

Whilst understanding that a solution is needed for the current bottleneck of the Air Balloon roundabout, I object to Route-30 proposed by Highways on the grounds of its Environmental destruction together with their inadequate consultancy process, biased towards the route they had chosen.

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> Unfortunately as well, there are differences over the A417 which the Parish Councillors cannot agree on. As regards Cowley Parish Council Representations to HE or inspectorate no submissions have been submitted without either being revised or censored in its entirety. Unfortunately, due to the fact that Cowley Councillors are in the minority on the Council, they are being consistently outvoted and effectively prevented from carrying out their duty to represent the interests of the community of Cowley. Fundamentally the initial Parish Council Consultation is flawed; from their Parish Council minutes.... Firstly, June 2017 no Cowley Councillor at Engagement evening at Elkstone, two from Birdlip. Secondly, in November 2017 the [REDACTED] reported that residents of Birdlip, Cowley (3or4 people attended) and many surrounding villages attended a meeting. Clerk collating the issues, concerns and suggestions and sent to HE. Were all these comments sent under the auspices of Cowley Parish Council with a preference for route 30? Did the other villages then send there own comments under their own Parish Councils? Thirdly, in February 2019 [REDACTED] asked to take part in video production on route 30 by HE. From the minutes there does not look like there was any discussion as to content or a vote whether it should go ahead.

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> This is certainly not an environmentally-led scheme, we are in the middle of a climate emergency, this proposed route will damage the natural environment, historical features and areas that are vital for biodiversity. We need to preserve and protect the landscape, wildlife, flora and fauna while we still have it. There is no need for a new scar in the AONB which will be seen for miles across the Severn valley. Taking yet another route through the AONB as proposed will not only lose yet another tract of AONB land, but will inevitably lead to development between the current and new route, increasing the loss. Frequent low cloud, fog and general poor weather naturally occurring at the highest point of the Cotswolds, regardless of the road design, demands a lower speed limit safety-wise. A lower national speed limit will come sooner or later as a reflection of the increasing environmental pressure on politicians, making Route 30 an over-developed costly scheme compared to a slower, more environmentally-friendly Route-12.

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> Construction also seems to be an issue with concern over rat-running, noise, dust, etc. Where will the construction site be? Will the workers live on site? Where will the construction vehicles be left at night? There has been no information from HE on this matter. Have the sites already been agreed with other villages as I actually overheard [REDACTED] discussing the use of a residents' land during the construction phase at the Witcombe Consultation.

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> 1.6.10 I would invite the ExA to question whether the main compound site has already been agreed as a site in Birdlip, the owner of which would doubtless negotiate both substantial rent and reinstatement costs. The site would also be viable for Option 12.