

Submission ID: 7785

These are questions for the applicant, please can the ExA be appraised as to the following:

## 2.2.16 Summary

“National Highways recognises that some residents in the Cowley area continue to express disappointment about and object to the scheme. However, National Highways does not accept the claim that residents of Cowley have not been engaged with fairly and considers that the DCO Application evidences how both non-statutory and statutory consultation and engagement has been carried out, including through the route selection process, adequately.”

Could the ExA be appraised as to how the applicant has reached this conclusion, as there has been no meaningful engagement or consultation with the local community of Cowley at any stage of the process?

Where is the data to suggest that only “some of the residents” object as a survey undertaken in the village recently showed over 80% opposed to the scheme. I.e. an overwhelming majority?

Why was a direct request to hold a consultation in Cowley rejected by the applicant?

Why was a suggested venue of the girl guides centre not followed up on. To repeat, this is a large purpose built facility with disabled access and a large car park. I attended the consultation at Birdlip church which was on the contrary totally unsuitable. There was no off road parking, access was difficult, we were literally crushed between the pews and trying to spread out maps on top of the font! It was at this meeting that it became apparent that no one had ever been to Cowley to assess the impact of this scheme on the local community. It was also at this meeting that we realised that Cowley was not even shown in the consultation map. Can the applicant show that there has been any real and meaningful engagement or consultation with the local community rather than a mere box ticking exercise?

Please can you confirm which road you are referring to as Cowley Lane, specifically exactly where it starts and finishes and clearly delineated on a map of the village.

Can you please explain why when this information was requested on 22nd December 2021 by an interested party a reply was not given until 19th January 2022 and then you were unable to give a definitive answer to a very simple but important query.

Why did you provide a link to a map which does not even show Cowley village, let alone Cowley Lane? See attached map for reference. It was specifically pointed out to you on 12th June 2019 that this map, used at the initial consultation stage does not even show Cowley and yet 2 years on you are still using it. Does this show a complete disregard of your duty to inform, engage with and consult with the local community in a meaningful way?

Do you think the failure to supply this simple but crucial information is indicative of your systematic failure to engage with the local community?

Why was there no consultation whatsoever with the local community on this issue despite the huge impact it will have on them ?

Is this failure part of a systematic lack of consultation with the community most affected by this proposal?

The applicant has not yet provided any data or traffic modelling to show baseline figures or

projected figures for the increase in traffic on Cowley Lane. However, the present assertion that the increase will be minor is clearly flawed. Will the applicant explain why, despite this very significant percentage increase that this was not included within the environmental assessment? Will the applicant please confirm that an environmental assessment will now be undertaken, in line with the Institute of Environmental Management & Assessment (IEMA) (1993) Guidelines for the Environmental Assessment of Road Traffic. The overarching aim of this guidance is to 'Set out the threshold for the scale and extent of assessment of traffic impact within the environmental statement.' The guidelines state that this 'Should include highway links where traffic flows will increase by over 30%.' Based on the increased forecast for 'Cowley road' being above the thresholds an assessment of traffic impact should be undertaken within the ES. In accordance with this guidance, an assessment should be undertaken including looking at baseline traffic levels, and to determine magnitude band significance of environmental effects including noise and vibration, pedestrian amenity, accidents and safety, air pollution, dust and dirt, ecological effects. Will the applicant please confirm that an environmental assessment will now be carried out now in accordance with these guidelines? Can the applicant confirm when this will be undertaken?