

Apologies, please disregard my previous submission re the Preliminary Hearing. I have realised that what I listed as things I wanted to raise were actually better suited to ISH1 and ISH2 for which I have now submitted a list of things I would like to raise.

Instead, I would like to speak on these procedural matters at the Preliminary Hearing

I have been made aware that the DCO will not contain the usual mitigation Requirements and instead these will be dealt with through the Environmental Management Plan. This process appears to lend itself to self-approval for NH rather than having the oversight of the Examining Authority and the Secretary of State. If this is the case, how will commitments on mitigation be enforced?

Secondly, I would like to know how the Examining Authority will be dealing with the different stretches of road during the Examination. Will they be dealt with one at a time?

I would like to question why Barnard Castle has been chosen for the hearings. It is pretty much impossible to get to Barnard Castle from the western end of the A66 route without a car. To travel from Kendal, my place of work in Cumbria to Barnard Castle involves a 6 hour trip via Manchester, Leeds and Darlington. To travel from Penrith which is at one end of the A66 and actually impacted by this NSIP involves another 5 hour journey via Carlisle, Hexham, Newcastle and Darlington. Surely it is important to look at both the sustainability and the fairness of holding an Examination somewhere that can only be reached by car by at least half of the participants.