scheme. Sufficient evidence needs to be provided to justify compensation. Highways England continues to engage with PIL ID 56 on this matter.</p>  | Y   |

| Row ID | PIL ID    | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|---|
| 10.    | PIL ID 56 | <p>If the business and PIL ID 56's amenity is to be protected then we need to see the following from Highways;</p> <ul style="list-style-type: none"> <li>• Substantial redesign to remove land take from the key areas of the property, such to include removal of permanent land take where temporary land take (with future restrictions) would be more appropriate;</li> <li>• Moving of parking and operations (including buildings) to the west end of the site on the area currently marked for vegetation retention and enhancement;</li> <li>• Where land is to be occupied for temporary purposes, such to be occupied in common with my clients so as to allow business uses to continue;</li> <li>• Diversion of the bridleway to the north of the current route, clear of the tracks, so that increased equestrian traffic does not interfere with the business operations;</li> <li>• Full mitigation plan for the residential dwelling.</li> </ul> <p>Such needs to be dealt with in advance of application being made for Order to prevent objection to the scheme. The lack of meaningful engagement to date will be put forward within such an objection.</p>  | <p>Highways England has revised the land take on PIL ID 56 to reduce the level of impact on their land interest. This has included revising land impact created by the scheme from permanent to temporary. Highways England has agreed a location and parking provision on the west side of the landowner's site. Continued access will be maintained to allow for PIL ID 56 sites operation during construction.</p> <p>Proposals issued as part of the 2020 consultation in ES Appendix 2.1 EMP Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4), show a consolidation of the PRoW on the western side of PIL ID 56 land. The existing bridleway will be stopped up and a footpath provided along the new access road to carry routes that join from the south.</p> <p>Mitigation relating to noise and visual impact created by the scheme has been discussed and agreed with PIL ID 56 and is set out in ES Chapter 7 Landscape and Visual Effects (Document Reference 6.2) and ES Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2). Mitigation proposed has been informed by the environmental assessment completed to inform the scheme design and PIL ID 56's concerns about their residential dwelling and business operation.</p> <p>Land acquisition and compensation discussions for the scheme are managed by Highways England and the District Valuer Services. These discussions are confidential and are ongoing with PIL ID 56.</p> <p>PIL ID 56 has been advised that signage and guidance measures will encourage use of the detrunked A417 rather than the bridleway that goes through their land.</p> | Y   |
| 11.    | PIL ID 23 | <p>It would appear that the only land affected by the revised red-line boundary that PIL ID 23 own that is not part of the publicly maintainable highway is Parcel 2/45. In respect of this parcel, we would be ready to discuss your acquisition of this land at the appropriate time. Please be aware this land is currently leased to Ullenwood Cricket Club.</p> <p>In terms of the other land parcels with PIL ID 23 interest, these appear to be part of the current publicly maintainable highway network for which we are responsible. Whilst our Major Projects Consulting Team are already in contact with HE over the general merits of the proposals and how they will effect &amp; link to the current publicly maintainable highway network, further discussion will need to take place regarding the Statement of Common Ground, Detrunking Orders and Side Roads Orders, etc. We also, of course, have a legal interest in the forthcoming DCO application.</p> <p>Within those discussions, agreement will also need to be reached in respect of evidence/retention/moving of Statutory Utility apparatus; specifications and extent/width of the highway which is proposed to be devolved to us by the Detrunking Order and SRO (including minor highways and Definitive Map Public Rights of Way [including any requirement of Natural England in respect of any diversion of the Cotswold Way National Trail]); what is proposed in respect of responsibility for current Structures (bridges / retaining walls / embankments, etc.) on the detrunked/downgraded highway; and commuted sums for maintenance.</p> | <p>Highways England notes this comment. Highways England has commenced land acquisition discussions to agree the purchase of the land.</p> <p>Highways England continues to engage with PIL ID 23 regarding the scheme in its capacity is a 'host' authority for the scheme, under section 43 of the Planning Act 2008. Discussions regarding maintenance are ongoing. Please refer to the Joint Councils Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) for more information.</p>   | N   |
| 12.    | PIL ID 19 | <p>There is insufficient information, both in terms of the environmental baseline and the design approach, to demonstrate that the scheme will deliver Biodiversity Net Gain. The ecological mitigation and enhancement proposals remain poorly defined and it is unclear if they align with local ecological networks. There is little evidence that the scheme is adhering to the policies and principles of the Government's 25 Year Environment Plan or the proposed Environment Act.</p>  | <p>ES Chapter 8 Biodiversity (Document Reference 6.2) sets out the effect of the scheme on wildlife and habitats and identifies the mitigation proposed in the scheme to reduce or avoid adverse effects. As part of the scheme, it is proposed to plant new woodland, grassland, trees and hedgerows to help preserve and create additional habitats in the local area. These habitats will be in keeping with the AONB in line with the nature recovery network strategy for the area. Highways England is working hard to maximise biodiversity improvements on the land that is available. Highways England has worked collaboratively with Natural England and other environmental</p>   | N   |

| Row ID | PIL ID    | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|---|---|
|        |           |  | bodies to consider the evolving DEFRA Biodiversity Metric 2.0 tool and have agreed to focus on providing priority habitats, which are in keeping with the special qualities of the Cotswolds AONB, as part of this scheme.  |   |
| 13.    | PIL ID 19 | The PEIR was guided by 'DMRB Interim Advice Note (IAN) 130/10 Ecology and Nature Conservation: Criteria for Impact Assessment', which is out-of-date with policy, strategy and ecological science.   | DMRB guidance has been updated since the 2019 PEIR was written. The following guidance was used for assessment in ES Chapter 8 Biodiversity (Document Reference 6.2): Guidance for Ecological Impact Assessment in the United Kingdom Third Edition (CIEEM, 2018); and Highways England standards, namely Design Manual for Roads and Bridges (DMRB) LA 108 Biodiversity (2019)   | N   |
| 14.    | PIL ID 19 | Whilst the green bridge is a positive proposal that could deliver significant ecological benefits, there is insufficient evidence regarding the design to demonstrate that it will deliver the promised ecological benefits. There are no assurances that the budget for environmental protection, mitigation and enhancement will be ring-fenced.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change. The ES Appendix 2.1 EMP (Document Reference 6.4) provides the framework for recording environmental risks, commitments and other environmental constraints and clearly identifies the structures and processes that will be used to manage and control these aspects.   | Y   |
| 15.    | PIL ID 19 | There are no plans to mitigate the impacts of the construction period on Crickley Hill in terms of visitor experience, visitor numbers, or the income essential to managing the site.  | Access to the Country Park would be maintained through ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) and working with Highways England's appointed contractor. Appropriate management will also be put in place.  | N   |
| 16.    | PIL ID 19 | PIL ID 19's statutory consultation response provided the evidence base to demonstrate the validity of our concerns and suggested potential design solutions. However, despite these contributions and a continued solution-focused approach, the landowner consultation maps indicate that PIL ID 19's concerns remain largely unaddressed.  | As set out in the Consultation Report (Document Reference 5.1) and the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 19, Highways England has sought to engage with PIL ID 19 since the January 2020 targeted statutory consultation to discuss its concerns as a landowner and an environmental stakeholder in the area.   | N   |
| 17.    | PIL ID 19 | Land in parcels 1095/2, 1095/3, 1095/4 and 1095/5 sit within the SSSI and contain both priority and irreplaceable habitat, including significant populations of nationally scarce species. PIL ID 19 requests detailed information on the permanent and temporary uses of this land.   | The proposed land acquisition has been reduced following consultation. The remaining acquisition is proposed for the following reasons: <ul style="list-style-type: none"> <li>There is work on the western boundary of 1095/2 that is relating to the narrowing of a local road south of Barrow Wake Car Park. In the north of this parcel there is work proposed to construct a new public right of way, connecting the existing network to those proposed. There are also works associated with the construction of the mainline A417.</li> <li>1095/3 is required for minor vertical realignment works and the narrowing of a local road south of Barrow Wake Car Park. It is also required for the construction of new roundabout at the entrance to the car park.</li> <li>1095/4 is required for both the construction of the proposed roundabout at the entrance of the car park and the implementation of a new restricted byway linking Barrow Wake car park to the Air Balloon Way. Anticipated works are minor for this byway. 1095/5 is also required for the implementation of this restricted byway.</li> </ul> All retained calcareous grassland will be protected throughout the construction phase. | Y   |
| 18.    | PIL ID 19 | These plans should not cause any degradation or destruction of priority habitats within the SSSI. <ul style="list-style-type: none"> <li>Any loss of priority habitat must be compensated through appropriate Biodiversity Net Gain, loss of irreplaceable habitat must be avoided.</li> <li>A detailed Ecological Impact Assessment of the proposed B4070 junction arrangements on the SSSI at Barrow Wake should be undertaken.</li> </ul> | Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. Through stakeholder discussion, location and habitat type of replacement SSSI land has been agreed as per replacement common land. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1) .<br><br>All impacts on the SSSI are assessed in the ES. Measures to protect retained habitat and species within the SSSI is detailed in the ES Appendix 2.1 EMP (Document Reference 6.4) and all works within SSSIs will be undertaken with the relevant statutory assents.   | N   |
| 19.    | PIL ID 19 | PIL ID 19 questions the need for permanent transfer of land at the entrance of Crickley Hill (parcel 1095/6) to Highways England. Retention of this land is operationally and commercially important, so PIL ID 19 requests that the freehold of this land is retained by PIL ID 19.   | Further engagement has taken place with PIL ID 19 on this matter and Highways England are now proposing temporary land take at this location in order to allow the access to Crickley Hill to be tied into the realigned Leckhamton Hill.   | N   |
| 20.    | PIL ID 19 | PIL ID 19 shares PIL ID 26 's concerns over the proposed temporary and permanent land take within the Scrubbs and Crickley Woods area of the Crickley Hill SSSI. Any loss or significant degradation of irreplaceable habitat would be considered unacceptable by PIL ID 19.   | Loss or degradation of habitat within the SSSI is assessed within the ES. The mitigation hierarchy has been applied to avoid or minimise loss of priority or irreplaceable habitat. Any loss of SSSI habitat will be compensated with new calcareous grassland habitat as agreed during stakeholder meetings.   | N   |



| Row ID | PIL ID              | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
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| 21.    | PIL ID 19           | The location for the 'green bridge' is considered inappropriate and the design inadequate to deliver relevant ecological mitigation or enhancement.   | There will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information on this change and information on the Cotswold Way crossing and the Gloucestershire Way crossing.   | Y   |
| 22.    | PIL ID 19           | Details regarding temporary and permanent land takes are helpful but they have been provided without the necessary supporting information required to assess the ecological and biodiversity impact. As a minimum, this should include construction methodologies, ecological appraisals and evidence to support the land take requests. Critically, PIL ID 19 has not been provided with a draft Environmental Statement or updated designs, despite verbal assurances in late 2019 that these would be consulted upon ahead of DCO submission. The lack of information provision not only impedes PIL ID 19's ability to make an informed assessment, it also prevents PIL ID 19 from supporting the scheme to develop solutions to ecological and biodiversity challenges.           | As set out in the Consultation Report (Document Reference 5.1) and the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 19, Highways England has engaged with PIL ID 19 since the January 2020 targeted statutory consultation to discuss its concerns as a landowner and an environmental stakeholder in the area. This has included sharing draft environmental information prior to the 2020 supplementary statutory consultation, such as the 2020 PEI Report, and co-ordinating collaborative planning groups with other stakeholders.  | N   |
| 23.    | PIL ID 19           | PIL ID 19 has been committed to supporting the scheme to deliver its 'Landscape Led' vision. Since 2016 PIL ID 19 has participated the Strategic Stakeholder Panel, Technical Working Groups, individual meetings, workshops and consultations, wholly at the expense of the PIL ID 19 charity. Whilst there have been a small number of welcomed changes, such as the commitment to Biodiversity Net Gain, the current scheme falls far short of delivering the aspirations of the vision, the Government's 25 Year Environment Plan and the upcoming Environment Act. This cannot be an appropriate approach to strategic infrastructure delivery in a sensitive landscape at a time of Climate and Ecological Emergency.   | As set out in the Consultation Report (Document Reference 5.1) and the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 19, Highways England has engaged with PIL ID 19 since the January 2020 targeted statutory consultation to discuss its concerns as a landowner and an environmental stakeholder in the area.  | N   |
| 24.    | PIL ID 34 and 61    | Works have already taken place upon the 'Land adjoining Fernbank' under licence which have provided for survey and monitoring equipment. We understand that further works will now be required but have had no definitive communication regarding this. drainage work is required but no further information or plans have yet been forthcoming. Can this situation be clarified and the legal mechanism by which you intend to conduct these works confirmed?  | Since the January 2020 targeted statutory consultation, the design of the scheme has progressed and it is now known that drainage is required in this area. The drains will be bored into the side of Crickley Hill from road level and no surface works will occur. Subterranean rights will be acquired permanently. An offset of 10m has been included within the scheme to ensure works do not run under properties. This has been explained to PIL ID 34 and 61 as part of the regular engagement that has happened with landowners throughout the development of the scheme. Further detail in relation to the statutory and non-statutory engagement completed with relevant landowners can be found in the Consultation Report (Document Reference 5.1). PIL ID 34 and 61 would be eligible to make a claim under Part 1 of the Compensation Act. Highways England continues to engage with PIL ID 34 and 61 on this matter.<br>A programme of works for the next stage of intrusive and non-intrusive investigation works will be shared with the landowner when prepared and ready for issue by the contractor instructed to undertake the works. A licence agreement will be sought with PIL ID 34 and 64 to agree the term of the works required. | Y   |
| 25.    | PIL ID 34 and 61    | Do you intend to make temporary land take, and will there be permanent rights/easements over this land you wish to acquire as indicated possible under the recent plans released?<br><br>Please confirm all relevant aspects concerning this land for our clients including timescales and whether further preliminary rights will be negotiated under licence or other means and the likely claim process for such?<br><br>We have been informed, and recently available plans would seem to confirm, that no permanent or temporary land take will be required at 'Fernbank' (residential). Can this be confirmed definitively and will our right to claim under Part 1 be limited to a year and day after commencement of public use of the road or will you allow early settlement? | As discussed with PIL ID 34 and 61, permanent and temporary land take is required for the purposes of the scheme. The temporary land is required for the purposes of construction. The permanent land is required for the purposes of drainage infrastructure and for the link between Cold Slad Lane and Dog Lane. Drains will be bored into the side of Crickley Hill from road level. No surface works will occur. Subterranean rights will be acquired permanently however we have removed this requirement for those directly under the dwelling.<br><br>Highways England has explained the site specific land impacts with PIL ID 34 and 61 at meetings. PIL ID 34 and 61 would be eligible to make a claim under Part 1 of the Compensation Act. Highways England continues to engage with PIL ID 34 and 61 on this matter.  | Y   |
| 26.    | PIL ID 3, 30 and 55 | PIL ID 3, 30 and 55 have, over the past 18 months, sought to engage with Highways England as to the best options for securing their ongoing occupation of the houses and business. It has however become increasingly clear with each new set of design plans, that occupation will be rendered very difficult by the A417 works. The current plans show Pinewood and its immediate grounds (dwelling to  | Highways England is acquiring PIL ID 3 and 55 land for the purposes of the scheme. Highways England is not acquiring PIL ID 30's property.  | Y   |

| Row ID | PIL ID               | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
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|        |                      | be required for temporary occupation by the scheme, with the majority of the yard space for the business and part of one of the buildings also being lost. The replacement access to the property is designed in such a way as to remove the current security provisions of all traffic having to pass the house and means that all residential traffic would have to pass through the remains of the yard. The turn off into the yard from the access drive is at the opposite angle to that needed and no access is shown to Grove Lodge (dwelling).   |  |   |
| 27.    | PIL ID 3, 30 and 55  | A bridleway is shown as diverted onto the access track, immediately off the turnoff from the A417, leading to safety concerns as to lorry traffic, already having to make a potentially dangerous approach to a sharp turn off a 70mph dual carriageway, being faced with horse riders in their path.  | The proposed new route utilises the access track to enhance connectivity in this area and also provide access from the existing public rights of way network. The proposed route links this reclassified public right of way onto the underpass and then to Cold Slad Lane.  | N   |
| 28.    | PIL ID 3, 30 and 55  | <p>PIL ID 3, 30 and 55 have previously set out their needs for the business to continue operating around these works. Despite Highways England's representatives denying that the design assumes that PIL ID 3, 30 and 55 will move on as part of the scheme, it is very clear that the scheme has not been designed in such a way as to protect the business' ongoing operations. PIL ID 3, 30 and 55 have put forward suggestion of agreeing terms for Highways to purchase the site sufficiently far in advance of the scheme as to allow them to find suitable replacement property. Any such move would be subject to finding such replacement, which may prove difficult due to the need to secure a site, with suitable business use and Heavy Goods Vehicles (HGVs) licence, together with two residential properties, close to the motorway network in this area.</p> <p>We have discussed with Highways England that a Blight Notice might be rejected (due to the presence of three tenancies on the property) and that we will need them to either confirm that the property will be considered outside of the strict rules of Blight, or that they make alternative arrangements to agree such a purchase. Despite discussing such in detail in August 2019, as of the February 2020 consultation meeting, it would appear that Highways England is not in a position to commit to such a process.</p> <p>If Highways England will not enter into proactive negotiations as to moving of PIL ID 3, 30 and 55 to an alternative site, then the likelihood is that by the time Notices are served and we can enter statutory negotiations, the opportunity to find a replacement property will be lost. In that case, Highways England will be liable for the value of the site and the costs of a business extinguishment claim, together with being responsible for the closing of a profitable business and the loss of several jobs. As things stand, PIL ID 3, 30 and 55 will have little option but to object to the scheme and make representations as to the lack of meaningful engagement pre-Order application.</p> | Highways England is acquiring PIL ID 3 and 55 land for the purposes of the scheme. Highways England is not acquiring PIL ID 30's property.   | Y   |
| 29.    | PIL ID 3, 30 and 55) | There are potential alternatives for redesigning the scheme in such a way as to allow PIL ID 3, 30 and 55 to remain living and trading from the site but as successive scheme plans, drawn after discussion with PIL ID 3, 30 and 55, have failed to allow for this, such seems unlikely.  | As set out in the Consultation Report (Document Reference 5.1), Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. Highways England has explained to PIL ID 30 and 55 why the land identified is essential for the purposes of the scheme. Highways England is now acquiring PIL ID 30 and 55 land for the purposes of the scheme.                                     | Y   |
| 30.    | PIL ID 22 and 51     | It is noted that part of the land take is for the provision of an area of woodland planting. We request for clarification as to whether the permanent acquisition of this land is necessary or whether there could be an arrangement such as a maintenance agreement.  | Areas of essential mitigation are proposed to be permanently acquired to ensure these areas remain in use for mitigation during the operation of the scheme. Yet, there are potential options for landowners to retain the ownership of land, and the retention of mitigation to be secured through separate agreement. These options have been discussed with the appropriate landowners where these forms of agreement are possible. | N   |
| 31.    | PIL ID 22 and 51     | Wooded area would need to include an appropriate variety of tree species as well as a mix of semi mature and whips. We would ask that clarification of the intended planting scheme is provided before any works begin.  | Landform design details and a species mix plan have been submitted . Highways England has discussed this detail with the landowner to gain further input into the intended landscape planting. Further detail in relation to the landscape planting will be confirmed at the detailed design stage of the scheme.  | N   |

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| 32.    | PIL ID 22 and 51 | A suitable hard standing location is on site at Cuckoopen Barn Farm which would be suitable for the housing of a compound/storage area, subject to agreement of terms.  | Highways England has noted the detail provided by the landowner and will enter discussions if required.  | N   |
| 33.    | PIL ID 22 and 51 | Temporary and permanent access to Cuckoopen Barn Farm - It has always been confirmed by PIL ID 22 and 51 that businesses operate from this location. Unimpeded access to Cuckoopen Barn Farm during all phases of the scheme is of paramount importance to our clients. The location is used as a business site and as such does require 24-hour access for a range of vehicles, including Heavy Goods Vehicles (HGVs)'s carrying fresh produce with a short shelf life. As already explained, 24-hour will be required to the site throughout the works. If access is blocked or becomes difficult then there is a potential for loss and disruption to the businesses operating from Cuckoopen Barn Farm. | Highways England will maintain access to impacted landowners whose sites remain operational throughout the construction and operation of the scheme. Any required access road closures would be agreed in advance with the landowner. Access to properties will be managed through ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) . The requirements of the businesses at this location would be discussed in detail between Highways England and its appointed contractor should the DCO be granted.   | N   |
| 34.    | PIL ID 22 and 51 | Consideration and further clarification need to be given to the new permanent access road. This road will need to be of a suitable gradient and width so as to not restrict the movement of Heavy Goods Vehicles (HGVs)'s. This particularly applies to the access/exist at the same time to avoid traffic potentially backing onto and blocking the roundabout.  | Highways England has and will follow the appropriate design standards to accommodate Heavy Goods Vehicles (HGVs)s in terms of gradient and turning radii. The access/exit will be designed to accommodate Heavy Goods Vehicles (HGVs)s and ensure there is no blocking back onto the roundabout. Roundabouts that form part of the scheme have been designed and assessed to accommodate the predicted peak hour traffic flows for the 2041 design year.   | Y   |
| 35.    | PIL ID 22 and 51 | The potential for widening the access road to a two-lane road was discussed and proposed. It was requested at the meeting for cross section plans to be provided so the levels and gradients could be better understood.  | Unfortunately, the access road cannot be widened to two lanes, however, it will be wider than the existing road. Highways England has looked at the provision of passing places to allow for better access for HGV's to this property. A passing place has been provided on the new private means of access from Shab Hill Junction. Highways England has provided passing places in locations where traffic assessments recommend them to do so.  | Y   |
| 36.    | PIL ID 22 and 51 | The future permanent access into Cuckoopen Barn Farm must be in the same layout as the current access with the gate to be on PIL ID 22 and 51's land. The new location for the field gate was discussed and proposed. It was confirmed that this gate will need to be set back from the access road to provide ample turning area as well as being a double-gated entrance.   | Highways England has agreed the location of the field gate with the landowner as part of the accommodation work discussions for the scheme. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.  | Y   |
| 37.    | PIL ID 22 and 51 | It was confirmed at the meeting that neither the access road nor the roundabouts shall be lit.  | As the Cotswolds is a Dark Skies Area, there would be no highways lighting on the road. In addition to this, light spill from vehicles on and around the junction would be screened from views looking towards it through the implementation of false cuttings (landscape earthworks), Cotswold stone walls with immediate effect, and maturing tree planting will further reduce light spill with time.   | N   |
| 38.    | PIL ID 22 and 51 | PIL ID 22 and 51 currently have a legal right for access to the site with an unrestricted weight limit. This should not be altered or impacted in any way as a result of the works.   | Highways England has no intentions to apply weight restriction in this location.   | N   |
| 39.    | PIL ID 22 and 51 | The project must not implement any physical or legal restrictions on access to Cuckoopen Barn Farm in any circumstances.  | Highways England will maintain access to impacted landowners whose sites remain operational throughout the construction and operation of the scheme. Any required access road closures would be agreed in advance with the landowner. Access to properties will be managed through ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4). The requirements of the businesses at Cuckoopen would be discussed in detail between Highways England and its appointed contractor should the DCO be granted.  | N   |
| 40.    | PIL ID 22 and 51 | PIL ID 22 and 51 are interested in extending the current bund on their land to help mitigate the schemes impact. It was confirmed at the meeting that surplus materials were available and that these could be used accordingly.  | Highways England has considered the landowners request as part of the landscaping, access and red line boundary design for the scheme.   | Y   |
| 41.    | PIL ID 22 and 51 | Due to the close proximity of Cuckoopen Barn Farm to the works, we are concerned about the potential for impact from disturbance, noise, traffic, dust and pollution during construction. We would look for assurances as to how the Cuckoopen Barn Farm site can be screen from disturbance and for measures to ensure that there are no lasting environmental impacts that would be detrimental to business employees and residents.  | The impact of the scheme on noise and air quality are assessed and reported in ES Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 11 Noise and Vibration (Document Reference 6.2). The new road would include a lower noise surface and specific noise mitigation, in the form of earth bunding and Cotswold stone walls to act as noise barriers, has been incorporated to further reduce noise effects. The ES Appendix 2.1 EMP (Document Reference 6.4) outlines how the impact of construction on the environment, the road network and local communities will be managed. | N   |
| 42.    | PIL ID 22 and 51 | The vicinity of the nearby proposed compound is of particular concern. We ask that suitable security measures are in place and that these are explained and   | The compounds will have the appropriate security measures to be designed and implemented by the contractor appointed for the construction of the scheme.   | N   |

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|        |                  | confirmed to PIL ID 22 and 51 prior to occupation. Access to this compound must also not be from off the access road PIL ID 22 and 51 uses.   | The lighting would be inward facing to reduce light spill. Motion activated lighting would be used to minimise light use also. A security presence would be present 24hrs a day and the sites would also be monitored remotely. The compound is adjacent to the new alignment of the road and next to the main cutting. The compound will be accessed from the new alignment.<br><br>Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) , which outline how the impact of construction on the environment, the road network and local communities will be managed. Site access has been discussed with landowners impacted by the scheme. |   |
| 43.    | PIL ID 22 and 51 | During the scheme works, we are of the opinion that the associated nearby roads will remain busy key routes and will become busier routes as a result. We would ask that the scheme should address measures to improve road safety and potential priority access treatment given to residents and businesses at Cuckoopen Barn Farm.  | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed.   | N   |
| 44.    | PIL ID 22 and 51 | As a goodwill gesture, it is requested that the public highway be tarmacked up to the telecom mast as part of these works. A plan showing this area can be created if required.   | Highways England is not currently considering these works as part of the scheme.  | N   |
| 45.    | PIL ID 22 and 51 | Following this section of road is a section used frequently by the public as a 'rat run' to avoid traffic built up around the Air Balloon, which will only worsen during the works. We request that consideration be given to downgrading this to a restricted byway.   | 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. Highways England 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 Transport Report (Document Reference 7.10) . Highways England and Gloucestershire County Council are in discussions in relation to the repurposing of the A417 and detrunking of the A417 and this can be discussed with PIL ID 22 and 51 through future engagement.                | N   |
| 46.    | PIL ID 22 and 51 | We request that communication with the project remains on a consistent and meaningful basis to help alleviate any potential or foreseeable problems. PIL ID 22 and 51 are keen to understand the scheme on a more detailed basis and as such we would expect to receive additional and supporting documents as soon as they become available.   | Highways England notes the request and will continue to engage with PIL ID 22 and 51 as the scheme progresses. Highways England will have a landowner liaison in place during the construction and operation of the scheme.   | N   |
| 47.    | PIL ID 22 and 51 | Highways England has accepted Blight Notice served by PIL ID 22 and 51 and we have recently concluded negotiations as to value with the DVO. An agreed market value of [redacted] has been confirmed orally and in writing by your representatives at our meeting and we have further agreed that the value shall not be subject to any deductions for condition and so forth. We request this valuation now be formally confirmed in writing by Highways England to allow my client the security of making an offer for a replacement dwelling. Despite numerous requests we have received nothing; we feel that this is unreasonable and could be easily remedied. The absence of such a simple formality shows a marked lack of concern for PIL ID 22 and 51.<br><br>We would like a written undertaking from HE that removal costs will be met in full as part of any disturbance claim and that such costs will be for a full packing and unpacking service. PIL ID 22 and 51 is simply unable to perform this task alone and we require HE to recognise this and commit to this undertaking.<br><br>Thus far, the process has been somewhat protracted with a frustrating lack of communication and clarity at some points which has caused my client distress. It is our hope that henceforth communication with HE and their representatives will be swift and not lacking in detail. | Highways England is bound by the statutory legislation and guidelines in place relevant to compensation for landowners impacted by nationally significant infrastructure projects. Land acquisition and compensation discussions for the scheme are managed by Highways England and the District Valuer Services. These discussions are confidential and are at differing stages in agreement with the relevant landowners they relate to.  | N   |
| 48.    | PIL ID 26        | The current proposed land acquisition would require a total of c.1.179 (2.91acres) of priority habitat within a SSSI site for either permanent or temporary acquisition; including 0.752ha (1.86acres) of priority lowland beech and yew woodland for   | Inalienable land take for the purposes of the scheme has reduced as a result of the removal of the green bridge following the 2019 statutory consultation and January 2020 targeted consultation with PILs. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4).   | N   |

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|        |           | temporary land take which, if clear felled, will involve the loss of valuable habitat on our inalienable land. Further detail of the significance of the habitats is outlined in the enclosure. On the basis of this, we conclude that any biodiversity gain provided by the highway scheme would need to be significant to outweigh the loss of this priority habitat. This scheme has the potential to impact both the natural and historic environment of Crickley Hill.   | , which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. The commitments set out in the Environmental Management Plan are secured through a requirement in the draft DCO (Document Reference 3.1) .   |   |
| 49.    | PIL ID 26 | Crickley Hill is a site that is highly valued by its visitors, it enriches people's lives and is part of the fabric of local life. Crickley Hill is a special place and has a place in many people's hearts.  | Highways England notes this comment. The importance of Crickley Hill as a recreational resource is acknowledged in ES Chapter 12 Population and Health (Document Reference 6.2).  | N   |
| 50.    | PIL ID 26 | <p>Green bridge – PIL ID 26 has advocated and supported the inclusion of a green bridge in the scheme and we acknowledge the efforts to sympathetically visually integrate the bridge into the surrounding landscape. However, in terms of delivering beneficial conservation, heritage and access outcomes, we have highlighted that the bridge must be sited in the right location.</p> <p>We have previously voiced concerns about the location of the green bridge in location option 1, (the scheme's current location for the green bridge) noting the impact to geology and ecology for this site and have stressed the importance of connecting the right habitats to provide the most benefit to wildlife and connecting calcareous grassland as the SSSI notable interest features.</p>   | <p>Highways England engaged with PIL ID 26 following the 2019 statutory consultation to specifically consider the feedback PIL ID 26 provided on the green bridge at Crickley Hill and to review possible design changes or alternative options. This is reflected in the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 26.</p> <p>Highways England also considered feedback received during the 2019 consultation from the general public, stakeholder organisations and PILs, as well as the results of environmental surveys undertaken. It was determined as a result of these considerations that there will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>As set out in the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 26, Highways England and PIL ID 26 are in agreement on provision of the now proposed Gloucestershire Way crossing and Cotswold Way crossing, introduced following removal of the previously proposed green bridge.</p> | Y   |
| 51.    | PIL ID 26 | As mentioned previously, this consultation is the first time we have formally seen the extent of the currently proposed temporary and permanent land take. Additional supporting documentation outlining: construction methodology for this or other locations; evidence to demonstrate that the permanent and temporary land requirements as outlined are the absolute minimum required; and information relating to environmental assessments would allow PIL ID 26 to make a more informed assessment of the proposed location and the potential impact of priority habitat loss.  | As set out in the Consultation Report (Document Reference 5.1) and the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 26, Highways England has sought to engage with PIL ID 26 since the January 2020 targeted statutory consultation to discuss its concerns as a landowner and an environmental stakeholder in the area. This has included sharing draft environmental information prior to the 2020 supplementary statutory consultation, such as the 2020 PEI Report, and co-ordinating collaborative planning groups with other stakeholders.   | N   |
| 52.    | PIL ID 26 | We hope that Highways England remain committed to deliver no net loss by 2025 and net gain by 2040 across their estate and that they are delivering this scheme to contribute towards these targets. In this regard, PIL ID 26 would be keen to be reassured that Highways England is committed to using the Metric 2.0 net gain calculator.  | The new DEFRA Biodiversity Net Gain Metric 2.0 is being applied to the scheme. A gain in broadleaved woodland, hedgerow and calcareous grassland habitat types is achieved. Highways England is looking at further enhancement opportunities maximising biodiversity delivery within habitats associated with the scheme and at off site opportunities. The landscape planting design focusses on habitat connectivity and local distinctiveness.   | N   |
| 53.    | PIL ID 26 | <p>Providing a response based on the plans provided; we are concerned about the current impact but still believe that a green bridge is deliverable and if designed sensitively, in consultation with PIL ID 26 and other key stakeholders (including Gloucestershire Wildlife Trust, Natural England, Historic England and Cotswold Conservation Board) the right solution can be delivered in a location that will deliver the scheme objectives, within the buildability window, and minimise the harm and habitat loss currently being proposed on the SSSI priority woodland habitat.</p> <p>This is a moment in time to do the right thing, to provide the necessary mitigation for severance and enhancement for biodiversity, to create a habitat corridor across the Cotswold escarpment whilst improving people's wellbeing and enjoyment of the outdoors and providing access for both people and wildlife across the landscape.</p> <p>We will continue positive open dialogue with Highways England and their consultants to seek a solution which minimises harm, whilst providing enhancements for biodiversity, reducing the fragmentation of habitats in the</p> | <p>Highways England engaged with PIL ID 26 following the 2019 statutory consultation to specifically consider the feedback PIL ID 26 provided on the green bridge and to review possible design changes or alternative options. This is reflected in the Statement of Common Ground (see Statement of Commonality, Document Reference 7.3) with PIL ID 26.</p> <p>Highways England also considered feedback received during the 2019 consultation from the general public, stakeholder organisations and PILs, as well as the results of environmental surveys undertaken. It was determined as a result of these considerations that there will no longer be a green bridge located on Crickley Hill as part of this scheme. Please refer to section 7.4 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>As set out in the Statement of Common Ground with PIL ID 26 (see Statement of Commonality, Document Reference 7.3), Highways England and PIL ID 26 are in agreement on provision of the now proposed Gloucestershire Way crossing and Cotswold Way crossing, introduced following removal of the previously proposed green bridge.</p>                  | Y   |

| Row ID | PIL ID            | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-------------------|---|---|---|
|        |                   | landscape and providing mitigation for access, landscape visual impacts and the severance that will be generated by widening the existing A417.   |   |   |
| 54.    | PIL ID 94         | Unfortunately, we are unable to deal with your enquiry/request as we have been unable to locate the mortgage account number. You may need to contact your customer for this further information and obtain their authority to provide it to us.   | Highways England has not yet been supplied with the corresponding Mortgage Reference for this enquiry. Highways England is seeking to ascertain this information from the relevant landowner and will subsequently contact the lender for comment.<br>Highways England is unable to progress this enquiry further without the information above.  | N   |
| 55.    | PIL ID 106        | <p>PIL ID 106 operates assets which are located in close proximity to the proposed works. It is anticipated that a number of PIL ID 106's assets, which consist principally of two categories, namely (1) public water mains and (2) public sewers, may require diversion or are otherwise affected by the proposed works. Such assets are owned and operated by PIL ID 106 pursuant to statutory powers.</p> <p>It is essential that these assets remain in continuous operation in order to ensure the provision of water supplies to, and the effectual removal of sewage from, household and non-household customers.</p> <p>We have not seen a draft DCO at this stage and we would expect that the form of draft DCO to be submitted will contain provisions for the protection of water and sewerage undertakers. Notwithstanding any such draft provisions, PIL ID 106 must be able to ensure that it will remain in a position to deliver its essential public services at all times during the implementation of the works, should the DCO be granted.</p> <p>Any works required to be carried out on PIL ID 106's assets must be planned and implemented to avoid risk of supply interruption or contamination, damage to the integrity of the water or sewerage networks, or environmental damage.</p> <p>Further, it is essential to PIL ID 106 that in the event of any alteration to or relocation of its assets, such work is carried out pursuant to PIL ID 106's statutory powers, so as to ensure that both existing and new water supply and sewerage assets unquestionably form part of PIL ID 106's statutory undertaking.</p> <p>PIL ID 106 would therefore welcome a discussion on any proposed protective provisions to be included in the draft DCO and may seek additions to any proposed provisions, or alternatively to seek to conclude an agreement with Highways England, incorporating appropriate provisions to enable PIL ID 106 to ensure that delivery of its statutory functions and essential public services are not put at risk. Pending the proposal of such additional provisions or agreement, PIL ID 106 wishes to register its objection to any proposed compulsory acquisition which might affect PIL ID 106's assets or access thereto, so as to safeguard the ongoing delivery of these essential public services.</p> | Highways England has to date engaged with affected statutory undertakers and will continue to do so as the scheme progresses. All utility diversions will need to be in place prior to the removal of any existing infrastructure caused by the construction of the new carriage way. Discussions are ongoing regarding protective provisions, which are included in the draft DCO (Document Reference 3.1). The current status of those discussions is reflected in the Statement of Commonality (Document Reference 7.3).   | N   |
| 56.    | PIL ID 21 and 152 | Regarding a direct route across our land, we do not find this acceptable when consideration is given to the current situation with water flowing past the property. The manhole that sits at the bottom of the property would be a practical way of dealing with the redirection of the water. This can be done by directing the flow around the boundary of our land and into manhole cover 3 that is approximately 4.5 metres deep with a wider bore hole for the water flow. We have considered the plans and walked around the property look at all alternative options. We mentioned this to your drainage technical specialist when he visited the property as a practical solution.  | <p>The drainage pipe route is being revised in consideration of the comments received from PIL ID 21 and the mitigation required for the scheme. A design solution is currently being developed and detail will be shared with the landowner when complete. The drainage pipe route will consider and address PIL ID 21's concerns and the drainage requirements of the scheme.</p> <p>This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.</p> | Y   |
| 57.    | PIL ID 21 and 152 | You will have also been made aware of the current problems with flooding. The Highways England project team saw for themselves that the current system is already at its capacity. During periods or persistent rain the manhole cover and  | The drainage design will consider existing flooding problems in the area. The drainage pipe route will consider and address PIL ID 21's concerns and the drainage requirements of the scheme.   | N   |

| Row ID | PIL ID            | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-------------------|---|---|---|
|        |                   | framework lifts from its position, causing damage to the surrounding grass and road areas. In the past we have maintained this area and we are happy to continue to do so, if the situation remains the same.   | Drainage for the scheme has been designed to mitigate against a once in 100 year flooding event plus an allowance for climate change. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.   |   |
| 58.    | PIL ID 21 and 152 | Your proposed route across our property goes directly across a mains gas pipe that feeds the whole property. We financed the piping of gas to the property. Digging around the area carries its own risks.  | Highways England notes the location of the mains gas pipe across PIL ID 21's land. Detail of the mains gas pipe across PIL ID 21's land can be found in the Works Plans (Document Reference 2.4) submitted in support of the DCO application. Appropriate safety measures in consideration of existing utilities will be followed during the construction and operation of the scheme.  | N   |
| 59.    | PIL ID 21 and 152 | Septic Tank Herringbone Run Off - There is a 15-metre herringbone leading from our septic tank at the front of the house. Your proposed water pipe route cuts across it. This is a serious concern. We have never experienced any problems with our drainage system, and do not wish to be left with ongoing sewage problems. Once disturbed it is unlikely that it will work with the same efficiency. We would much prefer that you seek an alternative solution. We are concerned for ongoing maintenance and access, or problems that will inevitably affect our property.  | The drainage pipe route has been revised to ensure it will not impact the septic tank herringbone run off. Further detail of the drainage design is currently being reviewed but it is unlikely to impact the herringbone drain which is located on another part of PIL ID 21's land interest. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.  | Y   |
| 60.    | PIL ID 21 and 152 | The map shows a large layby at the edge of the property but does not clearly show any dividing land between our boundary and the layby. This gives us concern for the security and safety of our property. as well as the additional noise that will be created. This has been raised before and we discussed the installation of a bund type noise/security structure being put in place. However, the map doesn't show the option of space for this? We would like to know what options have been considered for the reduction of noise and for the security of the boundary. Is the intention to place a solid noise fence between us and the A417? Will this be an emergency layby with an SOS telephone like the Evesham Bypass or for use by anyone at any time including cars and lorries overnight?   | Highways England is aware of the concerns PIL ID 21 has about the layby proposed. The layby has been positioned here in consideration of DMRB guidance, as a result of its proximity to a junction the west and the gradient going up Crickley Hill to the east. A review of the location of the layby will be concluded during the detailed design stage of the scheme.  | N   |
| 61.    | PIL ID 21 and 152 | The other aspect on that side of the property is the compound that will be directly opposite our property. Has consideration been given to surrounding properties for the noise and lighting of the compound and the negative affects this will have on residents during the years of construction? What plans are currently being discussed for this issue?  | Highways England has explained to PIL ID 21 that it is intended that this compound will be used more as an operation site rather than a welfare compound. All compound locations have been assessed within the Environmental Impact Assessment reported in the ES (Document Reference 6.2). Further detail about the layout of the compound will be developed by the construction contractor appointed for the scheme.  | N   |
| 62.    | PIL ID 21 and 152 | As we are both business and residential, we have regular deliveries of goods by HGV lorries. We have mentioned this before in meetings but seek assurance that our business will not be affected adversely by any road closure en route to our business. We are already experiencing problems due to Highways England placing a sign in the wrong place at the end of our road. No one is taking responsibility for correcting it. There is no other route for the lorries to take apart from the current route under the bypass.   | Highways England has assured PIL ID 21 that access for different vehicles will be maintained throughout the construction and operation of the scheme. Works relating to the scheme were not responsible for the signage issue referenced in PIL ID 21 and 152's response.   | N   |
| 63.    | PIL ID 21 and 152 | There have been several discussions between us regarding the overgrown sparse trees surrounding our property. This is currently being looked into by Highways England who sent out a 3rd party contractor from AMS, who informed us that 30% of the trees should have been removed 2 to 3 years after planting and as this was not done the trees have shot up fighting for light and space. These have been an issue for several years and they have never been maintained, thinned or generally care for since they were planted in 1991/92 when the A417 opened. We have enclosed numerous pictures of how our view used to be before it was cut off by these trees. The agreement that they would be maintained and not allowed to grow taller than the height of a double decker bus. Will these be removed as part of the future works and be replaced by a bund or noise reducing wall or fence? | Highways England has considered the comments received from PIL ID 21 and PIL ID 152 in relation to planting. The trees in this location are required for essential ecological mitigation, however, Highways England will continue to work with PIL ID 21 and PIL ID 152 during the detailed design stage in order to agree the details of this planting in terms of species and appropriate maintenance. Full details of planting management and specifications and tree species proposed will be agreed during the detailed design stage of the scheme. within ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). Tree species selected will be appropriate for the local character of the area. | N   |
| 64.    | PIL ID 21 and 152 | As part of the ongoing negotiations we have instructed surveyors to act on our behalf. We were told that costs for these services for surveyors and solicitors would be covered, but we seek written confirmation as to what costs are covered  | Highways England has explained the professional fees that can be compensated in relation to the scheme.   | N   |

| Row ID | PIL ID            | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|-------------------|--|---|---|
|        |                   | by 3rd parties so that we do not find ourselves out of pocket for something that is not of our making.   |   |   |
| 65.    | PIL ID 21 and 152 | How will you be intending to access the eastbound carriageway from the other side of the road where the compound will be located? Are the intentions to access via our old road to the North side of our house? Will traffic access through the snow gates at the top of the lane? This will mean a lot of heavy work traffic using a road that is not maintained or clearly marked and is regularly used by boy racers, drug dealers and fly tippers. If this road is to be used, will the road be cleared ready and will lines be clearly marked for other users and to keep everyone safe? Police and councils are aware of these issues, but they have not been addressed. | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 Annex B CTMP (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed. Highways England has worked with the local highways authority, Gloucestershire County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction. | N   |
| 66.    | PIL ID 21 and 152 | A map clearly showing your proposed works for our property was sent to our neighbours. This information has not been shared with our neighbours at this stage through choice. The information for our central section of land Plot 865/1 on the map has been indicated as belonging to landowners across the road. This has opened up discussions that have left us at some variance with our neighbours through errors on your part. This situation requires immediate clarification on your part.  | Highways England has discussed the correspondence that was issued to PIL ID 21. Detail has been provided to clarify the information that has been sent.   | N   |
| 67.    | PIL ID 49         | PIL ID 49's land agent requests written confirmation of the blight value and disturbance costs as a result of the scheme.  | Highways England has agreed and provided written detail of the blight value and disturbance costs as a result of the scheme for PIL ID 49.  | N   |



**Table 11.11B Summary of matters raised by section 42(d) PILs in relation to targeted statutory PIL consultation 2 and the Highways England response**

| Row ID | PIL ID     | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|------------|---|---|---|
| 1.     | PIL ID 198 | I would like to know how I'm going to be compensated for the disruption the proposed works will have on me and also the value of my lovely peaceful cottage. Please send me details so that I can start this process. | Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase. | N   |
| 2.     | PIL ID 117 | I understand that I can claim under Part 1 of the Land Compensation Act 1973 and am sending this email to yourselves before 9 April as detailed in your letter, stating that I intend to do just that.                | Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase. | N   |

**Table 11.11C Summary of matters raised by section 42(d) PILs in relation to targeted statutory PIL consultation 5 and the Highways England response**

| Row ID | Consultee | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|--|--|---|
| 1.     | PIL ID 43 | <p>Firstly, could you confirm that you will be contacting the district valuer to get confirmation that you will cover the costs of a Land Agent that you recommended I assign and to what extent that cover might be? I asked you about the need for an accountant and potentially a lawyer. You said you didn't think so at this stage but maybe once the DCO had been accepted and final plans and schedule of works drawn up that maybe they would be needed. Could you confirm that at whatever stage they are needed that the costs of these would be covered by HE.</p>  | <p>Highways England continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Highways England are able to reimburse the reasonable costs of a land agent to assist the landowner if a person's land or business is directly affected by the scheme. Those costs will need to be approved by the District Valuer Service. Specific compensation or professional fees will be agreed on a case by case basis as appropriate with the landowner.</p>   | N   |
| 2.     | PIL ID 43 | <p>The following questions are posed:</p> <ul style="list-style-type: none"> <li>• How this will affect access to my property and for how long will the works cross my land boundary (as not 100% clear from the plan sent)</li> <li>• Any damage to boundary walls</li> <li>• Any damage to pool area and land associated with it.</li> <li>• How this will affect my business as we have 2 holiday cottages within our property.</li> <li>• How compensation is calculated, how I make a claim for this and when?</li> <li>• That it is noted that my septic tank treatment plant is close to the edge of my property and any works takes this into consideration, as there is a soakaway associated with this plant.</li> <li>• If the shared land is put back into my ownership once the works are finished?</li> <li>• Will the grassed area in front of my property (that I maintain) be put back to original state?</li> </ul>  | <p>Any damage or removal of boundary walls as a result of the scheme will be agreed during development of the accommodation works and/or detailed design stage of the scheme, should the scheme receive development consent.</p> <p>Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.</p> <p>Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase. The scheme design has considered existing and future utility provision including drainage.</p> <p>Land take has considered the temporary land take required for the purposes of construction. If the land identified by the landowner is directly impacted by the scheme, appropriate notification and remediation works will occur. PIL ID 43 will not be directly impacted by the scheme and their land interest sits outside the DCO boundary. Any works would be confined to Dog Lane which would include drainage works.</p>  | N   |
| 3.     | PIL ID 43 | <p>When I attended the very first consultation, it was explained to me that any disruption from the project would be taken care of things like (but not limited to):</p> <ul style="list-style-type: none"> <li>• the cost of windows and vehicles being cleaned should they get dirty from the roadworks.</li> <li>• The need to revisit the sound and air pollution of the road on my properties.</li> <li>• Pool, how the project may affect our swimming pool, dirt, dust, pollution etc and to what extent would HE be liable to help in the maintenance of the pool during the roadworks.</li> <li>• Sound pollution, HE have agreed to have a new noise barrier erected, the dimensions, materials and location of this barrier have been discussed, but nothing in writing confirmed (except on a plan received recently, but not easy on that to see where and how big the barrier will be.)</li> <li>• It has always been stated that HE would not be crossing our boundary for any of the works, but my concerns for the 'pinch point' on dog lane where the corner of my property is very close to the A417 still needs to be noted as a potential issue once the project starts. I understand this was brought up in meeting and was in the minutes from that meeting.</li> <li>• How and if the project affects our business of 2 holiday cottages?</li> </ul> | <p>The effects of the scheme on air quality and noise are assessed and reported upon in Environmental Statement (ES) Chapter 5 Air Quality (Document Reference 6.2) and ES Chapter 11 Noise and Vibration (Document Reference 6.2).</p> <p>With regards to potential for dust to settle on property and the impact this has on amenity and business viability (e.g. swimming pool), the dust mitigation measures for the scheme are designed so that if they are implemented correctly it would be unlikely to trigger a significant air quality effect. The air quality changes created by the scheme are considered to be imperceptible and so the effect of the scheme on air quality concentrations at PIL ID 43's property are unlikely to be significant. This is reported in ES Chapter 5 Air Quality (Document Reference 6.2).</p> <p>With regards to noise mitigation, the 80m long absorptive barrier will be located between highway location chainages 0+518 and 0+598, providing a screening of 3.5m high relative to road level. The mitigation measures affecting the property are detailed in Table 11-16 of ES Chapter 11 Noise and Vibration (Document Reference 6.2). Mitigation measures are secured in ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4).</p> <p>Highways England has engaged with the landowners and will continue to do so as the scheme progresses. The operators of the business in question would be entitled to make a claim for compensation under the Land Compensation Act 1961. Specific mitigation solutions or compensation will be agreed on a case by case basis as appropriate, in line with the compensation code for compulsory purchase.</p> | N   |

| Row ID | Consultee  | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act  | Matter relevant to a design change? (Y/N) |
|--------|------------|--|---|---|
| 4.     | PIL ID 103 | Land outside my boundary hedge, next to the road, is still owned by the highway department. I use this area for my personal off road car parking.  | Highways England notes the land ownership and existing use of the land provided. Access will be maintained for the landowner throughout the construction and operation of the scheme.   | N   |
| 5.     | PIL ID 47  | There is no need for Highways England to retain permanent rights to the field in this location. It bounds the former road (B4070). The mammal fence could be located within the former road and be maintained within that area. There is no need for Rights to be acquired beyond the existing Highway boundary  | The land indicated adjacent to the existing road (Land Reference Plot No. 4/2h) would be required for utility diversions. The utility provider would require rights to gain access to maintain the apparatus. The landowner would retain ownership and access to the plot following completion of the works. It is not proposed to install a permanent fence along the outer boundary of the plot.  | N   |
| 6.     | PIL ID 47  | Change in land take is not clear. The radius and width of the link from the existing road (Stockwell Lane) onto the farm track should be sufficient for all farm vehicles including the largest lorry and combine harvester  | Proposed land take is located in the vicinity of the new connection onto the existing farm track/lane. The access from the existing road onto the farm track would be designed to ensure adequate turning space is provided for farm vehicles. Detail about the land take proposed is included within the Land Plans (Document Reference 2.2) submitted in support of the DCO application.  | N   |
| 7.     | PIL ID 47  | In plot 1118/1 – a strip of land is shown as “land proposed to be used temporarily and rights to be acquired permanently”. There is no explanation as to what these rights are. There should be no Highways England rights needed in this location.  | Design development for plot 1118/1 has led to a general refinement of land take to reduce permanent land take where possible. The land indicated adjacent to the existing road (Land Reference Plot No. 4/2g) would be required to construct, use, protect, inspect and maintain existing utility equipment. The utility provider would require rights to gain access to maintain the apparatus. The landowner would retain ownership and access to the plot following completion of the works. It is not proposed to install a permanent fence along the outer boundary of the plot. | N   |
| 8.     | PIL ID 47  | The land take to create the mammal crossing under the B4070 has a sizable area in the field north of the road. The shape of this land take will make for inaccessible areas to farm for modern arable production. The land take needs to be minimised in this location and angled to run it parallel with the boundary to reduce the loss of productive arable land.<br>The need for this work is questioned, given that it is next to a Walker Cyclist and Horse rider (WCH) Crossing under the B4070. Can these two functions be combined? It would save cost and unnecessary land take from the farm. | The extent of the mammal crossing in Plot 1118/1 would be refined during detailed design to limit the extent of the crossing and the effect on the field. The badger fence needs to funnel to the entrance of the culvert to ensure badgers find it. The feature cannot be merged with the WCH feature as it would not be appropriate given the size, scale, and frequent use by people would make it less likely to be used by badgers.  |   |
| 9.     | PIL ID 47  | There is considerable land take for the separate segregated track alongside the re-routed B4070. There appears no reason for this track to extend south into the farm ownership. To reduce land take a route could be taken on land already in the possession of Highways England. Moving of the WCH track close to the B4070 at the entrance to the farm track is important to ensure that gates for farm security can be erected close to the public highway ie the WCH track should be accommodated on the road side of the gate.   | The alignment of the WCH route would follow the existing highway boundary to avoid and preserve the existing established planting. It would then join the Air Balloon Way to provide connectivity for the WCH route. During detailed design the layout of the access and the crossing of the WCH would be refined to provide the optimum layout to ensure appropriate gradient for the access and the WCH route could be provided. It is proposed to locate the WCH crossing within highway land and a gate would be provided on the highway boundary to secure the access track.     | N   |
| 10.    | PIL ID 47  | PIL ID 47 needs to maintain access along the unmetalled track connecting unclassified roads as the existing access will be cut by the proposed road. Rights of access will be required in this location.   | The unmetalled track connecting the unclassified roads identified by the landowner would be classified as a Byway Open to All Traffic (BOAT) and would connect the two unclassified roads identified, with further connectivity across the proposed Stockwell overbridge. This route would therefore provide access for the landowner following completion of the Works. Access would be maintained for landowners throughout the construction however any changes to access required during and as a result of the Works would be agreed with the landowners affected.               | N   |
| 11.    | PIL ID 47  | It is considered that the areas [identified in PIL ID 47 response] are excessive land take and are not required for the Scheme. The boundary of the Scheme should follow the proposed ditch and leave valuable grazing out of the Scheme. It appears on the plan that these areas are for grassland and therefore there should be no need for them to be acquired.   | This grassland will be enhanced to replace grassland lost to the scheme and continue to provide resource for wildlife. This area could continue to be grazed in accordance with calcareous grassland management.  | N   |
| 12.    | PIL ID 47  | We see no requirement or reason to include a Byway Open to all traffic from the Shab Hill Junction. Where the proposed BOAT terminates on Stockwell Farm it joins a farm track which does not have the status of a Byway. It is known as the “Muddy Path”. The provision of a new Byway will encourage 4x4 use of the farm track which is not suitable for off road vehicles and for which there are no formal Rights.   | A byway open to all traffic is proposed to mitigate the severance of an existing unclassified road, which serves the same purpose (both in types of user and trip) via a necessary diversion over the Cowley overbridge, or through Shab Hill junction (there is a second proposed byway open to all traffic on the east side of Shab Hill too). This is not expected to result in increased use of the existing local routes, rather mitigate for the  | N   |

| Row ID | Consultee | Matters raised in response to consultation  | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|-----------|---|--|---|
|        |           |   | severance of an existing route in an appropriate way. It should be noted that the farm track carries public access rights as a highway classification, and this permits the same users as unclassified roads and byways open to all traffic. Full details of Public Rights of Way (PRoW) proposals as part of the scheme are presented in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). These proposals have been developed collaboratively with a range of user and access groups and Highways England have, where possible, incorporated suggestions where they increase connectivity and access.   |   |
| 13.    | PIL ID 47 | It is considered that it is not necessary for the Scheme to take the land <i>[identified in PIL ID 47 response]</i> for grassland. The proposed ditch should follow the bottom of the road embankment and the boundary fence follow that line. The land would be grassed and incorporated into the adjoining field and utilised by the farm.  | Highways England have positioned the ditch to ensure a constant fall to follow the topography. Highways England will have regard to the comments of PIL ID 47 with regard to this issue during the detailed design stage of the scheme.  | N   |
| 14.    | PIL ID 47 | In combination with the comments above we do not see the requirement for a new public right of way. The Scheme provides provision for the Cowley Restricted Byway 26 to join the revised Stockwell Lane. Rights of way users can join the public road at that point, which is very similar to the current position. This route will also serve as the way onto the Restricted Byway 36/27, part of which will be closed by the Scheme.  | The proposed right of way is to mitigate for the severance of Cowley Restricted Byway 27, helping reconnect it to the existing public access network. Full details of PRoW proposals as part of the scheme are presented in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). These proposals have been developed collaboratively with a range of user and access groups and Highways England have, where possible, incorporated suggestions where they increase connectivity and access.   | N   |
| 15.    | PIL ID 47 | We do not see the requirement for permanent rights to be acquired. The Scheme is to extinguish this right of way. Once this is achieved the land should be passed back to the landowner without the encumbrance of the public right of way.   | Land is proposed to be acquired to stop up Cowley Restricted Byway 36 as set out in ES Appendix 2.1 EMP Annex F PRoW Management Plan (Document Reference 6.4). This also sets out detail about the methodology adopted to inform PRoW design and land impacts created. Having reviewed the plans and recognising that this land is only included within the Order Limits so that Cowley Restricted Byway 36 can be stopped up, we agree that no ongoing rights over this strip of land are required and have revised the land take along this section (between the two highway boundaries) to temporary land take.   | Y   |
| 16.    | PIL ID 47 | The boundary plan shows excessive land take. In particular:- <ul style="list-style-type: none"> <li>Land take should be minimised by the buildings to the area crosshatched brown.</li> <li>The boundary should follow the ditch on the south side (there is no need for the wide gap between the ditch and fence)</li> <li>The freehold of the lozenge shaped piece of land between the old and new road (crosshatched lime green) should be retained by the landowner.</li> <li>The removal of the avenue trees along the Stockwell Lane should be kept to the minimum.</li> <li>A full schedule of trees to be removed is required.</li> </ul> | The extent of the land to be acquired permanently is required to construct the works and provide space to undertake maintenance following completion of the works. The extent and type of the drainage feature is yet to be determined therefore the extent of permanent land take takes possible solutions into account. There would be scope to refine the extent of permanent land take during the detailed design stage and would endeavour to reduce the effect on the landowner.<br>The lozenge shaped land between the existing Cowley Lane and the proposed alignment of Cowley Lane (Land Reference Plot No. 5/3k) would be acquired temporarily and would be handed back to the landowner following completion of the works.<br>The alignment of Cowley lane has been designed to minimise the removal of trees on the avenue and across the scheme in general. However, some trees will be lost to accommodate the mainline A417 and the realignment of Cowley Lane via the Cowley crossing. Replacement tree planting is proposed along the new section of Cowley Lane, with a 3m wide hedgerow across Cowley crossing. Further tree and woodland planting are proposed along the mainline carriageway to help mitigate for visual effects of the scheme. An Arboricultural Impact Assessment has been completed for the site (ES Appendix 7.6, Document Reference 6.4). | N   |
| 17.    | PIL ID 47 | The route for access to the Basin and Overbridge is not acceptable. In the first instance the access is shown encompassing a wide area of land including a bank and shelter tree planting. Secondly the route proposed incorporates the working farm yard which where Highways England vehicles will come into conflict with livestock and farming operations. Highways England need to consider alternative routes to access the basin and bridge. This can be achieved from either the Cowley Road or Nettleton Bottom as shown dashed green along existing public rights of way.   | The proposed route would use the existing access track and would only be used on an occasional basis to maintain the basin and inspect and maintain the bridge. The area indicated would only be acquired temporarily with rights to be acquired permanently for the purposes of access. The route would not be required for access specifically for construction.   | N   |

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| 18.    | PIL ID 47 | The land take around basin No.10 appears excessive and leaves a very narrow field between the proposed Scheme boundary and the existing woodland. The proposal is for the majority of the area to be grassland. An acquisition boundary shown brown would leave a reasonable field which the farm could utilise.   | Highways England acknowledge the concerns raised by PIL ID 47 land take proposed in this location. Highways England will continue to liaise with the landowner in relation to land take as the scheme progresses through detailed design. PIL ID 47 would be eligible to make a claim under Part 1 of the Compensation Act if their business is negatively impacted by the scheme. Sufficient evidence needs to be provided to justify compensation. Highways England continues to engage with PIL ID 47 on this matter.   | N   |
| 19.    | PIL ID 47 | The Stockwell Overbridge needs to be sufficient to drive the largest agricultural machines over with verges wide enough for combines. Provision needs to be made for gates for livestock control. Further details are required.  | The Stockwell Overbridge has been designed to have a weight bearing capacity for farming machinery. Information has been provided to the landowner providing further detail about the size of the overbridge proposed. Gates for the purposes of livestock control will be agreed through accommodation work plan discussions. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.   | N   |
| 20.    | PIL ID 47 | The grassland area [identified in PIL ID 47 response] could remain with the farm and be grazed, subject to suitable access through the proposed woodland planting.   | This area is forming a reptile and roman snail translocation site and will replace habitat lost for these species to the north of the quarry as essential mitigation. It will not be returned to a 'flat' field. This will be created in the early stages of the programme.  | N   |
| 21.    | PIL ID 47 | There appears no reason to acquire the land [identified in PIL ID 47 response]. This area could be incorporated into the field East of footpath 22.  | This area of grassland creates additional species rich grassland to replace that lost to the scheme and to increase biodiversity. It creates connectivity of habitat throughout the scheme for wildlife. The land could be grazed at low intensity.  | N   |
| 22.    | PIL ID 47 | The proposed belt of trees will impinge or access for livestock and machinery. The requirement for this belt of trees that are not directly connected to the main works is questioned. Could the same effect be obtained by tree planting within the Scheme boundary? It is suggested that the tree planting is moved within the boundary of the scheme by the new road junction.  | This is a belt of woodland scrub rather than larger tree species so it is hoped that this will not impinge access for machinery. This belt of trees is to provide additional landscape scale connectivity for species to the woodland to the east which would not be achieved by more planting at the junction.  | N   |
| 23.    | PIL ID 47 | The objection in principle to the change of status of the public highway to a Restricted Byway [on Cowley Wood Lane] remains. There appears no legitimate reason for the change of status of this road and it should remain a vehicular public highway for access to Cowley village and beyond. The Landowner utilises this Public Highway as a route from this area of the farm through Cowley to the northern part of the farm at Coldwell Bottom. The closing of the Highway to traffic will inevitably increase traffic through Stockwell to the detriment of the Landowner. In respect of the changes to the southern part of the road access to the farm needs to be maintained for all farm traffic including combine harvesters. | <p>The traffic modelling undertaken for the scheme shows that the 2015 base two-way Annual Average Daily Traffic (AADT) assessments at the junction between Stockwell Farm and the A417 was 103 vehicles. In the opening year of the scheme (2026), the AADT for two way flows through Stockwell is anticipated to be approximately 100 vehicles and in the design year (2041) approximately 115 vehicles. This shows that traffic levels from the 2015 baseline data to the opening year of the scheme will be unchanged with a marginal increase happening over the next 15 years. Traffic modelling for Cowley Wood Lane, which has been identified for reclassification, shows that vehicle movements on the road are currently at low levels. Traffic modelling shows that without the scheme, the AADT along Stockwell would increase to a higher number in the design year with the scheme.</p> <p>The traffic models have been developed according to the published Department for Transport guidance and the models achieve the required calibration and validation set out in these documents to ensure the model is representative of the road network. It is considered that there is insufficient evidence available to support the reclassification of the road through Stockwell.</p> <p>It is currently proposed that the car parking at the Golden Heart Pub will allow for up to 10 vehicles. It is not considered that this level of car parking provision will have an impact on the local road network in terms of vehicles users driving to access or exit the parking facilities.</p> | N   |
| 24.    | PIL ID 47 | The proposed acquisition of highway at 2/61a is noted. This area forms part of an access to the farm. The acquisition of this area, if it is required, must maintain the access enjoyed by the farm at this location   | Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) which outline how the impact of  | N   |

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|        |           |  | <p>construction on the environment, the road network and local communities will be managed.</p> <p>Access will be maintained during the construction phase. Although a phasing plan will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the land owner. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to access during construction.</p>   |   |
| 25.    | PIL ID 47 | The objection to the junction of the existing A417 and Stockwell Lane remains. There is significant concern that the anti-social behaviour being displaced from Barrow Wake will re-locate to this proposed car park.  | While Highways England recognises concerns relating to anti-social behaviour in the local area, addressing such issues falls outside of the scope of a highways scheme and is a matter for the Gloucestershire police and Gloucestershire County Council. Further to consultation comments received in response to the 2020 public consultation, the proposals have been amended to help address concerns expressed about areas of parking near Birdlip. A smaller area of parking for disabled users would be provided adjacent to the turning to Stockwell, and other vehicles including horseboxes would have access to a second parking area proposed adjacent to the Golden Heart Inn.   | Y   |
| 26.    | PIL ID 47 | Further information regarding the noise dust and vibration disturbance at Stockwell Farm is required, in particular at the houses and farm buildings. Such information should include firstly the anticipated construction disturbance and secondly those factors once in use. In both cases the information regarding the mitigation measures being employed by Highways England and their Contractors is required. | <p>Stockwell Farm is located approximately 400m from the scheme and 500m from the existing A417. The local air quality assessment of construction and operational assessment is only concerned with receptors within 200m of the Affected Road Network (ARN). Air quality impacts on receptors beyond this distance are considered to be negligible.</p> <p>Stockwell farm is within 200m of the DCO boundary of the scheme and is considered as a receptor for the construction dust assessment. The construction dust assessment concludes that with appropriate mitigation impacts on receptors are considered to be not significant. Mitigation measures are in ES Appendix 2.1 EMP (Document Reference 6.4).</p> <p>The effects of the scheme in relation to noise during construction and operation, have been assessed. This is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), which also sets out the measures that Highways England proposes to mitigate adverse noise effects from construction and operation.</p> <p>A minor construction noise impact is predicted for PIL ID 47 as a result of the main carriageway construction works, lasting for several months. The noise level will vary from day to day but the highest average daily noise levels are predicted to be 64dB during works to create the cutting. This is below the threshold of potential significant effect at this location which is 65dB LAeq,12hr. Minimal night-working is anticipated throughout the construction period. The closest night-time works (at Shab Hill Junction, over 800m from Stockwell Farm) are expected to last for four nights in total. The predicted noise level from the night-time works is 39dB which is below the threshold of potential significant effect at night (45dB LAeq,8hr) and is assessed as a minor noise impact at night</p> <p>During operation, PIL ID 47 would be subject to noise increases on the east side of the property (facing the proposed new alignment) and noise reductions on the west side (facing the removed road). Noise levels on the east side, with the noise mitigation measures, would increase from approximately 35dB LAeq to 42dB LAeq during the day, and 29dB LAeq to 35dB LAeq during the night. The mitigation to provide screening from the proposed scheme would take the form of earth bunding topped by a stone wall alongside the northbound carriageway.</p> | N   |
| 27.    | PIL ID 47 | Concerns have been previously raised that the weather conditions particularly fog and snow have not been taken into consideration in the design of the proposed road. The nature of the  | The A417 scheme will be designed to modern Design Manual for Roads and Bridges (DMRB) standards. Improved safety and resilience will be created by having a dual  | N   |

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|        |            | existing road makes for slower speeds. There is concern with the higher speed dual carriageway that accidents in fog and snow will be a frequent occurrence.   | <p>carriageway designed to modern standards, with a concrete central reserve and barriers located where our safety review highlights their requirement.</p> <p>The scheme is located in an 'Area of Outstanding Natural Beauty'(AONB), which is protected by 'Dark Skies' Environmental Legislation. This means that more traditional means of lighting along A-roads cannot be used for the project.</p> <p>A Maintenance and Repair Statement has been prepared for the scheme, which identifies maintenance proposals for assets and how these would be maintained during operation. The Statement includes a Winter Maintenance &amp; Severe Weather section detailing the planning and operation necessary to ensure the highway is kept free of ice and that snow is cleared as far as reasonably practicable.</p> |   |
| 28.    | PIL ID 47  | Further consultation and consideration is required in respect of tree planting along the boundary of the proposed road in order to mitigate the visual effect of the road upon Stockwell Farm as a whole.  | Tree and woodland planting are proposed along sections of the scheme as it crosses Stockwell Farm. This is in combination with landscape bunding to create false cuttings to provide mitigation for the visual effects of the scheme. The scheme will be set down behind the landscape bunds and woodland planting to screen views of the scheme, once vegetation has matured. The landscape design is shown in more detail in ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).   | N   |
| 29.    | PIL ID 190 | It is essential that continued and suitable access to the churchyard to be available, at all times, now and in the future, via the gates on Dog Lane, both for interments and for access to church services, that a hearse needs space to park safely and lawfully immediately outside the gates and that parking in Dog Lane remains accessible as it is required for mourners and attendees at the church.   | Access will be maintained during the construction phase. Although a phasing plan will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the landowner. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to access during construction.  | N   |
| 30.    | PIL ID 190 | Construction works should be programmed to avoid unreasonable disruption (such as noise) to services at the church and churchyard, bearing in mind the nature of these uses.   | Construction noise will be managed through the submitted ES Appendix 2.1 EMP (Document Reference 6.4), which will be secured as part of the DCO. A construction noise and vibration impact assessment, including the effects of construction traffic, both on site haul roads and the strategic road network, has been undertaken and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2).   | N   |
| 31.    | PIL ID 190 | It is important that we are noted as an interested party in any future compulsory acquisition process and kept apprised of the design, timetabling and land take requirements of the scheme as they affect the church or churchyard.   | Highways England will continue to work with the landowner after the DCO application has been submitted. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to access during construction.  | N   |
| 32.    | PIL ID 26  | <p>Reviewing the land interest plans for this consultation, we are reassured to see that our previous consultation feedback and subsequent discussions with Highways England alongside key partners, have led to the current revisions to the scheme design and subsequent reduction of the proposed inalienable land take from PIL ID 26's conveyance dated 12th April 1935.</p> <p>For clarity, PIL ID 26 inalienable land parcels affected by the current proposed land take are identified as 1098/2 and 1098/3 within the red line boundary. These parcels were dedicated for use as part of the highway in the 1960s and as such, in 2019 PIL ID 26 agreed that it would not object to these parcels being acquired for permanent or temporary use. This position remains unchanged.</p> <p>However, there is an outstanding issue to highlight. The land shown shaded yellow [<i>identified in PIL ID 47 response</i>] is registered at the Land Registry in the name of Highways England but, PIL ID 26 has better title to this land and, importantly, has declared it inalienable. The land was dedicated for use as part of the highway by the Deed of Dedication dated 9 January 1961 (a copy of which is enclosed) and therefore PIL ID 26 does have prior approval to proceed should this land be included within the area to be compulsorily acquired by Highways England from PIL ID 26.</p> | Highways England are currently reviewing the land ownership concerns raised by the landowner. Within the draft DCO, Highways England have acknowledged PIL ID 26's claim to better title on the parcel of land in question and continue to work closely with the landowner in relation to fully resolving this issue.  | N   |
| 33.    | PIL ID 26  | Further, the land parcel 1098/1 (the Scrubbs woodland) now registered as being outside of the redline boundary, has a significant proportion of the boundary edge along land parcel 1098/2 that will be impacted by construction works and therefore will still require an agreement   | No woodland loss is proposed along the boundary of PIL ID 26's land. Measures will be implemented to protect retained trees inline with BS 5837:2012 Trees in relation to design, demolition and construction. Construction site hoarding and tree protective  | N   |

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|        |           | regarding mitigation to protect the ancient woodland edge and honouring the covenants within the 1961 Deed of Dedication. We would also wish to know how Highways England will ensure that the location of the present boundary is maintained.  | fencing will be erected as part of the enabling work at the start of the construction phase. This will mark and maintain the site boundary.<br><br>Highways England will continue to engage and consult with landowners impacted by the scheme. Works required to maintain PIL ID 26's boundary will be agreed during the detailed design stage of the scheme and as part of the accommodation works. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.  |   |
| 34.    | PIL ID 26 | We request details concerning access, security, logistics, site management, and duration of construction works and to discuss implications for the visitor experience on PIL ID 26's land (particularly along the Cotswold Way and whether diversions will be proposed through the Scrubbs to ensure visitor safety) and wider considerations across the jointly owned site.<br>The ability for people to gain access to Crickley Hill during construction needs careful consideration and we would request that a dialogue is held with ourselves, PIL ID 19, Highways England, the contractors and PIL ID 23 when appropriate and that an agreement is in place before any works commence. To note, we will also need to have a discussion regarding the day-to-day management implications of our conservation grazing herd through the construction period, both from safety and animal welfare perspectives.   | ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the potential effects on the Country Park with visitor centre, café and waymarked trails. The assessment concludes there would be a minor impact, with a discernible change in attributes and environmental quality during construction activities in close proximity, with minor loss of and alteration to key characteristics. Construction requires acquisition of some land which would not compromise the overall viability of the resource, and access to the resource would be maintained at all times.<br>ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. For example, access to the facilities would be retained at all times. Highways England is committed to continuing to engage with landowners and other stakeholders impacted to help identify and mitigate any potential adverse effects.  | N   |
| 35.    | PIL ID 26 | Through recent discussions, we are pleased that the red line boundary has been amended to follow PIL ID 26's 1098/1 parcel boundary ownership and understand there has been a revision to the proposal for parcel 1098/2 to now be permanently acquired in its entirety.<br>As previously stated, parcel 1098/2 was dedicated for use as a highway by the Deed of Dedication made 9th January 1961 between PIL ID 26 and the Minister of Transport. However, the dedicated land which is to be acquired permanently, extends over land which is registered at the Land Registry in the name of Highways England under title number GR323231.<br>GR323231 covers land which was conveyed to PIL ID 26 by a conveyance dated 4 April 1935 made between Thomas Place and PIL ID 26. On review, it seems PIL ID 26 has better title to this land. As this land has been dedicated for use as a highway, the assurance referred to above will apply to it, but we still need to determine right approach to address and rectify this matter ahead of acquisition discussions.  | At the time of writing, Highways England is engaging with PIL ID 26 to confirm the ownership of the land in question. Highways England will look to address the issues identified through ongoing engagement and collaboration with the landowner. Within the draft DCO, Highways England has recognised PIL ID 26s claim of better title.   | N   |
| 36.    | PIL ID 26 | Referring back to the Land Interest Plan for parcel 1098/2, the land abuts the Scrubbs woodland within PIL ID 26 ownership and provides an important edge habitat to the woodland. This includes a calcareous grassland verge between the existing A417 and the air balloon field (part of 1098/1) which is dominated by tor-grass alongside notable herbs including salad burnet, meadow vetchling, field scabious and common knapweed. We would wish for an agreement to be secured that the covenants outlined in the 1961 Deed of Dedication are honoured, and in doing so would ensure that this verge is reinstated post construction with a management plan in place to maximise its biodiversity value.<br>As previously stated, our main concern here will be access and construction works and that the works do not infringe into the Scrubbs woodland. In our previous consultation responses, we have clearly stated the significance of this ancient woodland and the species that depend on these habitats within the SSSI. Every perceivable harm needs to be avoided and we would want to understand the proposed drainage and earthworks and for there to be an agreement in place regarding construction methodology, agreed mitigation and potential for biodiversity offsetting before any works commence. | ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) provides an assessment of the effects of the scheme with regard to the water environment and provides ES Appendix 13.10 Drainage Report (Document Reference 6.4). This will be developed further at the detailed design stage of the scheme should it proceed to construction. Earthworks are depicted in the plans for the scheme contained in Volume 2 of the DCO application.<br><br>ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects at Crickley Hill. This includes details of the mitigation and enhancement measures and protection of natural habitats, information on earthworks proposed for mitigation ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which sets out broad principles in relation to traffic management during construction of the proposed scheme. The commitments set out in ES Appendix 2.1 EMP (Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1) . Highways England is committed to continuing to engage with landowners and other stakeholders impacted to help identify and mitigate any potential adverse effects. | N   |
| 37.    | PIL ID 26 | Of note, there are two veteran trees close to the boundary of parcel 1098/2 which require protection during the construction phase. These are marked as T172 (beech) and T171 (hawthorn) in the PIER appendix 7.3 (Arboricultural impact assessment). These trees provide   |  |   |



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|        |           | important decay wood habitat which support saproxylic invertebrates - one of the SSSI notification features. As such, they are integral to maintaining the SSSIs favourable condition. In addition to retaining the trees, it is important to protect the root zones from damage to ensure their long-term health. Appropriate measures are suggested by PIL ID 26.   | No construction works will be taking place in the Scrubbs woodland. This is shown in ES Figure 7.9 Retained Vegetation (Document Reference 6.3). Highways England notes the importance of the two veteran trees identified by PIL ID 26. Accommodation work discussions are ongoing and have included discussion about the fencing to be used for the purposes of maintaining access and protecting areas of land. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.  |   |
| 38.    | PIL ID 26 | The current wooden stock fence along the boundary edge is in poor state and as described in the covenant of 1961 DoD, we would want to see this fence line replaced once works have been completed. This will be essential for security and safety measures for visitors, cattle management between Crickley Hill, the new Cold Slad lane, users of the Cotswold Way access bridge and dual carriageway below.  | Highways England will review the landowner request to replace the wooden stock fencing identified. Any damage or removal of boundary walls as a result of the scheme will be agreed during the accommodation works and/or detailed design stage of the scheme. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.  | N   |
| 39.    | PIL ID 26 | Regarding land parcel 1098/3, our main concern is that we will still need to preserve the private right of way into the country park at the Air Balloon Cottages. Retaining vehicular access here will still be necessary and we will want to discuss how this can be accommodated. Understanding the land use for the proposed permanent land take in this land parcel would be appreciated.<br><br>There is a bridleway at this point that comes into Crickley Hill across PIL ID 26 land and it will be through this access point that the cattle will be moved across the proposed access bridge. This access point may also see a general increase in footfall following the scheme's completion including the new Cotswold Way bridge. We would therefore appreciate consideration to address the current gradient from the road height into Crickley Hill, but be aware that on the other side of the gated entrance, the land is within the SSSI and therefore there must not be any overspill of materials into parcel 1098/1 as it will create issues for consent from Natural England.<br><br>It would be good to understand the surface type being considered, have confirmation that the splay to the entrance is not being compromised and to discuss measures to stop vehicles stopping in front of the gate and blocking access – especially as the recent design change now includes a roadside bay opposite the Air Balloon cottages as parking for those properties. It would also be useful to have further detail on the proposed safety measures regarding the crossing points across what will be the revised Cold Slad lane to reach the access bridge for proposed NMU groups. | Highways England will maintain a form of access into the country park at the Air Balloon Cottages. Highways England are acquiring a permanent rights to construct the resident parking bays adjacent to Crickley Hill Cottages and to realign the kerb and footway adjacent to the access.<br><br>The existing nature of the access to Crickley Hill would be unaffected however the footway adjacent to entrance would be widened. There would be no overspill into Plot 1098/1 as no works are planned directly on the boundary. The Cotswold Way crossing is required to provide a safe, traffic free crossing for users of the Cotswold National Trail. The Cotswold Way crossing would provide a safe route for walkers, cyclists and horse riders, including disabled users. It would also provide a crossing for cattle to be used by local farmers. Measures to prevent misuse would be provided. This would include parapets which would be in excess of 1.8m high and barriers at each end of the bridge to prevent vehicular access.<br><br>Details such as gradient and surfacing type will be determined at the detailed design stage of the project, prior to construction, however these would be appropriate for all users of the crossing.   | N   |
| 40.    | PIL ID 26 | The neighbouring parcel of land [to 1098/3] has been identified as “land proposed to be used temporarily and rights to be acquired permanently”. It would be good to understand the intention of this area, including the proposed earthworks and drainage works as this adjoins our land parcel 1098/1 that has SSSI designation. Important considerations for us is that our land is not adversely affected by the road construction and therefore would want assurances and evidence that proper consideration will be given to the road drainage and run off so that it has sufficient capacity and longitudinal slope to carry away all surface water collected away from our land. We would also ask that any soakaways, highway drainage and balancing ponds are sufficiently designed so as not to pollute any watercourses or the land and that there will be no interference to the supply of water on site, currently providing water to PIL ID 19 facilities.   | The effects of the scheme in relation to road drainage and the water environment, including groundwater and surface water, have been sufficiently assessed and consider potential impacts to flows and impacts on water quality. This is reported in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2), which also sets out the design measures that Highways England proposes to mitigate adverse effects on the water environment during both operation and construction.<br><br>Details of monitoring conducted through the Ground Investigation phases is included in ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2) and ES Appendix 13.7 Hydrogeological Impact Assessment (Document Reference 6.4). Further monitoring of surface water and springs is also included as ES Appendix 13.12 Water Environment Monitoring Data (Document Reference 6.4).<br><br>The drainage strategy is described in ES Appendix 13.10 Drainage Report (Document Reference 6.4). There would be no increase in surface water run-off to PIL ID 26 land compared to the existing situation. All discharges of highway run-off to surface or ground waters would be treated and managed to acceptable levels as described in ES Appendix 13.10 Drainage Report (Document Reference 6.4) and the other parts of ES Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2). The existing dew pond located on the eastern boundary of PIL ID 26 land would not be impacted by the scheme. There is an existing soakaway serving the highway in the adjacent land | N   |

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|        |                         |  | immediately to the east (occupied by the cricket club). The DCO makes provision for this to either removed or, if retained in the scheme, brought up to current standards.   |   |
| 41.    | PIL ID 26               | Crickley Hill: land parcel 1095/6: As mentioned in the covering letter, we would like to understand the intended works at the main driveway entrance so that we can plan and manage public access with PIL ID 19 into Crickley Hill, including whether alternative temporary arrangements will be needed for visitor parking, coaches and site vehicles during the construction period.  | Works to the main access to the Country Park are limited to those required to tie-in the access into the realigned Leckhampton Hill.<br>ES Chapter 12 Population and Human Health (Document Reference 6.2) considers the potential effects on the Country Park with visitor centre, café and waymarked trails. The assessment concludes there would be a minor impact, with a discernible change in attributes and environmental quality during construction activities in close proximity, with minor loss of and alteration to key characteristics. Construction requires acquisition of some land which would not compromise the overall viability of the resource, and access to the resource would be maintained at all times.  | N   |
| 42.    | PIL ID 26               | <p>Barrow Wake: land parcels 1095/1 – 1095/5: We will still require access along existing carriageway to carry out grazing of the SSSI unit of Barrow Wake. Although grazing is typically September to April, we would require access availability throughout the year and therefore we would wish to be involved in the discussions to understand what measures will be implemented to ensure safety for both visitors to Barrow Wake and for our grazing cattle.</p> <p>Boundary fencing would need to be maintained and kept secure for livestock throughout the construction period. The same applies to any disruption to water supply to the site.</p> <p>In land parcel 1095/2 there is a strip of land which is to be taken temporarily, over which there will be rights acquired permanently. It would be good to understand what these rights will be, by whom, how frequently they will be used, and what impact that may have within the SSSI. The temporary land take will also be in the vicinity of the population of the rare species, Musk orchid and open trenching through here should be avoided at all costs.</p> <p>We are aware of the discussions being had regarding the common land permanently required in the north corner of 1095/2 and the proposed offset of common land next to 1095/4 near the car park. We are also aware that there have been revisions to no longer include the proposed access route from the car park to the repurposed A417 across the SSSI as shown in plan 331 (as “land proposed to be used temporarily and rights to be acquired permanently”). It would be good to understand how Highways England will therefore integrate access routes from the car park, whilst ensuring every measure is taken to protect the SSSI.</p> <p>On a broader point, with the ability to move the cattle from Crickley Hill to Barrow Wake, we would appreciate a discussion to review safe transition from the access bridge, along the repurposed A417 into the Barrow Wake SSSI/Common land area. To note, the grazing cattle provide a crucial management tool for the landscape scale approach to conservation and habitat management.</p> | <p>Highways England will maintain a form of access into the identified land parcels. Access requirements will consider different vehicle requirements. Discussions relating to access and grazing arrangements will be progressed and agreed with the landowner.</p> <p>Accommodation works discussions are ongoing with the landowner. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.</p> <p>The access between the car park and the air balloon way will follow the existing path the north of the carpark. No works will encroach into the SSSI on the western side of the path. When the scheme and PROW is in operation, interpretation boards will be installed within this area advising people to stay to paths and to educate people regarding the sensitivity of the wildlife and flora. A stone wall is proposed between the car park and the SSSI on the western side (although this must still facilitate the free roam of cattle). These features will be agreed at the detailed design stage as outlined in ES Appendix 2.1 EMP Annex F PROW Management Plan (Document Reference 6.4).</p> <p>There is work proposed on the western boundary of 1095/2 that is relating to the narrowing of a local road south of Barrow Wake Car Park. In the north of this parcel there is work proposed to construct a new PROW, improving the connectivity of the existing network. There are also works associated with the construction of the mainline A417.</p> <p>Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which includes details of the mitigation and enhancement measures, such as planting and habitat restoration. The commitments set out in ES Appendix 2.1 EMP Document Reference 6.4) are secured through a requirement in the draft DCO (Document Reference 3.1).</p> <p>ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4), will demonstrate the management of grassland. Links between existing habitat to ensure connectivity is also presented within the LEMP and ES Figure 7.11 Environmental Masterplan (Document Reference 6.3).</p> | N   |
| 43.    | PIL ID 26               | Lastly, just to re-iterate what has been stated in earlier land acquisition submissions, Barrow Wake is primarily a species rich limestone grassland site and holds one of the largest local populations of Herminium monorchis, Musk Orchid, a UK Priority Species and defined as nationally scarce. The grasslands, particularly in parcels 1095/4 and 1095/5 are particularly important as they are the geographical strongholds for this rare orchid and must therefore be protected from any construction impact.   | Highways England notes the species rich limestone grassland site and planting recorded within the consultation response. Measures will be implemented and secured through ES Appendix 2.1 EMP (Document Reference 6.4) to protect retained calcareous grassland and specifically areas of musk orchids during the construction phase.  | N   |
| 44.    | PIL ID 22 and PIL ID 55 | Temporary Possession and Compulsory Acquisition: We note that it is intended that an area of land will be needed during the project construction period, in addition to an area being subject to compulsory acquisition. We understand that further discussion and negotiation in relation to this   | Detail relating to the land required for the scheme has been shared with landowners throughout the design process as set out in the Consultation Report (Document  | N   |

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|        |                         | <p>will progress soon and assessment of current and alternative use land values will be considered. The plans that have been received show this area in minimal detail with no indication of the proposed bunds or mitigation planting. There are also small sections of land where rights are intended to be retained permanently, again, there is no indication or explanation as to why this is required. We therefore request that this is explained in greater detail with appropriate plans and documents provided.</p> <p>It is again proposed by PIL ID 22 and PIL ID 55 that additional bunding is provided to shield their property from the noise of the scheme. This includes a small section at the south-east boundary of the current land take, where the bund and planting can infill what would otherwise be land that is not practical to farm. As previously raised, we also request that the bund is extended to the south east corner of the field to shield from the noise that will be generated by the new road and Shab-Hill junction. Plans indicating these areas can be provided if required.</p> <p>We understand that the scheme intends to sever the existing access to the property and provide a new access off the Shab Hill junction. Such an access will need to be of sufficient width, gradient and no weight limits must be imposed on our clients. In particular, the route design of the new access road would need to allow for articulated vehicles to pass and use Shab-Hill junction safely.</p> <p>The current proposal has the future field access coming off an access to a neighbouring property. There is a concern that a situation may arise out of the Crichel Down rules where the access immediately off the new road is offered back to the previous owner. We therefore request absolute clarity as to why this is proposed and what the permanent situation with regards to ownership and access rights will be once the scheme is completed.</p> | <p>Reference 5.1). This has ensured that landowners are involved as part of the design process and have had the opportunity to input into discussions relating to land impact. Landowner discussions are and will be ongoing, to keep landowners informed and involved with the scheme's proposals. Landowner meetings have taken place since this consultation and will continue to take place. Land acquisition discussions have advanced and detail has been agreed with the relevant landowners. Details of the landform design have been provided and the species mix intended for planting. Highways England intends to discuss the choice of species to be planted with the landowner further.</p> <p>Woodland planting has been proposed to the edge of this property to provide a level of landscape integration and visual screening. Every consideration has been given in order to minimise the noise impact in this area, including low noise road surfacing, and by maximising noise screening as far as reasonably practicable from the use of earth bunding.</p> <p>The operational noise impact from the proposed road is between +5 and +6dB from opening to future assessment years respectively (future year is opening +15 years). The increase at this location is assessed as a 'not significant' noise effect.</p> <p>Access requirements for this property have been discussed at landowner meetings and subsequently accounted for within designs. Highways England are looking at how Heavy Goods Vehicles (HGVs) passing places can be incorporated into the design of the new access road. These plans will be provided to the land owner for discussion and to obtain their feedback.</p> <p>The proposed land acquisition within this area includes land for the construction and maintenance of the access road, landform / bund and landscape planting. Permanent land take is only proposed where necessary. Details of this proposal have been provided to the landowner in the form of land interest plans denoting land for permanent acquisition, temporary acquisition and temporary acquisition with permanent rights.</p> |   |
| 45.    | PIL ID 22 and PIL ID 55 | <p>Reinstatement of land: As we have requested previously, we wish to understand the intentions relating to land re-instatement and landscape enhancements and believe that there should be consideration to extensive planting and noise bunds that will mitigate the impact of the scheme and improve the screening from the scheme and associated infrastructure routes. Any such planting must include a suitable variety of native trees, with some whips and a majority of semi mature trees. Our clients specifically request that no Yew or Silver Birch trees are planted.</p>   | <p>Woodland planting has been proposed to the edge of this property to provide a level of landscape integration and visual screening. Every consideration has been given in order to minimise the noise impact in this area, including low noise road surfacing, and by maximising noise screening as far as reasonably practicable from the use of earth bunding. The operational noise impact from the proposed road is between +5 and +6 dB from opening to future assessment years respectively (future year is opening +15 years). The operational noise increase at this location is assessed as a 'not significant' noise effect.</p> <p>The proposed land acquisition within this area includes land for the construction and maintenance of the access road, landform / bund and landscape planting. Permanent land take is only proposed where necessary. Details of this proposal have been provided to the landowner in the form of land interest plans denoting land for permanent acquisition, temporary acquisition and temporary acquisition with permanent rights.</p> <p>Species selection for new planting would include a diverse mix of native trees of local provenance where appropriate and characteristic of the local area and it is noted that no Yew or Silver birch should be planted. The use of some non-native species or native species of provenance between 1 degree and 5 degrees south may be considered to provide resilience against the effects of climate change. Further detail about the planting proposed as part of the scheme can be found in the ES Figure 7.11 Environmental</p>   | N   |

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|        |                         |   | Masterplan (Document Reference 7.3) submitted in support of the DCO application. Highways England has noted the landowners request for the scheme planting.   |   |
| 46.    | PIL ID 22 and PIL ID 55 | We note the intention to install a drainage solution in the permanent land take. This must be a covered drain to prevent litter and other items causing blockages   | Provision of a covered drain will be agreed with PIL ID 22 and 55 during the detailed design stage of the scheme.   | N   |
| 47.    | PIL ID 22 and PIL ID 55 | The decision to install a new bridge over the road for the footpath has the potential to cause unnecessary disturbance and trespass on our client's land. We therefore request that appropriate permanent measures are taken to prevent the public from entering our clients land. Such mitigation could include the installation of electric automatic gates at the drive entrance.  | Appropriate signage will be used to help ensure future users of the bridge and associated footpaths do not enter the landowners private land. Detail relating to gates will be agreed as part of the accommodation work discussions that are currently being progressed. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.  | N   |
| 48.    | PIL ID 22 and PIL ID 55 | As part of the scheme, the current bus stop on the A417 above the Air Balloon roundabout will be lost. The local parish councils have expressed support at this being re-located to the new access road that will serve our clients. This will provide better access for the public to use the new footpath. We ask that the project proactively engages with the council on this matter. The class 5 highway that passes the end of our client's drive is used as a rat-run by motorists avoiding traffic on the surrounding roads and this will only get worse during construction. This coupled with the new footpath entrance, gives weight to the argument for demoting this road to a restricted byway. We request that the project actively engages with the local councils on this matter. We also expect that any reinstatement works will replace existing features on a like for like basis, including the gated access.   | Highways England is engaging with the relevant Parish Councils and Gloucestershire County Council on the matters identified regarding bus stops affected by the scheme and the effects of the scheme on local roads. Please refer to the Statement of Common Ground with the Joint Councils (see Statement of Commonality, Document Reference 7.3) for further information on the discussions regarding effects on the local road network.  | N   |
| 49.    | PIL ID 22 and PIL ID 55 | <p>Access during Construction: PIL ID 22 and PIL ID 55 are not in good health and require carers access on a 24/7 basis. We require that this is maintained during construction. In addition, the site is also a business premises requiring 24/7 access for all manner of vehicles also. Therefore, we wish to secure assurances and operational details as to how Highways England will guarantee unimpeded access and mitigate for any potential delays.</p> <p>During construction there will be a large number of vehicles and personnel in the area. We request clarification on what security measures will be in place to protect our client's property. As we believe you are aware, the current highway leading to our client's property has a weight restriction order imposed on it. Our client has been concerned that the equipment used for the recent intrusive surveys may not be abiding by the order. Their concerns have been raised with the police under incident number 12/11/2020 -120. We therefore would like confirmation that these recent works and the proposed main works, have and will satisfy the conditions imposed by the order.</p> <p>It is noted that a construction compound is to be sited on the western side of the new road. We request clarification as to what the proposals are for access to this site during the works. As raised above, a weight limit is imposed on the road which appears to be the intended access for the compound. As our clients benefit from an exemption to this order, the compound could be sited on their land to relieve the project from the weight limit.</p> | <p>Highways England recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) and ES Appendix 2.1 EMP Annex B CTMP (Document Reference 6.4) which outline how the impact of construction on the environment, the road network and local communities will be managed.</p> <p>Access will be maintained during the construction phase. Although a phasing plan will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the landowner. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to access during construction. Any required access road closures would be agreed in advance with PIL ID 22 and PIL ID 55.</p> <p>The compound proposed to the south of Crickley Hill been assessed within the Environmental Impact Assessment reported in the ES (Document Reference 6.2). Details of all required temporary and permanent land take is provided and Highways England has consulted with affected land interests as set out in the Consultation Report (Document Reference 5.1).</p> <p>Highways England has and will follow the appropriate design standards to accommodate Heavy Goods Vehicles (HGVs) in terms of gradient and turning radii. The access/exit will be designed to accommodate HGVs and ensure there is no blocking back onto the roundabout. Roundabouts that form part of the scheme have been designed and assessed to accommodate the predicted peak hour traffic flows for the 2041 design year.</p> <p>Highways England has looked at the provision of passing places to allow for better access for HGVs to PIL ID 22 and 55's business. A passing place has been provided on the new private means of access from Shab Hill Junction. Highways England has</p> | N   |

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|        |                          |  | <p>provided passing places in locations where traffic assessments recommend them to do so.</p> <p>The requirements of the businesses at PIL ID 22 and 55's land interest would be discussed in detail between Highways England and the Principal Contractor prior to the start of construction work should the DCO be granted. PIL ID 22 and 55 would be consulted again at this time.</p>   |   |
| 50.    | PIL ID 22 and PIL ID 55  | <p>Environmental Impact: In addition to the bunds requested above, in order to mitigate pollution on the retained residential property, confirmation is required that the A417 and A436 will not be lit. In respect of the works period, we would also wish to understand potential areas for impact from for example; rock blasting, and the measures that you will implement to mitigate for any detriment. An early impact assessment in respect of the construction and use of the scheme, specific to what is currently a quiet residential/rural site is requested.</p>  | <p>The Cotswolds AONB is recognised as having an extensive area of naturally occurring dark night skies. Responding to the scheme's setting within the Cotswolds AONB, the scheme (including junctions) would not be lit, to reduce the amount of light spillage to the Dark Skies area.</p> <p>Cutting operations will be undertaken by heavy excavators for the upper layers, and heavy breakers at the lower levels to break up harder rock formations (rather than blasting). These activities have all been considered and potential noise and vibration impacts assessed within ES Chapter 11 Noise and Vibration (Document Reference 6.2).</p> <p>A construction noise and vibration impact assessment has been undertaken at representative receptors and is reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2). Highways England has produced ES Appendix 2.1 EMP (Document Reference 6.4) , which explains how the impact of construction activities on the environment, such as noise and vibration, will be managed.</p>     | N   |
| 51.    | PIL ID 22 and PIL ID 55  | <p>Plans, documents and communication: The plans and information that has been received to date has not been acceptable. The plans are very basic with minimal details and despite repeated requests for cross-sections and elevations, additional detailed plans have not been provided. We ask that the communication from the project becomes much clearer and detailed.</p> <p>We are also severely disappointed with the manner in which the consultation meeting was cancelled. While we fully appreciate the ongoing national situation with Covid-19, it was wholly unacceptable to agree a site meeting which was then subsequently cancelled less than an hour before it was due to start.</p> <p>Even after this consultation has finished, we would like to maintain frequent discussions with the project to ensure the concerns raised are being addressed. We therefore look forward to receiving confirmation on the additional proposed conference calls and site meetings with the project.</p>  | <p>Highways England acknowledges the concerns raised about the plans, documents, and communication during the development of the scheme.</p> <p>Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008. Due to the impacts of Covid-19, in-person site meetings as requested by the landowner have not been possible in consideration of national and local restrictions and the health and safety of the general public and project team.</p> <p>Ongoing engagement has occurred with landowners throughout the development of the scheme. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to the scheme the landowner may have.</p> | N   |
| 52.    | PIL ID 21 and PIL ID 152 | <p>Firstly, we wish to convey again that [property] is not just our house, it's our family home. [PIL ID 21]'s parents lived here before us, [PIL ID 21] was born here and when we pass, it will be left to our children and then to their children. We are not just talking about a building, bricks and mortar, it is SO much more than that to us and our family. We appreciate that you're all just doing your jobs and money is a big factor for you all in this, but this is our life and our future.</p> <p>When you have all finished this project and moved on to the next thing, we will be the ones left reeling from the problems that will no doubt be caused by the disruption. From experience dealing with projects such as this, promises are rarely kept, and problems arise both during and after works are complete with no one taking any responsibility to resolve these inevitable issues. This has been proven to be true in conjunction with the original A417 project back in 1992, where failings were made by Highways England on many points and most of which are still being raised in line with this future project.</p> | <p>Highways England acknowledges the impact the scheme will have on residents directly affected. Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.</p> <p>Highways England continues to work through the matters outstanding in relation to the landowner. Detail of the matters outstanding and agreed and a record of key engagement is recorded in the position statement developed for the landowner. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to the scheme the landowner may have.</p>   | N   |

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|        |                          | Many of the points raised at our last meeting with Highways England are still on going and we are still awaiting answers. Unfortunately, it is known that big organisations like yourselves have a reputation of over promising and under delivering.  |  |   |
| 53.    | PIL ID 21 and PIL ID 152 | Land Interest: During the recent online meeting, it was discussed and explained about the division of the triangle area of land between us and the local authority (GCC) (U00275d & U00275a). We wish to seek clarification that the land being passed to the local authority (U00275a) will have a maintenance contract, or will it just be left as the rest of the surrounding area has been?.   | PIL ID 23 will have an obligation to maintain the land parcels identified. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to the scheme the landowner may have.  | N   |
| 54.    | PIL ID 21 and PIL ID 152 | Drainage pipe: This issue has been raised at every meeting we have attended with Highways England. We are pleased to find that our concerns and points have been listened to and plans have been changed to address our concerns. However, during our recent online meeting dated 16th February 2021, it was discussed as to whether the pipework could possibly be moved further down the West side of the boundary, once the boundary fence has been moved and we regain the land taken in error by the Highway Authority in 1992. If the pipework was further down the boundary, it would be less intrusive for us during maintenance works.  | The drainage design proposed would create a solution that would cater for the purposes of the scheme and PIL ID 21 and PIL ID 152. Highways England will confirm details in relation to the drainage design at PIL ID 21 and PIL ID 152 at the detailed design stage of the scheme.  | N   |
| 55.    | PIL ID 21 and PIL ID 152 | Permanent and temporary land take: As explained, the current land take proposals are unacceptable. The large amount of land on the east & south side of the property is a very large area to us and we feel it is not necessary or compulsory.<br><br>Plot 845/1, The entrance to our field is proposed to be acquired permanently according to your map. Please clarify if this is the case, and whether the access will remain the same or will you be making a new access onto our land. Also during the works, will our field be accessible at all times?  | Highways England have explained the permanent and temporary land impact as a result of the scheme to PIL ID 21 and PIL ID 152. Land impact has been minimised where possible. Access will be maintained throughout the construction and operation of the scheme. Although a phasing plan for construction will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the landowner. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to access during construction. | N   |
| 56.    | PIL ID 21 and PIL ID 152 | Laybys: As we have vehemently stated that the proposed land take on the east & south side of our property where the A417 runs is wholly unacceptable, as this is for the purposes for a layby that as far as we can see is totally unnecessary. It was stated at the recent online meeting that the layby location is NOT a compulsory requirement, but rather a guideline. The simple fact that Highways England already own land next to ours and only a few meters up the road, so locating the layby to that site would save a lot of stress and loss of land for us and reduce the detrimental impact to our property. Other areas along this project have had big adaptations made to them to allow for people, homes and the surrounding area to be cared for and protected. So why can the same courtesy not be extended to ourselves with the requested changes to the laybys. The situation is not compulsory, as stated by yourselves.<br><br>There is a vast amount of space along the A417 between our property and Gloucester where these laybys could be located, if they are necessary. Relocating away from our property would not impose or cause detriment to anyone or anything. We cannot see the logic or sense in placing them right outside the one and only property that they would detrimentally affect, which is our home. These laybys are places that attract anti-social behaviour, noise and littering. If the roads are to stay approximately at the height that they currently are, then the layby on the westbound side of the road will blight our property substantially from a viewpoint, as the westbound side of the road is higher. (As we have had to battle for the tree removal due to HE failings, and retain our view, we do not wish to lose it again just to look at parked lorries). You made the points at the meeting that the laybys would be maximum 2 hours stay and for emergency use only. This will not happen, and it won't be reinforced either. We know you mentioned police enforcement, but there are no police out there anymore with the time to enforce these things. Every time someone stays for long periods of time over the 2 hours, it would fall to us to try to contact the Police. | The lay-by's proposed as part of the scheme consider future design and safety requirements. This has included undertaking appropriate assessments and speaking with the relevant highways stakeholders. Highways England are reviewing the design and location of the lay-by in consideration of PIL ID 21 and PIL ID 152's comments and essential safety standards that need to be considered. Detail in relation to the location, size and design of lay-by's proposed as part of the scheme will be confirmed at the detailed design stage of the scheme.   | N   |
| 57.    | PIL ID 21 and PIL ID 152 | We would like clarification of what the mound by the side of the 'pond' is and how large it is likely to be, especially its height as this could affect the overall outlook from our property.   | Detail in relation to the design and location of the land bunds will be fixed during the detailed design stage of the scheme.  | N   |

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| 58.    | PIL ID 21 and PIL ID 152 | Land Take & Mitigation Planting of Bottom Ground: Regarding land area plot 845/1, we are happy to look at this in more detail but as this area provides access to our bottom ground, we require urgent clarification as to exactly what purpose the land is required for and based on our recent meeting, why you feel the need to purchase this current entrance area. There is not much detail regarding this piece of land and the mention of 'essential mitigation planting' fills us with concern and dread, again due to the word planting. There is no indication as to whether the current five-bar gate entrance is to be relocated and whether the existing public right of way is to be re-routed. We already endure problems with lack of maintenance from the local council and with the public accessing the land and do not want this exacerbated.  | <p>This area of land is being acquired for the construction compound access and the new field access. The existing entrance to the field will remain in place as well as the five bar gate. PIL ID 21 and PIL ID 152 will be notified in advance of any disruption of access to the field. Highways England have explained the permanent and temporary land impact as a result of the scheme to PIL ID 21 and PIL ID 152. Land impact has been minimised where possible. Highways England has considered the comments in relation to planting. No landscape planting is currently proposed in the area immediately in the vicinity of the field entrance.</p> <p>Detail in relation to the field access will be progressed as part of the Accommodation works discussions. Accommodation works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.</p>  | N   |
| 59.    | PIL ID 21 and PIL ID 152 | Mitigation Planting: As we have waited for many years to get the tree issue sorted, we would like to request that the new planting does not grow any higher than 3 meters as with the planting along other parts of the A417. It cannot be that any more trees are needed in this area which you must agree is already covered in trees. Since the first planting there have been hundreds of trees planted adjacent to our property on the hill so there is not a need for more. However, we do accept that planting is required for a visual aspect and wildlife. So, our proposal would cover both, whilst not trapping our property behind a wall of trees again.  | Highways England has considered the comments received from PIL ID 21 and PIL ID 152 in relation to planting. The trees in this location are required for essential ecological mitigation, however, Highways England will continue to work with PIL ID 21 and PIL ID 152 during the detailed design stage in order to agree the details of this planting in terms of species and appropriate maintenance. Full details of planting management and specifications and tree species proposed will be agreed during the detailed design stage of the scheme. within ES Appendix 2.1 EMP Annex D LEMP (Document Reference 6.4). Tree species selected will be appropriate for the local character of the area.   | N   |
| 60.    | PIL ID 21 and PIL ID 152 | East & West Side Tree Planting: The east side boundary has not had any thinning or reduction of trees, and no mention from any parties as to when this is going to happen. However, since our discussions, you have clarified that our fence will be removed and reinstated in the correct position and that the land wrongly taken by Highways England in 1992 will be correctly reinstated as part of our property. We spoke about the removal of these trees. You agreed to look into expediting these works, instead of waiting until the completion of works for the Major A417 project that is not due to start until 2023. If the project was not going ahead for any reason, then this error would still need to be rectified and the boundary and land returned to its original state. We have already waited nearly 20 years trying to get this sorted and as the trees on the South boundary have been thinned out, we are struggling to understand why the other sides of our property cannot be addressed sooner. | Highways England have agreed to reinstate the correct land boundary by removing the vegetation and realigning the fence line. At present the works are scheduled to occur during the enabling works for the scheme, and Highways England has not been able to expedite the works to occur before that stage.  | Y   |
| 61.    | PIL ID 21 and PIL ID 152 | Environmental Impact, Disturbance and Potential for Loss: These points have been raised previously, but we still do not have a definite and clear response. Due to the close proximity of Holly Brae to the works, we are concerned about the potential for impact from disturbance, noise, traffic, dust and pollution during construction. We have asked for assurances as to how our property will be screened from disturbance and for measures to ensure that there are no lasting detrimental environmental impacts. Our concerns with the siting of a lay-by opposite our property has also been raised and we are still waiting on a clear and meaningful response. We do require 24-hour access to our property throughout the works for all sizes of vehicles. If access is blocked or becomes difficult then there is the potential for loss and disruption to us, our business and the livestock that use all of the plots being discussed.  | <p>An assessment of the impact of the scheme on noise, air quality and climate is set out in the relevant chapters of the ES (ES Chapter 11 Noise and Vibration, ES Chapter 5 Air Quality and ES Chapter 14 Climate respectively, (Document Reference 6.2) which is submitted . This includes detail about the level of impact created and the mitigation proposed in relation to the scheme.</p> <p>Access will be maintained throughout the construction and operation of the scheme. Although a phasing plan will not be produced until after the final contractor is appointed, any anticipated disruption will be agreed in advance with the land owner.</p> <p>ES Appendix 2.1 EMP (Document Reference 6.4) identifies appropriate mitigation and phasing to help reduce adverse effects for landowners including issues relating to access. Highways England is committed to continuing to engage with all landowners and others affected to help identify and mitigate any potential adverse effects.</p> |   |
| 62.    | PIL ID 21 and PIL ID 152 | Fencing:As we mentioned, the proposed close board fencing is not acceptable to us. The wooden fencing is not in keeping with the area or our home. We have spent many hours on journeys travelling around looking at different forms of fencing around the area and there is nothing that we feel would be in keeping or acceptable for our 400-year-old property. Close boarded fencing would look more in place surrounding the build of a new housing estate. We would, however, be more accepting of Cotswold Traditional Dry Stone Walling or Gabion style  | Highways England will review the request for Cotswold Dry Stone walls to be used for the purposes of the scheme boundary works. Cotswold stone walling could be proposed on the landowner's side of the boundary to a height of 1.2m, in combination with the highways boundary fencing along the layby. The boundary wall design will be advanced as part of the accommodation works discussions with the landowner. Accommodation   |   |

| Row ID | Consultee                | Matters raised in response to consultation   | Regard had to response under Section 49 of the Act   | Matter relevant to a design change? (Y/N) |
|--------|--------------------------|--|--|---|
|        |                          | <p>boundary. This is in keeping with the property and area and also it would provide a permanent long lasting secure boundary for the property. It will not rot and break like wood does and the general maintenance and upkeep will be a lot less. At the meeting at the Star Centre, we were told by your representative that he would get options together for discussion and send them to us, but this has not happened.</p>   | <p>works are works which Highways England is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the road scheme.</p>   |   |
| 63.    | PIL ID 21 and PIL ID 152 | <p>Communication: Despite showing a willingness to engage with the scheme and being very accommodating, correspondence and updates from the project have been very slow and, in many instances, non-existent. Emails to members of the project team have gone unanswered for months and even in regard to this consultation.</p> <p>The communication from some project members has so far, been completely inadequate and is becoming increasingly frustrating. We therefore request in the strongest possible terms that communication becomes more frequent, more detailed and that our concerns and comments are shown to be taken into consideration. At our meetings, the team listens, makes all of the right comments, but then once the meeting is over. Most of the team do not come back to us with the options and updates as promised.</p> <p>As we have stated all along, we do support the aim of this project. We want to be, and have been, accommodating and helpful in any way we can, but as we keep repeating, NOT at the cost of our home being spoilt or damaged in any way. We have lived for many years with the failings and broken promises of various organisations, councils and 3rd party contractors, in the form of our boundary trees that are have not been maintained and imprison our home. The local council's and organisation's failures in not maintaining drainage and boundaries around our property has subsequently had a detrimental effect on our home. Images of this have been provided on previous occasions. So please forgive us if we repeat ourselves and make plain our displeasure over and over again.</p> | <p>Highways England has continued to consult and engage with affected landowners throughout the design of the scheme. This is set out in the Consultation Report (Document Reference 5.1), which evidences how Highways England has met the statutory consultation requirements for a Nationally Significant Infrastructure Project under the Planning Act 2008.</p> <p>Ongoing engagement has occurred with landowners throughout the development of the scheme. Highways England will have a landowner liaison in place during the construction of the scheme. This person will be a point of contact to discuss issues relating to the scheme the landowner may have. Highways England continues to work through the matters outstanding in relation to the landowner. Detail of the matters outstanding and agreed and a record of key engagement is recorded in the position statement developed for the landowner.</p> | N   |



# **Appendix 12.1 Copy of Regulation 11 List provided by PINS**

PROPOSED A417 Missing Link

PROJECT REFERENCE: TR010056

LIST OF CONSULTATION BODIES NOTIFIED BY THE PLANNING INSPECTORATE UNDER REGULATION 11(1)(a) OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 ('THE EIA REGULATIONS')

24 June 2019

This information has been provided in accordance with Regulation 11(1)(b) of the the EIA Regulations in response to a Regulation 8 notification received from Highways England on 14 May 2019. The table below lists the bodies that the Planning Inspectorate on behalf of the Secretary of State has notified under Regulation 11(1)(a) of the EIA Regulations. They have been identified based on the red line boundary provided by the Applicant as a shapefile in the correspondence dated 12 April 2019.

When meeting its statutory pre-application obligations, the Applicant must make diligent inquiries, carry out its own investigations and take legal advice, as appropriate. Whilst the list of bodies identified by the Planning Inspectorate can inform the Applicant's own consultation, it should not be relied upon for that purpose. The Applicant should also have regard to the relevant guidance prepared by the Planning Inspectorate, which is available via our website<sup>1</sup>.

Please note that the consultation bodies have been identified and notified in accordance with the Planning Inspectorate's Advice Note three: EIA Notification and Consultation (version 7, August 2017), which is available on our website<sup>1</sup>.

The consultation bodies are identified in the following tables:

|   |    |
|---|----|
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<sup>1</sup> <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>

**Table 1: Prescribed Consultation Bodies<sup>2</sup>**

| Schedule 1 Description                             | Organisation  | Contact  |
|--|---|--|
| The Health and Safety Executive                    | Health and Safety Executive                         | Mr Dave Adams (MHPD)<br>Health and Safety Executive<br>NSIP Consultations<br>Health and Safety Executive<br>Building 2.2<br>Redgrave Court<br>Merton Road<br>Bootle<br>Merseyside<br>L20 7HS<br><a href="mailto:NSIP.applications@hse.gov.uk">NSIP.applications@hse.gov.uk</a> |
| The National Health Service<br>Commissioning Board | NHS England   | NHS Commissioning Board<br>PO Box 16728<br>Redditch<br>B97 9PT<br><a href="mailto:england.contactus@nhs.net">england.contactus@nhs.net</a>   |
| The relevant Clinical Commissioning<br>Group       | NHS Gloucestershire Clinical<br>Commissioning Group | Sanger House<br>5220 Valiant Court<br>Gloucester Business Park<br>Brockworth<br>Gloucester<br>GL3 4FE<br><a href="mailto:GLCCG.enquiries@nhs.net">GLCCG.enquiries@nhs.net</a>  |
| Natural England                                    | Natural England                                     | Consultation Service   |

<sup>2</sup> Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the 'APFP Regulations')

| Schedule 1 Description  | Organisation                                  | Contact  |
|---|---|--|
|   |   | Hornbeam House<br>Electra Way<br>Crewe Business Park<br>Crewe<br>Cheshire<br>CW1 6GJ<br><a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>   |
| The Historic Buildings and Monuments Commission for England   | Historic England                              | <a href="mailto:natalie.carr@HistoricEngland.org.uk">natalie.carr@HistoricEngland.org.uk</a><br><a href="mailto:susan.smith@HistoricEngland.org.uk">susan.smith@HistoricEngland.org.uk</a><br><a href="mailto:Amanda.Chadburn@HistoricEngland.org.uk">Amanda.Chadburn@HistoricEngland.org.uk</a><br><a href="mailto:Rebecca.Harfield@HistoricEngland.org.uk">Rebecca.Harfield@HistoricEngland.org.uk</a> |
| The relevant fire and rescue authority  | Gloucestershire Fire and Rescue Service       | Fire Service HQ<br>Waterwells Drive<br>Quedgeley<br>Gloucester<br>GL2 2AX<br><a href="mailto:fire@glosfire.gov.uk">fire@glosfire.gov.uk</a>  |
| The relevant police and crime commissioner  | Gloucestershire Police and Crime Commissioner | No. 1 Waterwells,<br>Waterwells Drive,<br>Quedgeley,<br>Gloucester,<br>GL2 2AN   |
| The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council | Coberley Parish Council                       | <a href="mailto:info@coberleyparish.co.uk">info@coberleyparish.co.uk</a>   |
|   | Brimpsfield Parish Council                    | <a href="mailto:brimpsfieldpc@gmail.com">brimpsfieldpc@gmail.com</a>   |
|   | Cowley Parish Council                         | <a href="mailto:cowleypc@hotmail.co.uk">cowleypc@hotmail.co.uk</a>   |
|   | Badgeworth Parish Council                     | <a href="mailto:badgeworthpc@outlook.com">badgeworthpc@outlook.com</a>   |

| Schedule 1 Description   | Organisation                                      | Contact   |
|--|---|---|
| The Environment Agency   | The Environment Agency                            | <a href="mailto:shwqplanning@environment-agency.gov.uk">shwqplanning@environment-agency.gov.uk</a>  |
| The relevant AONB Conservation Board                                   | Cotswolds Conservation Board                      | <a href="mailto:martin.lane@cotswoldsaonb.org.uk">martin.lane@cotswoldsaonb.org.uk</a>  |
| The Relevant Highways Authority  | Gloucestershire County Council Highways Authority | Head of Highways<br>Gloucestershire County Council Highways Authority,<br>Shire Hall,<br>Westgate Street,<br>Gloucester,<br>Gloucestershire,<br>GL1 2TG<br><a href="mailto:GCCHighways@Amev.co.uk">GCCHighways@Amev.co.uk</a> |
| The relevant strategic highways company                                | Highways England                                  | <a href="mailto:planningM@highwaysengland.co.uk">planningM@highwaysengland.co.uk</a><br><a href="mailto:Alan.McNeil@highwaysengland.co.uk">Alan.McNeil@highwaysengland.co.uk</a>  |
| The relevant internal drainage board                                   | Lower Severn Drainage Board                       | Waterside Buildings,<br>Oldbury Naite,<br>Thornbury,<br>Bristol,<br>BS35 1RF<br><a href="mailto:admin@lowersevernidb.org.uk">admin@lowersevernidb.org.uk</a>  |
| Public Health England, an executive agency of the Department of Health | Public Health England                             | NSIP team<br>Public Health England<br>NSIP Consultations<br>Centre for Radiation, Chemical and Environmental Hazards<br>Public Health England<br>Seaton House   |

| Schedule 1 Description             | Organisation        | Contact  |
|------------------------------------|---------------------|--|
|                                    |                     | London Road<br>Nottingham<br>NG2 4LA<br><a href="mailto:NSIPconsultations@PHE.gov.uk">NSIPconsultations@PHE.gov.uk</a>   |
| The Crown Estate Commissioners     | The Crown Estate    | The Crown Estate Commissioners<br>The Crown Estate<br>1 St James's Market<br>London<br>SW1Y 4AH<br><a href="mailto:NSIP@thecrownestate.co.uk">NSIP@thecrownestate.co.uk</a>                  |
| The Forestry Commission            | Forestry Commission | <a href="mailto:southwest.fce@forestrycommission.gov.uk">southwest.fce@forestrycommission.gov.uk</a>   |
| The Secretary of State for Defence | Ministry of Defence | <a href="mailto:DIO-Safeguarding-Statutory@mod.gov.uk">DIO-Safeguarding-Statutory@mod.gov.uk</a><br><a href="mailto:DIO-Safeguarding-Comms@mod.gov.uk">DIO-Safeguarding-Comms@mod.gov.uk</a> |

**Table 2: Relevant Statutory Undertakers**

| <b>Statutory Undertaker<sup>3</sup></b>         | <b>Organisation</b>                                  | <b>Contact</b>   |
|---|--|--|
| The relevant Clinical Commissioning Group       | NHS Gloucestershire Clinical Commissioning Group     | Sanger House<br>5220 Valiant Court<br>Gloucester Business Park<br>Brockworth<br>Gloucester<br>GL3 4FE<br><a href="mailto:GLCCG.enquiries@nhs.net">GLCCG.enquiries@nhs.net</a>                                    |
| The National Health Service Commissioning Board | NHS England  | NHS Commissioning Board<br>PO Box 16728<br>Redditch<br>B97 9PT<br><a href="mailto:england.contactus@nhs.net">england.contactus@nhs.net</a><br><a href="mailto:gus.williamson@nhs.net">gus.williamson@nhs.net</a> |
| The relevant NHS Foundation Trust               | South Western Ambulance Service NHS Foundation Trust | Abbey Court<br>Eagle Way<br>Exeter<br>EX2 7HY  |
| Universal Service Provider                      | Royal Mail Group                                     | <a href="mailto:daniel.parry-jones@bnpparibas.com">daniel.parry-jones@bnpparibas.com</a><br><a href="mailto:holly.trotman@royalmail.com">holly.trotman@royalmail.com</a>   |
| Homes and Communities Agency                    | Homes England  | <a href="mailto:enquiries@homesengland.gov.uk">enquiries@homesengland.gov.uk</a>   |
| The relevant Environment Agency                 | The Environment Agency                               | <a href="mailto:shwgplanning@environment-agency.gov.uk">shwgplanning@environment-agency.gov.uk</a>   |

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<sup>3</sup> 'Statutory Undertaker' is defined in the APFP Regulations as having the same meaning as in Section 127 of the Planning Act 2008 (PA2008)

| Statutory Undertaker <sup>3</sup>        | Organisation                    | Contact   |
|--|---------------------------------|---|
| The relevant water and sewage undertaker | Severn Trent                    | <a href="mailto:stw.ofwat@severntrent.co.uk">stw.ofwat@severntrent.co.uk</a>  |
| The relevant public gas transporter      | Cadent Gas Limited              | Ashbrook Court Central Boulevard Prologis Park<br>Coventry<br>CV7 8PE<br><a href="mailto:vicky.cashman@cadentgas.com">vicky.cashman@cadentgas.com</a><br><a href="mailto:Iain.Long@fisherman.co.uk">Iain.Long@fisherman.co.uk</a> |
|  | Energetics Gas Limited          | Fenwick House<br>Lister Way<br>Hamilton International Technology Park<br>Glasgow<br>South Lanarkshire<br>G72 0FT  |
|  | Energy Assets Pipelines Limited | Ship Canal House<br>98 King Street<br>Manchester<br>M2 4WU  |
|  | ES Pipelines Ltd                | <a href="mailto:mark.chapman@espug.com">mark.chapman@espug.com</a>  |
|  | ESP Pipelines Ltd               |   |
|  | ESP Networks Ltd                |   |
|  | ESP Connections Ltd             |   |
|  | Fulcrum Pipelines Limited       | <a href="mailto:FPLPlant@fulcrum.co.uk">FPLPlant@fulcrum.co.uk</a>  |
| Harlaxton Gas Networks Limited           | Toll Bar Road                   |   |



| Statutory Undertaker <sup>3</sup> | Organisation                  | Contact  |
|-----------------------------------|-------------------------------|--|
|                                   |                               | Marston<br>Grantham<br>Lincolnshire<br>NG32 2HT  |
|                                   | GTC Pipelines Limited         | Energy House<br>Woolpit Business Park  |
|                                   | Independent Pipelines Limited | Woolpit<br>Bury St Edmunds   |
|                                   | Quadrant Pipelines Limited    | Suffolk<br>IP30 9UP  |
|                                   | Indigo Pipelines Limited      | Loddon Reach Reading Road<br>Arborfield<br>Reading<br>Berkshire<br>RG2 9HU   |
|                                   | Murphy Gas Networks limited   | Hiview House<br>Highgate Road<br>London<br>NW5 1TN   |
|                                   | National Grid Gas Plc         | <a href="mailto:box.landandacquisitions@nationalgrid.com">box.landandacquisitions@nationalgrid.com</a><br><a href="mailto:spencer.jefferies@nationalgrid.com">spencer.jefferies@nationalgrid.com</a> |
|                                   | Scotland Gas Networks Plc     | <a href="mailto:customer@sgn.co.uk">customer@sgn.co.uk</a>   |
|                                   | Southern Gas Networks Plc     |  |
|                                   | Wales and West Utilities Ltd  | Wales and West House<br>Spooner Close<br>Celtic Springs  |

| Statutory Undertaker <sup>3</sup>                    | Organisation                         | Contact  |
|--|--------------------------------------|--|
|  |                                      | Newport<br>NP10 8FZ<br><a href="mailto:enquiries@wwutilities.co.uk">enquiries@wwutilities.co.uk</a>              |
| The relevant electricity distributor with CPO Powers | Eclipse Power Network Limited        | Eclipse Power Network<br>Olney Office Park<br>1 Osier Way<br>Olney<br>Buckinghamshire<br>MK46 5FP                |
|  | Energetics Electricity Limited       | Fenwick House<br>Lister Way<br>Hamilton International Technology Park<br>Glasgow<br>South Lanarkshire<br>G72 0FT |
|  | Energy Assets Networks Limited       | Ship Canal House<br>98 King Street<br>Manchester<br>M2 4WU   |
|  | Energy Assets Power Networks Limited |  |
|  | ESP Electricity Limited              | <a href="mailto:mark.chapman@espug.com">mark.chapman@espug.com</a>   |
|  | Fulcrum Electricity Assets Limited   | 2 Europa View<br>Sheffield Business Park<br>Sheffield<br>S9 1 XH   |
|  | Harlaxton Energy Networks Limited    | Toll Bar Road<br>Marston   |

| Statutory Undertaker <sup>3</sup> | Organisation                            | Contact  |
|-----------------------------------|---|--|
|                                   |   | Grantham<br>Lincs<br>NG32 2HT  |
|                                   | Independent Power Networks Limited      | Energy House<br>Woolpit Business Park<br>Woolpit<br>Bury St Edmunds<br>Suffolk<br>IP30 9UP |
|                                   | Leep Electricity Networks Limited       | Pod 53, The Greenhouse<br>101-110 Broadway<br>MediaCityUK<br>Salford<br>M50 2EQ            |
|                                   | Murphy Power Distribution Limited       | Hiview House<br>Highgate Road<br>London<br>NW5 1TN   |
|                                   | The Electricity Network Company Limited | Energy House<br>Woolpit Business Park<br>Woolpit<br>Bury St Edmunds<br>Suffolk<br>IP30 9UP |
|                                   | UK Power Distribution Limited           | 22-26 King Street<br>Kings Lynn<br>Norfolk   |

| Statutory Undertaker <sup>3</sup> | Organisation                               | Contact  |
|-----------------------------------|--|--|
|                                   |  | PE30 1HJ   |
|                                   | Utility Assets Limited                     | <a href="mailto:assetrecords@utilityassets.co.uk">assetrecords@utilityassets.co.uk</a>   |
|                                   | Vattenfall Networks Limited                | First Floor<br>1 Tudor Street<br>London<br>EC4Y OAH  |
|                                   | National Grid Electricity Transmission Plc | <a href="mailto:box.landandacquisitions@nationalgrid.com">box.landandacquisitions@nationalgrid.com</a><br><a href="mailto:spencer.jefferies@nationalgrid.com">spencer.jefferies@nationalgrid.com</a> |

**Table 3: Section 43 Consultees (for the purposes of Section 42(1)(b))<sup>4</sup>**

| Local Authority <sup>5</sup>         | Contact   |
|--------------------------------------|---|
| Cotswold District Council            | Head of Planning<br>Cotswold District Council<br>Planning Service<br>Trinity Road<br>Cirencester<br>Glos<br>GL7 1PX<br><a href="mailto:planning@cotswold.gov.uk">planning@cotswold.gov.uk</a>                     |
| Tewkesbury Borough Council           | Head of Planning<br>Planning Services<br>Gloucester Road<br>Tewkesbury<br>Gloucestershire<br>GL20 5TT<br><a href="mailto:developmentapplications@tewkesbury.gov.uk">developmentapplications@tewkesbury.gov.uk</a> |
| Vale of White Horse District Council | Head of Planning<br>135 Eastern Avenue<br>Milton Park<br>Milton<br>OX14 4SB   |
| West Oxfordshire District Council    | Head of Planning<br>West Oxfordshire District Council<br>Woodgreen  |

<sup>4</sup> Sections 43(3) and 42(b) of the PA2008

<sup>5</sup> As defined in Section 43(3) of the PA2008

| Local Authority <sup>5</sup>       | Contact  |
|------------------------------------|--|
|                                    | Witney<br>OX28 1NB   |
| Stratford-on-Avon District Council | Head of Planning<br>Planning & Building Control<br>Stratford-on-Avon District Council<br>Elizabeth House, Church Street<br>Stratford-upon-Avon<br>Warwickshire<br>CV37 6HX                                   |
| Malvern Hills District Council     | Head of Planning<br>The Council House,<br>Avenue Rd,<br>Malvern,<br>WR14 3AF   |
| Wychavon District Council          | Head of Planning<br>Wychavon District Council,<br>The Civic Centre,<br>Queen Elizabeth Dr,<br>Persore,<br>WR10 1PT<br><a href="mailto:locallandcharges@wychavon.gov.uk">locallandcharges@wychavon.gov.uk</a> |
| Forest of Dean District Council    | Head of Planning<br>Forest of Dean District Council<br>High Street<br>Coleford<br>GL16 8HG<br><a href="mailto:planning@fdean.gov.uk">planning@fdean.gov.uk</a>   |

| <b>Local Authority<sup>5</sup></b> | <b>Contact</b>   |
|------------------------------------|--|
| Stroud District Council            | Head of Planning<br>Stroud District Council<br>Planning Services<br>Ebley Mill<br>Stroud<br>Gloucestershire<br>GL5 4UB<br><a href="mailto:planning@stroud.gov.uk">planning@stroud.gov.uk</a> |
| Gloucester City Council            | Head of Planning<br>Development Control<br>Sustainable Development<br>Gloucester City Council<br>The Docks<br>Gloucester<br>GL1 2EQ  |
| Cheltenham Borough Council         | Head of Planning<br>Cheltenham Borough Council,<br>Municipal Offices,<br>Promenade,<br>Cheltenham<br>GL50 9SA  |
| South Gloucestershire Council      | Head of Planning<br>Council Offices,<br>Badminton Rd,<br>Yate,<br>Bristol<br>BS37 5AF<br><a href="mailto:RegistrationTeam@southglos.gov.uk">RegistrationTeam@southglos.gov.uk</a>            |

| <b>Local Authority<sup>5</sup></b> | <b>Contact</b>  |
|------------------------------------|---|
| Swindon Borough Council            | Head of Planning<br>Planning Department<br>Wat Tyler House<br>Swindon<br>SN1 2JH<br><a href="mailto:validation@swindon.gov.uk">validation@swindon.gov.uk</a>  |
| Wiltshire Council                  | Head of Planning<br>County Hall<br>Bythesea Road<br>Trowbridge<br>Wiltshire<br>BA14 8JN   |
| Gloucestershire County Council     | Head of Planning<br>Gloucestershire County Council,<br>Shire Hall,<br>Westgate St,<br>Gloucester<br>GL1 2TG<br><a href="mailto:planningdc@gloucestershire.gov.uk">planningdc@gloucestershire.gov.uk</a> |
| Monmouthshire County Council       | Head of Planning<br>@Innovation House<br>Monmouthshire County Council<br>PO Box 106<br>Caldicot<br>NP26 9AN<br><a href="mailto:planning@monmouthshire.gov.uk">planning@monmouthshire.gov.uk</a>         |
| County of Herefordshire            | Head of Planning<br>Herefordshire Council   |



| Local Authority <sup>5</sup>  | Contact  |
|-------------------------------|--|
|                               | PO Box 230<br>Hereford<br>HR4 0LE  |
| Oxfordshire County Council    | Head of Planning<br>Oxfordshire County Council<br>County Hall<br>New Road<br>Oxford<br>OX1 1ND<br><a href="mailto:planning@oxfordshire.gov.uk">planning@oxfordshire.gov.uk</a> |
| Warwickshire County Council   | Head of Planning<br>Development Group<br>Shire Hall<br>Warwick<br>CV34 4SX<br><a href="mailto:planningstrategy@warwickshire.gov.uk">planningstrategy@warwickshire.gov.uk</a>   |
| Worcestershire County Council | Head of Planning<br>Worcestershire County Council<br>Spetchley Rd,<br>Worcester<br>WR5 2NP   |

**Table 4: Non-Prescribed Consultation Bodies**

Non-prescribed consultees have been identified in accordance with Table 3 of the annexe to Advice Note three: EIA Notification and Consultation (Version 7, August 2017).

The following non-prescribed consultation bodies have been identified by the Planning Inspectorate. They are not consultation bodies for the purposes of Regulation 11(3) of the EIA Regulations (who must, if requested by the Applicant, make information relevant to the preparation of the Environmental Statement available) and these duties not apply to the non-prescribed consultees identified.

| <b>Organisation</b>                | <b>Contact</b>  |
|------------------------------------|---|
| West of England Combined Authority | Rivergate,<br>Temple Quay,<br>Bristol,<br>BS1 6EW<br><a href="mailto:info@westofengland-ca.gov.uk">info@westofengland-ca.gov.uk</a> |