

I wish to make the following points:

1 - As a local resident, I am obviously keen to offer my views about the options for 'The Missing Link'. May I firstly point out this is the first time in the process I've been able to. Despite regular requests to meet with the planners/developers, residents of Cowley have been excluded from the process. I would want to ask why Option 30 was selected without consultation with those most affected by it. Requests for meetings were ignored, and we had no opportunity to make representations or discuss the proposals with the planners.

2 " I understand that other affected parties have had preferential access for briefings and representation to the planners, which feels unfair. It's not surprising the favoured Option is routed close to Cowley, whose residents have been denied an opportunity to be briefed and to therefore be involved.

3 - The local Parish Council ('Cowley (& Birdlip) Parish Council') are conflicted by the proposals and should be excluded from the process as such. [REDACTED]

4 - Ref: TR010056-000608-7.4 Scheme Assessment Report (March 2019), Page 165, Para 9.3.2 " The three design principles articulate that any development should bring about substantial benefits to the Cotswolds landscape and environment as well as people's enjoyment of the Cotswolds; and should have substantially more benefits than negative impacts for the Cotswolds Area of Outstanding Natural Beauty. Can the ExA be appraised as to how Options 12 and 30 measured up against these design principles, and demonstrate how Option 30 could provide more benefits than Option 12, when considering the routes location?

5 " Ref: TR010056-000608-7.4 Scheme Assessment Report (March 2019), Page 180, Para 11.6.1 - Can the ExA be appraised of the further engineering review of Option 12, what the review involved and what the outputs were?

6 " Ref: TR010056-000605-7.1 Case for the Scheme, Page 12, Para 2.2.14 " Section 17.9 of the Technical Appraisal report (Document Reference 7.9) identified Option 30 as Highways England's preferred choice due to greater benefits in air quality and journey times. Why were the impacts on the landscape and environment not considered key benefits?

7 " Ref: TR010056-000605-7.1 Case for the Scheme, Page 21, Table 3-1. Any solution involving a new road must ensure that the scheme is designed to meet the character of the landscape, not the other way around. The key design feature of Option 30 is two sequential 510m radius curves to meet the design speed; key design feature of Option 12 is the 270m radius curve to minimise impact on the AONB. Can the ExA be appraised as to whether the design speed (and defacto the minimum curves) is dictating the design and alignment of the new road, or the landscape? Can the ExA be appraised as to whether a lower design speed (that still maintains traffic flow) would allow the route to follow option 12, thus meeting the character of the landscape?

8 " I am devastated that the environment in the Cotswolds is being disregarded by this process and the attraction to Option 30. After recent promises by National and Local government to

protect the environment and reduce our carbon footprint, both are colluding to route Option 30 through areas of high environmental impact.