

page 85 in NCC submission to PINS on the A47/A11 Thickthorn Junction, June 3rd, at <https://hensley.com/>). The in-combination, and cumulative impacts, of the A47 dualling with the Norwich Western link road on this European protected species should be assessed under Part 3, Section 40 of the Natural Environment and Rural Communities Act 2006.



Sample 27:

Madam/Sir, Thank you for the opportunity to participate in this planning process: As a Member of the European Parliament I wish to raise the following issues: 1. the importance of sharing important information regarding the project with neighbouring countries and their inhabitants; 2. the risk of transboundary nuclear pollution of neighbouring countries and their inhabitants arising from the operations of the Sizewell C Project including ordinary operations, malfunctions or terrorist attack; 3.

the risks and costs associated with the long-term storage of nuclear materials arising from the plant's operations; 4. the impact of State subvention of nuclear infrastructure on the energy market; 5. the challenges of grid integration of renewables arising from large centralised production of electricity. I look forward to fully engaging with this consultation in the months ahead. Ciarán Ciarán CUFFE, MEP for Dublin Green Party Comhaontas Glas Dublin M +353 87 265 2075: 12-14 Mount Street Lower, D02 W710 Brussels W +32 2284 5386: Room ASP 09G257, Rue Wierz 60, B-1047 Strasbourg W +33 3881 75386: Room T03 054, Ave du Président 1, CS 91024 F-67070 hancocklori@infn.it <https://deleon.org/> Irish Welcome - Cuirim Fáilte Roimh Ghaeilge Designated Public Official under the Regulation of Lobbying Act 2015 Oifigeach Poiblí Ainmnithe faoin Acht um Brústocaireacht a Rialáil 2015

Sample 28:

The project for the upgrading of Junction 10 of the M25 and the A3 is based on highly flawed premises. First, the principle of road expansion with a view to traffic capacity increase has been proven to be self-defeating over the decades. As new highways have been built, they have attracted and encouraged growth in traffic and car ownership. The M25 itself is carrying volumes far in excess of its initially projected levels. To attempt to cater for traffic is tail chasing that will inevitably result in even larger congestion events. People will generally tend to opt to use new and