



A417 MISSING LINK - WRITTEN REPRESENTATION
(REFERENCE NO. TR010056)

Cotswolds Conservation Board (the 'Board')

December 2021

This Written Representation aims to provide the Examining Authority with a high level summary of the Board's position on the key matters related to the proposed scheme (as it applies to its statutory purposes).

The 'supporting information' document (attached) provides more detail and explanation as to how the Board has arrived at the following conclusions.

Key Matters:

1. *Does the proposed development comply with the National Policy Statement for National Networks (NPSNN), specifically in regard to development within an AONB?*
 - o The Board considers that exceptional circumstances do apply and that the scheme would be in the public interest
 - o The Board considers that the scheme does comply with the requirements of the NPSNN, with regard to development within an AONB
2. *What is the overall balance of beneficial and adverse effects?*
 - o The Board considers that there will be net beneficial effects on:
 - i. Tranquillity
 - ii. Dark skies
 - iii. Natural heritage
 - iv. Recreational opportunities
 - o The Board considers that there will be net adverse effects on:
 - i. Landscape quality and character
 - ii. Scenic beauty
 - iii. Cultural heritage
 - o Due to the 'great weight' that should be given to landscape quality/ character and scenic beauty we believe that there will be a residual net adverse effect on the AONB.

Cotswolds Conservation Board

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The Cotswolds National Landscape is a designated Area of Outstanding Natural Beauty (AONB), managed and looked after by the Cotswolds Conservation Board.

cotswoldsaonb.org.uk

Chairman:

Brendan McCarthy

Vice Chair:

Rebecca Charley

- However, the Board acknowledges that National Highways has moderated the adverse effects to the extent that is practicable within the parameters of the scheme.

3. Has National Highways sufficiently reviewed alternative options?

- The Board accepts that National Highways has reviewed alternative options (as previously recommended by the Board) in sufficient detail and has provided clear explanation as to the reasons why the current scheme outperforms those alternatives.

The Board remains committed to working with National Highways, and other key stakeholders, during the detailed design phase of the scheme and would urge National Highways to continue its collaborative approach (as they have previously stated they would).

ENDS