

Status " Oppose

Following on from my initial representation I would like to extend on and find answers to some of the issues I have regarding this scheme.

Noise and Consultation" Given that we are the closest residents in Cowley to be affected by Option 30, I would like to ask why National Highways have not installed any noise meters at our property. How are we to measure the change in noise levels before and after the road has been constructed? Surely a representative from National Highways should have tried to reach out to us to investigate the very real and life-changing impact the scheme will have on our lives and our property. We were not made aware of any invitation to attend any of the consultation meetings. This lack of consultation goes against the applicant's duty to inform and consult the local community. We bought the property in August 2017 and we did not receive any correspondence regarding the scheme from Highways England until April 2020. I refer to TR010056-000608-7.4 Scheme Assessment Report (March 2019) Page 89 Paragraph 5.3.2 - The Scheme Assessment Report (SAR) states that "Public exhibitions (or events) were held on six occasions at different venues'. The village of Cowley would be heavily impacted by Option 30 if selected and can be described as a major interested party. Can the ExA be convinced that the Cowley community was adequately consulted. Also, can the ExA be appraised as to why, as Cowley is a location that would be severely impacted by Option 30, a Public exhibition was not held in the village to ensure maximum exposure of the options that were being consulted upon were exposed. Why was it not considered as fundamental? An overwhelming majority of Cowley residents believe that they were not acknowledged or consulted on during the schemes planning stages.

Environmental Impact " I refer to TR010056-000608-7.4 Scheme Assessment Report (March 2019) page 6. Option 12 is a landscape-led design and minimises new road construction, which is a major advantage over Option 30 that cuts right through the Cotswolds AONB. I wonder if the real impact of this has been considered. Option 30 will significantly erode the character, special qualities and purpose of the designation of the Cotswolds AONB. The Government has committed to "safeguard our cherished landscapes, restore habitats for wildlife and adapt to climate change' in their 25 Year Environment Plan. The Highways proposed "new' hectares of grassland would be a far cry from the grassland lost by the construction of Option 30. With the outcomes of COP26 fresh in our minds and the alarming consequences of climate change and our need to tackle it, this scheme does not resonate or register with the improvements required to deal with these issues.

Route Options " I refer to TR010056-000602-7.9 Technical Appraisal Report (February 2018) Page 44 Paragraph 3.8. The Technical Appraisal Report, page 44 gives details about the temperature and rainfall. Can the ExA be appraised of the analysis that has been undertaken with regards to the poor visibility that frequently affects the proposed route, and what the implications are of increasing the speed limit in this area on road safety?

With regards to the recommended preferred route I refer to TR010056-000608-7.4 Scheme Assessment Report (March 2019) Page 12. The Scheme Assessment Report (SAR) states that although both routes are similar in most respects from an objective environmental assessment and appraisal, Option 12 is more likely to comply with the relevant policy requirements within the NPSNN than Option 30 relating to cultural heritage, geology and soils, population, health and climate. Considering COP26 and other climate pressures, can the ExA be appraised as to why these benefits seem to be ignored in the choice of route?

Disruption During Construction – Cowley Lane is used frequently by our children and the other children in the village for walking and cycling. It is also used for horse riding and the alpaca walks. What safety measures will be put in place during the construction phase to avoid ‘rat-running’ through the village lanes when the A417 experiences traffic delays? If construction vehicles use the already narrow and fragile roads in the village this will raise safety concerns and destroy the peace in the village. I refer to EXQ1 1.11.15 Page 60 - Can the ExA be appraised of where the construction workers car parks will be and where machinery will be stored?

Can the ExA also confirm the landowners who will benefit from the construction process/build plan, and more specifically from renting out their land to the HA and the associated contractors during the construction of this road.