

Further to the Preliminary Meeting Part 1 on Tuesday 2 November 2021 I wish to ensure that the following are examined in detail:

Traffic & Transport: To ensure the implications of COVID, the closure of the Honda plant in Swindon and the routine inclement weather are examined in detail. COVID will clearly have had an impact on the amount of traffic using the road. In addition I believe the Inspectorate must consider how Option 30 was chosen over Option 12. Option 30 as presented in 2018/19 consisted of only one Junction by Shab Hill, compared to 3 junctions for Option 12 which clearly will have had a huge impact on cost and the visual/landscape. Since then, Option 30 has developed into a multi junction route, with implications on Cost and Landscape which were never part of the original consultation. The examination must consider why there was such a disparity between the foreseen junction requirements for both Options, and why Option 30 has developed into a much larger scheme than was presented back in 2018 to the public. The examination must satisfy itself as to why there was a perceived requirement for a junction at the Cowley roundabout for Option 12 and not for Option 30. At the time of the Consultation the costs for both Options were pretty similar, however the examination must consider whether these costs related to the same solution, or a more simple solution in terms of Option 30, which has subsequently grown into a much larger and costlier scheme, which the examination must then find out if it still represents best value for money. The examination must consider whether Option 12 now actually offers the best value for money.

Landscape & Visual: to ensure that a thorough examination of the impact Option 30 (compared to Option 12) will have on the AONB, and the habitat contained within. The implications of COP 26 must also be considered, specifically the agreements made by the UK Government.