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ï»¿ Dr Andrew Boswell in his submission indicates that NH have not done sufficient work on emissions as required by law. The recommendation is that the examination is suspended until NH has completed the work to comply with the regulations.

Can the ExA be appraised as to why NH have not followed correct procedures and should NH now do the work necessary before a decision is made?

Mindful of the government review on road building not being published until 2023, would it not be prudent to defer a decision until the strategy is known as it will strike a sour note if the 'A417 missing link' is at odds with Climate Change recommendations.

The additional surveys on groundworks are to be done by NH in JUNE 2022 after the Inspectorate deadline of May 2022

Can the EXA be appraised as to why NH does not have to adhere to same timescales as everyone else when they have had since March 2019 to do organise groundwork surveys. Or have they encountered difficulties as the land is often water logged?

There will be enormous destruction of the AONB that will happen as a result of Option 30 and can no way be mitigated and replacement for biodiversity rich, historic woodland and grassland. There will be permanent destruction of habitats that simply cannot be 'replaced'. This land will be changed beyond repair and species loss is a travesty in any circumstances but never more so than when it can be avoided. There is no justifiable reason why we would devastate such an established and biodiverse land when there is an alternative route which is so much better environmentally. Why is biodiversity and impact on climate change not being given a higher priority, as befitting a priceless and irreplaceable resource.

Can the ExA appraise why more has not been done to make this an environmentally-led scheme?