

My representation is in relation to information received at Deadline 7.

I agree completely with the points made by Benjamin Thompson at deadline 7, approving the removal of the Langrigg Junction (DC-25) from the DCO, but asking why the dialling could not go north of the current A66.

I also agree with the concerns expressed by differing groups about the harmful effects on the gypsy community about the relocation of the Brough Hill Fair site.

I have consulted the amendments to the ES in relation to the removal of the Langrigg Junction. Although the amendments to the DCO are claimed to have fewer adverse effects than the original DCO, the original baseline was very low. The construction works alone will have a significant effect on noise pollution, air quality, wildlife, carbon emissions, as well as visually, on the ability of local residents and visitors to enjoy the landscape. As recent reports (such as those by Greg Marsden at CRED) indicate, the government seems unlikely to meet its targets for the Paris Agreement in 2030, and road-building has a significant impact on carbon emissions. Overall, the dual carriageway would be better placed north of the current A66. I gather further technical information about the implications of these works on carbon emissions and climate change will be submitted shortly by Dr Boswell, and hope the ExA will take account of this in making their decision.