

Dr Mary Clare Martin on behalf of Mrs Joy Thompson, landowner of Low Broomrigg.

**Post-hearing submission following the accompanied site inspection (28<sup>th</sup> February), the Compulsory Acquisition Hearing 2 and the Issue Specific Hearing 3.**

At the accompanied site inspection, we pointed out that the noise levels on the current A66 are far greater than near the house. Building a new dual carriageway and access road closer to the house will clearly impact significantly on noise and air pollution, make life very difficult [REDACTED], as well as impacting on the landscape.

CAH2

At CAH2 I reiterated that the DCO designs for the Langrigg Junction comprise an infringement of human rights legislation on grounds of age and disability. The ExA noted that there were a number of relevant issues.

The barrister for National Highways indicated that the proposed change to the Langrigg Junction would be an improvement for the residents of Low Broomrigg, and that everyone wanted to see this issue resolved. However, we do not yet know the results of the new non-statutory consultation, nor whether the proposed changes will be accepted by the ExA. Moreover, moving the dual carriageway further from the house, although an improvement, will not remove the harm done by living near construction works, and close to additional roads, particularly for old and disabled people. The roads will also have a detrimental effect on the value of the property.

**At ISH3 on Environmental Matters**

**Photomontages.** As a member of the public, I was shocked that National Highways did not provide the photomontages that were asked for by the ExA. **Noise:** I have asked on many occasions for information about the projected increased noise levels at Low Broomrigg, particularly since an additional spur near the house was inserted after the consultation. I was shown briefly, but am still awaiting information from National Highways. It has been admitted that there will be a predicted change from the current levels of 52-57 to a predicted 57-62. I would like to know if this includes the impact of the spur (or additional road) near the house. Chapter 12 of the environmental statement makes no reference to the detrimental effect of the noise of road construction at Low Broomrigg, while it does mention other properties.

Table 7-32 shows that there will be a huge amount of **carbon emissions** during construction on the Appleby-Brough section, far more than on any other section of the route (about 65, 000). I gather that much of this will be generated by the viaducts which will be built. As yet we have not seen photomontages to accurately assess their impact on the landscape either.

I have been unable to find any detail about **air pollution** round the proposed Langrigg Junction, and it is very likely this will contribute to health problems of elderly people. Nor is it clear what measures will be taken for environmental mitigation.