

## Submissions Received During Pre-Application/Acceptance

### Period

### TR010062 - A66 Northern Trans-Pennine Project

Number	Name	Date
1	Friends of the Lake District	9 February 2022
2	TAN - Transport Action Network	31 January / 1 February 2022
3	Mark Blackett-Ord	3 May 2022
4	William Salvin	2 July 2022
5	TAN - Transport Action Network	4 July 2022
6	Emma Nicholson	8 July 2022
7	Mary Clare Martin	18 July 2022

**From:** [A66Dualling](#)  
**To:** [REDACTED] [A66Dualling](#)  
**Subject:** RE: Concerns about A66 supplementary consultations  
**Date:** 10 February 2022 11:07:59

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Dear Ms Willshaw,

Thank you for your email, we note the concerns you raise about the consultation undertaken by National Highways.

The A66 Trans Pennine application has not yet been submitted to the Planning Inspectorate (the Inspectorate). We are aware that from 3 Sept 2021 until 6 Nov 2021 National Highways conducted statutory pre-application consultation with the general public, statutory bodies and those with an interest in land affected by the project. They have a legal duty to do this under sections 42, 47 and 48 of the Planning Act 2008 (PA2008), and to have regard to consultees' views, under section 49.

In circumstances where a particular issue has arisen during statutory pre-application consultation, or where it is localised in nature, or where specific land interests have changed and/or additional interests have emerged, statutory guidance acknowledges that it may be appropriate for an applicant to hold a non-statutory, targeted consultation (see para 76 of [Planning Act 2008: Guidance on the pre-application process](#)). This may explain why only specific individuals/organisations have been consulted in relation to the 'supplementary consultation' you have described. Note that a Statement of Community Consultation (SoCC) does not need to be prepared for non-statutory/targeted pre-application consultation; applicants are only required to prepare a SoCC for statutory consultation under s47 of the PA2008.

During the pre-application stage we advise individuals and interest groups to address concerns directly to the Applicant. If you are unsatisfied you can raise your concerns with the relevant Local Authorities which can consider your comments when preparing their statutory responses about the adequacy of the applicant's pre-application consultation. In your email you also state you have concerns about the previous preliminary design consultation held by National Highways. Similarly, and we strongly encourage you to share your views about this with the Applicant if you have not done so already. Please refer to our [Community Consultation FAQ](#) document which establishes this process and provides further advice.

We hope you find the above information helpful and if you have any further questions please do not hesitate to contact us again.

Kind regards

A66 Case Team  
National Infrastructure Planning  
The Planning Inspectorate

<https://infrastructure.planninginspectorate.gov.uk>

Twitter: [@PINSgov](#)

Helpline: 0303 444 5000

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**From:** Kate Willshaw [REDACTED]@fld.org.uk>  
**Sent:** 09 February 2022 16:06  
**To:** A66Dualling <A66Dualling@planninginspectorate.gov.uk>  
**Subject:** Concerns about A66 supplementary consultations

Dear PINS

I'm writing to you to raise concerns that Friends of the Lake District as a non-statutory stakeholder in Cumbria has been unable to access three supplementary A66 consultations that we understand are taking place right now on three stretches of the A66 in Cumbria. As we are an organisation concerned with landscape and environmental impacts of development in Cumbria, particularly with relation to protected landscapes, we are concerned that there will be landscape and visual impacts on the North Pennines AONB. However, as we are unable to access the consultation documentation we cannot make these judgements and are unable to give our views to National Highways.

As you may be aware, we sent you a letter on 1<sup>st</sup> February detailing our concerns regarding the inadequacy of the design consultation which was undertaken between September and November last year. The fact that we are unable to access the three additional consultations raises further concerns about the adequacy of the pre DCO submission consultation process. It also begs the question as to whether these are "public consultations" if people and organisations are unable to have sight of them. They also cannot be considered consultations of only "local interest" if the proposals impact on a nationally protected landscape.

Yours faithfully,

Kate Willshaw

Dr Kate Willshaw  
Policy Officer

Direct Dial [REDACTED]

Please note I work part time, usually Monday to Thursday

**Friends of the Lake District**  
***The only membership organisation dedicated to protecting  
and enhancing Lake District and Cumbrian landscapes***

Friends of the Lake District, [REDACTED]

Tel: [REDACTED]

Registered Charity Number 1100759, Company No 4878364

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**From:** [REDACTED]  
**To:** [A66Dualling](#)  
**Subject:** Re: A66 Northern Trans-Pennine - no Statement of Community Consultation  
**Date:** 01 February 2022 10:14:19  
**Attachments:** [REDACTED]

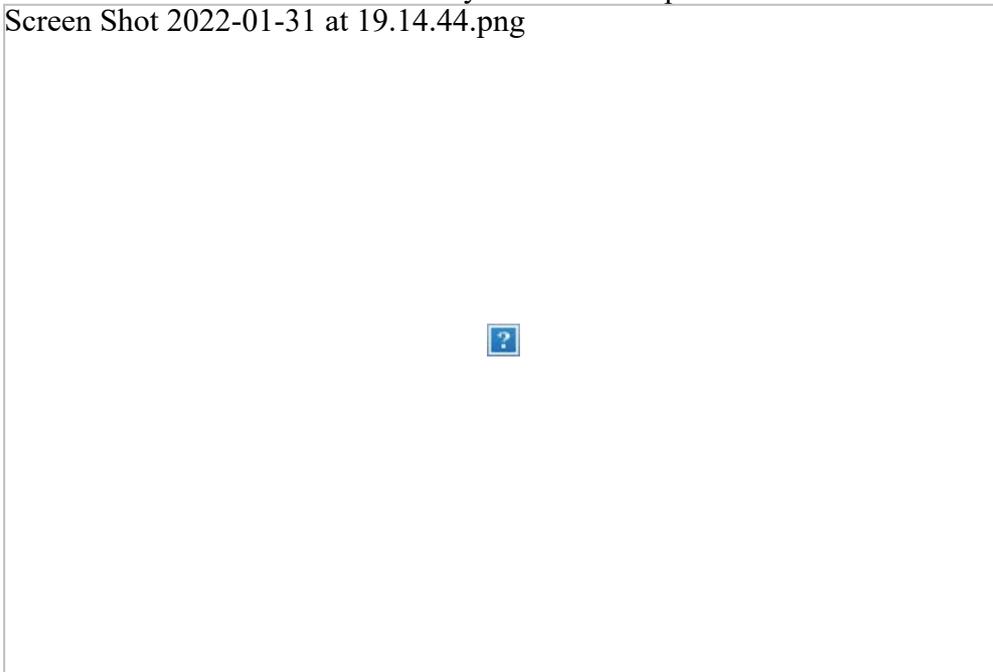
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Dear Sir / Madam

I also note that the only link I have for this unadvertised consultation (which was on a leaflet sent to a small number of residents) only takes me to one of the three new consultations. There is no link to the other consultations apparently happening on another two sections of the scheme.

I also have checked the National Highways Consultation Hub and these consultations are not advertised here: [REDACTED]

I have taken a screenshot which only shows three open consultations.  
Screen Shot 2022-01-31 at 19.14.44.png



Screen Shot 2022-01-31 at 19.14.24.png



There is no way for anyone to be able to know this consultation is happening (on three sections of the one project), nor any way to find out information about the consultation and to respond.

We also submit as the scheme is legally one scheme (and the DCO application is for one scheme), then the consultations should not be split up in this way, but should be combined together so the impacts can be assessed together.

Yours,

Rebecca Lush  
Director

**Transport Action Network**  
*providing grassroots support*

[Redacted]

[Redacted]

On Mon, 31 Jan 2022 at 11:53, Becca Lush [Redacted] <[\[Redacted\]@transportactionnetwork.org.uk](mailto:[Redacted]@transportactionnetwork.org.uk)> wrote:

Dear Planning Inspectorate

National Highways have apparently launched a supplementary consultation for this scheme last Friday, 27 January 2022. We only found out about it as some local residents had a leaflet put through their door. Yet, there is nothing on the [Redacted] about it (under Home, Latest News, or What's Next), which is linked to from your [Redacted]. There is also nothing on the NH's [Redacted] feed, and nothing on the NH's [Redacted] page.

Only a small number of local people received a leaflet with a link to a new consultation page, but this link or consultation is not advertised anywhere else.

We have looked at this new [REDACTED] (as we were passed the link by local people), and also noticed that there is no Statement of Community Consultation (SOCC) on this consultation page, and local people have not seen one advertised. We understand the SOCC is a requirement under Section 47 of the Planning Act 2008, and local authorities should have been given the opportunity to comment on it for 28 days.

We are very concerned about the way that National Highways are handling the pre-application process for this scheme, as it appears to be rushed, and does not conform to the requirements in the Planning Act 2008. As the scheme has been designated by the Government as part of "Project Speed", this seems to mean that the statutory processes set out in the Planning Act 2008 seem to be being bypassed. Please can you advise what the Planning Inspectorate would be able to do to ensure that National Highways conduct all their consultations properly, and do not breach procedure set out in the Planning Act 2008? We also had concerns about the adequacy of the previous preliminary design consultation that National Highways ran from 24 September until 6 November 2021.

Kind regards

Rebecca Lush  
Director

**Transport Action Network**  
*providing grassroots support*

[REDACTED]

[REDACTED] | F: [REDACTED] | T: [REDACTED]

From:

Mark Blakett-Ord MA FSA



Dear National Highways,

**A66 Northern Trans-Pennine Route, Appleby to Brough section**

This is to make a formal complaint to you on behalf of many local residents regarding the inadequate consultation with the public in the development of the Appleby-Brough A66 Northern Trans-Pennine upgrade scheme, which appeared in its present form as recently as late March 2022.

We ask National Highways to run a new consultation with more route options presented, including our alternative northern routes, and dealing with our evidence on noise, air, and visual pollution and giving their analysis of the increased flood risk to Warcop village.

**Only one route option provided**

In the original public consultation document for the whole scheme, (summer 2019) only one option was offered for the Appleby to Brough section, called Option I. Most other sections along the route had two or more options. We believe that National Highways were unwilling to tackle the issues of Area of Outstanding Natural Beauty land.

The document stated on page 30, sections 1-5, that the road could not go through the AONB. Subsequent designs show the road going onto the AONB, thus showing that the rejection of northern options in 2019 was misleading and erroneous. In the same document, on page 19 in the table on noise levels, it admits that noise levels will increase, between Sandford and Brough. Some 27 properties and businesses near to the new road will be adversely affected by increased noise, as well as air and visual pollution.

## **Failure to take sufficient account the views of local people (94% local survey and Change.org petition)**

The residents of Musgrave and Warcop Parishes were consulted by their respective parish councils with 300 questionnaires, and almost 200 forms were returned. Of those, 94% of respondents supported a northern route, saying it made far more sense, was easier to build, required just two junctions at the west and east and would cause little disruption during the construction phase.

We also set up a Change.org petition to seek support more widely for the northern route. To date, 863 people have signed this petition confirming the support for a common-sense alternative northern route. National Highways rejected this route time and time again but only gave verbal reasons why it could not be built, which included problems with the terrain, increased cost and that MOD access roads would be affected. At no point were local residents shown any detailed evidence to substantiate these points.

## **Complicated further colour-coded options (black, blue, orange?)**

In autumn 2021 a statutory consultation period began. At six weeks it was too short a period for a consultation for a project of this magnitude, although local residents' preference for a northerly route was not presented at all. There were technical elements for local people to make sense of and the consultation was not easy for people to understand. There was the:

"Black-black-route"

"Black-blue-black route" ("Our preference")

"Black-blue-black junction arrangements"

"Black-black-orange route"

"Black-blue-orange route"

The 98-page environmental document that formed part of the consultation material was technical and covered air, noise, flood, environmental and various other information relating to all sections of the proposed road and not just ours. The colour-coded consultation did not help. A simplified summary making use of plain English should have been published. More information about details of the route was then and later given in inconvenient form. A brochure would be issued, usually posted to a selected few local people. It would show the then latest proposed route as a thick line of on a small-scale plan. Actual detail was on the NH website, it is in a form which was often unreadable on ordinary domestic software.

## **Non-consultation**

The NH “consultation” has been nothing of the sort; it has been promotion of their own fixed idea, usually at small non-public meetings, without listening to detailed suggestions, however sensible. The Parish Council gave them ample notice of a public meeting to discuss all the plans on 23rd July 2021. It was a day when representatives of NH were already on site at our parish hall. They were packing up when our meeting began. They simply declined to attend, although nearly 70 local people attended, including our MP Dr Neil Hudson.

On 5 November 2021 they gave us one of their small meetings (only six local representatives allowed) and at it they unexpectedly produced (without prior warning) two new plans which showed a compromise position, between their “preferred” route and the route we advocated. These plans went a long way towards meeting our concerns. We were pleased. But they then said that these plans were “not for consultation.” They said was that they feared that these plans would not be agreed by the AONB authorities or the MoD. We have heard no more of them.

New plans of three parts of our section of the route were then presented on the National Highways website on the morning of 31st January 2022. A few of us had been warned that they were coming the previous week, but this meant nothing without seeing the plans. We were told that consultation on them was to extend to 27 February. We complained that this was even less than the statutory minimum period specified in the Act but was told that consideration of the latest route was not “statutory consultation” but something less, almost trivial. This was a nonsense: the altered route was a new route, and extended to more than half of our 8 km stretch from Brough to Appleby. We were then asked to comment only on the new changes. This again was a nonsense. They were component parts of a whole and it was impossible to take them out of context.

Next, in March 2022, we were notified that a new site for the Brough Hill Fair was being proposed, for somewhere “1.6 km east of the present site”. Without a map or map reference, this meant absolutely nothing. We were told what the proposal amounted to later in the month. It is of course a hopeless suggestion: far too boggy for horses and caravans on a field in September.

## **The original scheme**

The drafter of the original scheme evidently knew that the present A66 was the southern boundary of the North Pennines AONB and ran about one km north of the four villages of Sandford, Warcop, Flitholme and Langrigg. So it seemed logical to put the dual-carriageway as far north as possible to mitigate pollution in the villages, but without incursion into the AONB. This meant that it would be either on top of, or immediately to the south of, the existing road. Hence National Highways’ original “Preferred Route.” We suspect that because the

northern land belonged to the Ministry of Defence, (here coterminous with AONB), NH feared it would encounter resistance from that ministry if it sought any land further north.

What we complain of is that the idea of the placement of the road on the edge of the AONB was clung to by NH thereafter, even after it was shown what damage would be caused if the dual carriageway was not put a little north into the AONB. The AONB itself would not be damaged by road incursion because at this point its land was covered by military development.

### **Our original and current objections and NH lack of consideration of them.**

Our objections remain the same as they have always been and NH avoids answering them. Every one of them would be solved by the proposed dual carriageway being moved even a few dozen metres north:

(1) Destruction of heritage monuments close to the edge of the road.

The line of the present A66 is that of the turnpike road on the site of the Roman road from York to Hadrian's Wall and the north. This had itself been positioned by the Romans to avoid damage to a neolithic stone circle (which later gave "Warcop" its name) and three bronze age burial barrows the other side of the road just west of where Sandford lane joins the road. We asked at the meeting on 27<sup>th</sup> January 2022 why the bronze age barrows were being targeted (and the largest destroyed), when the Roman road builders themselves had so carefully avoided them. We were told that they were being avoided by the new works. But then we were given a corrective answer some weeks later, that in fact NH could not find the barrows. This is curious, since they are accurately placed as "tumuli" on the OS map, and they are still obvious on the ground in that exact position. What excuse NH will give when they have found the barrows, remains to be seen.

(2) Cricket field and fair ground. Facing unnecessary destruction is the cricket field, the largest level space in the parish, irreplaceable in this hilly country. Also to be destroyed is the fairground where the Travellers and Gipsies meet, at the September fair dating from the fourteenth century called "Brough Hill". We have recently heard that NH has informally offered them a boggy field near Brough as a substitute, which as a meeting place for horses and caravans is hopelessly impractical. What is NH's latest idea we have no idea. Why were we not told it months ago?

(3) Flood risk. An area around the Crooks Beck at the centre of Warcop, is flood plain, and about every five to ten years the houses around it are flooded. The last time was 2015. The reason is that two becks (streams) meet to make up the

Crooks Beck: one, the Low Beck, coming from the direction of Brough, and the other, called the Hayber Beck or the Moor Beck, draining the land from the Pennine edge including the road site. Together their present flow through Warcop village is less than a cubic metre per second. Under every variation of the NH “preferred” route, the tarmac on the dual carriageway and the access roads will increase run-off into these becks. Our rough calculation is that a 1 cm rainfall on the four km of new additional roadways between Warcop and Brough will produce 500 cubic meters of extra water, which would overwhelm the Crooks Beck a hundred times over. Global warming is increasing the severity of rainstorms. NH have said that the severity of the floods would be reduced by some ponds which are proposed around the proposed roads. We say no, these are settling ponds, designed to take out debris and effluent from the water-flow, and would have little effect on stopping a sudden flood, even if the ponds were not full already. At the “consultation” on the latest plans on 27 January 2022, we asked to see their evidence that Warcop village not be inundated by the additional run-off. They could not answer, but gave a subsequent written reply was that this evidence “is being produced” but is not yet available. This suggests that NH has not actually considered the problem at all. The cure is of course to move the Preferred Route to a higher level further north, whence the water could flow out westwards to join the Eden below Warcop.

- (4) Adding noise, air and water pollution to an idyllic and very rural area. There are many privately owned residential properties, many of them Georgian, along the proposed dual carriageway. There are none on the land to the north, which is used exclusively for army training.
- (5) The Preferred Route requires ugly engineering structures along the very edge of the OANB. The reason is this. Each of the four villages to the south of the present road has a lane down to it. It would be sensible (and NH seems to agree with this) to keep the old road as a by-road giving access to these lanes. But to build the dual-carriageway immediately south of the A66 road means that it cuts off those lanes from it, or requires bridges under it or fly-overs over it, so the lanes can get to the new road. This will be both expensive and an eyesore.
- (6) Destruction of valuable ancient landscape. The North Pennines AONB extends to 770 square miles, and the choice of its edge here on roads at the A66 and the Hilton Lane at the end of the MoD land, was arbitrary. Military training has not resulted in “Natural Beauty” being preserved north of the road, and the ancient and traditional buildings were all demolished. South of the road, however, is

pleasing ancient pastureland and traditional buildings. Dual carriageway would be sad for the latter. By contrast a well-placed road (with no junctions or fly-overs) could be an enhancement to the area to the north which is now heath, rushes and concreted tracks.

- (7) Military objections. The Preferred Route runs along the lip of the MoD Training Area and AONB, encroaching upon them only slightly. Perhaps a northern route would be objectionable to MoD; we do not know, because NH has declined to make any investigation into a possible northern route. But the training area runs to 24,000 acres, and the encroachment we propose would (we guess) affect only one thousandth of this.
- (8) Expense. The Preferred Route will involve several underpasses and bridges to cope with its entwinement with new access lanes coming up over or under it from the villages. Also it will involve what will amount to the building of one road on top of an (existing) other. Our proposal it to leave the present road intact and separate so that existing traffic will not be involved with the new works. And our dual carriageway need have no junctions save at its extreme ends.

## Summary

All of the problems that we raise here can be solved by the road simply taking a more northerly route. We ask that NH accepts this. We have no expertise in road-planning or money to pay for it. But we have repeatedly suggested to NH that they seriously consider the northern route so that work on the whole project is not slowed by site investigation in the future. Our invitation has not been accepted. Their consultation process since the beginning has been late, flawed, confusing, inaccurate, and fails adequately to address the genuine concerns of local residents. The consultation should be re-run properly, with a coherent proposal from NH addressing the issues we have raised here.

Sincerely

**Mark Blackett-Ord,**  
**Warcop Resident**

**From:** [REDACTED]  
**To:** [A66Dualling](mailto:A66Dualling)  
**Cc:** [A66ntp@highwaysengland.co.uk](mailto:A66ntp@highwaysengland.co.uk); [REDACTED] [@highwaysengland.co.uk](mailto:@highwaysengland.co.uk)  
**Subject:** Mortham Estates - A66 NTP Rokeby Park Co Durham  
**Date:** 02 July 2022 12:12:36  
**Attachments:** [REDACTED]

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We act for the owners of Rokeby Park and the surrounding 3500 acre historic estate bisected by the A66

We are aware that on 21<sup>st</sup> June 2022 National Highways submitted the Development Consent Order application for this scheme.

We would comment that we believe this to be premature for the following (inter alia) reasons:

- Historic England have not provided a response to National Highways regarding our clients Statutory Consultation submission. This contained expert advice obtained from Southern Green (Chartered Landscape Architects) advocating the Non preferred option (the Blue Route) as causing the least harm to the Registered Park and Garden (RPG). This is attached
- National Highways have cited the advice received from Historic England and their assessment of harm to the RPG to justify their preferred Rokeby Junction option (The Black Option) notwithstanding our clients preference (and that of the expert advice they have received) for the Blue.
- It appears that National Highways have therefore considered the Statutory Consultation submissions in isolation of expert advice having dismissed them without the benefit of an update from Historic England. They have maintained their preference for the Black Option.

We believe this position to be based on unsafe assumptions and outdated expert advice.

- The minutes of the meetings held between the Inspectorate and the Applicant published under S51 refer to an exchange on 31<sup>st</sup> August 2021 with regards to the Statement of Significance prepared for the A303 Sparkford to Ilchester improvements and the impact of that proposal upon the Grade II RPG at Hazelgrove House (attached)
- We submit that a similar statement of significance should be prepared to assess the impact of the Applicants proposal on the Grade II\* Rokeby RPG and the wider historic estate to enable full consideration of the relative merits of the available options (Black, Blue or derivatives thereof)

We would be grateful if you would consider holding the application in abeyance until this research is completed and the options for the location of the proposed Rokeby Junction fully considered and assessed

We look forward to hearing from you once you have considered this request.

WHT Salvin MRICS  
Chartered Surveyor and Land Agent  
The Estate Office  
Egglestone Abbey  
Barnard Castle Co Durham  
DL12 9TN

T [REDACTED]  
[REDACTED]

[REDACTED]

Regulated By RICS

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# Rokeby Park

Barnard Castle, County Durham



A66 Trans-Pennine Project: Rokeby Section

High Level Landscape, Visual and Heritage Overview of Route Options  
for Autumn 2021 Consultation

November 2021  
No. \_1164\_R01

Revision	Description	By	Chk.	Date
A	Reformatted, summary and conclusions added, amended in response to client comments received 10.07.19	SM	RS	10.07.19
B	Reference amend p.10-11	SM	RS	11.07.19
C	Amended in response to client comments received 11.07.19	SM	RS	11.07.19
D	Updated Version Issued for Autumn 2021 Consultation	WW	RS	01.11.21
E	Amended in response to client comments received 02.11.21	WW	RS	03.11.21
F	Amended in response to client comments received 03.11.21 and 04.11.21	WW	SM	04.11.21
G	Final amendment and issue for consultation	WW	RS	05.11.21

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## Section 1

### Introduction

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This short report has been prepared by Southern Green Ltd Chartered Landscape Architects, with supporting information provided by Richard Annis, Archaeologist and Fiona Green Garden Historian on behalf of Mortham Estates – owners of Rokeby Park and the adjacent 3500 acre agricultural estate bisected by the A66, to inform a representation to National Highways to consider alternatives to the currently preferred Black Route option for the proposed National Highways A66 North Trans-Pennine project, Cross Lanes to Rokeby section.

The report provides a high level comparison study of the Black, Blue and Blue II Routes with respect to each of their anticipated landscape, visual and heritage effects, based on an understanding of the baseline landscape visual and heritage baseline. In particular the report seeks to analyse how the proposals might best be developed with the least impact on the highly significant Grade II\* listed Registered Park and Garden of Rokeby and its surrounding landscape, considering potential combinations of the proposed option alignments and junctions, and potential alternatives.

The primary objective of this report is to represent the views of the land owner at Rokeby Park and explain their preferred option and ways in which the site might be developed to sensitively respond to its surroundings.

This is not a landscape and visual impact assessment (LVIA) nor is it a heritage impact assessment (HIA), however the report seeks to provide a broad understanding of the baseline landscape and visual conditions of the site and surrounding area, and the existing significance of the Registered Park and Garden as a heritage asset, in order to determine likely effects which may arise as a result of the suggested options, propose further arrangement options and highlight mitigation measures to reduce, offset or compensate for such impacts.

This report baseline has concentrated on a relatively small study area (2km) centred around the junction of the C165 with the A66, at the corner of Rokeby Park at its interface with the trunk road. Particular focus had been paid to the overall boundary of the Registered Park and Garden, the alignment of the Roman road at this location, and the features and elements of the landscape which contribute to the special character of the park at this point.

## Section 2

### Executive Summary

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#### **Anticipated Landscape, Visual and Heritage Aspects (Black, Blue and Blue II Routes)**

In this section, a short summary comparison is made of the anticipated positive, neutral and negative effects brought about by the Black, Blue and Blue II Routes.

As can be seen below, the Blue II option is not only preferred by the landowner of Rokeby Park and surrounding farmland, but the analysis indicates fewer negative aspects and more positive aspects than either the NH preferred Black route or secondary Blue Route.

We anticipate that the Blue II option will bring about less than substantial residual harm on the Grade II\* Rokeby Registered Park and Garden, and will provide more advantages and fewer negative aspects when compared with the other options under consideration, as set out over the following pages.

## Black Route (National Highways preferred option)

### Positive Aspects

- The black route will not cause direct new impacts upon the Registered Park and Garden

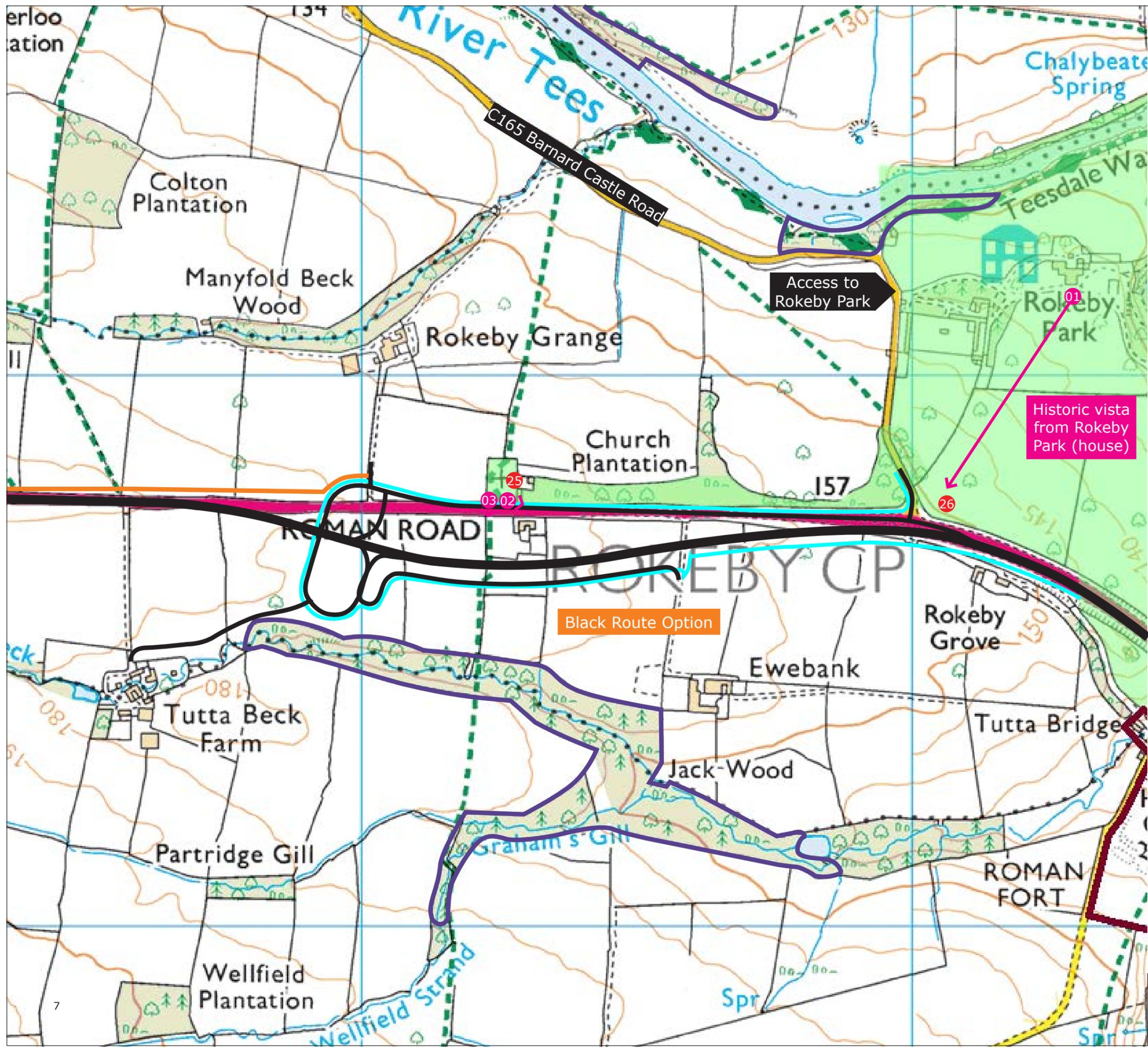
### Neutral Aspects

- The 'de-trunking' of the portion of the A66 by St Mary's church will not in reality be a significant change to the setting of the church and nearby buildings since the carriageway will remain in its current form of a wide highway, and lorries and local traffic will continue to use this stretch to access Barnard Castle
- Church Plantation (RPG Grade II\*) is adjacent to the existing road and will not be altered physically. There will be less impact from traffic, although the road will continue as a route for lorries.
- The line of the original Roman road is retained in the de-trunked segment, albeit the four lane bypass loop detracts from this original simple east-west grain

### Negative Aspects

- The church is currently the dominant feature when arriving from the west, heralding the start of the Rokeby Estate. This sense of importance will be lessened by the physical dominance of the large new junction very close to the church.
- The proposal shown in this option will impact views of the Church of St. Mary (Grade II\*), with the new junction only approximately 100m away. Overlaying the Black Option on an aerial view illustrates the likely impact of noise, disruption and views to and from the church, especially in winter.
- The new junction will be an intrusion into historic agricultural landscape which was shown on historic estate plans as subsidiary parkland, or 'borrowed landscape'.
- The black route will bring about indirect impacts on the RPG due to the new dualled bypass carriageway merging into the existing dual carriageway which will result in a short 6 lane merging section of road very close to the west gated entrance to Rokeby Hall. Traffic along this stretch is seen in key views from the Registered Park and Garden.

- The proposed western junction and its associated new link road to Tutta Beck Cottages will be likely to bring about impacts upon Jack Wood (OS1875) Ancient Replanted Woodland (ARW) with major earthworks and associated construction zone being very close to the ancient woodland boundary, and the new link road closely follows parallel to the northern edge of the woodland. A potential legal change to increase the protection buffer for Ancient Woodlands from 15 to 50m or a related change to the NPPF is currently being reviewed by government and if enacted would render this junction option unworkable.
- The proposed large SuDS basin shown between the new dualled bypass and around 5m north of Jack Wood ARW will require significant earthworks and presumably a major retention structure to achieve a basin of this size on sloping land (the land is on the valley side above Tutta Beck). The close proximity to the ARW is of concern given the likely construction working zone required to construct the basin.
- The new dualled bypass south of the Rectory will be an incursion into an unspoilt, sensitive rural landscape and good quality agricultural land will result in substantial landscape and visual effects.
- The combination of the new dualled bypass south of the Rectory with the retention of the existing carriageway along its northern edge for lorries will effectively 'maroon' that building and surrounding parcel of land, blighting its future viability. As a non-viable building it could become derelict and eventually be demolished as appears to be the case with the Grade II listed Crossroads Farmhouse which was compromised by the A64/A1 junction at Bramham and is now left derelict.
- The black route results in severe impacts upon the experience of PROW footpath users, their current north-south route past the Grade II listed church being disrupted into a very long diversion skirting around the new highway junction carriageway edge, effectively rendering the PROW so circuitous as to be effectively unusable.
- The inconvenience of the junction arrangement for regular users may lead to vehicles choosing alternative routes and thereby increasing pressure on otherwise quiet rural roads and bridges.



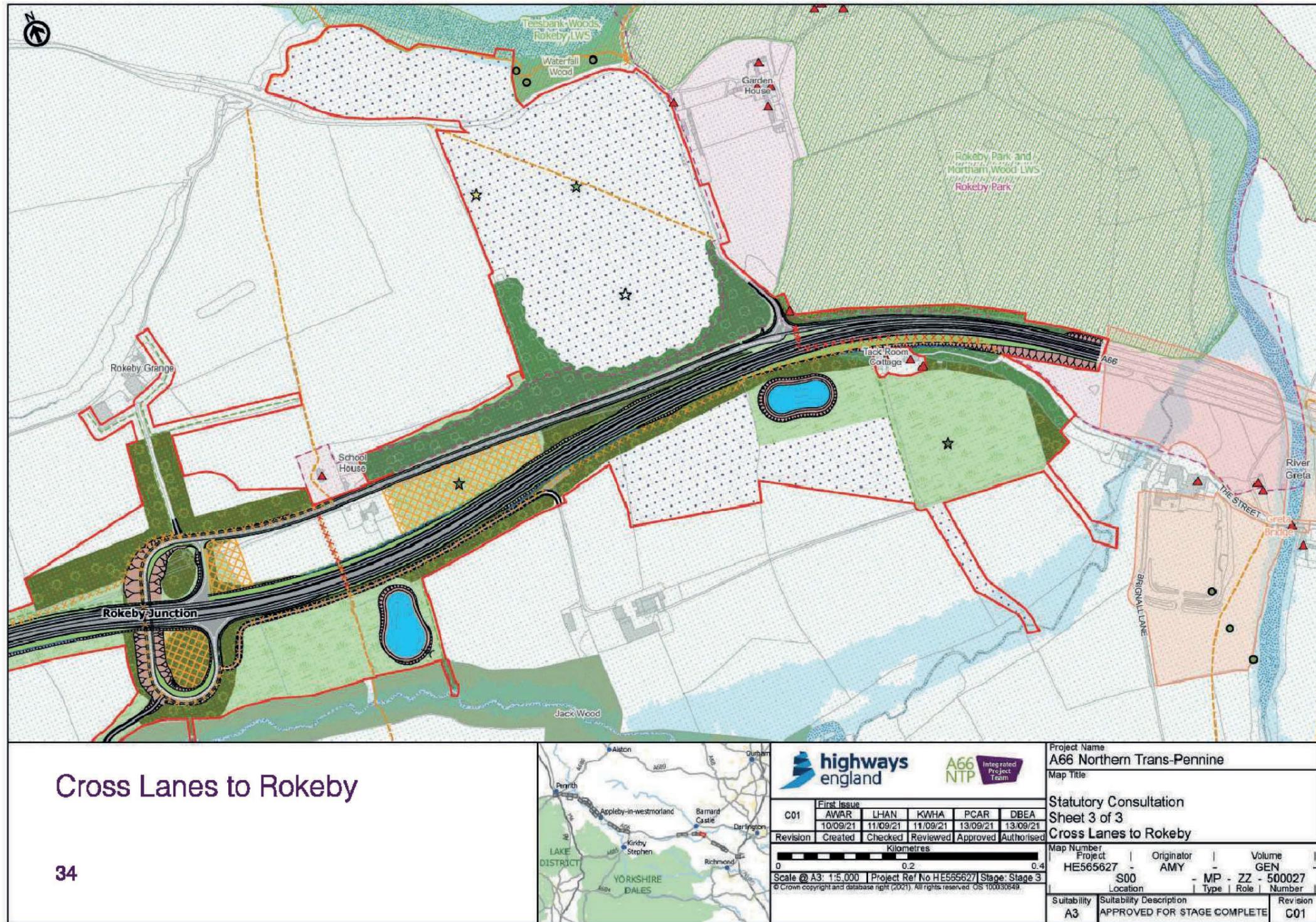
**LEGEND**

- Site Boundary
- 1km Radius
- PROW Footpath
- Recreational Route - Teesdale Way
- Conservation Areas
- Registered Parks and Gardens
- Ancient Woodland
- Church of St Mary, Grade II\* Listed
- Piers and railings 500 metres south-west of Rokeby Park, Grade II Listed
- View analysis point

**PROPOSALS**

- National Highways A66 Trans-Pennine Project Black Route - Refer to A66 Northern Trans-Pennine project Statutory consultation brochure, Autumn 2021 - p.42-47
- Proposed Walking Provision National Highways A66 Trans-Pennine Project Black Route
- Proposed Walking, Cycling Provision National Highways A66 Trans-Pennine Project Black Route

Black Route (National Highways preferred option - general arrangement)



Cross Lanes to Rokeby

34



<b>C01</b>		<b>First Issue</b>	
AWAR	LHAN	KWHA	PCAR
10/09/21	11/09/21	11/09/21	13/09/21
DBEA	13/09/21		
Revision	Created	Checked	Reviewed
			Approved
			Authorised
Kilometres			
0 0.2 0.4			
Scale @ A3: 1:5,000   Project Ref No HE555627   Stage: Stage 3			
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Project Name <b>A66 Northern Trans-Pennine</b>			
Map Title <b>Cross Lanes to Rokeby</b>			
Statutory Consultation Sheet 3 of 3			
Map Number	Project	Originator	Volume
HE565627	S00	AMY	GEN
Location	Type	Role	Number
	MP	ZZ	500027
Suitability	Suitability Description		Revision
A3	APPROVED FOR STAGE COMPLETE		C01

## Blue Route

### Positive Aspects

- Giles Worsley suggests St Mary's Church is a signifier of the entrance to the estate. The Blue Routes allow the Grade II\* listed church, set on a mound, to remain as the dominant element in the immediate landscape without the detracting of a nearby major traffic junction.
- Potential for restoration of stone wall along field edge to the C165 Rokeby to Abbey Bridge road.
- The proposed slip road and new junction would significantly reduce the volume of traffic that currently exits the A66 sharply onto the C165 adjacent to the former south west Rokeby Park entrance with stone gate piers and railed screen (1725 listed grade II). This reduction in volume should consequently reduce the occurrences of impact damage from traffic that have been experienced with the present junction arrangement and would continue under the Black Route option.

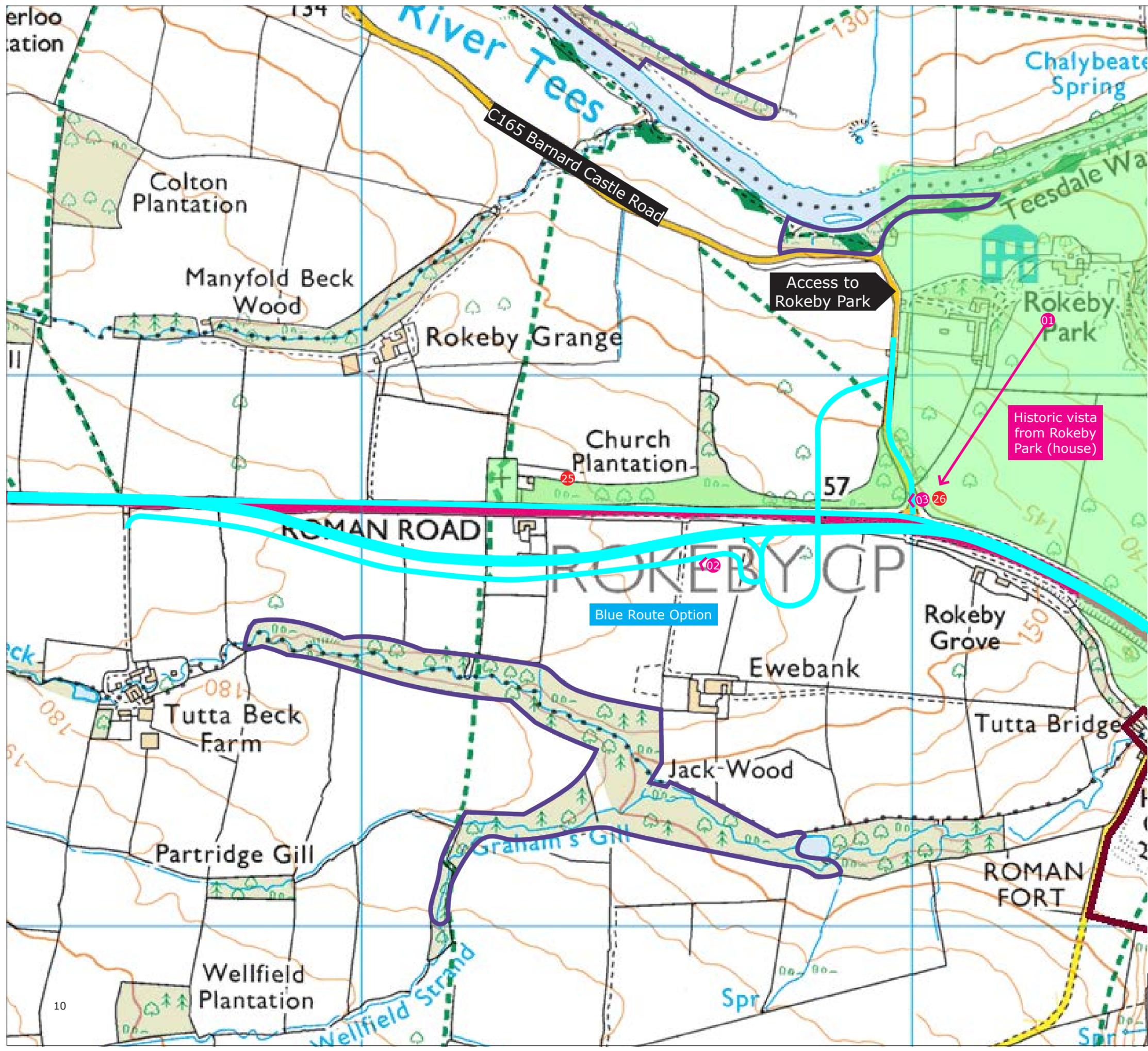
### Neutral Aspects

- The 'de-trunking' of the portion of the A66 by St Mary's church will not in reality be a significant change to the setting of the church and nearby buildings since the carriageway will remain in its current form of a wide highway, and lorries and local traffic will continue to use this stretch to access Barnard Castle
- The line of the original Roman road is retained in the de-trunked segment, albeit the four lane bypass loop detracts from this original simple east-west grain

### Negative Aspects

- The new dualled bypass south of the Rectory will be an incursion into an unspoilt and sensitive rural landscape and good quality agricultural land, sterilising and potentially blighting both the Rectory and the land around it. It will result in substantial landscape and visual effects.
- The proposed underbridge will cause an initial substantial impact to the narrow western woodland leg of the Registered Parkland known as Church Plantation (RPG Grade II\*) during the construction period, however in the longer term the restored woodland and walkway will retain the continuity of the woodland and historic significance of the walkway to the church, albeit the woodland will take some years to mature.

- The new sunken northern loop road will have a considerable impact on Joy's Pasture', a subsidiary parkland field north of Church Plantation by altering the character and views from the C165 road towards Barnard Castle. The road may be visible from Rokeby Park although the new junction and infrastructure is unlikely to be visible from most of the historic parkland due to 2.5m approx. high parkland boundary wall. Careful mounding and mitigation planting will be required to minimise landscape and visual effects. A section of approx. 1m stone wall will need to be removed and the junction will change the views for road users of the C165 (HGV route to Barnard Castle). This wall is poor/missing in some sections and would benefit from restoration.
- The new T junction with the C165 will be visible from the main entrance to Rokeby Park at West Lodge and possibly from a small parkland to the north due to the ha-ha, albeit at an oblique angle. The Topography of Joy's Pasture is such that the proposed Blue Route slip road to the underpass is expected to be barely visible from West Lodge.
- The blue route will bring about indirect impacts on the RPG due to the new dualled bypass carriageway merging into the existing dual carriageway which will result in a short 6 lane merging section of road very close to the west gated entrance to Rokeby Hall. Traffic along this stretch is seen in key views from the Registered Parkland.
- The new 4 lane carriageway bypass looping south of the Rectory combined with the retention of the existing carriageway along its northern edge for lorries, will effectively 'maroon' that building blighting its future viability (as a non-viable building it could become derelict and eventually be demolished).



**LEGEND**

- Site Boundary
- 1km Radius
- PROW Footpath
- Recreational Route - Teesdale Way
- Conservation Areas
- Registered Parks and Gardens
- Ancient Woodland
- Church of St Mary, Grade II\* Listed
- Piers and railings 500 metres south-west of Rokeby Park, Grade II Listed
- View analysis point

**PROPOSALS**

- National Highways A66 Trans-Pennine Project Blue Route - Refer to A66 Northern Trans-Pennine project Statutory consultation brochure, Autumn 2021 - p.42-47

## Blue II Route (Client's preferred option)

### Positive Aspects

- Retention of the Roman road between Scotch Corner and Fortlet Castle on its original line as would have been the case when the estate was built, will emphasise the east west 'historical grain' of Rokeby estate.
- This option removes the 6 lane merging point seen on the other routes, close to the south west gates entrance to the Registered Park
- Giles Worsley suggests the Church is a signifier of the entrance to the estate. The Blue Routes allow the Grade II\* listed church, sitting on a mound, to remain as the dominant element in the immediate landscape without the detracting of a nearby major junction.
- Potential for restoration of stone wall along field edge to the C165 Rokeby to Abbey Bridge road.
- The proposed slip road and new junction would significantly reduce the volume of traffic that currently exits the A66 sharply onto the C165 adjacent to the former south west Rokeby Park entrance with stone gate piers and railed screen (1725 listed grade II). This reduction in volume should consequently reduce the occurrences of impact damage from traffic that have been experienced with the present junction arrangement and would continue under the Black Route option.

### Neutral Aspects

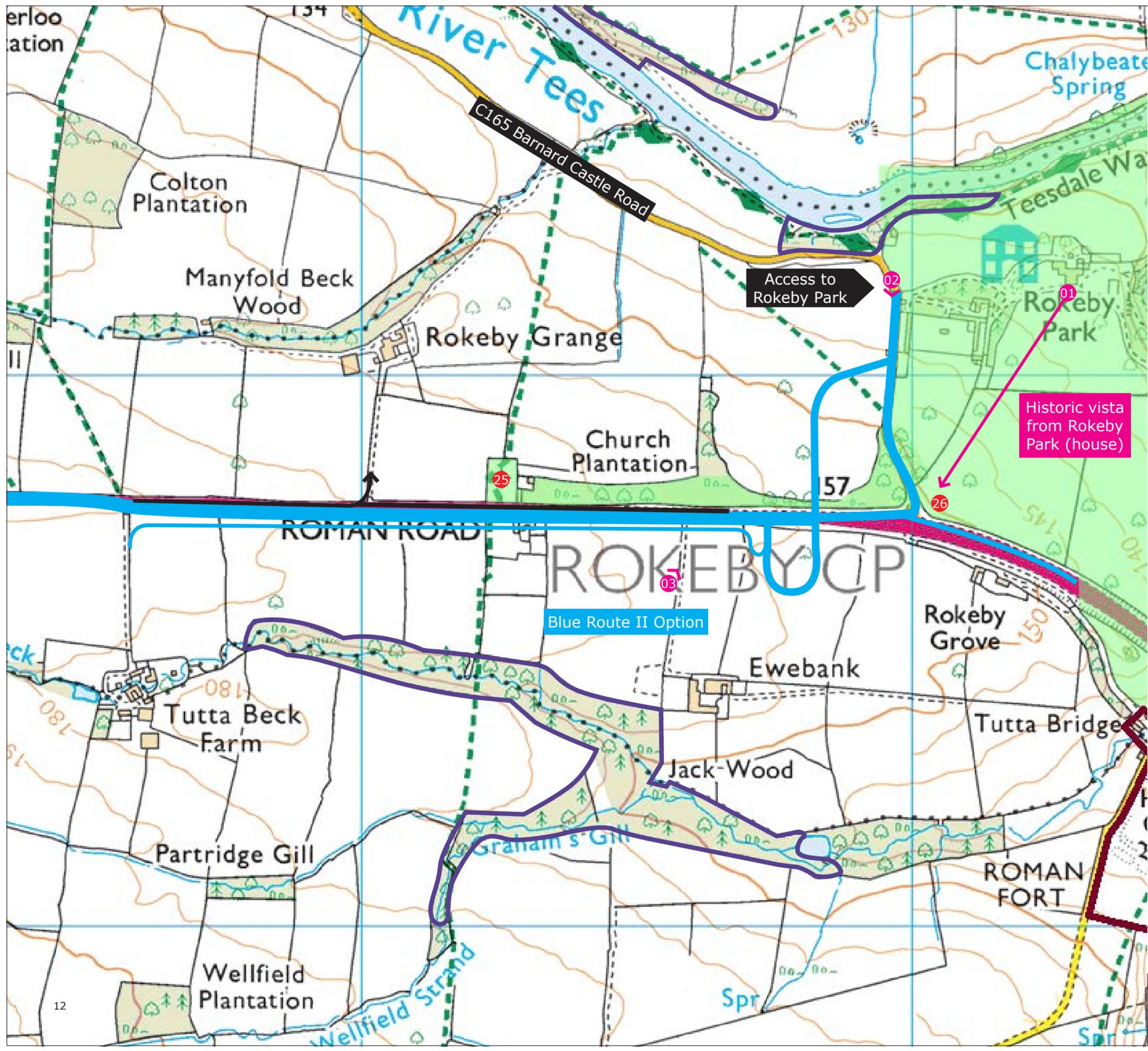
- The retention of the existing east bound carriageway as a private means of access and the demolition of the Rectory allows the proposed carriageway to remain on the existing alignment and for the highway corridor to spread south to give buffer room for mitigation measures to protect both the church and the remaining group of bldgs. as well as the Church Wood RPG

### Negative Aspects

- The widening of the A66 by St Mary's church will worsen the existing road impacts to the setting of the church and nearby buildings
- The widening of the A66 will result in removal of the Rectory in the short term whereas under the black and blue routes it would survive longer albeit blighted
- The proposed underbridge will cause an initial substantial impact to the narrow western woodland leg of the Registered Parkland known as Church Plantation (RPG Grade II\*) during the construction period,

however in the longer term the restored woodland and walkway will retain the continuity of the woodland and historic significance of the walkway to the church, albeit the woodland will take some years to mature. **The residual harm would therefore be less than substantial.**

- The new sunken northern loop road will have a considerable impact on the subsidiary parkland field north of Church Plantation by altering the character and views from the C165 road towards Barnard Castle. The road may be visible from Rokeby Park although the new junction and infrastructure is unlikely to be visible from most of the historic parkland due to 2.5m approx. high parkland boundary wall. Careful mounding and mitigation planting will be required to minimise landscape and visual effects. A section of approx. 1m stone wall will need to be removed and the junction will change the views for road users of the C165 (HGV route to Barnard Castle). This wall is poor/ missing in some sections and would benefit from restoration.
- The new T junction with the C165 will be visible from the main entrance to Rokeby Park at West Lodge and possibly from a small parkland to the north due to the ha-ha, albeit at an oblique angle. The Topography of Joy's Pasture is such that the proposed Blue Route slip road to the underpass is expected to be barely visible from West Lodge.



**LEGEND**

- Site Boundary
- 1km Radius
- PROW Footpath
- Recreational Route - Teesdale Way
- Conservation Areas
- Registered Parks and Gardens
- Ancient Woodland
- 25 Church of St Mary, Grade II\* Listed
- 26 Piers and railings 500 metres south-west of Rokeby Park, Grade II Listed
- View analysis point

**PROPOSALS**

- Blue II Route (Client's proposal)
- Improve for Private Means of Access (PMA) to allow access to Estates.

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Blue Route II Option

Historic vista  
from Rokeby  
Park (house)

Access to  
Rokeby Park

1164\_ROKEBY PARK, A66

Blue II Route Analysis

26.10.21

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## Section 3

# Supporting Baseline Information

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### Description of the Site and Study Area

Refer to **Figure 1: Access and Circulation**

Rokeby Park is a Registered Park and Garden of Grade II\* designation (reference 1000733). Rokeby Park is located approximately 3km southeast of Barnard Castle with the majority of the park located to the north of the existing A66 Trunk road connecting the A1(M) to the east with the M6 to the west. The A66 passes through the area of Registered Park and Garden between Ella's Bridge and Tutta Bridge with a section of the park located to the south of the trunk road in the north west of Greta Bridge. The boundaries of the park are formed by:

- The River Tees to the north;
- Mortham Wood, on the north bank of the River Greta, to the east;
- Great Bridge Bank Road and the line of the existing A66 to the south; and
- The C165 Rokeby to Abbey Bridge road to the west. An additional linear strip of land forms part of the park running from the C165 west along Church Plantation towards and including St Mary's Church.

Full details of the Historic England listing are included in Appendix B, and describes the site as:

*Rokeby lies c 3km south-east of Barnard Castle, immediately north of the hamlet of Greta Bridge. The site is in an angle formed by the River Greta running along the east side and the River Tees on the north side. The precincts of Mortham Tower and a band of woodland on the east side of the Greta is included within the boundary. A by-road from Barnard Castle to Greta Bridge forms the northern part of the west boundary, and the old course of the A66 the south-west and south boundary. Included in the boundary is a path leading west through a band of woodland called Church Plantation from the junction of the Barnard Castle road and the A66 to St Mary's church. The A66 was diverted to bypass Greta Bridge during the late C20 and now cuts across the park north of the village. The c 48ha site is on land which slopes down to the valley of the Greta to the east in a rural and agricultural setting.*

### Significance of former south west entrance to Rokeby Park

The former south west entrance is shown on historic maps as the initial component of an imposing ceremonial approach to the house. Today the remaining piers (one dated 1725) and railings (19th-century) (Grade II) at the former SW entrance continue to indicate a significant property and estate within the park walls (1723) when approached on the A66. It is essential that proposals for upgrading the A66 do not impinge on the frontage of the former entrance or park walls any more than the existing road does today.

### Significance of (Grade II\*) Church Plantation within RPG boundary (west of C165)

This narrow strip of woodland west of the C165 is shown on historic plans and maps including Robinson's 1741 plan of the park, Wilden's plan and the 1857 Ordnance Survey. The path through Church Plantation is also shown on the 1857 OS. The link was a common feature on estates, not only for convenience but to demonstrate the strong relationship between the landowner and Church. It appears that the woodland may have been felled in the past and the mature trees which might be expected on a historic route from the house to the church, have been replaced.

St Mary's appears, as Giles Worsley's 1987 article in Country Life says, as a precursor to the estate for travellers approaching from the west. Its position, with the liturgical east end at the north, appears to have been chosen to allow the building to stand, like an ancient temple, end-on to the road. This choice and the church's classical design are typical of Thomas Robinson's enthusiasm for antiquity, amply demonstrated at Rokeby Park and elsewhere in the RPG.

### Landscape Context

The Park is located at the south-west corner of the confluence of the Rivers Tees and Greta, within a rural and agricultural setting associated with the area between Barnard Castle and Greta Bridge. Land slopes gently from west to east towards the River Greta across the Park and the immediate surrounding study area, with high points at Westwick to the northwest (163m AOD) and Wilson House Clump near Brignall to the south (214m AOD).

The watercourses of the River Tees and River Greta form clear lines across the landscape from west to east and south to north respectively, with associated woodland and riparian vegetation.

Further areas of riparian vegetation such as Jack Wood along the Tutta Beck and Graham's Gill, Manyfold Beck Wood along Manyfold Beck and woodland to the north of the river Greta around the watercourse through East Shaws, along with the woodland at Church Plantation all contribute to the well vegetated and layered landscape within which Rokeby Park sits.

The line of the existing A66, which broadly follows the line of the historic Roman road from Scotch Corner to Penrith, was diverted around the settlement of Greta Bridge in the late 1970's and now passes through the area of Registered Park and Garden to the north of the village. The A66 is currently on single carriageway through the park, with a surface level junction connecting to the C165 allowing access to Barnard Castle. The C165 itself takes a tight north bend off the A66 immediately in front of the secondary access to the park on its west corner, where stone gate piers and railings mark a prominent entrance. The C165 continues north along the west boundary of the park in very close proximity to the boundary wall, with no verge between.

The Study Area includes the settlements of East Shaws to the northeast, Greta Bridge to the south of the park boundary, Brignall to the southwest and Westwick to the northwest. Scattered farmsteads are dotted throughout the agricultural study area, including West Shaws, Thorpe Farm, Ewebank, Tutta Beck Farm, Rokeby Grange and Tees Farm.

## Section 4

# Landscape and Visual Methodology

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This study has been undertaken and reviewed with due diligence by Chartered Landscape Architects in liaison with heritage specialists.

This document is intended to discuss the broad landscape, visual and heritage issues that are likely to arise as a result of the proposed changes to the A66, focusing on the currently NH preferred Black Route, the Blue Route and a third option proposed by Rokeby Estates known as the Blue II Option.

It is not a Landscape and Visual Impact Assessment nor is it a Heritage Impact Assessment due to the lack of detail currently available.

The extent of the proposed development and indicative location of any proposed junction is considered in the context of the landscape and heritage of the site, and the visibility of the site and the surrounding area.

As full details of the proposed road widening and junction proposal options are not available at the time of writing, in considering potential effects, this document refers only to the broad proposed route option designs within the National Highways A66 North Trans-Pennine project Public consultation document, and in particular, the Cross Lanes to Rokeby section. Since all options are similar at Cross lanes, the document looks in particular at the Rokeby Park section.

The Study area and viewpoints included in this report were determined using a combination of map analysis and field work. Panoramic photography was taken at 1.5m above ground level with a digital SLR camera.

## Section 5

# Landscape Context

### Landscape, Planning and Heritage Designations

Refer to **Figure 1:** Access and Circulation  
**Figure 2:** Heritage Designations  
**Figure 3:** Landscape and Planning Designations  
(1.5km Study Area)

#### Scheduled Monuments

Rokeby Park itself includes the remains of St Michaels Church in the north part of the park, in proximity to the confluence of the 2 rivers, and is a Scheduled Monument. It is located approximately 800m north east of the suggested road proposals. Two further Scheduled monuments are located within the Conservation Area of Greta Bridge: Greta Bridge Roman Fort, Vicus and a section of Roman road located approximately 700m to the south east of the suggested road proposals and Greta Bridge itself, located approximately 750m to the southeast of the suggested road proposals.

#### Listed Buildings and Conservation Areas

There are 25 listed buildings located within the Registered Park and Garden of Rokeby Park, including St Mary's Church (which is connected to the main part of the park via a walk through Church Plantation), Figure 2.

A further 8 Listed buildings are located to the south of Rokeby Park, within the Conservation area of Greta Bridge, refer to Figure 2. A further 3 are located at Rokeby Grove, just south of the line of the A66 before it enters the Registered Park and Garden. The surrounding study area includes 11 listed buildings in and around Brignall and the site of the Medieval village of Brignall, 6 at

Thorpe Farm, 2 at East Wood Hall, 1 at Tutta Beck, 1 on the Roman road, 1 at Abbey Bridge, 2 at West wick and 4 at East Shaws.

The Greta Bridge Conservation Area is located south of Rokeby Park and includes the most southerly part of the park within its boundary. The Conservation Area stretches from Tutta Bridge to the northwest, The Morrith Hotel and Greta Bridge in the centre and to the south includes the grounds of The Morrith Hotel and Roman Fort.

#### Public Rights of Way and other Routes

The Teesdale Way Recreational Route travels along the line of the River Tees from west to east through the study area, connecting Cumbria with Durham. A number of further footpaths dissect the study area following the line of both the River Tees, the River Greta and connecting to and crossing the Roman road.



Plate 2: Grade I Listed Rokeby Park (house)



Plate 3: Grade II\* Listed Church of St Mary



Plate 4: Grade II Listed Piers and Railings

### Areas of High Landscape Value and Ancient Woodland

The Park and much of the surrounding study area are within the Durham Area of High Landscape Value which covers the majority of the landscape surrounding Barnard Castle from Bowes in the west to the County boundary to the east and includes the landscape surrounding Greta Bridge and to both sides of the existing A66. The Area of High Landscape Value is designated as such due its attractive, mature and undeveloped landscapes, which in this location is characterized by the mature riparian woodland and mixed deciduous woodland plantations, hedges with frequent hedgerows trees and small to medium linear field pattern.

The study area is also dissected by linear tracts of Ancient Woodland located predominantly along the line of the River Tees (Tees Bank Plantation and further woodland along the river banks to the east), the line of the River Greta (North Wood, Tebb Wood, Mill Wood) and the line of Tutta Beck and Grahams Gill tributaries to the River Greta (Jack Wood).

### Landscape Character of the Study Area

#### National Character Areas

National Character Area Mapping is carried out by Natural England (Refer to Figure 4, Appendix A). The site, along with the whole of the 2km study area, falls within NCA22: Pennine Dales Fringe, the key characteristics of which are as follows:

- Side slopes of Pennine Dales uplands, predominantly sloping down to the east, but with locally varied topography formed by several

significant river valleys running from west to east, including the Wharfe, Washburn, Nidd, Ure, Swale and the broad vale of the Tees.

- A transitional landscape between the Pennine uplands to the west and the low-lying fertile landscape of the Vale of York to the east; mainly pastoral in the west, with rough grazing on the moorland edge, merging into mixed farming, with arable on the lighter soils in the east.
- A well-wooded landscape, with woodland along valleys, many copses and plantations on the side slopes, and hedges with hedgerow trees in the lowerlying arable areas.
- Several historic parklands, with woodlands and veteran trees.
- Field boundaries of drystone walls on higher ground and hedges in lower areas.
- A generally tranquil and rural area, with a distinctly ancient character in some parts, with several small, historic market towns including Kirkby Malzeard, Middleham, Masham, Richmond and Barnard Castle, linked by a network of minor roads.
- Vernacular buildings predominantly built of Millstone Grit, mingling with Magnesian Limestone in the east, with roofs of stone flags, Welsh slate and some pantiles, creating strong visual unity to rural settlements and farmsteads.
- Many rivers, including the Tees, Ure, Nidd and Wharfe, forming important landscape features along with their broad, glacially widened valleys. Smaller rivers, such as the Burn, Laver, Kex Beck and the Skell flow through steep-sided valleys following courses cut by glacial meltwaters.

- The well-wooded valley of the River Washburn has been dammed to create a series of reservoirs, and provides a popular recreation destination for those living in the Leeds conurbation.
- Historically rich area with many parklands, abbeys and historic buildings, well visited by adjacent urban populations, as well as medieval and Roman earthworks.

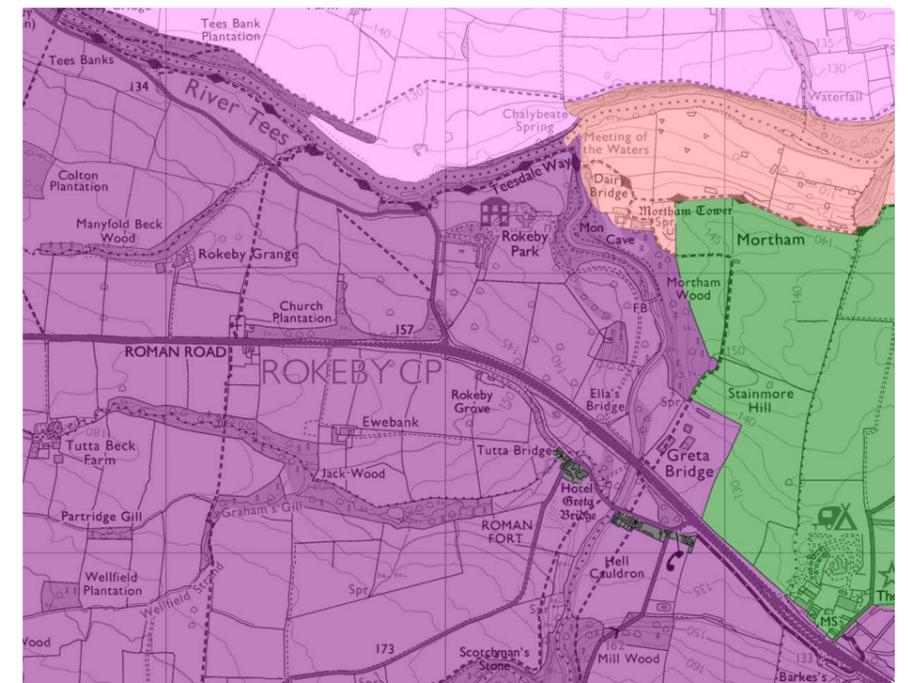


Plate 5: Extract from Local Character Areas Map (refer to Figure 7)

### Local Character Areas

The Durham County Landscape Character Assessment 2008 characterizes the site and much of the surrounding area as within the County Character Area of Dales Fringe, with the area of Tees Lowland located to the east of the Rokeby Park boundary. The Broad Landscape Type Gritstone Vale, is attributed to the park and immediate surrounding area, with the Broad Character Area of Rokeby Park and the surrounding land to the southwest characterized as Barningham, Brignall and Rokeby, the description of which is as follows:

#### ***Barningham, Brignall and Rokeby***

*Gently sloping farmland on the southern flanks of the Tees Vale. A patchwork of arable fields and improved pastures is defined by sub-regular patterns of old hedgerows with scattered hedgerow oak, ash and sycamore. There are frequent small plantations of conifers or broadleaves. The River Tees is lined by low wooded bluffs or narrow riparian woods. Its tributaries, including the River Greta, lie in narrow steep-sided denes containing ancient ash and oak woodlands. There are historic parklands along the lower Greta at Rokeby Eastwood Hall, and remains of a medieval abbey at Egglestone. The small villages of Barningham and Brignall lie on the upper vale side.*

### Analysis of Landscape Character

The site is located within an Area of High Landscape Value, designated as such for its attractive, mature and undeveloped landscapes, and is within an area of Gritstone Vale (Broad Landscape Type) and the Barningham, Brignall and Rokeby Broad Character Area. The extent of Rokeby Park and the immediate landscape to the southwest, where the proposed road alterations will occur, displays the characteristics of both the National Character Area and the regional character type and broad area descriptions. The landscape is gently sloping towards the river valleys, with a good amount of quality landscape features throughout. Defining features of the area include riparian woodland and steep sided denes of the tributaries to the River Tees, mature roadside woodland vegetation, well maintained hedges with frequent hedgerow trees, and the mature designed landscape of Rokeby Park. Notwithstanding the presence of the A66, the landscape retains a small-scale rural quality, with a combination of local landscape types of lowland woods, denes and bluffs along watercourses, running through dene pastures and wooded arable land with patches of lowland woodland throughout. The parkland landscape of Rokeby is of a definite and marked character within this wider landscape which reinforces the historic quality of the local area.

## Section 6 Visual Context and Key Views

The visual amenity of the area is defined by the topography and amount of mature vegetation which contains views in the most part. Short and medium distance views are possible across the landscape, however, longer distance views tend to be screened or filtered by the vegetation, and are limited to 1 or 2 fields distance. Views from and within Rokeby Park tend to be similar, in that the views are often contained to short and medium distance, due to the riparian and blocks of woodland planting to the north-west, north and east, the A66 roadside vegetation and parkland trees to the south and the height and location of the boundary wall to the west. There are however, glimpse views of moving traffic along the A66 from within the park and adjacent to the house, due to the elevated position of the road as it passes through the southern part of the park. There are clear, close range views to the very busy A66 at its junction with the C165 from the secondary entrance into the park and from the adjacent verge. Woodland planting on the northwest corner of this junction, as part of Church Plantation, contains views to the north and west, and directs views along the main carriageway. The mature woodland vegetation on both sides of the A66, in particular that to the north, helps to contain the road corridor during the summer months and therefore limits its visual influence over the wider landscape.

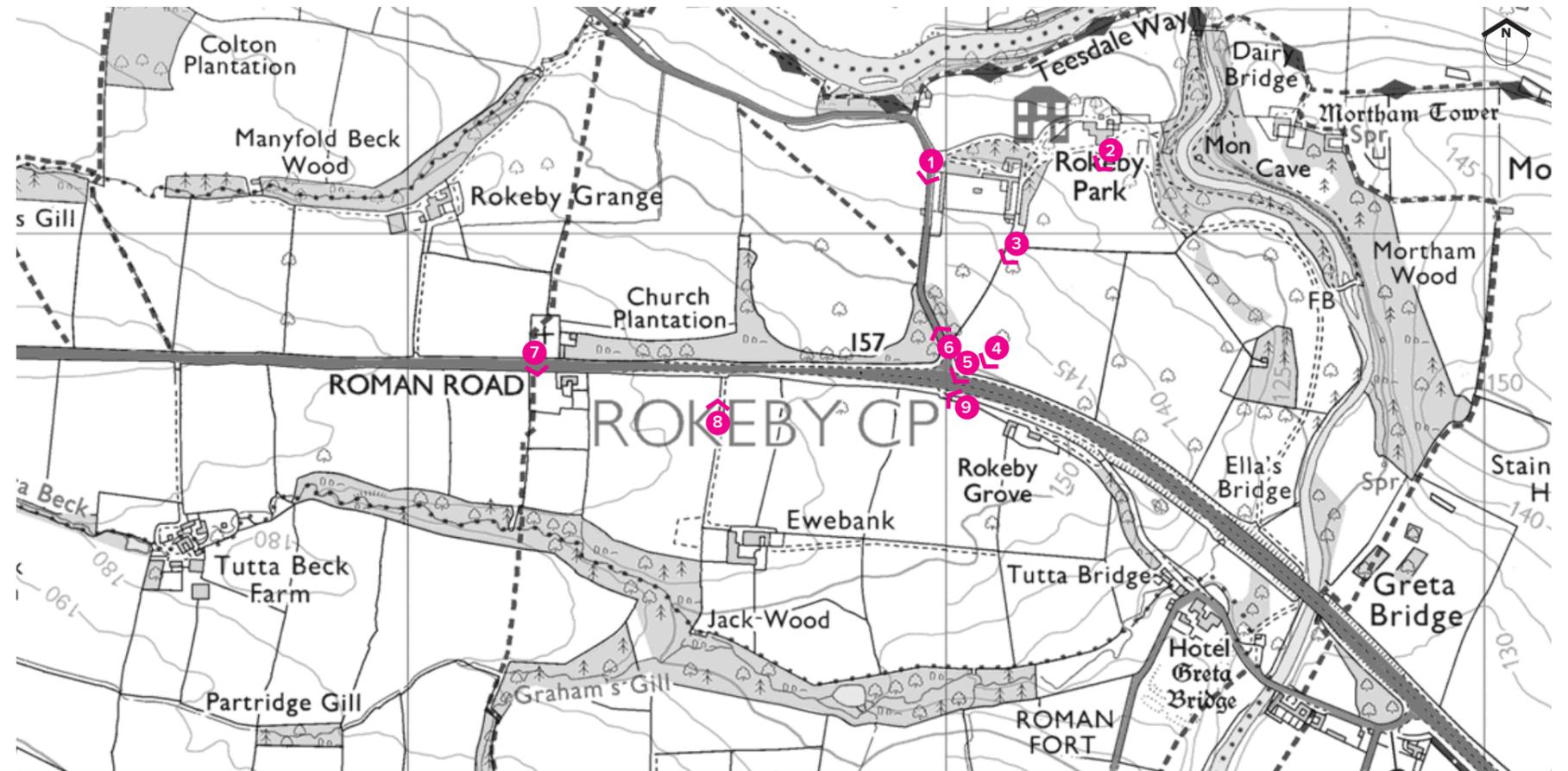


Plate 6: Viewpoint locations



1 View from access to Rokeby Park looking south-west



2 View from Rokeby Park (house) looking south west towards boundary wall and A66 along line of historic vista



3 View from farm track within grounds of Rokeby Park



4 View from within Rokeby Park to the south-west of the Grade II listed piers and railings looking south to the A66



5 View from the Grade II listed piers and railings looking south west to the A66



6 View from land adjacent to the C165 junction and Grade II listed piers and railings, looking north-west



7 View from PROW footpath within grounds of Grade II\* Listed Church of St Mary



8 View from access track to Ewebank Farm looking north



9 View from verge of A66 westbound looking north towards Rokeby Park

## Section 7

# Summary of the Historic Significance of Rokeby Park

by Fiona Green, Garden Historian

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### Introduction

Rokeby Park is an important historic landscape. Rokeby is one of only five parks and gardens registered by Historic England as Grade II\* in County Durham <sup>1,2</sup> The park is of Outstanding Significance and of International or National importance. There are no Grade I registered parks in County Durham. There are currently 455 Grade II\* parks and gardens in England.

### Site Description

Sir Thomas Robinson 1st Baronet (172/3-1777) built the neo-Palladian villa, Rokeby Park (Grade I) between 1725-31. Adjacent buildings to the north and east of the house include a 19-century gunroom (Grade II) and 18-century ice house (Grade II). Further estate buildings lie to the south west and include 18th-century stables (Grade II), gardener's house (Grade II) and 18th-century farm buildings (Grade II). Mortham Tower (Grade I) was built during the 14th-century for the Rokeby family and stands east of Rokeby Park. The site of a church is marked with a group of tombstones (Grade II) and the base of a cross (Grade II), located close to the north east entrance of the estate. The majority of the parkland lies to the south of the house and the boundary is adjacent to the A66. The pleasure grounds around the house are separated from the southern section of the park by a ha-ha.

### Rokeby pleasure grounds

The ha-ha crosses the park from a point south of the kitchen gardens then leads north to follow the curved edge of woodland above the bank of the river Greta. The ha-ha allows simultaneous views from walks in the pleasure grounds to the park and north towards Mortham Tower. The lawns west of the house are ornamented with 18th-century urns (Grade II) and antiquarian

items as well as a Roman milestone and Roman alters (Grade II). The pleasure grounds extend south east to a ridge above the river Greta which overlooks the River Garden. Robinson's plan which he published in 1741 shows the river, possibly canalised at the east end, approached by a circuitous, serpentine walk from the mansion through what appear to be shrubberies<sup>3</sup>. The path joins another serpentine path just above an area of banks and rocks. The alternative route onto a linear terrace would have allowed views across the park before descending to the river via angled slopes. This area is shown in an 18th-century painting attributed to George Cuitt c. 1750s.<sup>4,5</sup>

Paths through the pleasure grounds lead north to an 18th-century Dairy Bridge (Grade II) and allow views of the house, parkland and confluence of the river Tees and Greta. Further on the paths lead to Scott's Cave or Scott's Grotto (artificial) which was the subject of Sir Walter Scott's epic poem 'Rokeby' inspired by the picturesque landscape and stories of the Rokeby family.<sup>6</sup> An 18th-century bridge nearby (Grade II) was chosen as a subject by watercolourist John Sell Cotman (1782-1842). JMW Turner (1775-1851) sketched Mortham Tower when he visited the area in 1816.

### Rokeby parkland

Sir Thomas Robinson enclosed the park in 1725 and planted the estate woodland between 1730 - 1737. Fournier's plan shows entrances from the north, north east, east and south west. The west entrance is depicted on the plan with four piers. The entrances were improved in the early 19th-century, probably by JBS Morritt. Today the main entrance is located at the west entrance lodge and marked by a neoclassical lodge with an entrance screen and gate piers topped by sphinxes (Grade II). The drive leads east and north-east before dividing to approach the rear of the house and south front.

The south west entrance (shown on Robinson's plan of 1741) no longer exists although two gate piers, one dated 1725, remain and are connected by 19th-century railings (Grade II). The east entrance with screen, wall and railings (Grade II) is located at Greta Bridge and separated from the estate by the A66. The Rokeby Park villa is surrounded by parkland and scattered trees. Robinson and Wilden's plans show platoons of trees in the south section of the park. Remnant trees have survived from an avenue leading north from Greta Bridge, and are shown on the plan by Robinson of 1741 and an undated, late 18th-century plan by Wilden.<sup>7,8</sup> Woodland belts around the perimeter of the estate are shown by Robinson and Wilden and have also survived although diminished in size. Both the Robinson and Wildon plans depict estate woodland with axial rides from the now defunct entrance at the junction with the A66, on the west bank of the Greta and the main approach to the house. Rides are also shown through the woodland. The woodland was reduced by the time of the 1857 Ordnance Survey and the axial rides were no longer evident.

St. Mary's church (Grade II\*) was designed by Thomas Robinson c.1765 and consecrated in 1778<sup>9</sup> (subsequently confirmed by Sir A.Morritt as consecrated in 1776). J.S. Morritt commissioned John Carr to complete the interior of the building.<sup>10</sup>

The church is located on the south west side of the park across the C165. It stands on a rising at the end of a walk through woodland and has some limited visual connection with the park that may have been more prominent before the woodland matured.

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1. The other four parks in County Durham registered by Historic England as being of Special Historic Interest in England Grade II\* are; Auckland Castle Park List Entry Number 1000727, Croxdale Hall List Entry Number 1001271, Hardwick Park List Entry Number 1000730, Raby Castle List Entry Number 1000732.

2. Rokeby was originally in Yorkshire until changes in the county boundaries.

3. Worsley, G (1987) Rokeby Park I. Country Life March 19. p. 75

4. Historic England (2000) Register of Historic Parks and Gardens of Special Historic Interest in England List Entry description 1000733.

5. Worsley, G (1987) Rokeby Park I. Country Life March 19. p. 75

6. Scott, W. (1813) Rokeby: A poem.

7. Published by Foudrinier, P (1735) Six plans and elevations of the House and Park of Rokeby ... Seat of Hon. Sir. T. Robinson Bart. from Simpson. P. (2017) The Forgotten Foudrinier: The Life, Times and Work of Paul Foudrinier

8. no date. made prior to death of J.S. Morritt in 1791

9. Illustration of drawing Worsley p. 78

10. British Listed Buildings

### Context for the design of Rokeby Park

The park is among a number of important designed landscapes created in the 'Natural Style' in England during the early 18th century by a group of contemporaries who shared interests in landscape aesthetics and were often connected through marriage.

Robinson married Elizabeth neé Howard eldest daughter of Charles Howard the 3rd Earl of Carlisle (1669-1738) whose extensive landscape garden at Castle Howard was developed between 1698 and 1738.<sup>11</sup> Robinson was brother in law to John Aislabie (1670-1742) who created gardens at Studley Royal from 1715. Robinson's niece was married to Thomas Duncombe of nearby Duncombe Park.

Robinson's plans for the design of the park were published in 1741.<sup>12</sup> Worsley describes the grounds as being inspired by Pliny's garden, a combination of 'naturalistic landscape, highly formalised garden design and carefully contrived naturalism' as disseminated by William Kent.<sup>13</sup>

Robinson's sent his thoughts on the design of landscape gardens to the 3rd Earl of Carlisle in a letter dated 1734, '*There is a new taste of gardening just arisen, which has been practiced with so great success at the Prince's garden in town [Carlton House], that a general alteration of some of the most considerable gardens in the kingdom is begun, after Mr. Kent's notion of gardening, viz. to lay them out, and work without either level or line. By this means I really think the 12 acres the Prince's garden consists of, is more diversified and of greater variety than anything of that compass I ever saw; and this method gardening is more agreeable, as when finished, it has the appearance of beautiful nature, and without being told, one would imagine art had no part in the finishing, and is according to what one hears of the Chinese,*

*entirely after their models for works of this nature, where they never plant straight lines or make regular designs. The celebrated gardens of Claremont, Chiswick, and Stowe are now full of labourers, to modernise the expensive works finished in them, even since everyone's memory. If this grows a fashion, t'will be happy for that class of people, as they will run no risk of having time to lay on their hands.*'<sup>14</sup>

Robinson had only just come of age when he commenced building Rokeby Park and setting out the landscape. Another of his contemporaries and possible influences was Richard Boyle, 3rd Earl of Burlington (1694-1753) who owned Chiswick. Burlington was an acknowledged exponent of Palladian architecture and was involved in debate regarding garden taste with numerous garden designers and writers. This included William Kent who assisted with the design of the landscape garden at Chiswick, which is known as one of the first gardens where the Natural Style was attempted.<sup>15</sup> Burlington's Yorkshire seat was at Londesborough Park, Yorkshire where he made alterations to create a naturalistic landscape during the early 18th century.<sup>16</sup>

The prevailing landscape theories among these contemporaries related to a transition from rigid geometric layouts applied to paths and planting and changing to open lawn settings for buildings, irregular groups of trees, sinuous bodies of water and the creation of vistas. In addition to William Kent This approach was taken by other well known designers such as Batty Langley (1696-1751) and Stephen Switzer (1782-1745). Switzer prepared design for pleasure grounds in the Natural Style at Gibside, Gateshead between 1731 and 1732.<sup>17</sup>

Evidential value provided by Archaeological Services University of Durham The A66 originated as a Roman road that extended from Scotch Corner, via Bowes, to Brougham. Today this section of road is known as Margery 82, Pastscape monument number 1031457. Ivan Margery's original description says

that it branched from Dere Street, the present A1, at Scotch Corner; the first 2.5km is hard to see but "from this point nearly all the way to Brough, save in a few short lengths, the road is still in use" (Margery 1973, 434).

The road at Rokeby is well above the level of the fields on its south side, but the level difference is markedly less on the north (Plate 7). It is possible that Roman deposits remain within the modern embankment. Road surfaces have been found both to the east and west of the study area, near Scotch Corner and Bowes (Vyner et al., 2001; Howard-Davis et al., 2014). In 2018, foundations of the Roman road were discovered during improvement works on the A66 near Kirkby Thore in Cumbria.

The listed milestone and church and the adjacent unlisted school building are close to the north side of the present road. The former Rectory, also unlisted, is on the opposite side, close to the church. This group of buildings are part of the designed estate and provide evidence of how eighteenth century estates were structured.

### Other aspects of evidential value

Private collections at Rokeby include three important paintings showing the park a) A view of Rokeby Park seen across the river Greta, attributed to George Cuitt, b) A bird's eye view of Rokeby attributed to George Cuitt, c) Robinson and friends in front of Rokeby. Plans for the park, house and Rokeby church have also survived.

Topographical descriptions of Rokeby provide evidence of how the estate appeared during the 18th and 19th-centuries. Authors such as the poet Thomas Gray (1716-1771), Arthur Young (1741-1820) and William Hutchinson (1732-1814) published accounts of the area in which the picturesque features of Rokeby featured prominently. Tour guides such as Garland's 1813 tour guide stated it

was a place that cannot be passed without a visit.<sup>18</sup> Artists have also contributed to evidential value of the parkland, these include Joseph Mallord William Turner (1775-1851), John Sell Cotman (1782-1842) and Thomas Girtin (1775-1802).

#### **The evidential value of Rokeby Park is considerable**

##### *Historical value*

The Rokeby parkland has high illustrative value as an early example of a landscaped park set out in the ‘Natural Style’. The park is a representative example of the development of landscaped parks during the early 18th-century. The Rokeby parkland is significant as the original design for the landscape can still be interpreted in conjunction with the buildings and structures which were part of Robinson’s overall concept for the estate. This is particularly notable with regard to the open lawned setting of the grand Palladian country house.

There is illustrative value in the numerous listed structures at Rokeby Park including the Grade I house and Mortham Tower which are of Outstanding Significance and of International or National importance. There are 14 Grade II buildings and structures which are of Considerable Significance - National or Regional importance (north east England). The park itself is registered as Grade II\* which is also of Outstanding Significance and of International or National importance.

The site also has important associative value due to connections with leading national figures of the 18th and 19th-centuries. Sir Thomas Robinson was a leading amateur architect and man of fashion. His design for Rokeby was described by Colvin as an ‘original and highly effective composition that had no precedent among English country houses’.<sup>19</sup> J.B. S. Morritt (1772-1843), whose father J. S. Morritt purchased the estate in 1769, was a traveller, writer, classical scholar, collector and connoisseur. John Sell Cotman (1782-1842) visited Rokeby on a sketching tour lasting two weeks in 1805. Sir Walter Scott’s (1771-1832) romantic, narrative poem

‘Rokeby’ was dedicated to J.B.S. Morritt following his stay at Rokeby 1809 and made Rokeby famous throughout Britain.

#### **The historical value of Rokeby Park is exceptional**

##### *Aesthetic value*

The Rokeby parkland has high aesthetic value as the setting to Rokeby Park. The relationship between the warm yellow-ochre Palladian villa and its elegant lawn setting is inspired. The park is a substantial designed landscape and the smooth grassland with scattered trees contrasts dramatically with the surrounding rural and agricultural land. The boundary wall indicates a large park within with glimpsed views only rarely available from the A66. However, the interior of the park is designed to exploit numerous views of the house, Mortham Tower, features such as Dairy Bridge, the surrounding landscape and river Greta. The emphasis on spatial relationships in the landscape garden at Rokeby demonstrates the early 18th-century interest in manipulating space and views and encompassing ‘all nature as a garden’.<sup>20</sup> The majority of these relationships have survived since they were laid out in the early 18th-century. The ha-ha also remains, exemplifying an important feature of early England landscape gardens.

#### **The aesthetic value of Rokeby Park is exceptional**

##### *Communal value*

Rokeby park has social value as a place which attracts visitors who have the opportunity to enjoy the tranquillity, natural and manmade beauty, historic designed landscape and architectural features.

#### **The communal value of Rokeby Park is considerable**

##### *Impact of Highways England proposals on significance*

The south west corner of the Grade II\* registered park (which includes woodland west of the C165) is an area of Considerable Significance and will be affected by all the options for upgrading the A66.

##### *Impact of Highways England proposals on former south west entrance to Rokeby*

The former south west entrance is shown on historic maps as the initial component of an imposing ceremonial approach to the house. Today the remaining piers (one dated 1725) and railings (19th-century) at the former SW entrance continue to signify a significant property and estate within the park walls (1723) when approached on the A66. It is crucial that proposals for upgrading the A66 do not impinge on the frontage of the former entrance or park walls any more than it does already.

##### *Impact of Highways England proposals on woodland within register boundary (west of C165)*

The woodland west of the C165 is shown on historic plans and maps including Robinson’s 1741 plan of the park, Wilden’s plan and the 1857 Ordnance survey. The path from the house to the church is also shown on the 1857 Ordnance survey. This was a common feature on estates, not only for convenience but to show the strong relationship between the landowner and Church. It appears that the woodland may have been felled in the past and the mature trees which one would expect on a historic route from the house to the church have been replaced.

11. Historic England Register of Parks and Gardens of Special Historic Interest in England Grade I. List Entry Number 10001059  
12. The Robinson papers went to his brother, the then Archbishop of Armagh. The latter founded the Armagh Robinson Library. It contains the ‘Rokeby Colection’ bound in green tooled leather. Thos Robinson’s version of Palladio contains manuscript additions to the plans of buildings like Rokeby.  
13. *ibid.* p. 78  
14. Hunt J D (1987) *The Genius of the Place The English Landscape Garden* cited p.46  
15. Jacques .p.33

16. Historic England Register of Historic Parks and Gardens Grade II\* List Entry Number 1000924  
17. Historic England Register of Historic Parks and Gardens Grade I List Entry Number 1000508  
18. Garland, R (1813) *A Tour in Teesdale, including Rokeby and its environs.* p. 25  
19. Colvin H (1978) *A Biographical Dictionary of British Architects 1600-1840* p. 703  
20. Horace Walpole (1717-1797) *Walpole, H History of the Modern Taste in Gardening*

## Section 8

# Heritage Assets

by Richard Annis, Archaeologist

The Co Durham Historic Environment Record lists four designated heritage assets within or immediately adjacent to the proposed development area, though there are others within a short distance of the site boundary (see plan attached). These designated assets include three listed structures: a milestone about 80m west of the drive to Tutta Beck Farm (Grade II, List no. 1121674); the church of St Mary (Grade II\*, List no. 1121673); and the piers and railings south-west of Rokeby Park (Grade II, List no. 1160738). The fourth designated asset is Rokeby Park, a Grade II\* Park and Garden (List no. 1000733).

### *The road*

The A66 originated as a Roman road that extended from Scotch Corner, via Bowes, to Brough. Today this section of road is known as Margery 82, Pastscape monument number 1031457. Ivan Margery's original description says that it branched from Dere Street, the present A1, at Scotch Corner; the first 2.5km is hard to see but "from this point nearly all the way to Brough, save in a few short lengths, the road is still in use" (Margery 1973, 434).

The road at Rokeby is well above the level of the fields on its south side, but the level difference is markedly less on the north (Plate 7).

It is possible that Roman deposits remain within the modern embankment. Road surfaces have been found both to the east and west of the study area, near Scotch Corner and Bowes (Vyner et al., 2001; Howard-Davis et al., 2014). In 2018, foundations of the Roman road were discovered during improvement works on the A66 near Kirkby Thore in Cumbria.



Plate 7: View NW from the Ewebank access road, with the A66 carriageway well above the level of the fields



Plate 8: Park wall on the east side of the C165 junction



Plate 9: The path through Church Plantation is no longer visible

### The Registered Park

The Grade II\* park has a stone wall on the east side of the minor road (C165) from the listed railings and piers (Plate 8). This is not listed separately but is an integral part of the Registered site. The Park includes a strip of woodland that runs along the north side of the A66 the west of the C165 junction. This appears to be a self-seeded wood rather than a deliberate plantation. The National Heritage List description for Rokeby Park mentions a path running through the wood to St Mary's Church. This is no longer extant as a path; a rough track used in recent timber extraction runs along the same line (Plates C-E).



Plate 10: Evidence of recent timber extraction in Church Plantation, looking east



Plate 11: Evidence of recent timber extraction in Church Plantation, looking west

### The Buildings

The listed milestone and church and the adjacent unlisted school building are close to the north side of the present road. The former Rectory, also unlisted, is on the opposite side, close to the church. It lies well below the level of the carriageway (Plate 12).

ARUP's Significance Appraisal of 20th July 21 concluded that the Old Rectory *"is of limited significance due to the lack of original fabric internally and externally the character, appearance and its setting have been greatly altered.....overall the significance of the asset can be determined as medium to low"*.

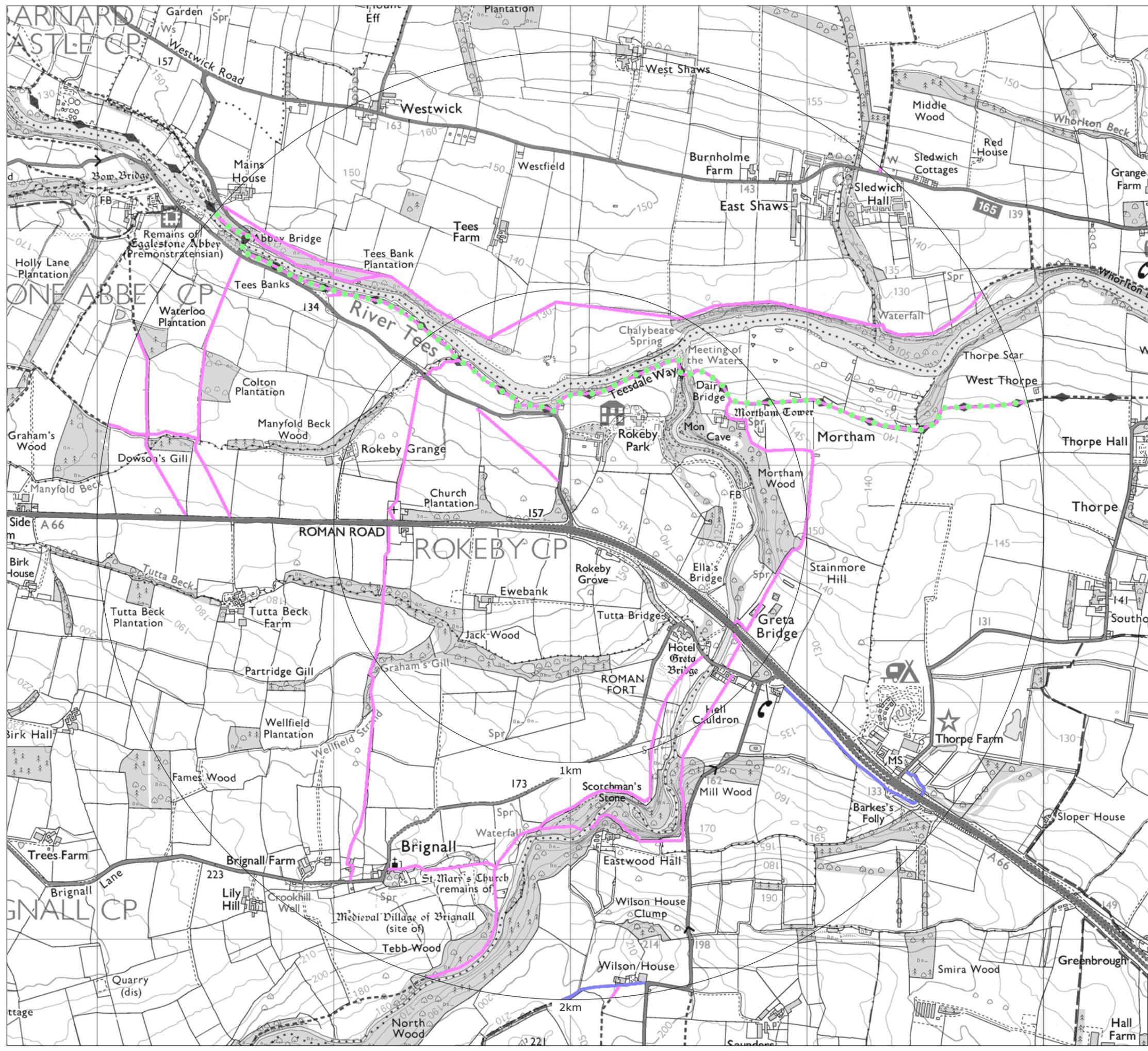


Plate 12: The Rectory, close to and below the west-bound carriageway

### Sources and references

Howard-Davis, C, Newman, R, Stewardson, A, & Zant, J, 2014 Scots Dyke to Turnpike: The Archaeology of the A66. Greta Bridge to Scotch Corner. Oxford Archaeology North  
Margary, I, 1973 Roman Roads in Britain. London: John Baker  
Vyner, B, Robinson, P, Annis, R, & Pickin, J, 2001 Stainmore: The Archaeology of a North Pennine Pass. Hartlepool: Tees Archaeology and English Heritage  
[http://www.pastscape.org.uk/hob.aspx?hob\\_id=1031457](http://www.pastscape.org.uk/hob.aspx?hob_id=1031457)

Section 10  
Figures



**LEGEND**

-  Site Boundary
-  Study Area - 2km Radius
-  Footpath
-  Bridleway
-  Recreational Route - Teesdale Way



Site Aerial



1164\_ROKEBY PARK, A66

Figure 1  
Access and Circulation

28.06.19

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### LEGEND

- Site Boundary
- Study Area - 2km Radius
- Scheduled Monuments
- Listed Buildings
- Conservation Areas
- Registered Parks and Gardens

**SCHEDULED MONUMENTS**

1. REMAINS OF ST MICHAEL'S CHURCH, 50M NORTH WEST OF DAIRY BRIDGE, ROKEBY PARK
2. GRETA BRIDGE ROMAN FORT, VICUS AND SECTION OF ROMAN ROAD
3. GRETA BRIDGE

**LISTED BUILDINGS**

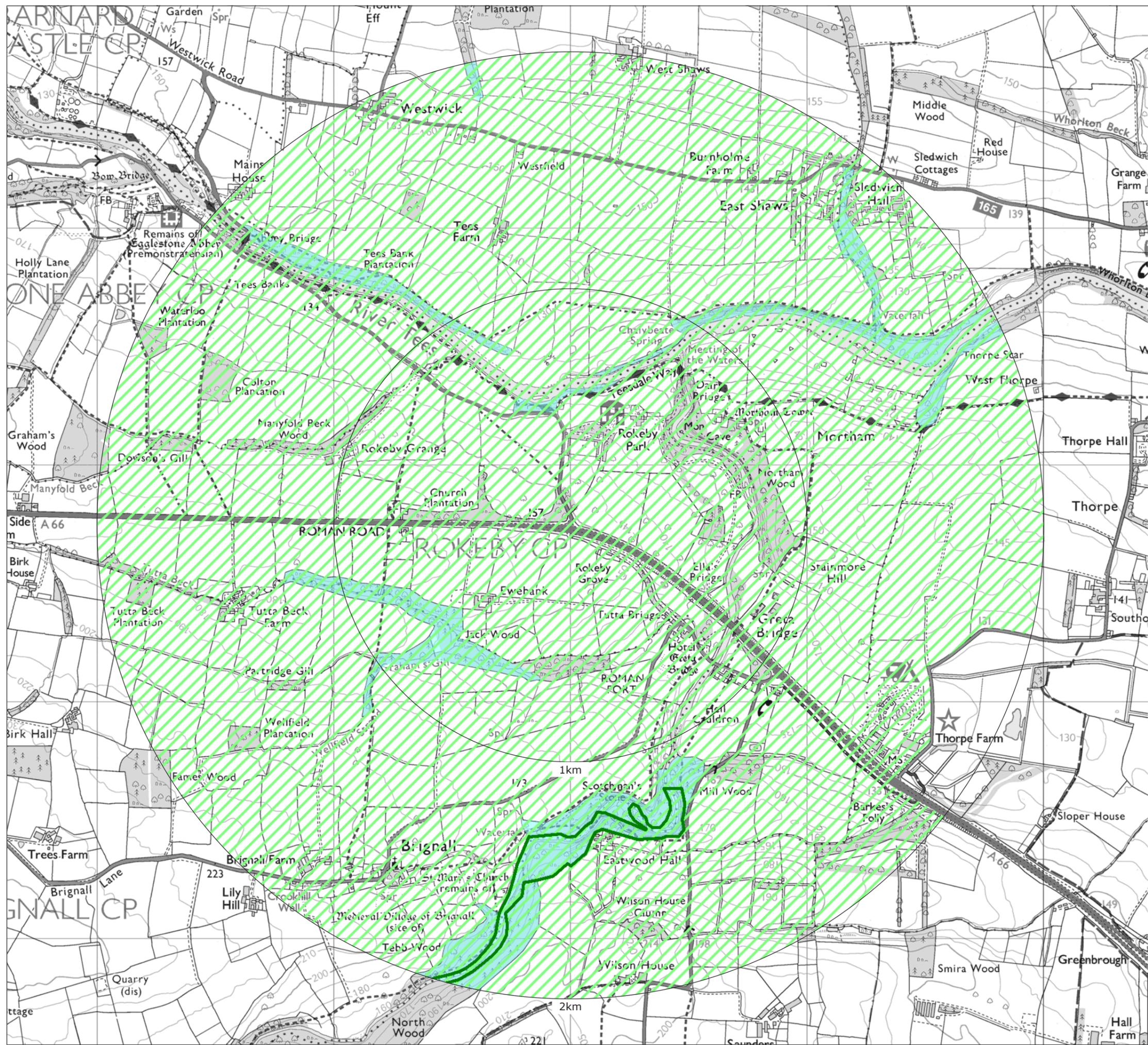
1. IVY COTTAGE AND ATTACHED SMITHY, GRADE II
2. CLOSE COTTAGE NETHER WESTWICK, GRADE II
3. EAST SHAW'S FARMHOUSE AND WALL ATTACHED TO NORTH, GRADE II
4. WALL ADJOINING TO EAST OF EAST SHAW'S FARMHOUSE, GRADE II
5. SLEDWICH HALL, GRADE II
6. ABBEY BRIDGE, GRADE II\*
7. WEST LODGE AND ENTRANCE SCREEN, GRADE II
8. STABLE BLOCK 180 METRES SOUTH WEST OF ROKEBY PARK, GRADE II
9. GARDEN HOUSE, OUTBUILDINGS AND WALLS, TO SOUTH WEST OF ROKEBY PARK, GRADE II
10. STABLEYARD COTTAGE, TO SOUTH WEST OF ROKEBY PARK, GRADE II
11. PLATFORM WITH ROMAN ALTARS ON LAWN WEST OF ROKEBY PARK, GRADE II
12. SUNDIAL ON LAWN WEST OF ROKEBY PARK, GRADE II
13. ROMAN MILESTONE AGAINST WEST WALL OF ROKEBY PARK, GRADE II
14. GUNROOM ON NORTH OF ROKEBY PARK REAR COURT, GRADE II
15. ROKEBY PARK AND ATTACHED STABLES, GRADE I
16. 8 URNS ON LAWN TO SOUTH OF ROKEBY PARK, GRADE II
17. ICE HOUSE 40 METRES EAST OF ROKEBY PARK, GRADE II
18. GROUP OF TOMBSTONES CIRCA 50 METRES NORTH WEST OF DAIRY BRIDGE, GRADE II
19. CROSS BASE CIRCA 50 METRES NORTH WEST OF DAIRY BRIDGE, GRADE II
20. DAIRY BRIDGE COTTAGE, GRADE II
21. DAIRY BRIDGE OVER THE RIVER GRETA, GRADE II
22. HERM OF CERES 40 METRES WEST OF MORTHAM TOWER, GRADE II
23. MORTHAM TOWER, GRADE I
24. SIR WALTER SCOTT'S GROTTO, IN BANK OF RIVER GRETA SOUTH WEST OF MORTHAM TOWER, GRADE II
25. TERRACE WALL TO SOUTH OF MORTHAM TOWER, GRADE II
26. FARMBUILDINGS TO EAST OF MORTHAM TOWER AND ATTACHED WALLS, GRADE II
27. FOOTBRIDGE 220 METRES SOUTH EAST OF MORTHAM TOWER, GRADE II
28. MILESTONE 80 METRES WEST OF ENTRANCE TO TUTTA BECK FARM, GRADE II
29. TUTTA BECK COTTAGES, GRADE II
30. CHURCH OF ST MARY, GRADE II\*
31. PIERS AND RAILINGS 500 METRES SOUTH WEST OF ROKEBY PARK, GRADE II
32. STABLE TO WEST OF ROKEBY GROVE, GRADE II
33. ROKEBY GROVE, GRADE II
34. SUNDIAL ON LAWN 10 METRES SOUTH OF ROKEBY GROVE, GRADE II
35. THE MORRITT ARMS HOTEL, GRADE II
36. EAST LODGE TO ROKEBY PARK, GRADE II
37. EAST ENTRANCE SCREEN TO ROKEBY PARK, WITH ATTACHED WALLS AND RAILINGS, GRADE II
38. GRETA BRIDGE, GRADE II\*
39. THE SQUARE, GRADE II
40. THE SQUARE (NUMBERS 3 TO 6 CONSECUTIVE) WITH FARMBUILDING RANGE TO LEFT OF NUMBER 6, GRADE II
41. THE SQUARE RANGE OF FARMBUILDINGS TO REAR OF NUMBER 5, GRADE II
42. GABLE END ROKEBY HOUSE THE COTTAGE, GRADE II
43. ANVIL HOUSE, GRADE II
44. FRONT GARDEN WALLS TO BRIGNALL FARMHOUSE, GRADE II
45. BRIGNALL FARMHOUSE, WITH ATTACHED OUTBUILDING TO EAST, GRADE II
46. BROOKSIDE WITH ADJACENT OUTBUILDINGS, GRADE II
47. IVY COTTAGE AND ADJACENT OUTBUILDING TO SOUTH, GRADE II
48. BARN 20 METRES SOUTH OF CHURCH OF ST MARY, GRADE II
49. CHURCH OF ST MARY, GRADE II
50. BRIGNALL GRANGE, GRADE II
51. 5 LISTED BUILDINGS
52. NORTH AND WEST WALLS OF GARDEN TO WEST OF EASTWOOD HALL, GRADE II
53. FARM BUILDINGS TO WEST OF EASTWOOD HALL, GRADE II
54. EASTWOOD HALL, GRADE II
55. FARMBUILDINGS TO WEST OF THORPE GRANGE FARMHOUSE, GRADE II
56. WALLS, RAILINGS AND GATEPIERS TO SOUTH OF THORPE GRANGE FARMHOUSE, GRADE II
57. COACH HOUSE RANGE TO NORTH OF THORPE GRANGE FARMHOUSE, GRADE II
58. THORPE GRANGE FARMHOUSE, GRADE II
59. MILESTONE 30 METRES SOUTH EAST OF THORPE GRANGE FARMHOUSE, GRADE II
60. THORPE FARMHOUSE AND ADJACENT OUTBUILDINGS, GRADE II\*

1164\_ROKEBY PARK, A66

Figure 2  
Heritage Designations

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**LEGEND**

-  Site Boundary
-  Study Area - 2km Radius
-  Ancient Woodland
-  Area of High Landscape Value
-  Site of Special Scientific Interest



Site Aerial

**1164\_ROKEBY PARK, A66**  
 Figure 3  
 Landscape and Planning Designations  
 28.06.19



**LEGEND**

- Site Boundary
- Study Area - 2km Radius
- NCA22. Pennine Dales Fringe



Site Aerial

1164\_ROKEBY PARK, A66

Figure 4 National Character Areas

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**LEGEND**

-  Site Boundary
-  Study Area - 2km Radius
-  Gritstone Vale
-  Lowland River Terraces
-  Lowland Vale



Site Aerial

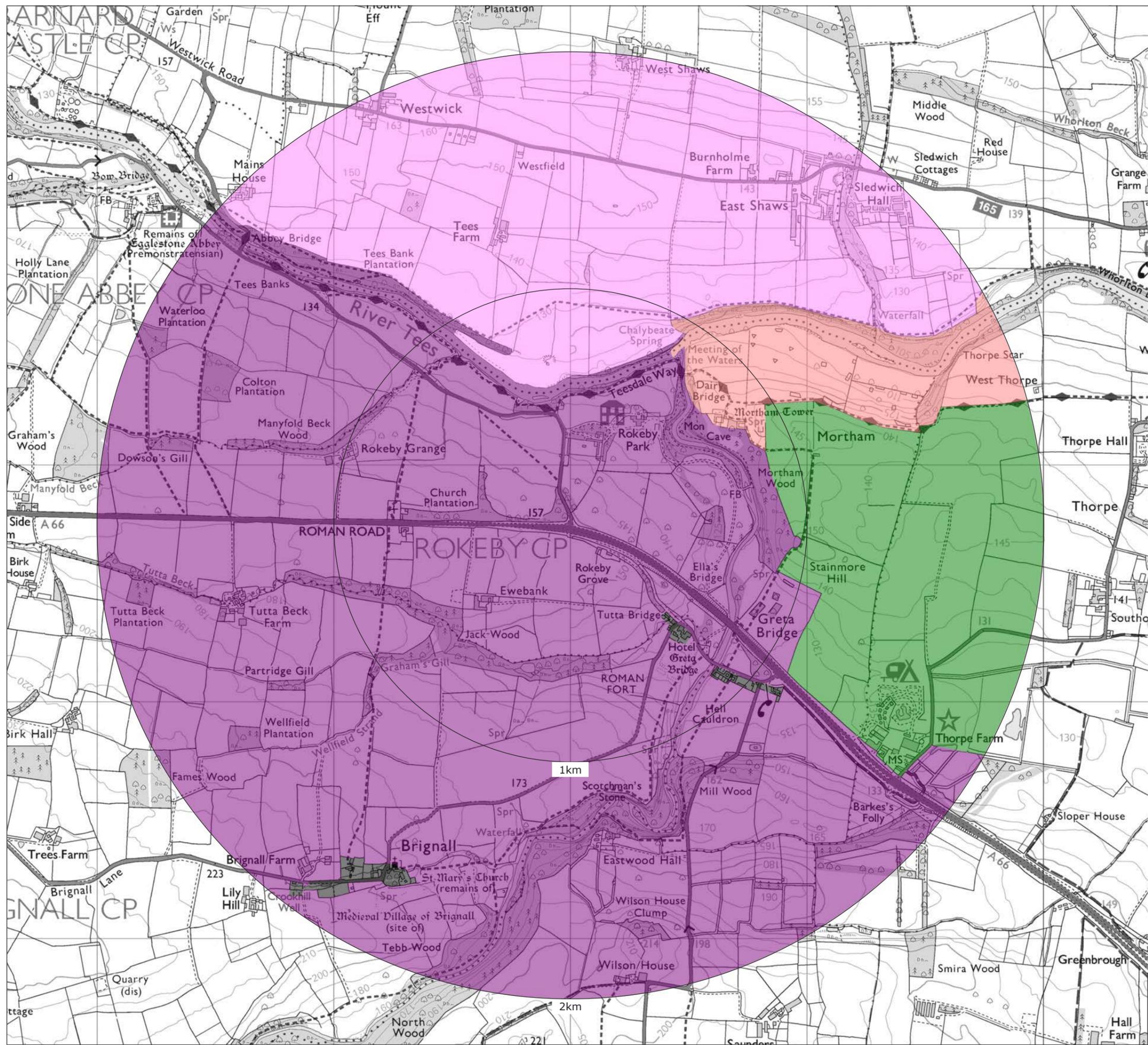


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Figure 5  
Broad Landscape Types

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**LEGEND**

- Site Boundary
- Study Area - 2km Radius
- Barnigham, Brignall & Rokeby
- Newsham & Cleatlam
- River Tees
- Southern Tees Vale: Hutton Magna
- Urban



Site Aerial

1164\_ROKEBY PARK, A66

Figure 6  
Broad Character Areas

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**Viewpoint 1** - View from access to Rokeby Park looking south-west



**Viewpoint 2** - View from Rokeby Park (house) looking south west towards boundary wall and A66 along line of historic vista

**1164\_ROKEBY PARK, A66**

Figure 7  
Photographic Viewpoints 1 and 2

26.10.21

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**Viewpoint 3** - View from farm track within grounds of Rokeby Park



**Viewpoint 4** - View from within Rokeby Park to the south-west of the Grade II listed piers and railings looking south to the A66

**1164\_ROKEBY PARK, A66**

Figure 8  
Photographic Viewpoints 3 and 4

26.10.21

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**Viewpoint 5** - View from the Grade II listed piers and railings looking south west to the A66



**Viewpoint 6** - View from land adjacent to the C165 junction and Grade II listed piers and railings, looking north-west

**1164\_ROKEBY PARK, A66**  
 Figure 9  
 Photographic Viewpoints 5 and 6  
 26.10.21  
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**Viewpoint 7** - View from PROW footpath within grounds of Grade II\* Listed Church of St Mary



**Viewpoint 8** - View from access track to Ewebank Farm looking north

**1164\_ROKEBY PARK, A66**  
Figure 10  
Photographic Viewpoints 7 and 8  
26.10.21  
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**Viewpoint 9** - View from verge of A66 westbound looking north towards Rokeby Park

Details  
Pleasure grounds and park of mid to late C18 with early C19 entrance lodges.

#### HISTORIC DEVELOPMENT

The site was owned by the Rokebys from the early medieval period until its sale c 1610 to William Robinson, a London merchant. It remained in the Robinson family until 1769 when it was sold to J S Morrilt. An undated map of the park by W Wildon was drawn up for J S Morrilt, who died in 1791. His son, J B S Morrilt, was a close friend of Sir Walter Scott and a noted collector and connoisseur. The estate has stayed in the family and remains (1998) in private ownership.

#### DESCRIPTION

**LOCATION, AREA, BOUNDARIES, LANDFORM, SETTING** Rokeby lies c 3km south-east of Barnard Castle, immediately north of the hamlet of Greta Bridge. The site is in an angle formed by the River Greta running along the east side and the River Tees on the north side. The precincts of Mortham Tower and a band of woodland on the east side of the Greta is included within the boundary. A by-road from Barnard Castle to Greta Bridge forms the northern part of the west boundary, and the old course of the A66 the south-west and south boundary. Included in the boundary is a path leading west through a band of woodland called Church Plantation from the junction of the Barnard Castle road and the A66 to St Mary's church. The A66 was diverted to bypass Greta Bridge during the late C20 and now cuts across the park north of the village. The c 48ha site is on land which slopes down to the valley of the Greta to the east in a rural and agricultural setting.

**ENTRANCES AND APPROACHES** The main entrance is from the Barnard Castle road where there is an early C19 neoclassical lodge and entrance screen with gate piers surmounted by sphinxes (listed grade II). A drive leads east and north-east before branching, with one route leading to the rear of the house and the other to the front (south side). An entrance with stone gate piers (formerly dated 1725, listed grade II) and a railed screen, probably of early C19 date, lies immediately north of the junction of the Barnard Castle road and the A66. A third entrance, with Greek Revival style screen walls and a lodge (early C19, listed grade II), lies at the southern tip of the site in the hamlet of Greta Bridge in a part of the park cut off from the remainder by the new line of the A66. The drive which led north to the house is an avenue between the entrance and new road, and this part is shown as an avenue on the late C18 map. The artist J S Cotman mentions in a letter that he had made suggestions to J B S Morrilt about the lodges, which Morrilt intended to take.

At the north-eastern tip of the site there is a cottage, called Dairy Bridge Cottage, which is described as a lodge on the 1854 OS map. It lies at the east end of Mortham Lane and a drive leads from it running south-east to Mortham Tower.

**PRINCIPAL BUILDING** Rokeby Park (listed grade I) was built 1725-31 by Sir Thomas Robinson. The building has a symmetrical three-storey central block flanked by pavilions which are set back and have attached blocks, also set back, so that the composition forms a pattern of receding cubes when viewed from the south front. The house is in use as a private residence (1998).

Immediately north of the house is a late C19 detached gunroom (listed grade II), and c 200m to the south-west there is a complex of buildings including C18 stables (listed grade II) and a gardener's house (listed grade II) which are ranged with ancillary buildings around the north and east sides of the kitchen garden. A group of early C18 farm buildings (listed grade II) lie to the north of the gardener's house.

The family home of the Rokebys, built in the C14 following destruction of a previous house by raiding Scots, was Mortham Tower (listed grade I). This lies c 300m east of Rokeby Park on high ground overlooking the River Greta. It acts as an eyecatcher on the horizon when viewed from the garden and park and is a feature of axial views marked on the late C18 estate map. The Tower is in use as a private residence (1998).

**GARDENS AND PLEASURE GROUNDS** There are lawns on the east and west sides of the house. A line of C18 urns (all listed grade II) is ranged along the west side of the house, and items of antiquarian interest are disposed around the lawns in this vicinity. These include a Roman milestone and a number of Roman altars (all listed grade II).

On the east side of the house there is a scarp at the edge of the lawn where the land falls steeply away to the Greta, and paths lead down to the riverside. The river is overlooked by cliffs on its eastern bank, and the river banks have been strengthened using revetment walls, shown on a C18 painting (guidebook). Paths lead to the north and Dairy Bridge (C18, listed grade II) which crosses the Greta c 50m south of its confluence with the Tees and frames views up and down the river. The walk continues southwards on the wooded side of the river from which there are views of the house and parkland. The paths lead to an artificial cave (listed grade II) cut into the limestone cliffs c 300m south-east of the house, which is called Scott's Cave or Scott's Grotto. Sir Walter Scott's epic poem Rokeby, published in 1813, was inspired by the dramatic scenery and romantic stories of the Rokeby family. South of Scott's Cave, and c 350m south-east of the house, there is a rustic C18 bridge (listed grade II) crossing a stream. This was the subject of a painting by Cotman.

Paths continue through the woodland, and the river can be crossed via footbridges linking an island c 600m south-east of the house. The late C18 estate map does not show the woodland and paths on the east side of the river and they were probably laid out by J B S Morrilt in the late C18 or early C19.

**PARK** There is parkland on all sides of the house consisting of open pasture land with scattered trees. A ha-ha runs from the riverbank next to the island and footbridges, c 600m south-east of the house, to a point south of the kitchen garden, c 300m south-west of the house. The remains of an avenue, shown in similar form on the C18 estate map, lies c 400m south-east of the house. The park is sheltered by belts of trees much as shown on the C18 map, which shows axial rides cut through the woodland and dotted lines representing views. From the entrance at the junction of the Barnard Castle road and the A66, rides through woodland were aligned with the house, Mortham Tower, and Stainmore Hill to the east. Rides in a block of woodland alongside the Greta c 200m east and south-east of the house were aligned with Mortham Tower and Stainmore Hill. The woodland belts have been thinned and no evidence for the rides appears to survive.

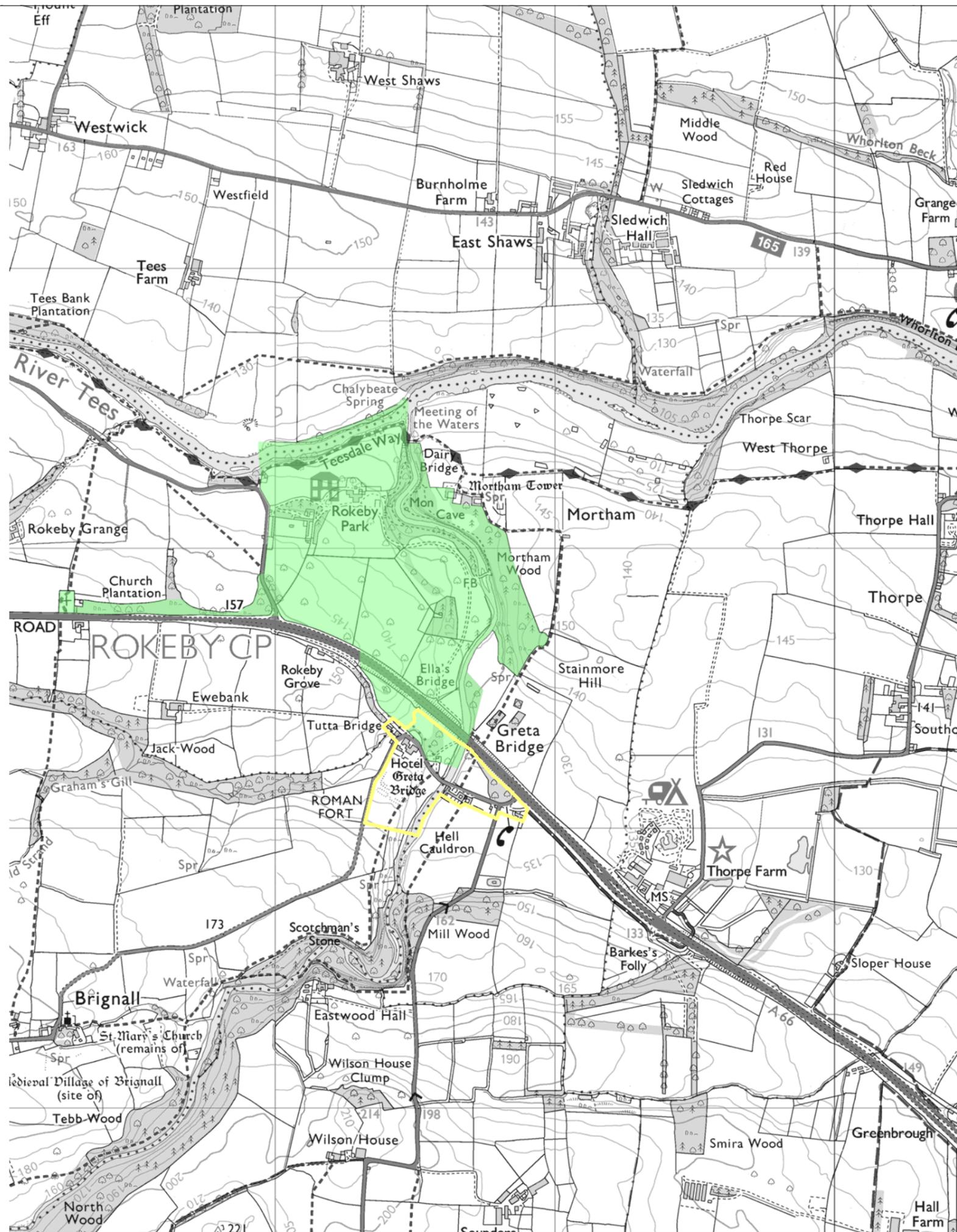
On the north side of the house the parkland overlooks the Tees to the north and there are views over the river to open land to the north. In the north-east corner of the parkland there is a group of tombstones and a cross base (all listed grade II) on the site of a church.

A path leads west from the junction of the Barnard Castle road and the A66 through a band of woodland to St Mary's church (listed grade II) which was built c 1765 probably to Thomas Robinson's own design. The church stands on high ground overlooking Rokeby Park and may have figured in views from the house before tree cover reached full maturity.

Sir Thomas Robinson enclosed the park with walls in 1725 and planted it during the period 1730 to 1737. In a letter of 1734 Robinson thanks Lord Carlisle for beech and Spanish chestnut trees sent from Castle Howard.

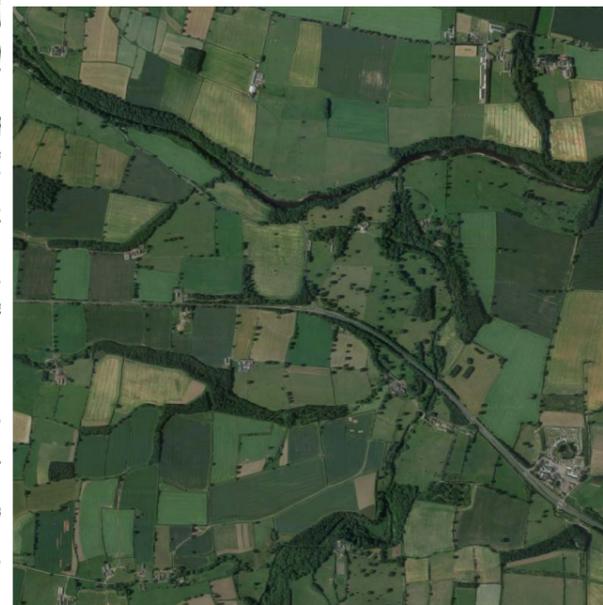
**KITCHEN GARDEN** The kitchen garden lies c 250m south-west of the house and consists of a rectangular, brick-walled enclosure. It is shown on the late C18 map subdivided into small compartments.

**REFERENCES** Country Life, 42 (22 September 1917), pp 276-82; (29 September 1917), pp 300-5; 117 (19 May 1955), pp 1302-5 Rokeby Park, guidebook, (1986)



#### LEGEND

- Site Boundary
- Study Area - 2km Radius
- Conservation Areas
- Registered Parks and Gardens



Site Aerial

1164\_ROKEBY PARK, A66

Figure 12  
Registered Park and Garden Listing

28.06.19

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Section 11  
Appendices

## Appendix A References

1. Guidelines for Landscape and Visual Assessment (Third Edition 2013, prepared by the Landscape Institute and IEMA)
2. Natural England Character of England Map – Natural England Website
3. The National Heritage List for England Website (<http://historicengland.org.uk>)
4. The Magic Website
5. Streetmap.co.uk
6. Google Street View Mapping
7. Durham County Council Website
8. Durham Landscape Character Assessment, 2008
9. Highways England A66 Northern Trans-Pennine Project Consultation Brochure, 2019
10. A66 Northern Trans-Pennine Project Statutory consultation brochure, Autumn 2021
11. A66 Northern Trans-Pennine Project, Routes for Consultation General arrangement drawing, 2021

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# A303 Sparkford to Ilchester Dualling Scheme TR010036

## 6.3 Environmental Statement Appendix 6.2 Hazlegrove House Registered Park and Garden Statement of Significance

APFP Regulation 5(2)(a)  
Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009  
July 2018



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms  
and Procedure) Regulations  
2009**

**A303 Sparkford to Ilchester Dualling  
Scheme**

Development Consent Order 201[X]

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**6.3 Environmental Statement  
Appendix 6.2 Hazlegrove House Registered Park and Garden  
Statement of Significance**

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<b>Regulation Number:</b>	Regulation 5(2)(a)
<b>Planning Inspectorate Scheme Reference:</b>	TR010036
<b>Application Document Reference:</b>	6.3
<b>Author:</b>	A303 Sparkford to Ilchester Dualling Scheme Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 0	July 2018	Application Issue

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# 1 Executive summary

- 1.1.1 This Statement of Significance has been produced to help inform heritage stakeholders of the impact of the proposed A303 Sparkford to Ilchester Dualling Scheme on the grade II listed Hazlegrove House Registered Park and Garden (RPG). This report aims to inform and influence the design of the scheme to ensure that the impact on the historic environment is minimised, and to ensure appropriate mitigation and justification is in place where significant impacts are unavoidable.
- 1.1.2 Hazlegrove House RPG is the formal gardens and park associated with the grade II listed Hazlegrove House, now used as a school. The house lies at the northern extent of the park and is surrounded by 20th and 21st century school development including buildings and sports pitches. The parkland lies predominantly to the south of the house, with key views from the house over the parkland towards the A303. Much of the park retains its parkland character of grazed pasture with specimen style tree planting. The south-western extent of the park is currently characterised by woodland and arable farmland. The south-eastern part of the park, including the late 19th century entrance, Lodge and Triumphal Arch, has been severed by the construction of the existing route of the A303.
- 1.1.3 Hazlegrove House RPG developed from the 17th century when the earlier house was extended and the existing Palladian style frontage was built. This work effectively turned the house 180 degrees with the new frontage looking south. The parkland appears to have been developed in response to this change in aspect. Prior to this the parkland appears to have been used for agricultural, and the remnants of ridge of furrow, and historic field boundaries are present as earthworks within the park. From the 17th century the formal gardens developed to the east south and west of the house. At this time the majority of the park was enclosed and under various tenancies. It was not until the mid 19th century that the field boundaries started to be removed, and the more traditional parkland character was established. As part of these works the driveway to the house was moved on a number of occasions. However it was not until the late 19th century that the south western corner of the park was taken into the parkland. This was the last area to become part of the RPG.
- 1.1.4 The most significant areas of Hazlegrove RPG are the area of the formal gardens around the school, although they have been altered to accommodate the school used. This area retains the most significant structures, layouts and features providing both historic and evidential value. Most of the park retains its parkland character, and veteran trees (although a former elm avenue around the drive has been lost) with the related evidential and aesthetic value. Ridge and furrow retained within the parkland provides evidential value in indicating the former use as farmland. The south-eastern corner of the RPG has lost much
-

of its parkland character and evidential value through its current use as arable farmland making it of lower significance than much of the rest of the park. However, there are a number of retained trees which are significant in indicating its former historic value and character. The woodland, although it was coppiced in the late 20th century, still has historic value as it appears to have been planted to obscure the former entrance to the estate when the drive was altered in the late 19th century. Earthworks of the former drives and the original lane which led to Hazlegrove are still extant within the woodland and are evidence of the former layout of the park and approach to the House. Key historic views have been identified looking south west from the front of Hazlegrove House, looking north from the curve in the drive towards Glastonbury Tor, and looking north west from the site of the Lookout in the formal gardens. These have both historic and aesthetic value.

---

## 2 Introduction

### 2.1 Aims of this report

- 2.1.1 This Statement of Significance has been produced by Mott MacDonald Sweco Joint Venture on behalf of Highways England, to help inform their key stakeholders of the impact of the proposed A303 Sparkford to Ilchester Dualling (hereafter referred to as ‘the scheme’) on the grade II listed Hazlegrove House Registered Park and Garden (RPG)<sup>1</sup> (List entry number 1000422<sup>2</sup>). The scheme would involve the dualling of the A303 between Sparkford and Ilchester, and involves construction of a new junction arrangement within the southern portion of the RPG. The current alignment of the new A303 has been condensed into the southwest portion of the park, where the RPG is largely comprised of an arable field and wooded area.
- 2.1.2 This report aims to inform and influence the design of the scheme to ensure that the impact on the historic environment is minimised, and to ensure appropriate mitigation and justification is in place where significant impacts are unavoidable. This report will also enable opportunities to reveal the value of the historic environment and heritage assets within the RPG, and will form part of the evidence base and baseline for the Environmental Impact Assessment (EIA) for the scheme.

### 2.2 Overview of Hazlegrove House Registered Park and Garden

- 2.2.1 Hazlegrove House RPG (NGR: ST 59759 26497) covers an area of approximately 70 hectares, and is located to the west of the village of Sparkford and north of the existing A303, which forms the southern border of the majority of the park. However, the existing route of the A303 cuts across the RPG on a southwest to northeast alignment, and divides the southeast corner from the rest of the park. To the north and west of the RPG the surrounding landscape is dominated by agricultural land, scattered with dwellings and farm buildings.
- 2.2.2 The grade II listed Hazlegrove House is located in the northern portion of the RPG, which lies atop an area of raised ground forming the highest point of the RPG. Once a post-medieval manor, the house is now the Hazlegrove Preparatory School, accessed via the existing Hazlegrove roundabout. The school grounds form the northernmost section of the park, and comprise a number of school buildings and dwellings, sports pitches, a small golf course, farm, and gardens. From the school, the land slopes down to the south where the RPG comprises open parkland with clusters of specimen, and occasional

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<sup>1</sup> Both the RPG and listed building at Hazlegrove are designated by Historic England as “Hazlegrove House”. To ensure clarity as to which asset is being referred to in this assessment they are referred to as Hazlegrove House RPG and Hazlegrove House respectively.

<sup>2</sup> Historic England (2018) Hazlegrove House. [online] available at: [REDACTED] (last accessed February 2018).

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veteran, trees. Beyond the parkland, the land continues to slope downwards significantly into a large arable field, where it then begins to rise again towards the Camel Hill ridge, along which the existing A303 runs. A densely wooded area to the east of the arable field protrudes from the southern border of the RPG, and contains the remains of former entrances and driveways into the park. The separated southeast portion of the park is formed of the densely wooded perimeter with an open parkland centre dotted with specimen trees. The grade II\* Triumphal Arch Gateway is located in this portion of the RPG, along with the lodge a non-designated heritage asset.

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## 3 Methodology

### 3.1 Introduction

- 3.1.1 Given the complexity and likely level of impact on Hazlegrove House Registered Park and Garden (RPG) from the scheme, heritage stakeholders have requested that a detailed assessment be undertaken to establish the nature and extent of the heritage value of the RPG. This is in line with paragraph 5.127 of the National Policy Statement for National Networks (NPSNN)<sup>3</sup>, which requires ‘the applicant to describe the significance (value) of any heritage asset affected including any contribution made by their setting. With the level of detail being proportionate to the assets importance and not more that is sufficient to understand the potential impact of the proposal on its significance’.
- 3.1.2 This Statement of Significance has been produced to identify heritage assets and their value, including their setting, with relation to the Hazlegrove House RPG. The descriptions of value will be proportionate and relevant to the potential impacts related to the scheme, particularly the construction of the new junction within the southern portion of the RPG. This report will also make general recommendations regarding heritage assets and areas which may be sensitive to change, and suggest what can be done to avoid or mitigate harm. Assessment of the value of assets and potential impacts of the scheme will also allow for recommendations to be made regarding opportunities to better reveal or enhance the value of heritage assets and the historic environment through works associated with the scheme.

### 3.2 Assessment criteria

- 3.2.1 This assessment will establish the nature and extent of significance of the RPG and its component features using the criteria set out in Historic England guidance<sup>4</sup>. This is to inform the development of the design, as well as act as part of the baseline for the cultural heritage assessment which feeds into the overall Environmental Impact Assessment (EIA). It will be used to establish the Design Manual for Roads and Bridges (DMRB) heritage value, and allow for an informed assessment of impacts and establishing significant effects as part of the EIA.

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<sup>3</sup> Department for Transport (2014) National Policy Statement for National Networks [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/387222/npsnn-print.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/387222/npsnn-print.pdf) (last accessed February 2018).

<sup>4</sup> Historic England (2008) *Conservation Principles, Policy and Guidance*, [online] available at:

[REDACTED] (last accessed February 2018)

### 3.2.2 The criteria are:

- Evidential Value: The potential of a place to yield evidence about past human activity.
- Historical Value: The ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative.
- Aesthetic Value: The ways in which people draw sensory and intellectual stimulation from a place.
- Communal value: The meanings of a place for the people who relate to it, or for whom it figures in their collective memory or experience.

## 3.3 Site walkover

3.3.1 An initial site walkover was conducted on 22 February 2017, followed by a further walkover on 6 November 2017. These walkovers concentrated on the formal gardens and school grounds, arable field, parkland and woodland within the RPG, and were undertaken to get an overview of the past and present land use within the park and identify any heritage assets, views and vistas.

## 3.4 Resources used

3.4.1 The following resources have been used to compile this report:

- A search of the Somerset Historic Environment Record (HER) database for undesignated archaeological sites, find spots, and historic buildings in the vicinity of the RPG
- A search of the Historic England national Heritage List for England (NHLE) dataset for scheduled monuments, listed buildings, and registered parks and gardens in the vicinity of the RPG
- An examination of local, regional, and national planning policies in relation to the historic environment
- An inspection of the cartographic evidence for the land use history of the site
- An assessment of relevant published and unpublished historic sources, both online and archive resources
- A review of the aerial survey transcription, LiDAR and geophysical survey results undertaken for the scheme

3.4.2 An extension of the previous archaeological aerial survey to include the remaining area of the registered park and garden. This comprised:

- A search for historic oblique and vertical aerial photographs within the archives of Historic England
- The Cambridge University Collection of Aerial Photographs (CUCAP) is currently unavailable
- Prints within the Historic England archive were then viewed in-person; stereoscopically where relevant. Where possible archaeological

features were visible, copies were obtained for reference and/or transcription purposes.

- Examination of the modern vertical aerial orthophotography supplied by Highways England for the entirety of the project area.
- Examination of available Environment Agency 1 metre resolution lidar for the entirety of the project area. This involved the creation of the following advanced visualisation models within RVT (Relief Visualisation Toolkit) in order to aid the interpretation and transcription of the features observed:
  - Hillshade
  - Multi-Direction Hillshade
  - Slope
  - Simple Local Relief
  - Sky View Factor
  - Anisotropic Sky View Factor
  - Openness (positive and negative).

3.4.3 All visualisation models were viewed during the analysis and interpretation; transcriptions were made only from the Openness models, as the others are proxy models of the landscape.

- Features identified from the aerial imagery were assessed in conjunction with the HER data, as well as historic Ordnance Survey maps and historic maps of the Hazlegrove estate held in the Somerset Record Office.
- Archive photographs to be used for the transcription of archaeological photographs were then orthorectified using Bradford University's 'Aerial 5.33a' software.
- An OS base map of 1:1250 scale supplied as part of the project was used for the orthorectifications.
- The Digital Terrain Model (DTM) used in the orthorectifications was supplied by Highways England. This was in .xyz form (then converted to .csv format).
- The orthorectified images were then imported into ArcMap 10.4.1, which was used to create the detailed digital transcription necessary in order to fully interpret the archaeological features visible on the remote-sensed imagery.

## 3.5 Consultation

3.5.1 Consultation with Historic England and South West Heritage Trust (SWHT) was undertaken during early stages of the scheme, as part of the key stakeholder engagement exercises. Subsequently, the following stakeholders were engaged, with specific reference to the works due to take place within the RPG:

- South Somerset District Council Conservation Officer
- South Somerset District Council Landscape Architect

- The Gardens Trust (formerly The Garden History Society, statutory consultee for registered parks and gardens<sup>56</sup>)
- Historic England Inspector of Ancient Monuments
- Historic England Landscape Architect
- South West Heritage Trust (Archaeological Advisors to South Somerset District Council)

3.5.2 The stakeholders were provided with proposed route option information displayed at the non-statutory consultation via the public consultation website<sup>7</sup>, and were invited to a meeting on-site at the Hazlegrove House RPG on 15 March 2017. Historic England noted that the scheme would lead to physical effects to approximately 30% of the RPG, and would require a high level of research to determine and understand the value of the park. It was highlighted that according to the National Planning Policy Framework<sup>8</sup> (NPPF) paragraph 133, it would need to be demonstrated that the public benefits of the scheme outweigh the substantial loss or harm to the RPG.

3.5.3 Following the announcement of the preferred route in October 2017, an Environmental Technical Working Group (TWG) for the Hazlegrove RPG was undertaken on Thursday 7 December 2017, to discuss the design evolution of the scheme and potential mitigation. The meeting was attended by the following heritage stakeholders:

- Somerset County Council Planning Officer
- South Somerset District Council Landscape Architect
- South Somerset District Council Conservation Officer
- National Trust
- Historic England
- Somerset Gardens Trust and seconding for The Gardens Trust
- South West Heritage (Archaeological Advisors to Somerset District Council)

3.5.4 It was agreed that in order to further discuss mitigation for the heritage impacts on the RPG, further research should be undertaken into the historic parkland to better the general understanding of value. As a result of these discussions it was agreed that a draft Statement of Significance for the RPG would be

<sup>5</sup> Historic England (2018) *Park & Garden Registration FAQs* [online] available at: [REDACTED] (last accessed February 2018).

<sup>6</sup> The Gardens Trust (2018) *About us* [online] available at: [REDACTED] (last accessed February 2018).

<sup>7</sup> Highways England (2018) *A303 Sparkford to Ilchester: Overview* [online] available at: [REDACTED] (last accessed February 2018).

<sup>8</sup> Communities and Local Government (2012) *National Planning Policy Framework* [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf) (last accessed February 2018).

provided to the stakeholders for the next Environmental TWG, where key issues and potential mitigation will be discussed.

3.5.5 TWG meeting minutes are contained within Appendix 4.9 of Volume 6.3.

### **3.6 Assumptions and limitations**

3.6.1 Information provided by the HER can be limited because it depends on random opportunities for research, fieldwork, and discovery. Where nothing of historic interest is shown in a particular area, this can be down to a lack of research or investigation, rather than no assets being present.

3.6.2 Documentary sources are rare before the medieval period, and many historic documents are inherently biased. Older primary sources often fail to accurately locate sites and interpretation can be subjective.

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## 4 Legislation and planning policy

### 4.1 Introduction

- 4.1.1 It is important to understand the legislation and policy framework which governs changes to the historic environment when undertaking design work which will have an impact on heritage assets. This section outlines the relevant legislative requirements and national and local planning policy which relate to the scheme and design decisions with regards to the grade II listed RPG.
- 4.1.2 This report has been produced to fully understand the ‘value’ of the registered park and garden, along with its components, to allow for further assessment to be made in accordance with the Design Manual for Roads and Bridges (DMRB). Under the DMRB assessment methodology it is required to establish level of impact and significance of effect when carrying out an Environmental Impact Assessment (EIA). Therefore, to avoid confusion between EIA ‘significance of effect’ and ‘heritage significance’, where national and local heritage legislation and policy refers to ‘significance’, this report has been produced referring to ‘value’, and these terms can be considered interchangeable.

### 4.2 Legislation

#### **Planning (Listed Buildings and Conservation Areas) Act 1990**

- 4.2.1 This act sets out the protection given to buildings of special architectural or historic interest through listing. It also sets out the process for designation of conservation areas; areas of special architectural or historic interest, with character or appearance it is desirable to preserve or enhance.

#### **Ancient Monuments and Archaeological Areas Act 1979**

- 4.2.2 This act related to the investigation, preservation and recording of matters or archaeological and historic interest.

### 4.3 National planning policy

- 4.3.1 The *National Policy Statement for National Networks* (NPSNN)<sup>9</sup> sets out the government’s policies for planning and development of national network improvements. Paragraphs 5.120 to 5.142 of the NPSNN set out policies relevant to development which affects the historic environment. The following policies are considered relevant to this assessment:

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<sup>9</sup> Department for Transport (2014) National Policy Statement for National Networks [online] available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/387222/npsnn-print.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/387222/npsnn-print.pdf) (last accessed February 2018).

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- Paragraph 5.126: “Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the Environmental Impact Assessment and describe these in the environmental statement”.
- Paragraph 5.127: “The applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on their significance”.
- Paragraph 5.129: “In considering the impact of a proposed development on any heritage assets, the Secretary of State should take into account the particular nature of the significance of the heritage asset and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between their conservation and any aspect of the proposal”.

## 4.4 Local planning policy

4.4.1 The South Somerset District Council *Local Plan (2006-2028)*<sup>10</sup> contains the following policy which is relevant to cultural heritage:

4.4.2 “Policy EQ3: Historic Environment: Heritage assets will be conserved and where appropriate enhanced for their historic significance and important contribution to local distinctiveness, character and sense of place. Their potential to contribute towards the economy, tourism, education and local identity will be exploited. All new development proposals relating to the historic environment will be expected to:

- Safeguard or where appropriate enhance the significance, character, setting and local distinctiveness of heritage assets
- Make a positive contribution to its character through high standards of design which reflect and complement it and through the use of appropriate materials and techniques
- Ensure alterations, including those for energy efficiency and renewable energy, are balanced alongside the need to retain the integrity of the historic environment and to respect the character and performance of buildings, adopting principles of minimum intervention and reversibility”

## 4.5 Guidance and best practice

4.5.1 The following documents have been used to inform the appraisal:

- DMRB Volume 11, Section 3, Part 2 – *Cultural Heritage* (2007)

<sup>10</sup> South Somerset District Council (2015) South Somerset Local Plan (2006 – 2028) [online] available at: [https://www.southsomerset.gov.uk/media/707200/south\\_somerset\\_local\\_plan\\_2006-2028\\_adoption\\_version\\_march\\_2015.pdf](https://www.southsomerset.gov.uk/media/707200/south_somerset_local_plan_2006-2028_adoption_version_march_2015.pdf) (last accessed February 2018).

- Historic England's *Conservation Principles, Policies and Guidance*<sup>11</sup>
- Historic England's GPA 2 - *Managing Significance in Decision Taking in the Historic Environment*<sup>12)</sup>
- Historic England's GPA 3 - *The Setting of Heritage Assets*<sup>13</sup>
- Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment*<sup>14</sup>.

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<sup>11</sup> Historic England (2008) *Conservation Principles, Policies and Guidance* [online] available at: [redacted] (last accessed

<sup>12</sup> Historic England (2015) *GPA 2 – Managing Significance in Decision-Taking in the Historic Environment*. [online] available at: [redacted] (last accessed February 2018).

<sup>13</sup> Historic England (2017) *GPA 3 – The Setting of Heritage Assets*. [online] available at: [redacted] (last accessed February 2018).

<sup>14</sup> Chartered Institute for Archaeologists (2014) *Standard and guidance for historic environment desk-based assessment* [online] available at: [redacted] (last accessed February 2018).

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## 5 Historic development

### 5.1 Geology and topography

- 5.1.1 Hazlegrove House and its adjacent formal gardens lie at c.50 metres Above Ordnance Datum (AOD), whilst the lowest point of the park lies at c.32 metres AOD. The current entrance to the RPG (the gateway to Hazlegrove Preparatory School) is accessed via Hazlegrove Roundabout and lies at approximately 49 metres AOD. The driveway between Hazlegrove House and the roundabout drops briefly to c.44 metres AOD at its lowest point. The current route of the A303 runs across Camel Hill, an east to west aligned ridge which slopes towards the River Cam to the south and the Dyke Brook to the north. The highest point of Camel Hill rises to a height of approximately 68 metres AOD.
- 5.1.2 The British Geological Survey records the bedrock geology of Hazlegrove House RPG as consisting of Langport Member, Blue Lias Formation and Charmouth Mudstone Formation. This sedimentary bedrock formed approximately 183 to 210 million years ago in the Jurassic and Triassic Periods in an area previously dominated by shallow lime-mud seas. The superficial deposits include River Terrace Deposits of sand and gravel, formed up to 3 million years ago, in the Quaternary periods in an environment dominated by rivers.

### 5.2 Before 1556: medieval Hazlegrove

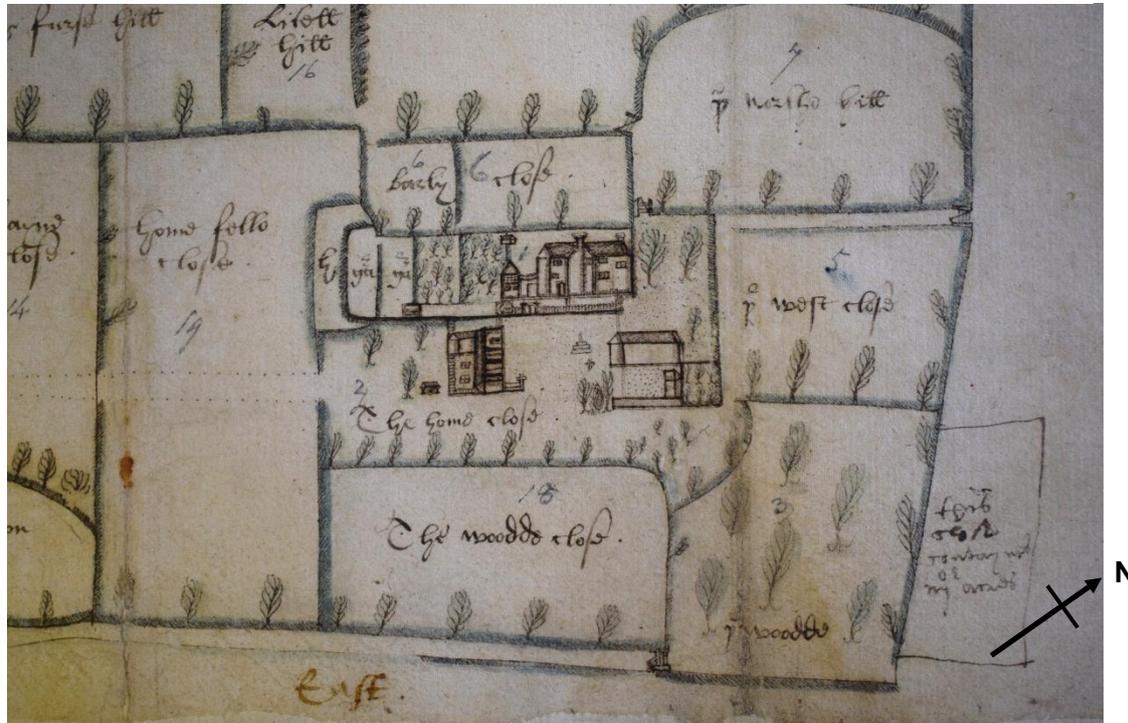
- 5.2.1 During the medieval period (AD 1066-1540), Hazlegrove was part of a larger estate in royal ownership. Two parks were documented to exist during the medieval period, including a deer park at nearby Queen Camel, and potentially a second deer park at Hazlegrove. Earthworks thought to represent the pale of the latter lies c.200 metres north of Hazlegrove House, and on the east boundary of the park. However, the layout of the pale is the reverse of a typical pale with the ditch lying to the outside of the bank instead of vice versa<sup>15</sup>.
- 5.2.2 The Somerset Historic Environment Records (HER) also contains a record of a deserted medieval village (DMV) within the northern portion of the RPG, to the west of the current school. The record is based on documentary evidence which suggests a hamlet of 18 houses known as '*Hazel Grove*' was located at the site of Hazlegrove House before it was constructed. Therefore, the exact location of the deserted medieval village is uncertain, and may have been located beneath the existing house. Excavations for the installation of the swimming pool at the school in 1953 yielded evidence of earlier habitation, including pottery, animal bone and foundation stones. The HER also notes that the village may have remained into the early post-medieval period, as it is believed to be shown on

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<sup>15</sup> Freke, D. (2006) *A303 Hazlegrove Historic Park Cultural Heritage Survey*.

the 1573 map (Figure 4.1). Remains of medieval to post-medieval ridge and furrow are also visible across the RPG, which may have been associated with the DMV.

Figure 4.1: A portion of the 1573 Queen Camel map showing Hazlegrove House, the surrounding buildings and enclosures



### 5.3 1556 to 1690: Sir Walter Mildmay

- 5.3.1 Sir Walter Mildmay procured Hazlegrove from the Crown between 1556-1558, although it appears that the estate was let to a succession of tenants with Sir Walter remaining at his residence at Apethorpe in Northamptonshire<sup>16</sup>. The estate descended through the Mildmay family and remained in their ownership until 1920.
- 5.3.2 The 1573 plan shows the “*demeasnes of East Camel inclosed*” and the land forming the estate belonging to Hazlegrove House (Figure 4.2). The map shows the main house, believed to have been built the 16th century, with surrounding structures and formal gardens in its immediate vicinity. The collection of smaller buildings near the house are believed to potentially represent the former *Hazel Grove* medieval village. Part of the Tudor house remains incorporated into the current Hazlegrove House, and during a site walkover it was noted that an earlier porch feature faces north from the rear of the house. This suggests that the house previously faced and was approached from the north, which is

<sup>16</sup> Somerset Gardens Trust (2000) *Garden Survey and Inventory*.

confirmed by the 1573 map that shows a northern approach to the property with no access through the enclosures to the south.

- 5.3.3 To the south, the 1573 map shows the land associated with the Manor of Hazlegrove House, was divided into enclosures separated by hedgerows and rows of trees. An avenue or promenade is shown to the southeast of the house, through 2 enclosures terminating at the border of the southernmost which is labelled 'Lawn'. This map implies that the southern border of the land associated with the Hazlegrove estate terminates with a track, and potential park pale, that runs to the south of the large enclosure known as Coages Park.

Figure 4.2: An annotated portion of the 1573 Queen Camel Map showing Hazlegrove, with surrounding enclosures and southern extent of the map



- 5.3.4 The first documentary record of 2 parks in the manor of Queen Camel is dated to 1633. A record by Gerard recorded 2 parks, 1 at Queen Camel and 1 at Hazlegrove, the latter of which is described as having a 'grove of oaks of remarkable girth'<sup>17</sup>. Although it is believed that the park may have had an earlier

<sup>17</sup> Bond (1998) *Somerset Parks and Gardens; A Landscape History*.

origin during royal ownership, this is the first documentary reference to a park at Hazlegrove. Additionally, later in 1652, an indenture documented Hazlegrove to include a 90ha park, an 'orchard garde' and a 225ha farm<sup>18</sup>.

## 5.4 1690 to 1808: Carew Hervey Mildmay

- 5.4.1 Sir Humphry Mildmay died in 1690, passing on the estate to his cousin Carew Hervey Mildmay who in turn bequeathed it to his great-grandson of the same name. The younger Carew Hervey Mildmay was responsible for a significant phase of remodelling to the house, the surrounding gardens, and parkland. Between 1730 and 1735, he commissioned John and William Bastard to remodel the former 16th century Elizabethan façade to the house to an 18<sup>th</sup> century Palladian style that still survives. This change resulted in the main house essentially being turned to face the south, rather than the original north-facing orientation.
- 5.4.2 Additionally, fields around the house were cleared to form the 'Lawn' during this period, along with the construction of a walled enclosure to the south of the house and a walled garden known as the 'Bastion'. These new formal gardens around the house included a kitchen garden, a bath house, and an observation point to the west of the property that was constructed to overlook the hounds in Kennel Grounds and Kennel Fields. The kennels were worked on by Bastard later in the 1700's, and a new southern driveway to the house was also constructed under the instruction of Carew Hervey Mildmay. Two ponds were also planned and installed during this period, within the newly cleared enclosure known as the Lawn. The location of these ponds can be seen on historic maps since 1795. Carew Hervey Mildmay provided specific details and requirements about their construction in letters to his steward, James Ryall, leading to the interpretation that they were stock ponds<sup>19</sup>.

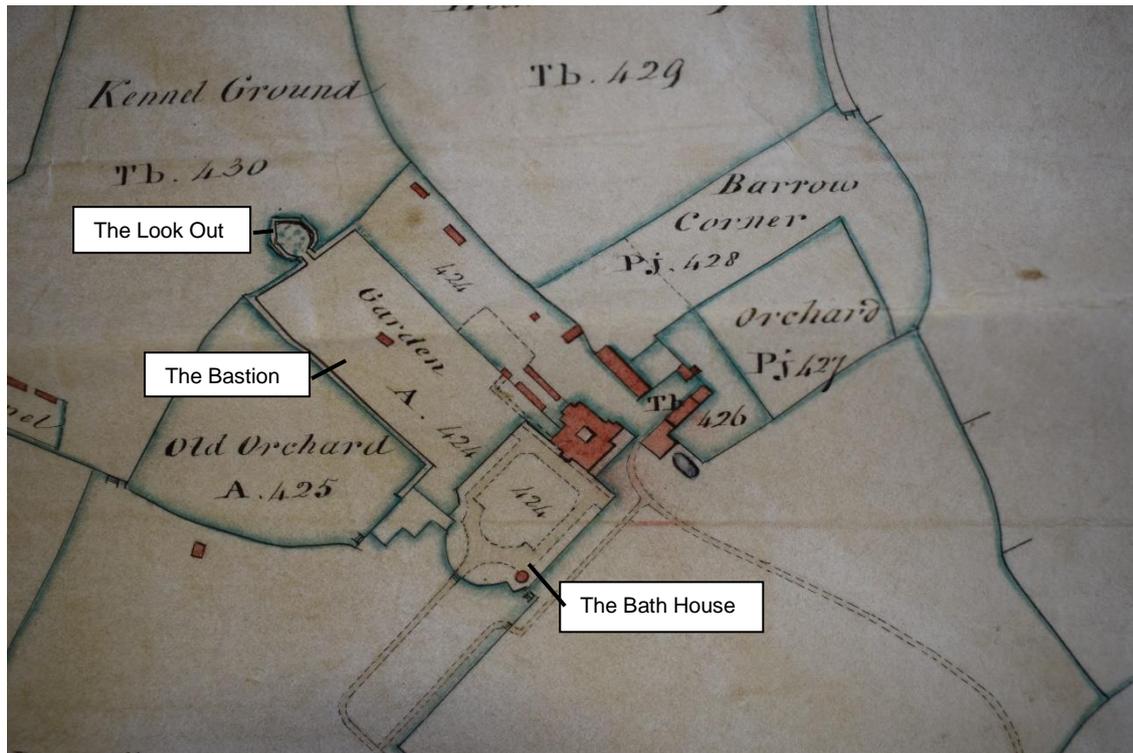
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<sup>18</sup> Rik Sturdy Associates (1992) *Historical summary of Hazlegrove House Gardens*

<sup>19</sup> Somerset Gardens Trust (2000) *Garden Survey and Inventory*.

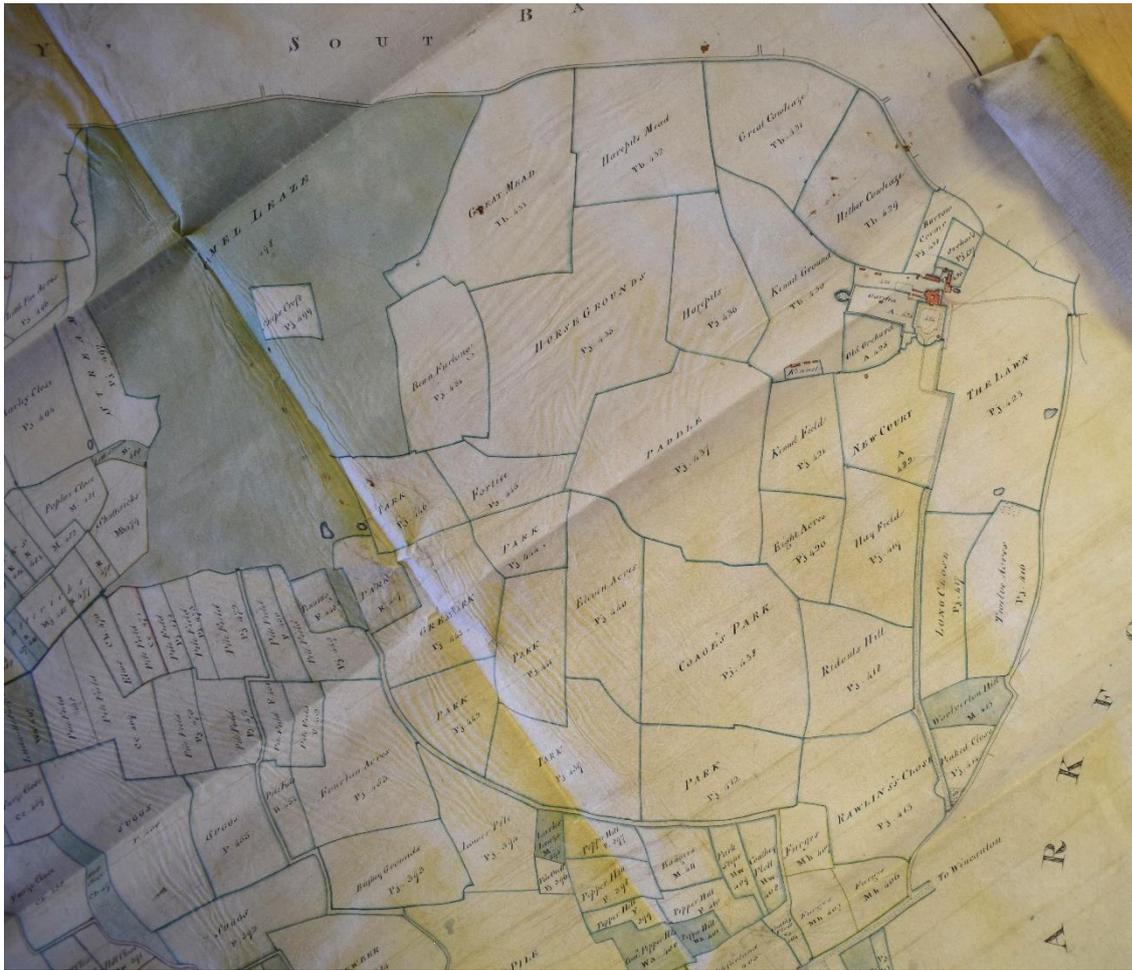
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Figure 4.3a: A annotated portion of the 1795 Queen Camel Enclosure Map showing Hazlegrove House and formal gardens.



5.4.3 Carew Hervey Mildmay's additions and alterations transformed the former 16th century layout of the house and surrounding landscape, and upon his death in 1784 without a male heir, his estate passed to Jane, the daughter of Carew Mildmay of Shawford. Jane married Sir Henry Paulet of Dogmersfield Park in 1786, who changed his name by Royal Warrant to add Mildmay in 1790. The estate remained largely unchanged during this period of ownership, with the 1795 Queen Camel Enclosure Map (Figure 4.3a and 4.3b) showing the bastion, kennels and orchard constructed during Carew Hervey Mildmay's ownership of Hazlegrove.

Figure 4.3b: A portion of the 1795 Queen Camel Enclosure Map showing Hazlegrove House and the surrounding land divisions and enclosures.



5.4.4 Compared to the 1573 map, the 1795 Enclosure Map shows additional fields or enclosures to the south of Coage's Park (Figure 4.4). These additional enclosures form what is now a large arable field and adjacent wooded area in the southeast of the RPG. The enclosures comprise a large field labelled '*Rawlins's Close*', 3 smaller enclosures labelled '*Furges*', and 2 further small enclosures labelled '*Woolverton Hill*' and '*Peaked Close*', the latter of which contains a small cluster of trees. An earlier 1794 draft of the 1795 Enclosure Map notes that *Woolverton Hill* may have been used for timber production,

which may be associated with the former saw pit that has been recorded at this location in the Somerset HER (HER number: 19736).

Figure 4.4: A portion of the 1795 Queen Camel Enclosure Map showing the fields to the south of the estate where the new driveway enters the park.

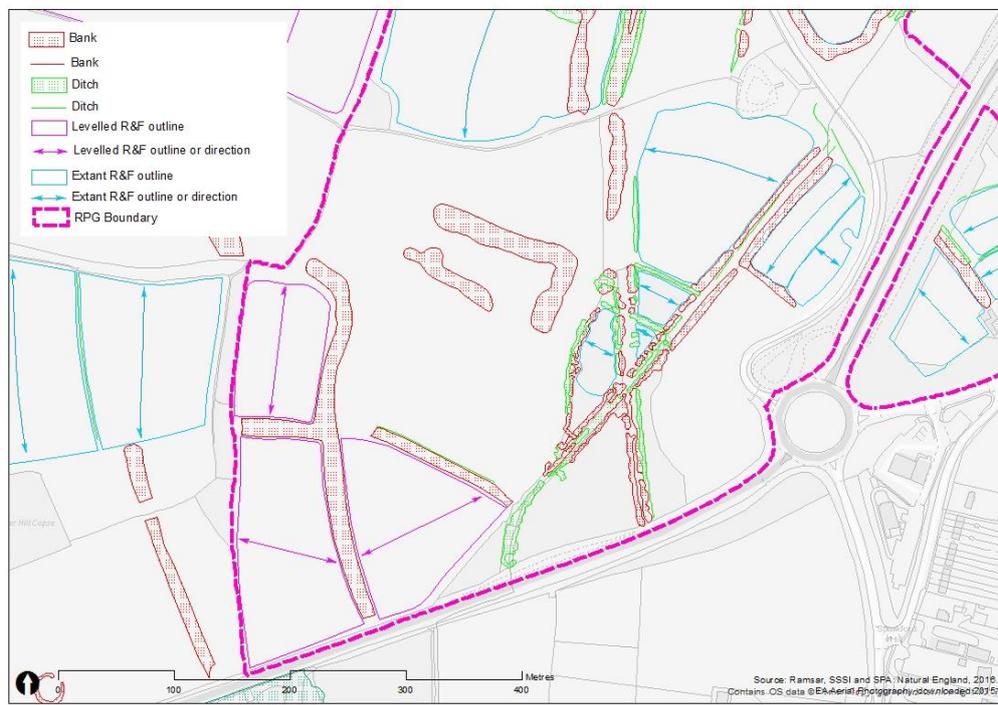


5.4.5 These enclosures may have been incorporated into the Hazlegrove estate following the installation of the new entrance and driveway to the house. The new driveway, assumed to date from the 1730s alterations to the house, runs from the road to the south of the estate, through the new enclosures to the south of the main house. The driveway then splits adjacent to *The Lawn* with 1 branch entering the property through the formal gardens and then circling the main property to approach from the east. The main driveway is recorded to have run through an elm avenue, that lies to the east of the present drive<sup>20</sup>. An additional short driveway appears to enter the estate and approach the house from the road to the east.

5.4.6 The field boundaries for the 3 *Furges* enclosures and alignment of the new driveway on the 1795 map, match features identified in the aerial survey transcription (Figure 4.5) undertaken as part of this scheme (a full aerial survey transcription for the scheme area can be found in appendix A). The aerial survey also shows a ridge and furrow was present within these enclosures suggesting arable use. No evidence of ridge and furrow was present in Rawlins's Close.

<sup>20</sup> Historic England (2018) Hazlegrove House Registered Park and Garden [online] available at: [\[redacted\]](#) (last accessed February 2018).

Figure 4.5: A drawing showing the aerial survey transcription for the southern portion of the RPG. The transcription shows the former driveway, as well as bank features and levelled ridge and furrow in the location of the former Furges enclosures, now incorporated into one large arable field.



- 5.4.7 The 1795 Estate Map also identifies the leaseholders and users of the land. Furges were all under leasehold (coloured yellow on the map) to Henry Morris, whilst Rawlins's Close and the remainder of the land within the boundary of the RPG were considered '*Farms at Rack Rent*' (coloured green on the map). Rawlins's Close and the majority of the land surrounding the house were rented on an annual basis, with James Petty renting them in 1795. The rack rent enclosures areas are all much larger than the surrounding leaseholds, and may indicate the more recent division of the land around Hazlegrove House. The difference in use between Rawlins's Close and the adjacent Furges under leasehold, may also imply that at this time the 3 Furges enclosures were not considered part of the Hazlegrove Estate.

## 5.5 1808 to 1858: Paulet St John Mildmay

- 5.5.1 Hazlegrove was inherited by Paulet St John Mildmay in 1808. The 1827 Enclosure Map of Queen Camel shows the house and estate at the beginning of his residence at Hazlegrove House, which commenced in 1826 (Figure 4.6). The layout of the enclosures and features appears largely unchanged since the 1795 Enclosure Map. However, a few additional features can be seen, including new clusters of trees through The Lawn and planting surrounding the observation point to the west of the house. A new avenue of trees running south from the western border of the kitchen gardens and orchard, although no driveway or path appears to run through it. Compared to the 1795 map, this

avenue appears to represent field boundaries that have been removed. Under instruction of Paulet St John Mildmay, many trees were planted in the land surrounding the house, whilst hedges dividing the park were removed, therefore beginning to create the more open parkland landscape.

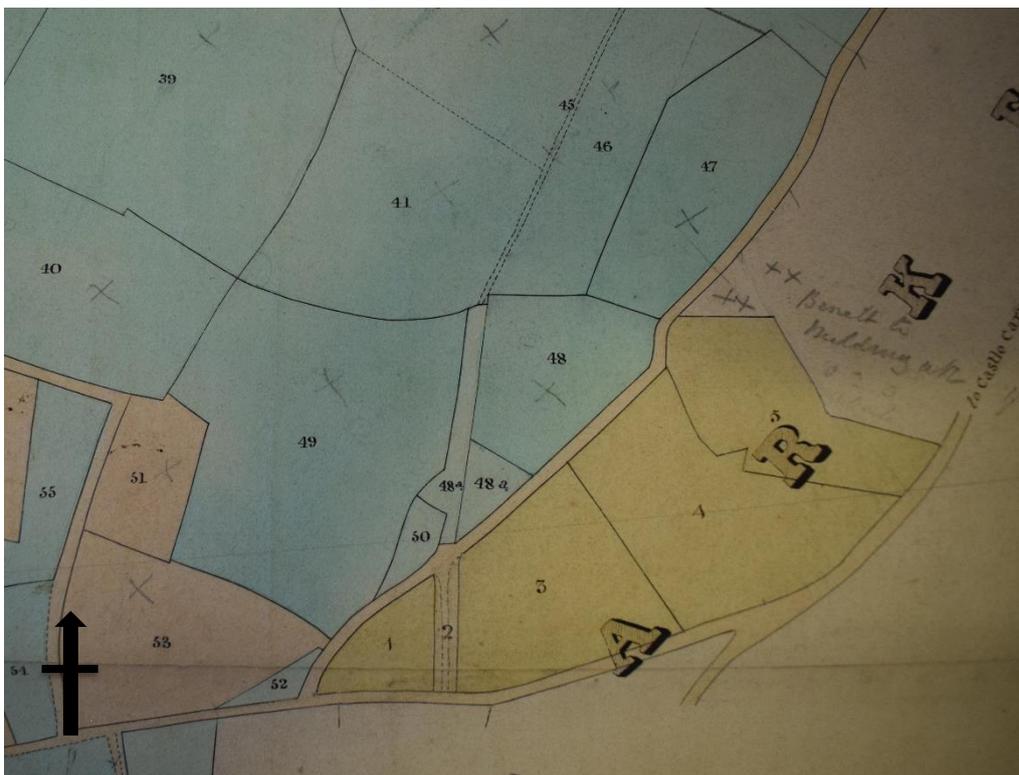
Figure 4.6: A portion of the 1827 Enclosure Map of Queen Camel.



- 5.5.2 On the 1827 map, the southern end of the park shows few changes, with Rawlins's Close continuing to be separate of the 3 smaller enclosures, formerly labelled Furges. Rawlins's Close contains 2 numbers, 49 and 50, which correspond to entries '*Rawlins's Close*' and '*Pail of Rawlins's Close*' respectively, in the map accompaniment. In addition, further planting has taken place around the entrance to the estate and driveway.
- 5.5.3 After moving into the property, Paulet St John Mildmay began another programme of landscape improvements, including the demolition of the bath house, movement of the pillars and gates known as '*Dog Gates*' to extend the forecourt to the south, and realignment of the drive to the west of the former route to form a new entrance to the park. The realigned Wych elm avenue ran from Dog Gates south through the park. Many clusters of, and specimen, trees were planted during this period, whilst hedges dividing the park were removed. In addition, between 1845 and 1858 the existing farm buildings were removed, the stables were rebuilt, a '*shrubbery walk*' was planted around the perimeter of the gardens, and a ha-ha was constructed along the south-east boundary of the forecourt.

5.5.4 An 1848 Plan of Queen Camel (Figure 4.7) shows the Hazlegrove House and the surrounding enclosures, although in less detail than the earlier 1827 map. Nonetheless, the plan shows some changes in the enclosure boundaries and driveway in the southern portion of the park. The map also provides an indication of land use, with blue indicating pasture lifehold, orange indicating arable, and yellow indicating land within Sparkford. Two of the former *Furges* fields have been joined to form 1 larger arable field, whilst the majority of the land within the RPG was pasture at this time. Some smaller enclosures of land have been formed around the driveway to the south, which may indicate that the Hazlegrove estate was acquiring parcels of land in this area as they became available. In addition, the driveway itself has been extended south through land in Sparkford (coloured yellow) removing the curve to the west. This driveway extension was also identified in the aerial survey transcription (Figure 4.5). Earthworks for both routes of the driveway are still extant within the wooded area in the southern portion of the RPG.

Figure 5.7: A portion of the 1848 Enclosure Map of Queen Camel.

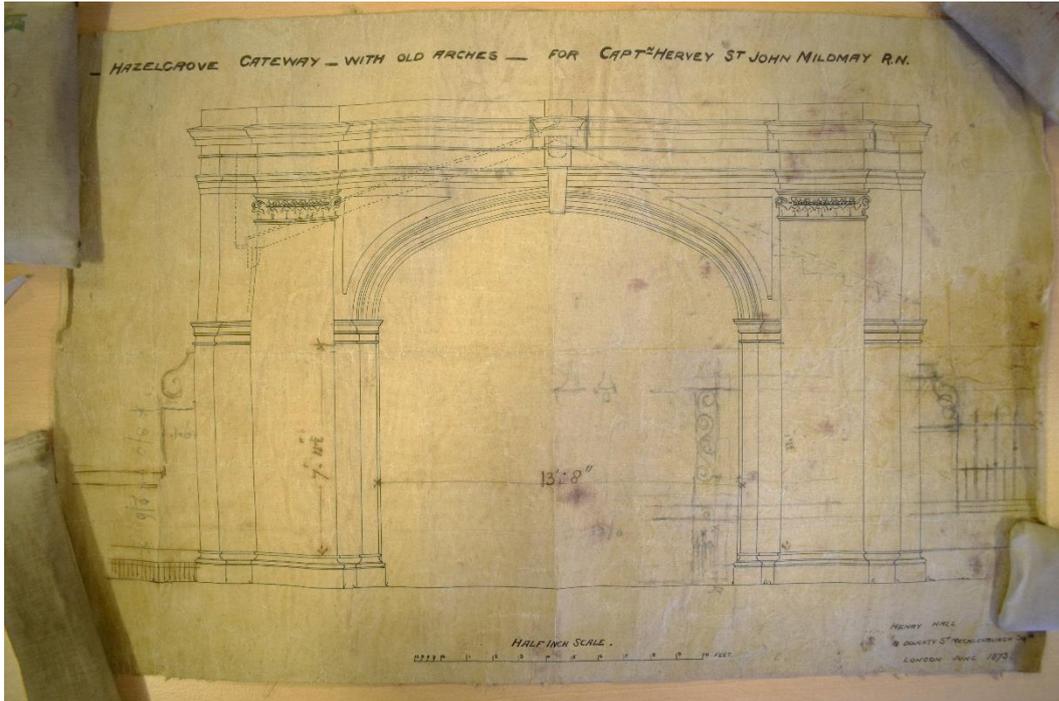


## 5.6 1858 – 1882: Hervey George Mildmay

5.6.1 The house passed into the hands of Hervey George Mildmay in 1858, who made further changes to the southern portion of the park. The driveway alignment from the 1848 map was discontinued and was diverted to the southeast from the centre of the park, along its current alignment. A new grand entrance to the park was installed on the southeast in the form of the grade II\* listed Triumphal Arch Gateway (Figure 4.8). The gateway was acquired from

Low Ham Manor, near Somerton; a mammoth 17<sup>th</sup> century estate which was never finished. The gateway is formed of a single archway, constructed of local grey lias ashlar with Ham stone dressings, and finished with wrought iron gates from the 20<sup>th</sup> century. A lodge was also constructed in the southeast portion of the park near to the gateway, on the land shown as forming park of Sparkford on the 1848 map.

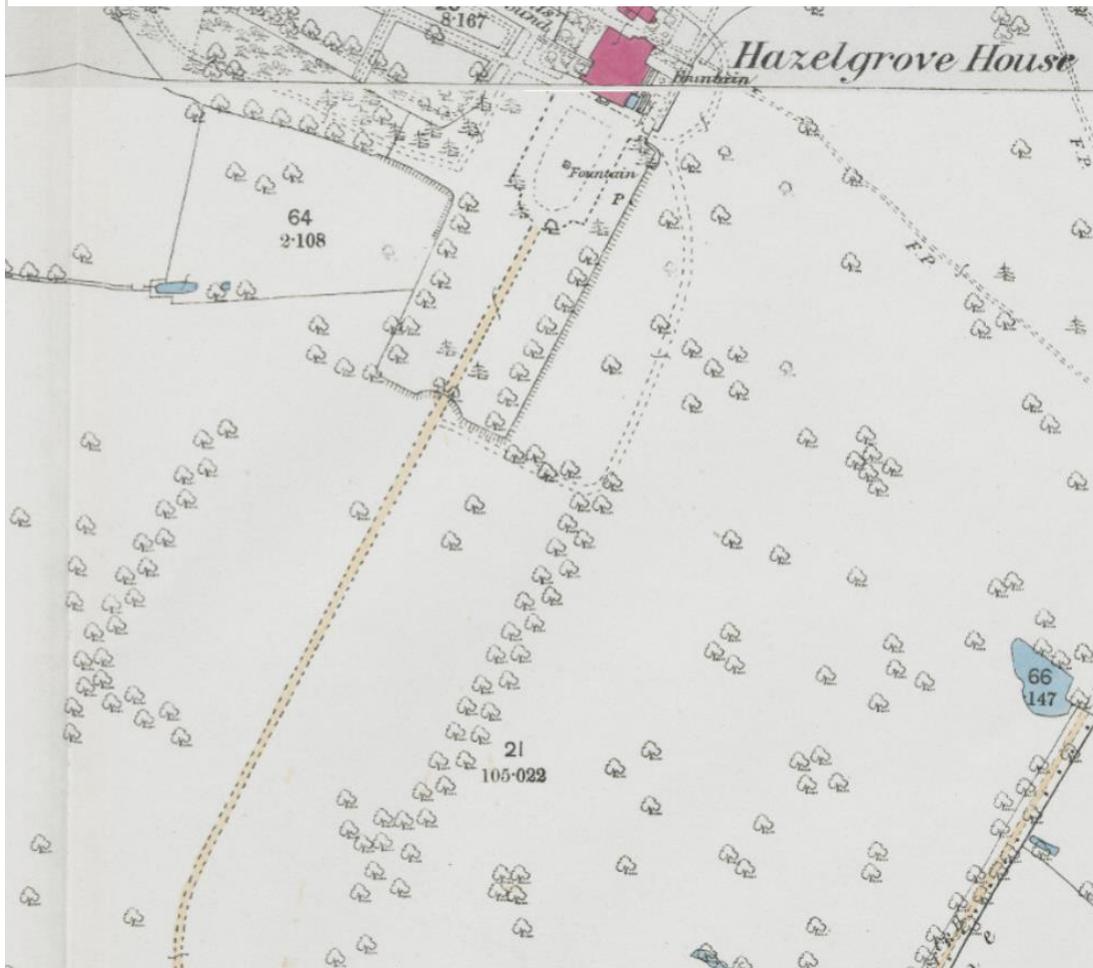
Figure 4.8: A photograph of a diagram of the Hazlegrove Gateway (Triumphal Arch Gateway) from 1875, which was installed as a new entrance to the estate.



## 5.7 1882-modern: division of the park

- 5.7.1 In 1882 Hervey George Mildmay died, with the estate passing to his living family. The 1888 first edition OS map provides a detailed overview of the layout of Hazlegrove House and the surrounding parkland. It reveals that the majority of the enclosures surrounding the driveway on the approach to the house have been removed. The map shows clusters of, and stand alone, trees spread throughout this landscape, representing the open parkland. The formal gardens have been extended and bordered with an avenue of trees, whilst former tree avenues have been mirrored to form a wider avenue of trees extending from the formal gardens, which would have framed the main façade of the house on the approach (Figure 4.9).

Figure 4.9: A portion of the 1888 first edition OS map showing the northern portion of the RPG including Hazelgrove House and the extended formal gardens.



- 5.7.2 The main driveway remained unaltered at this time, with the entrance through the Triumphal Arch Gateway in the southeast corner of the park (Figure 4.10). Significant planting along the southern border of the park has taken place since the 1827 map, perhaps to screen the property and parkland from the road to the south. The planting along the border protrudes into the parkland to encompass the former driveway entrances, perhaps deliberately to conceal the former entrances to the park and highlight the new, higher status entrance and driveway.
- 5.7.3 Figure 4.10 also illustrates that the former Rawlins's Close and Furges enclosures in the southwest corner of the park formed 1 large enclosure by 1888. Where a large portion of the hedgerows and enclosure boundaries have been removed in the main portion of the parkland, hedgerow and trees remain along the northern extent of the field. This historic field boundary appears to completely separate the field from the rest of the parkland, however clusters of trees have been mapped across the field suggesting parkland planting similar to the rest of the landscape.

Figure 4.10: A portion of the 1888 first edition OS map showing the southern half of the park.



5.7.4 During the late 19th century the Mildmay family suffered from significant financial difficulties, which resulted in half the estate being sold in 1920. The remainder of the estate, including Hazlegrove House, was subsequently sold in 1929. Throughout World War II, the house was used as a convalescent home by the Red Cross, before the house, formal gardens and northern part of the park were leased to King's Bruton Junior School in 1947. Following a 5-year lease, the school bought 20 acres of the estate including the house, in 1952, and the remainder of the land was divided between private ownership.

## 5.8 Modern

5.8.1 The park currently covers an area of approximately 70 hectares, 5 hectares of these being formal gardens to Hazlegrove House, now Hazlegrove Preparatory School, and the remaining 65 hectares is largely open parkland, scattered with mature and veteran trees and historic features. The current entrance to the RPG lies on the Hazlegrove roundabout, which connects to the existing route of the A303 and Camel Hill stretches of the A303 with the A359.

5.8.2 Highways England aerial photographs from 1947 shows the southwestern corner of the park, including a portion of the large southwestern field and a strip of parkland, to the north. It is unclear what use the field is under in this image, however the field boundaries of the former 3 Furges enclosures are visible on

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the photographs. The photographs also clearly show that this portion of the park has much fewer trees than the more northerly parkland. Aerial photographs from 1960 continue to show the same trends as those from 1947, with few changes other than a reduction in the number of trees in the southwest field.

- 5.8.3 Aerial photographs from 1971 show that the wooded area along the southern border of the park was cut down or coppiced, revealing the remains of the former driveways. The trees around the perimeter of the wood remained standing suggesting the wood would be left to regrow. The field in the southwest corner of the park now contains only a handful of trees, and the land use remains unclear. In the northern part of the park, the tree avenue enclosing the driveway appears depleted compared to those depicted on the earlier 1888 OS map.
- 5.8.4 In the 1990s the southeast corner of the park, which includes Hazlegrove Lodge and the Triumphal Arch Gateway, was separated from the remainder by the construction of the existing route of the A303 dual carriageway. The park is now accessed for the Hazlegrove Roundabout, where the new drive joins the former alignment of the driveway. In 1990, a number of trees reportedly blew down in strong winds, leaving many throw holes across the park. Aerial photographs from 2000 show the reduction in trees across the parkland, particularly those associated with former tree avenues. However, the southern wooded area had regrown by this time. These aerial photographs also show that the field in the southwest corner of the park was used for arable agriculture by this time. The park and land use of the field remains the same today as those shown in the 2000 photographs. However, some changes to the school grounds have been undertaken, including the construction of sports pitches and further buildings, and further trees have been lost from the park.

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## 6 Key heritage assets and assessment of value

6.1.1 For ease of assessment Hazlegrove House Registered Park and Garden (RPG) has been split into a number of areas based on the historic development of the RPG, their historic character, and potential impact associated with the scheme. These are:

- Hazlegrove House and formal gardens
- The Triumphal Arch gateway
- Historic Driveways
- Northern parkland
- Southern parkland
- Potential archaeological remains

6.1.2 The locations of these areas can be found on the plan in appendix B.

### 6.2 Hazlegrove House and formal gardens

6.2.1 Hazlegrove House is a grade II listed (List entry number: 1277545) detached house that originated in the 17<sup>th</sup> century or earlier. However, it was largely rebuilt and altered by Carew Mildmay in the late 18<sup>th</sup> century, when the main Palladian façade was constructed, turning the house to face the south. The formal gardens to the property were restored in 2005 and lie to the south of the house. They include the grade II listed gateway and wing walls at the southern end of the formal gardens. Historically, the gardens included kitchen garden, lookout point and shrubbery walks to the west of the house, however, these no longer remain in their original form. Today, Hazlegrove House and the formal gardens form the grounds of the Hazlegrove Preparatory School for children ages 2 - 13. The school owns approximately 20 acres of land in the northern portion of the RPG, which now contains a number of additional school buildings, sports pitches and other recreational facilities.

### Views and vistas

6.2.2 Views and vistas across and throughout the RPG form an integral part of the value of the landscape. Their locations are shown on the plan in appendix B. The surrounding parkland was formed in the 18<sup>th</sup> century, with the main house being the focus of its layout and design. Therefore, a number of the planned views across the park have been created with the house in mind and arguably the most important of these are those from the historic driveways. Since the house was re-orientated in the 18<sup>th</sup> century, to have the main entrance and façade facing south, the formal approaches to the property have been from this direction. Before the mid-19<sup>th</sup> century, these entrances were from the southern border of the park, within what is now the densely wooded area. From here, the driveways were aligned to directly approach Hazlegrove House, which would have been glimpsed from the entrance before the driveway dipped into the

lowest portion of the park (viewpoint 1). When the driveway then crested the hill within the park, the viewer would have had a square-on view to the house whilst approaching. This view towards the house would have been planned, and was once framed by a wide avenue of trees focussing the attention straight towards the grandest part of the house, including the main grade II listed gateway and formal gardens in the foreground.

- 6.2.3 From the mid-19th century, the driveway was realigned with the main entrance to the park being through the newly installed Triumphal Arch Gateway. From here the driveway entered the park through an avenue of trees on a northwest alignment, before climbing the gradual hill within the park. When cresting the hill, the viewers eyes would be cast over the wider Somerset landscape to the west of the RPG, with Glastonbury Tor forming the central focal point (viewpoint 2, Figure 5.1 **Figure 6.1**)

Figure 6.1: Viewpoint 2



- 6.2.4 At the crest of the hill the driveway turns to the north, providing the same square-on view of the main façade as the former driveways (viewpoint 3, Figure 5.2).

Figure 6.2: Viewpoint 3



6.2.5 These views towards the house are also of significant value in reverse; when viewed from the front of Hazlegrove House through the formal gardens and across the parkland to the south. From the front of the house, which forms 1 of the highest points of the RPG, this vantage point would have provided a largely uninterrupted view of the parkland and estate belonging to the manor to the top of camel hill (viewpoints 4 and 5). Today, this view terminates with the A303 Camel Hill Services, which unfortunately draws the eye from the otherwise rural setting of the house and parkland (Figure 5.3 and Figure 5.4).

Figure 6.3 - Viewpoint 4



Figure 6.4 - Viewpoint 5



- 6.2.6 During the early 18th century, an observation point was constructed to the west of Hazlegrove House at the far end of the kitchen gardens. This was constructed under the ownership of Carew Hervey Mildmay, who would use it to watch over his hounds in the kennels and across kennel fields. This vantage point would have also overlooked the wider Somerset landscape to the west, including Glastonbury Tor (viewpoint 6). Historic mapping from the early 19th century show that an arch of dense trees was planted around the observation point, which remains to the present day. No observation point remains and the wooded area is now used for educational and recreational activities associated with the school, however views through the trees are still visible.
- 6.2.7 A modern view of Hazlegrove House from the A303 also has significance in terms of communal value (viewpoint 7). The house appears as a landmark, or waymarker on journeys taken along the A303 (Figure 5.5). Given the association of the A303 as the route holiday makers took to the south west, this communal value arguably should be seen in a national context.

Figure 6.5 - Viewpoint 7



## Assessment of value

### *Evidential value*

- 6.2.8 The evidential value of the assets mainly derives from the amount of historic fabric that remains. Little alteration has been made to main façade of Hazlegrove House since Carew Hervey Mildmay commissioned John and William Bastard to remodel the former 16<sup>th</sup> century property in the 18<sup>th</sup> century,

constructing the current Palladian style façade. This façade remains the most prominent feature of the building and is in a good condition, where it forms the main frontage to the school. The school restored the formal gardens to the south of the house in 2005. These provide a decent representation of the historic layout of the gardens which would have formed an integral part of the landscape, including the original 18th century gateway and wing walls to the property, and the ha ha that runs adjacent to the wing walls to the south of the gardens. However, these gardens were largely conjectural in their restorations, and therefore their evidential value is limited.

- 6.2.9 Hazlegrove House also retains remnants of the former 16th century Tudor building (Figure 5.6 and Figure 5.7). A porch feature survives on the north facing side of the house, providing evidence for the original orientation and entrance to the house from the north. In addition, a Tudor wing to the building survives and several other features from this date can be viewed throughout the property. Whilst historic fabric survives within and around Hazlegrove House and the formal gardens, the current use of the building as a school has resulted in a number of alterations to the property. The installation of the sports pitches, the car park, and modern school and residential buildings, has resulted in the removal of historic fabric, including the kitchen gardens.

Figure 6.6 - A photograph taken outside the Tudor part of Hazlegrove House, dated to between 1963-1999; held and provided by the Hazlegrove Trust

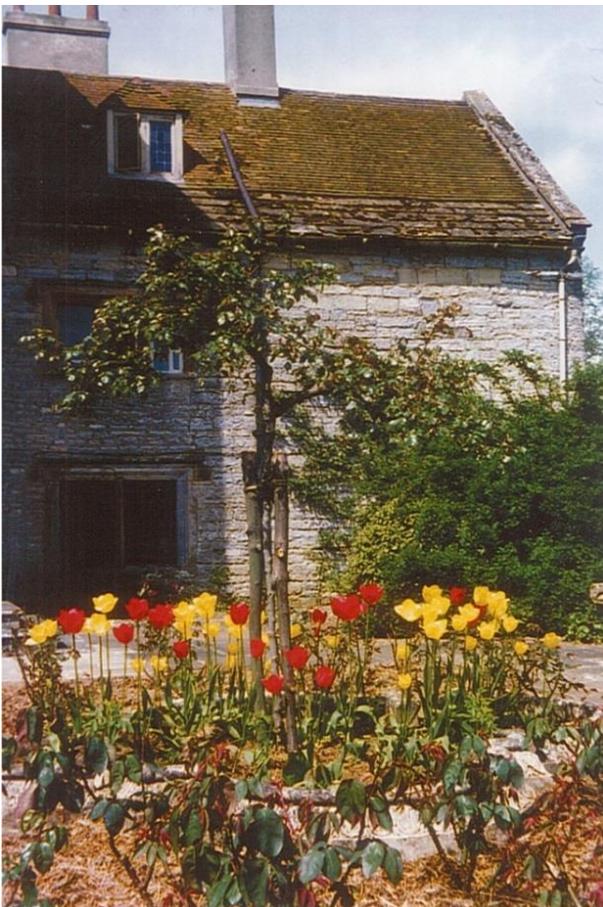


Figure 6.7 - A photograph taken outside the Tudor part of Hazlegrove House, dated to May 2000; held and provided by the Hazlegrove Trust.



6.2.10 Evidential value also derives from the use of the house as a convalescence home for injured servicemen during World War II. A Scarlet Oak, known as the Memorial American Oak Tree, was presented and planted by American Servicemen who were cared for at Hazlegrove House. However, it was noted in the survey of the park in 2000<sup>21</sup> that the tree was not growing well and would need attention, and again in 2006 that the tree was “*now moribund*”<sup>22</sup>. Further remaining buildings dating to this period can be found in the wider house and park landscape, providing further evidence of the use of the house during World War II.

### ***Historical value***

6.2.11 Much of the historical value of Hazlegrove House and the formal gardens derives from the amount of surviving historic fabric, particularly the exterior to the main house and the restored formal gardens. It is considered an exemplar of a typical country house estate. These allow many of the historical links to be drawn between the building and past people, due to the familiarity of the building in the wider landscape. Hazlegrove House forms a focal point in the landscape, with the surrounding 18<sup>th</sup> century parkland being planned around the existing house. The views and vistas across this planned landscape, allow for links to be drawn between the house and the historic parkland, adding to the historical value of the building.

<sup>21</sup> Somerset Gardens Trust (2000) *Garden Survey and Inventory*.

<sup>22</sup> Freke. D. (2006) *A303 Hazlegrove Historic Park and Cultural Heritage Survey*.

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- 6.2.12 The historic setting and consequently historical value of the house and gardens has been adversely affected by the construction of the sports pitches to the east of the house, demolition of the bastion and lookout, installation of all weather pitches to the west of house, and the school buildings to the north of the house. This has removed much of the house and formal gardens immediate historic setting. However, the scale and type of development has not reduced the dominance of the house in the landscape and there is enough remnants of the gardens and parkland to be able to understand the house as a principle dwelling within a formal garden and parkland.
- 6.2.13 Historical value of the house can also be derived from its association with the Mildmay family. The house and wider estate was acquired and owned by the family between 1556-1920, with a substantial amount of construction and landscaping being undertaken during this period. Whilst the house provides a good example of an 18<sup>th</sup> century manor house, in this instance, additional historical value is derived from the house being an example of an earlier 16<sup>th</sup> century house that was renovated to form the 18<sup>th</sup> century Palladian style property.
- 6.2.14 The use of Hazlegrove House during World War II as a convalescent home for injured servicemen, further adds to the historical value of the house. The oak planted by the American servicemen who were cared for at the house, allows for links to be drawn between surviving evidence of the former convalescent house and the people who stayed there.

### ***Aesthetic value***

- 6.2.15 The 18<sup>th</sup> century Hazlegrove House was designed to provide aesthetic value, and was constructed to sit prominently and visible in the surrounding parkland and wider landscape. The former Tudor house was renovated in the 18<sup>th</sup> century, and the southern façade was added to provide a grand Palladian-style entrance to the property. The driveways and main approaches to the house were designed to provide visitors with a square-on view of the southern façade, arguably the most decorated and prominent portion of the property. The façade and restored formal gardens are in good condition and remain well kept under the school's ownership, and the driveway continues to provide the key view of the house when approaching. These remaining features are the main contributors to the aesthetic value of Hazlegrove House, which continues to draw the eye from the surrounding landscape.
- 6.2.16 However, there has been significance modern development of the house, formal gardens, and immediate surroundings, which arguably detract from the aesthetic value. The car park for the school is located to the southeast of the house. This, and the adjacent sports pitch, are well lit with bright floodlights which detract from the overall rural, parkland setting of Hazlegrove House and

the formal gardens. Additionally, a number of modern buildings and further sports pitches, and educational and recreational facilities, have been constructed in the immediate vicinity of the house, including those which have replaced the former kitchen garden. Again, these detract from the overall aesthetic value of the house by removing the former rural parkland setting, however, the majority have been constructed to the north of the house where they are not prominently visible on the approach to the house, therefore limiting their negative impact on the overall aesthetic value.

### ***Communal value***

6.2.17 The communal value of Hazlegrove House and the surrounding formal gardens largely derives from its use as a school since 1947. It is likely that the local community will have recollections of the pupils and teachers who have attended the school, but also of its previous use during World War II, when it was used as a Red Cross convalescent home for injured servicemen. Therefore, the memories the building evokes of past and present communities associated with the school and convalescent home, will add to its communal value. Additionally, the aesthetic qualities of the property, particularly its scale and prominence in the landscape, has given it further communal value in more recent years. The house is visible from the A303, particularly for those travelling west to east along the Camel Hill ridge or from the Camel Hill Services, and therefore provides a landmark for those travelling along this route.

## **6.3 Triumphal Arch Gateway**

6.3.1 The grade II\* Triumphal Arch Gateway formed the new grand entrance to the park when the driveway was diverted to the southeast corner in the mid-19<sup>th</sup> century (Figure 5.8). The gateway was acquired from Low Ham Manor, near Somerton, and dates to the 17<sup>th</sup> century. Hazlegrove Lodge was also constructed in the southeast portion of the park near to the gateway. Today, the gateway is separated from the majority of the RPG by the A303 that was constructed in the 1990s. Whilst this part of the RPG remains included in the RPG listing, it is completely separated by the bypass and retains few of the former park features, other than the gateway and lodge.

Figure 6.8: Triumphal Arch Gateway



## Assessment of value

### *Evidential value*

6.3.2 The evidential value of the Triumphal Arch Gateway mainly derives from its survival as an example of a 17<sup>th</sup> century classical gateway. The gateway itself is formed of a single archway, constructed of local grey lias ashlar with Ham stone dressings, and finished with wrought iron gates (although these date to the 20<sup>th</sup> century)<sup>23</sup>. It has a moulded plinth, impost courses, corner pilasters and a low plain parapet, along with Ionic capitals flanking the archway, all contributing to the evidential value of the archway. However, the architectural decoration of the gateway does not seem to match the quality of that found at Hazlegrove House.

### *Historical value*

6.3.3 The historical value of the Triumphal Arch Gateway largely derives from its association with Hazlegrove House and the surrounding parkland. The survival of the historic fabric of the gateway allows for historical links to be drawn to the former residents of Hazlegrove House, due to the familiarity of the gateway in the landscape. The gateway was introduced to the park by Hervey George Mildmay in the late 19<sup>th</sup> century, to form a new grand entrance to Hazlegrove House. The driveway was realigned and an avenue of trees was constructed

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<sup>23</sup> Historic England (2018) *Triumphal Arch Gateway to Hazlegrove House* [online] available at: [\[redacted\]](#) (last accessed February 2018).

which can be seen on the 1888 OS map. However, the avenue of trees no longer exists following the division of the park with the construction of the existing route of the A303, and therefore cannot be considered evidential value. The installation of the new entrance and tree avenue would have raised the status of the newly aligned driveway, compared to the former entrances to the west. This provides evidence for the planned parkland surrounding the house and adds to the historical value of the gateway.

- 6.3.4 In addition to being associated with Hazlegrove House and the Mildmay family, the gateway has historical ties with the 17<sup>th</sup> century Low Ham Manor estate for which it was originally constructed. The gateway was acquired from Low Ham Manor as the estate was never finished, and this association with 2 large estates contributes to the historical value of the asset.

### ***Aesthetic value***

- 6.3.5 Originally set within the rural and parkland landscape, and framed to the north by an avenue of trees leading towards Hazlegrove House, the 17<sup>th</sup> century gateway was acquired and installed as a new grand, high status, entrance to the estate. The aesthetic value of the asset derives largely from the surviving classical decoration to the gateway. However, when viewed in its setting the gateway appears arguably disproportionate, as though it is missing an additional higher level, which has a negative impact on the aesthetic value. This may be due to the loss of its intended function and original setting, due to the installation of the existing route of the A303 that severed the southeast corner from the rest of the RPG. As a result, the gateway, and its former tree avenue, lost the physical ties to its historic use as the grand entrance to Hazlegrove House, and now appears out of place in the surrounding landscape. This diminishes the aesthetic value of the archway, as does its current poor condition and need for maintenance, which is particularly obvious when compared to the well maintained Hazlegrove House.

### ***Communal value***

- 6.3.6 Since Hazlegrove House was acquired by the school, the gateway would have held communal value as the main entrance. It is likely that the local community would have memories and recollections associated with the school, which would have been evoked by the main entrance gateway. However, since the division of the park by the existing route of the A303, the gateway has been severed from the rest of the park and Hazlegrove House (which is now accessed from the Hazlegrove roundabout) limiting the communal value of the asset.

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## 6.4 Historic driveways

- 6.4.1 Cartographic evidence has shown that the alignment of the main driveways to Hazlegrove House have been altered several times throughout the history of the RPG. Originally, the main 16<sup>th</sup> century house was approached from the north, before the house was re-orientated in the 18<sup>th</sup> century to face to the south. Since then, the driveways have been planned and aligned to approach the house from the south, providing those approaching with a square-on view of the most decorated part of Hazlegrove House.

### Assessment of value

#### *Evidential value*

- 6.4.2 The evidential value for the historic driveways to Hazlegrove House largely derives from surviving historic fabric. Within the wooded area along the southern border of the RPG, surviving earthworks of 2 phases of driveway alignment remain extant (Figure 5.9). Embankment features which follow the line of the drives shown on the historic mapping are also apparent on the aerial survey undertaken as part of this assessment (see appendix A). The first of these driveways is shown on historic maps between 1795 and 1827 with the second phase extension of the driveway to the south being shown on historic maps since 1848. The 1795 driveway appears to be a north turn off the existing lane which led to Hazlegrove House, the extension shown on the 1848 plan appears to connect the entrance to the principal route, bypassing the lane which followed the line of the existing public footpath. The alignment of these driveways has been mapped as a series of ditch and back features following an aerial survey undertaken for this scheme. A number of veteran trees within in the RPG also appear to follow the alignment of the former driveway, and may represent the remnants of the former trees avenues shown on historic maps to flank the driveways. A new tree avenue has been planted along the route of the existing drive, however, this has no evidential value as it is a modern introduction. The surviving historic fabric and visibility of the remains in the landscape adds to the evidential value of the driveways to Hazlegrove House, which provides a valuable insight into the progressive development of Hazlegrove House RPG.

Figure 6.9 - Earthworks showing location of former driveway



- 6.4.3 The current driveway to Hazlegrove House follows the alignment of the late-19<sup>th</sup> century driveway, shown on historic maps since 1888. The former driveway was diverted to the southeast corner of the RPG by Hervey George Mildmay, to incorporate the new grand entrance through the Triumphal Arch Gateway. Whilst the majority of the driveway remains along this 19<sup>th</sup> century alignment, contributing to the evidential value of the driveways, the grand entrance and southeast portion of the driveway has been severed by the existing route of the A303. Although the gateway remains in situ, the driveway and flanking tree avenue no longer survive in the southeast corner of the park, resulting in a loss of evidential value. The planting of a woodland over the former entrance to the park, and covering the banks and ditches of the former driveway alignments, may evidence the desire to obscure these historic entrances as they no longer formed part of the overall design intentions of the park. It may also have been to remove any confusion over the main entrance to the park.
- 6.4.4 The alignment of the late 19<sup>th</sup> century driveway seems to have been focussed on Glastonbury Tor (Figure 5.1). The Tor comes into view as the viewer moves north west along the first part of the driveway, before it turns abruptly towards the house. This reading of the driveway alignment is supported by the sword in the stone garden feature in the formal garden to the front of the house, another part of the Arthurian myth.

### ***Historical value***

- 6.4.5 The historical value of the former driveways derives from association with Hazlegrove House. The driveways formed the main approaches to the house,

and their alignment provided views to and from the main façade and formal gardens, across the parkland, and also of the wider Somerset landscape. These views would have been planned in the landscape by the contemporary owner, to impress or delight visitors, as well as providing an aesthetic living environment for the residents. The survival of the historic fabric of these driveways, including earthworks and the current drive alignment, allows for historical links to be drawn to the former owners of Hazlegrove House and their progressive development of the planned landscape, therefore, contributing to the historical value of the assets. The division of the park by the existing route of the A303, resulted in a loss of historical value of the historical driveways, as it severed and altered the alignment of the late-19<sup>th</sup> century driveway, negatively impacting the historical ties with Hazlegrove House.

- 6.4.6 The Arthurian myth may also relate to the historical value of the park through the alignment of the drive. As the hill on which Hazlegrove House stands appears equidistant between Glastonbury Tor and Cadbury Castle, which according to legend was the site of King Arthur's Camelot, it is highly possible that the links to the Arthurian myth were incorporated in the landscape designs, especially as Arthurian legends became fashionable in the 19<sup>th</sup> century.

### ***Aesthetic value***

- 6.4.7 The current driveway follows the late-19<sup>th</sup> century alignment, maintaining the important planned views and vistas on the approach to Hazlegrove House, which contribute to the aesthetic value of these driveways. However, with the installation of the existing route of the A303 the lower portion of this driveway was severed, reducing the contribution of the Triumphal Arch Gateway and associated tree avenue to the aesthetic value of the driveway. Additionally, most of the planned tree avenues associated with the historic driveways no longer survive, particularly those that framed the main façade of Hazlegrove House on the approach in the northern part of the park, further diminishing the aesthetic value of the historic driveways.
- 6.4.8 The earthworks of the earlier driveways, that survive in the southern portion of the RPG, are screened from the surrounding landscape by dense woodland planting. Historic maps suggest that this woodland was expanded to encompass the remains of these earthworks, shielding them from the newer, more high-status entrance and driveway associated with the Triumphal Arch gateway. This lack of visibility from the wider parkland reduces the aesthetic value of these driveway remains.

### ***Communal value***

- 6.4.9 Since Hazlegrove House was acquired by the school, the surviving drive would have held some communal value as the main entrance and approach to the building. However, since the division of the park which severed the driveway

from the main entrance, this value has been greatly diminished. The earthworks associated with former driveways have been of little communal value since their original use in the 18<sup>th</sup> century.

## 6.5 Northern parkland

- 6.5.1 The northern parkland discussed here is the parkland to the east and west of the house and formal gardens within the RPG. Land outside of the RPG, to the north of the house and formal garden is discussed, but only in so much as it adds to the significance of the RPG.

### Assessment of value

#### *Evidential value*

- 6.5.2 The evidential value of the eastern side of the northern parkland has been significantly reduced following the construction of sports pitches and sports areas. The pitches have removed evidence of the original parkland character and the field boundaries and enclosures that came before. There is some ridge and furrow surviving giving some indication for former uses, these are visible on the ground and apparent in the aerial survey. However, this is truncated by the development of the pitches and is not as defined as that found in the southern parkland.
- 6.5.3 Despite fallen trees and trees being removed, the eastern side of the northern parkland retains significant groups of 18<sup>th</sup> and 19<sup>th</sup> century parkland trees. Many of these are designated as veteran trees in this area, indicating their contribution to landscape character and their cultural importance, along with their importance as habitats for wildlife (appendix C). There is 1 tree, Queen Elizabeth's Oak, which possibly survives from the medieval park on the site, which is thought to have been north of the house. Another tree, King John's Oak, also thought to date from the medieval park, was declared dead in 2005, however the trunk is retained in situ. These are found to adjacent to the headmaster's house.
- 6.5.4 The western part of the northern parkland was known as the Kennel Ground, this was because dogs from the kennels, situated on the south western field boundary, were exercised in the field. The field boundary of this field is shown on the 1795 plan and is evidence of the historic boundaries and enclosures. Evidence of the historic view across the Kennel Ground and Kennel Fields from the lookout at the end of the Bastion (viewpoint 6) has been degraded due to the planting of the shrubbery walks and the demolition of the lookout.

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### ***Historical value***

- 6.5.5 The historic value of the northern parkland is derived primarily from its relationship with the house and earlier manor. It is likely that these areas formed part of an earlier medieval park, and will have had a direct relationship with the original house, and surrounding hamlet which is likely to have existed on this site. Much of the historical value dating from the medieval period is likely to have been lost during the 18<sup>th</sup> and 19<sup>th</sup> century development of the park.
- 6.5.6 There is historical value in the association of the Kennel Ground and its relationship with the function of the estate. The former presence of the lookout complements this historic value as important historic views from the structure were directly related to the historic use of this field.
- 6.5.7 The survival of parkland trees also contributes to historical value of the 18<sup>th</sup> and 19<sup>th</sup> century parkland. They contribute to the historic character of the landscape. The trees are also of historic value in their own right, especially those possibly dating from the period of the medieval park.
- 6.5.8 The historic character of the northern parkland has been diminished by the development of the school, including the development of the sports pitches, car parking, and construction of new buildings to the north of the main house. These have resulted in the erosion of the historic setting of the northern parkland, reducing the ability to understand the historic relationships and value of the park.

### ***Aesthetic value***

- 6.5.9 The aesthetic value of the northern parkland is drawn from the retained trees and countryside character. The aesthetic value of the parkland has been compromised by the construction of the sports pitches to the east. The countryside aesthetic has been retained to the west in the Kennel Grounds. However, the historic aesthetic character connected with the house and garden are absent as views to and from the lookout at the end of the Bastion have been lost. The Kennel Grounds now feels separate from the house and gardens due to its current use as arable farmland, and the presence of the shrubbery walk which now forms a barrier.

### ***Communal value***

- 6.5.10 There is limited communal value with regard to the historic character of the parkland. There is communal value related to the school and the use of the sports pitches. This will include communal value to the trees in and around this area as they will have formed part of the experience of playing sport in this location.

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## 6.6 Southern parkland

6.6.1 The southern parkland discussed here is the parkland to the south of the formal gardens, stretching down to the A303 and across to the Triumphal Arch.

### Assessment of value

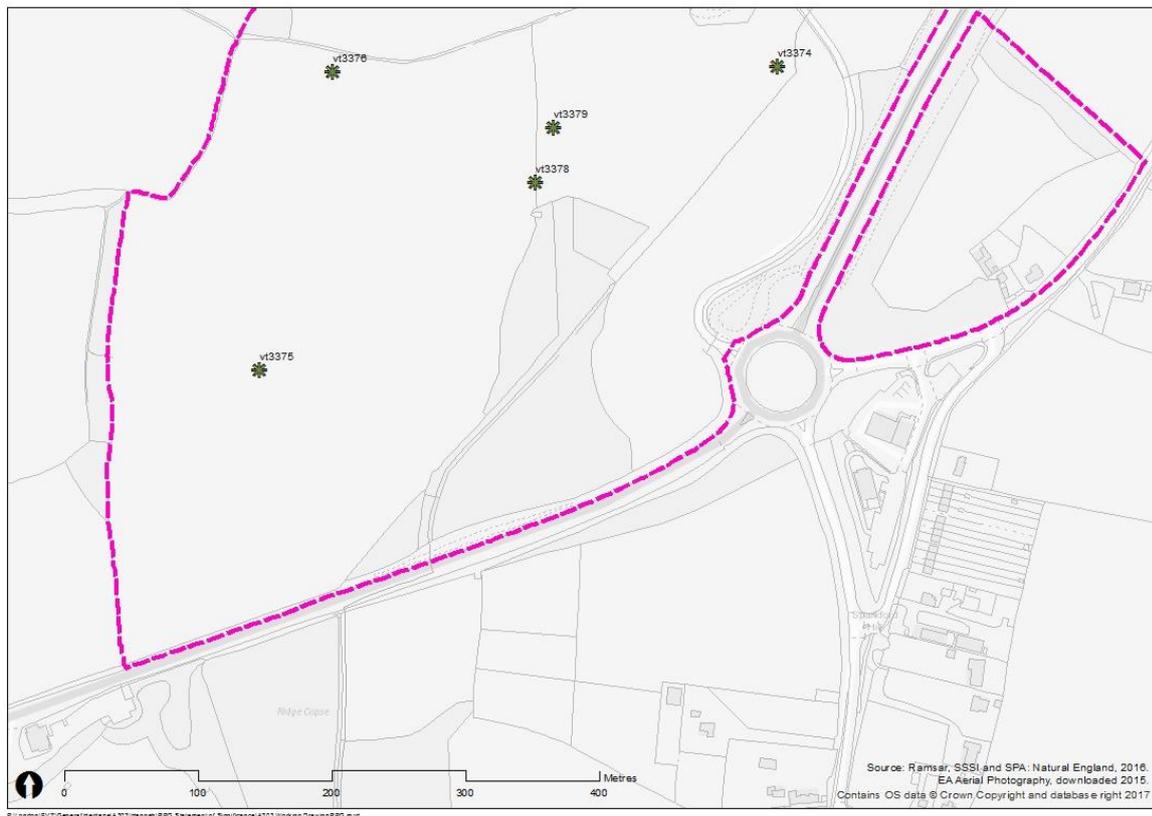
#### *Evidential value*

- 6.6.2 The evidential value of the southern parkland is derived from the retained planting and form, which is an interesting and representative example of an 18th century park. This area of the park retains its predominantly late 19th century character as open parkland used for pasture. There are a number of surviving specimen trees, through the parkland, some appearing to frame views (Glastonbury Tor when viewed from the drive, viewpoint 2) or end views, evidence of possible planting schemes. There are also remnants of the 2 avenues of Elm Trees in the central part of the parkland, although many of the trees have been lost due to disease. The new tree avenue along the existing drive is a modern introduction and therefore has no evidential value. Two ponds also survive towards the north eastern extent of the park, although they are now overgrown, one is shown as a large cut feature on the aerial survey.
- 6.6.3 Evidence of the 19th century parkland character degrades as the viewer approaches the A303, with the south western corner feeling separate from the rest of the park. This is partially due to the retention of the hedgerow on the field boundary between Rawlins's Close and what was formally Rideout Hill, partially the use of Rawlins's Close as arable, and partially due to the modern woodland acting as a boundary between the parkland character and the modern arable character of Rawlins's Close. The survival of the field boundary is important evidence of the enclosed nature of the park prior to the removal of hedgerows and field boundaries to create the open parkland in the later 19th century.
- 6.6.4 There are a number of specimen trees retained within Rawlins's Close, important evidence of the former parkland character. Five specimen trees survive in Rawlins's Close, designated as veteran trees, 4 oaks and 1 pedunculate oak (Figure 5.10)<sup>24</sup>

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<sup>24</sup> Veteran tree reference nos. as designated by the Somerset Environmental Record Centre VT3374, VT3375, VT3376, VT3378 and VT3379.

Figure 6.10 - Veteran Trees in Rawlins's Close



- 6.6.5 There are remnants of ridge and furrow visible in the parkland. These are particularly prominent in the area used as pasture. These remnants are evidence of historic uses prior to the creation of pasture and open parkland and give a good indication on the ground of former enclosures and field boundaries. In the area now under arable use in the south-western corner of the park remnants of ridge and furrow were visible in aerial photography analysis (Figure 4.5). However, this was only in the areas which were previously small enclosed Farges enclosures, now incorporated into the large arable field. These enclosures can be seen on the 1795 Queen Camel enclosure plan (Figure 4.4). The remnant ridge and furrow in this part of the park supports the mapping evidence that these fields were later additions to the park, with the character of open parkland with specimen trees not shown until the 1888 map (Figure 4.10).
- 6.6.6 The surviving trees within the parkland add to the historical value of the park and garden. Many of these have been designated veteran trees, recognising their contribution to the landscape and cultural heritage, as well as providing habitat for wildlife (appendix C).
- 6.6.7 The 1888 map shows areas of dense woodland around the former entrances and screening the main road. This planting appears to have been altered and augmented following the construction of the current A303. The location of these woodland areas present limited evidential value with regard to the late 19th century layout of the park. However, they have more of a direct relationship with

the current route of the A303, as much of the planting dates from this period. The new planting has removed evidential value between the area to the south east of the A303, obscuring the ability to read the link between the 2 areas of parkland and route of the 19th century drive.

### ***Historical value***

- 6.6.8 The historical value of the southern parkland is mainly derived from its relationship with the house. The house has been the focal point of the southern parkland since the 18th century alterations and effectively turned the house around to face the south west. Aspirations seem to have been to create a landscaped park to complement the new frontage. This area of the park appears to have been designed to harmonise the approach to the house, with visitors leaving the main road and passing through landscaped parkland rather than farmland, expressing the status of the estate as a large house in its own park. This would support the change in use of the land in south western corner of the park, Rawlins's Close and later Fuges enclosures, to create parkland on both sides of the original routes of the driveway.
- 6.6.9 The southern park also appears to have been developed to ensure that views from the house were again over parkland, rather than lower status, messy, and unfashionable farmland. The desire to create these views and parkland character seem to have become particularly important during the later development of the park in the 19th century with the removal of field boundaries and the incorporation of Fuges enclosures into the park.
- 6.6.10 Much of this historic relationship is still visible when moving through the park and in views from the house. As with the evidential value, this relationship degrades when approaching the south western and south-eastern corners of the estate. This is mainly due to the development of the A303 and existing Hazlegrove roundabout, severing the south-eastern corner of the park. However, the return of the west part of Rawlins's Close to arable land has removed the parkland character in the south-western corner, resulting in the loss of what was most likely the original intention with views from the house looking over parkland up to the crest of the hill and the main road. This has reduced the historic value of this area of the park in comparison with the remaining 19th century parkland character of the rest of the southern parkland.
- 6.6.11 Historic value is also derived from the documentary evidence, with mapping showing the slow changes to the southern parkland over 2 hundred years, following the 18th century alterations to the house. It appears that as ownership and leases on the estate changed or expired subsequent owners of the Hazlegrove estate took advantage to incorporate more land into the landscaped parkland. In fact, it may not have been until the mid- late 19th century that the original intentions for the park were fully realised. This is when most of the long-

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term leasehold and copyhold rents had expired; land use was able to change and enclosures of areas of former farmland were able to be incorporated into the landscaped park.

- 6.6.12 The design and development of the park has not been attributed to a single or nationally recognised landscape designer. It has developed over time through different owners, remaining in the same family, linking its development with the history of the Mildmay family at Hazlegrove House. Owners seem to have augmented and improved the existing park rather than significantly redesigned it, with the exception possibly of Hervey Mildmay in the late 19<sup>th</sup> century who removed field boundaries and realigned the drive. As such, much of upper and central southern parkland retains a homogenous character.

### ***Aesthetic value***

- 6.6.13 The aesthetic value of the park is derived from its designed nature, developed over a hundred years between the alterations to the house in the 18<sup>th</sup> century, turning the primary elevation to the south west, and the late 19<sup>th</sup> century with the realignment of the drive. The natural features incorporated into the park, including specimen tree planting, and pasture also contribute to its aesthetic value. The condition and use of the park also contributes to its aesthetic value, with the park still being grazed as pasture, keeping the grass maintained as it was historically intended. Although new tree planting in the form of an avenue along the drive adds to the aesthetic value, as discussed in 6.6.2, it does not contribute to the historic or evidential value.
- 6.6.14 The visual relationship between the park and the south west elevation of the house remains an important part of the aesthetic value, with the house being the focus for views from much of the southern parkland (viewpoint 3). The combination of the views of the parkland and house from the A303 also contribute to this aesthetic value.
- 6.6.15 As with the evidential and historic value, the aesthetic value is degraded towards the south western and south-eastern parts of the park. The disjointed nature of the park is apparent and removes the aesthetic appreciation of the asset as a landscaped park. This is primarily as a result of the A303 severing the south-eastern corner of the park, and although the road is well screened the aesthetic value of the views along the drive and cohesive parkland has been lost. In the south western corner the cohesive parkland aesthetic has also been lost due to the modern realignment of the drive, with fencing brought up to the edge of the drive, removing the feel of open parkland. The use of the western part of Rawlins's Close as arable land, and the barrier created by the woodland, has also contributed to the loss of aesthetic value.

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### **Communal value**

6.6.16 Since Hazlegrove House was acquired by the school, the southern parkland would have held some communal value as the main entrance and approach to the building. The views of the parkland as part of the setting for the house, as viewed from the A303, adds some communal value increasing the houses prominence as a landmark in views from the road.

## **6.7 Potential archaeological remains**

- 6.7.1 This section addresses archaeological potential in the entirety of the RPG. The archaeological potential of the scheme area will be addressed in the archaeological desk based assessment (DBA), which will support the EIA.
- 6.7.2 No evidence of prehistoric activity within the boundary of the RPG has been recorded in the Somerset HER. In the wider landscape, small numbers of prehistoric pottery and flint flakes were identified approximately 220 metres east of the RPG, whilst some features attributed to the late Iron Age period, were identified approximately 200m southeast of the RPG during a geophysical survey. However, due to the distance of these remains from the RPG, the archaeological potential for remains associated with the prehistoric period within the RPG being considered **low**.
- 6.7.3 To the immediate south of the RPG, the current route of the A303 follows closely that of the former Roman Road between Andover and Ilchester (Roman Lendiniae). A Romano-British roadside settlement scheduled monument (NHLE number: 1020936) is located 800m to the west of the RPG, with further Roman activity scattered across the wider landscape. However, within the boundary of the RPG evidence of Roman activity has comprised of sherds of Roman pottery, uncovered during excavations for the new swimming pool at the school (HER number: 54431). The closeness of the Roman Road and remnants of Roman activity found at the school, suggests the potential to encounter Roman remains within the RPG is **moderate**.
- 6.7.4 The Somerset HER depicts a deserted medieval village (DMV) within the northwest portion of the RPG, to the west of Hazlegrove House (HER number: 5433). The record is based on documentary evidence which suggests a hamlet of 18 houses known as '*Hazel Grove*' was once located in the vicinity. However, the exact location of the DMV is uncertain, and may have been located beneath the existing house. The Padel DMV (HER number: 54432) is also located to the immediate west of the RPG, suggesting further medieval settlement activity in the area. Excavations ahead of the construction of the sports pitches at the house yielded 12<sup>th</sup>-16<sup>th</sup> century pottery, medieval gullies and an area of ridge and furrow (HER number: 17470), with ridge and furrow remains visible across a large portion of the park. The potential for encountering further archaeological

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remains associated with the medieval period within the RPG is considered **high**.

- 6.7.5 The Somerset HER records evidence of a post-medieval agricultural drainage system (HER: 17470) were uncovered during archaeological investigations near the school. Cartographic evidence has shown that the RPG has been the location of a house since the 16<sup>th</sup> century, with substantial activity and development of Hazlegrove House, the formal gardens, and the surrounding parkland. Several structures are known to have been constructed during this period, some of which no longer survive, there the potential for encountering archaeological remains associated with the post-medieval period is considered **high**.
- 6.7.6 No evidence of modern activity of archaeological interest has been recorded in the Somerset HER within the RPG. However, substantial World War II activity is known to have taken place in the wider landscape, particularly further to the west at RNAS Yeovilton. Within the RPG, Hazlegrove House was used by the Red Cross as a convalescent home for injured servicemen during World War II, and several buildings associated with this period remain standing in the RPG. Therefore, it is considered that there is **moderate** potential for further remains of archaeological interest associated with this period.
- 6.7.7 Surface features and former archaeological investigations indicate that there is moderate to high potential for archaeological remains associated with the Roman to Modern periods within the boundary of the RPG. To date few archaeological investigations have taken place within the RPG, with the majority being focussed on the northern portion around the school. Therefore, an absence of evidence of archaeological remains may not indicate an absence of remains. Further archaeological investigations are currently being undertaken by Mott MacDonald Sweco Joint Venture to improve knowledge of the potential for archaeological remains within the RPG. The aerial survey undertaken in the southern portion of the park is also being extended to cover the northern portion around the school, where records of a potential deserted medieval village have been identified in the HER. Furthermore, a geophysical survey was recently undertaken in the southern portion of the park, the results of which are currently awaited. These results will help determine the nature, location, and extent of any buried remains of archaeological interest, to help identify the need for archaeological investigation or mitigation.

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## **7 Summary of impacts and recommendations**

### **7.1 Summary of impacts**

- 7.1.1 This section sets out principles and recommendations to help manage the impact of the heritage significance of the Registered Park and Garden (RPG), along with its individual heritage assets.
- 7.1.2 The scheme is proposed to partially remove 2 fields and a woodland from the south-western corner of the RPG (see appendix D) for the proposed route of the A303 and to provide access to Hazlegrove School. This will result in around approximately 26% the RPG being removed during construction. However, parts of this area will be reinstated as parkland on completion of construction, with 14% permanently removed from the RPG. This will reduce the ability to understand the historic extent of the Hazlegrove House RPG and its association with Hazlegrove House and its estate. It also has the potential to adversely impact important historic views from the house and parkland (viewpoints 4 and 5).
- 7.1.3 Options to reduce the impact on the historic environment include designing work to avoid known heritage assets. Mitigation by design should also be explored if it is not possible to avoid impact. This is where the design of works is such that they respect the historic character of the heritage asset, for example through reinstatement of historic landscape, or where impacts are offset by other design measures. If impacts are completely unavoidable and cannot be mitigated through design then recording heritage assets should be undertaken before they are removed. Finally, opportunities should be taken to incorporate enhancement to the significance of heritage assets, this can be used to offset negative impacts or create positive impacts.

### **7.2 Potential mitigation**

- 7.2.1 The new route of the A303 should be screened in views from the RPG. Views from the front of the house, and south along the drive, are particularly sensitive to change. Currently views of the road are well screened by modern planting along the edge of the A303. Woodland planting has been used mixing species for a semi-natural appearance. This method of screening should be continued in the proposed scheme. The density and tree species should be chosen to ensure that screening is year-round. Tree species should reflect the historic woodland planting with indigenous woodland trees used. Any landscape mitigation should be monitored as part of the landscape mitigation plan to ensure that the planting is successfully established.
- 7.2.2 Screening should also take the form of false cuttings, and this has been reflected in current plans. These should incorporate landscaped bunds which

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use the existing topography of the land to integrate into the undulating land character at the southern end of the park.

- 7.2.3 The land required for the scheme should be kept to a minimum. Design development has already reflected this, with current plans retaining the existing junction and containing the proposed new route of the A303 to the south-western corner park, considered to be the least sensitive area of the RPG.
- 7.2.4 Lighting of the proposed route should be kept to a minimum. Lighting will draw attention to the proposed route creating an alien linear and modern feature in the landscape, when viewed in darkness. There is also the potential for lighting columns to appear in views during daylight, again introducing a jarring modern feature in views.

### **7.3 Opportunities for enhancement**

- 7.3.1 A portion of Rawlins's Close will be lost due to the construction of the scheme. A more parkland character should be introduced to the remaining areas of the close. This will help to re-establish the cohesive parkland character which was established in the 19<sup>th</sup> century and lost in the 20<sup>th</sup> with the bisections of Rawlins's Close and the reintroduction of arable use. A graded edge to any woodland planting with the reintroduction of grazed land with specimen trees in this location will improve the historic character.
- 7.3.2 The location of mitigation screening should incorporate screening of the petrol station and services which currently finishes views from the front of the house. Removal of this building from views will go some way to improving the ability to understand the historic character of the house and park by removing an alien modern feature from views.

### **7.4 Further investigation**

- 7.4.1 Once the results from the geophysics surveys are known, locations for archaeological evaluation trenches will be identified. Locations will be based on features of interest within the red line boundary of the scheme identified by this Statement of Significance, the results of the geophysics surveys, the results of the aerial survey analysis, and the findings of the DBA. These could include the location of field boundaries of Furges fields and the earthworks and route associated with the former driveways. The findings of these evaluations should be used to identify further archaeological and heritage mitigation as part of the scheme.
- 7.4.2 The recording of the earthworks associated with the former driveways should form part of the mitigation recording. The extent of the record and form of recording should be based on the results of the geophysics surveys, the results

of the aerial survey analysis, and the findings of the DBA and this Statement of Significance.

- 7.4.3 An arboricultural survey has been undertaken for the area of the park within the redline boundary of the scheme. Once findings have been collated and reporting completed, the results could help to inform a better understanding of the historic importance of the trees within the southern end of the park. Findings will be incorporated into the final version of this report.

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## 8 Conclusions

- 8.1.1 This Statement of Significance has been produced to help inform the client and key stakeholders of the impact of the proposed scheme on the grade II Hazlegrove House RPG. This report aims to inform and influence the design of the scheme to ensure that the impact on the historic environment is minimised, and to ensure appropriate mitigation and justification is in place where significant impacts are unavoidable.
- 8.1.2 The Somerset HER, historic mapping and documentary evidence has been consulted to understand the historic development of Hazlegrove House RPG. Evidence suggests that 'Hazel Grove' originated as a medieval village with surrounding agricultural land, with remnants of medieval to post-medieval ridge and furrow evident across the parkland landscape. Sir Walter Mildmay acquired the land from the Crown between 1556-1558, and the estate remained within the Mildmay family until it was divided and sold in the early 20<sup>th</sup> century. Originally, a Tudor house was constructed on the estate, however in the 18<sup>th</sup> century substantial modifications to the house, constructing the surviving south facing façade to Hazlegrove House. The surrounding landscape was formed of pasture and arable enclosures until the 19<sup>th</sup> century, when a number of the field boundaries were removed to open up the landscape to form parkland.
- 8.1.3 For the purposes of this report, the RPG was divided into main sections (Hazlegrove House with the formal gardens, the northern parkland and the southern parkland) for individual assessment. In addition, the historic driveways and grade II\* Triumphal Arch Gateway were also assessed separately. The value of each of these 5 component parts of the RPG has been assessed individually, but in the context of the RPG as a whole. Of particular value were a number of key views, listed buildings, and veteran trees, as well as surviving parkland, which all form part of the planned landscape around Hazlegrove House.
- 8.1.4 The archaeological potential for the RPG was also addressed, concluding that there is moderate to high potential for archaeological remains associated with the Roman to Modern periods within the boundary of the RPG. Further archaeological investigations are currently being undertaken by Mott MacDonald Sweco Joint Venture to improve knowledge of the potential for archaeological remains within the RPG, including a geophysical survey and extension of the current aerial survey.
- 8.1.5 It has been recommended that every effort should be taken to minimise the impact of the scheme on the RPG and historic environment, including keeping the land required and proposed lighting to a minimum. Where significant impacts are unavoidable, appropriate mitigation and recording of heritage assets will be undertaken, including the recording of the earthworks of former
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driveways to Hazlegrove House and an arboricultural survey of veteran trees. The scheme should be screened from the rest of the park and Hazlegrove House through planting or landscaped bunds, to reduce the impact on valuable historic views. Opportunities for enhancing the historic environment and assets within the RPG should also be incorporated, including reincorporating the arable Rawlins's Close into the surrounding parkland.

## **Appendix A: Aerial survey map and associated transcription**

Table A.1: Aerial survey map transcription results

AerSurvID	HER	Period	EVD	Type	Description	Source
MM161		MD / PM	E	RIDGE AND FURROW	Almost fully-levelled ridge and furrow is very faintly visible on lidar as extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422).	EA Lidar 06/01/2009 - 05/03/2009
MM161		MD / PM	E	FIELD BOUNDARY	Remnants of former field boundaries are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). They flank/surround/about the remnants of the ridge and furrow cultivation they once delineated. Some examples may post-date the ridge and furrow (any obviously modern banks & ditches have not been included).	EA Lidar 06/01/2009 - 05/03/2009
MM162		MD / PM	E	FIELD BOUNDARY / PLOUGH HEADLAND	Remnants of former field boundaries are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). They flank/surround/about the remnants of the ridge and furrow cultivation they once delineated. This example may have formed a plough headland.	EA Lidar 06/01/2009 - 05/03/2009
MM162		MD / PM	E	RIDGE AND FURROW	Remnants of ridge and furrow are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422).	EA Lidar 06/01/2009 - 05/03/2009
MM163		MD / PM	E	BOUNDARY DITCH	A ditch on the outer (eastern) edge of a hollow way bank is visible as a ditch on lidar. May be more related to the boundary of the adjacent field, rather than the hollow way to the west.	EA Lidar 06/01/2009 - 05/03/2009
MM163		MD / PM	E	HOLLOW WAY	A lane or hollow way visible on a map of 1573 (SRO DD\MI/20/5) and 1794 (SRO DD\SAS/C212/MAP/129) (among others) is visible as earthworks on lidar. A central ditch flanked on either side by a bank. No longer in use as a route. This section of it flanks the eastern outer edge of the park, before turning westwards at its northern end, towards the house. Alternative access to the house.	EA Lidar 06/01/2009 - 05/03/2009
MM163		MD / PM	E	HOLLOW WAY	A lane or hollow way visible on a map of 1573 (SRO DD\MI/20/5) and 1794 (SRO DD\SAS/C212/MAP/129) (among others) is visible as earthworks on lidar. No longer in use as a route, and cut by the C19 driveway. Appears to cut southern end of C16 driveway. Continues NE-wards along the outer edge of the park.	EA Lidar 06/01/2009 - 05/03/2009

AerSurvID	HER	Period	EVD	Type	Description	Source
MM163		MD / PM	E	HOLLOW WAY	A lane or hollow way visible on a map of 1794 (SRO DD\SAS/C212/MAP/129) (among others) is visible as earthworks on lidar. No longer in use as a route, and cut by the C19 driveway. C16 driveway originally extended up to this lane, & was by 1848 extended beyond it to the south a little way.	EA Lidar 06/01/2009 - 05/03/2009
MM163		MD / PM	E / LE	HOLLOW WAY	Lane or hollow way visible on historic maps, partially visible as earthworks on lidar. This section of it is the roughly east-west turning in towards the house, at the northern end of the former route. Extant only at its eastern end now. The remainder, though visible as earthworks on a 1947 photograph, has since been levelled by the creation of playing fields and an all-weather sports pitch. Some traces of extant earthworks towards its western end.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM163		MD / PM	E	HOLLOW WAY	Lane or hollow way visible on maps of 1573 and 1794 (among others) is visible as earthworks on lidar. No longer in use as a route. This section of it flanks the eastern outer edge of the park, before turning westwards at its northern end, towards the house. Alternative access to the house. This part is wider and more irregular, & less well-defined than the section to the south. More overgrown with trees here, and perhaps some earthwork disruption from tree removal etc.	EA Lidar 06/01/2009 - 05/03/2009
MM164		MD / PM	E	FIELD BOUNDARY	Field boundaries are visible as banks and ditches on lidar, in an area of woodland. Mostly correspond with 1st ed OS map, but included with mapping of this area of woodland for completeness.	EA Lidar 06/01/2009 - 05/03/2009
MM164		MD / PM	E	RIDGE AND FURROW	Remnants of ridge and furrow are visible on 2009 lidar as extant earthworks beneath a small area of woodland. Within the parkland of Hazlegrove House (grade II Reg' P&G: 1000422).	EA Lidar 06/01/2009 - 05/03/2009
MM165		PM	E	POND	Pond recorded on 1st ed OS map (1887). Mapped here for complete picture with surrounding features.	EA Lidar 06/01/2009 - 05/03/2009
MM166	54430	PM	E	DRIVE	Phase 1 of southern driveway: remnants of the C18 drive to Hazlegrove House are faintly visible on lidar as earthworks across the open parkland, as well as beneath an area of woodland towards the southern end. Historic maps show the drive commenced from the lane to the south up to the map of	EA Lidar 06/01/2009 - 05/03/2009

AerSurvID	HER	Period	EVD	Type	Description	Source
					1830. 1848 map shows it continuing beyond it to the south (Phase 3), to instead commence at the main road.	
MM167		MD / PM	E	RIDGE AND FURROW	Almost fully levelled ridge and furrow within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422) - only just visible on lidar visualisation models.	EA Lidar 06/01/2009 - 05/03/2009
MM167		MD / PM	E	RECTANGULAR ENCLOSURE / STOCK ENCLOSURE	Amongst the subtle surviving earthworks within the open parkland of Hazelgrove House is a small rectangular area measuring approx' 70m long by 40m wide. This is visible on lidar as an inner bank, flanked by narrow exterior ditches (some of which appear to have formed existing field boundaries). The enclosure is located in the northern corner of a former field, and appears to have had an entrance in its southern corner. Recorded on the 1887 OS 1:2500 map.	EA Lidar 06/01/2009 - 05/03/2009
MM167		MD / PM	E	PLOUGH HEADLAND / FIELD BOUNDARY BANK	An almost levelled wide linear bank is visible on lidar as an extant earthwork. Possible that a later ditch has been cut down the centre of its length. Alternatively; the part of the bank on the northern side of the ditch is a former plough headland, and the part to the south is a former field boundary bank alongside the field boundary ditch.	EA Lidar 06/01/2009 - 05/03/2009
MM167		MD / PM	E	FIELD BOUNDARY	Former field boundaries are visible as faintly extant banks & ditches on lidar. Two systems of former boundaries appear visible this way. This appears to be the earlier of the two phases of field boundaries.	EA Lidar 06/01/2009 - 05/03/2009
MM167		MD / PM / MOD	E	BOUNDARY DITCH / DRAINAGE DITCH	Linear ditch has either been cut into a plough headland; or lies between a plough headland to the north, & a field boundary bank to the south. Ditch continues to NW, cutting across R&F, so even if this part was an original ditch; it may have been later re-used, perhaps for modern utilities access.	EA Lidar 06/01/2009 - 05/03/2009
MM167		MD / PM	E	FIELD BOUNDARY	Remnants of former field boundaries are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). They flank/surround/about the remnants of the ridge and furrow cultivation they once delineated. Some examples may post-date the ridge and furrow (any obviously modern banks & ditches have not been included).	EA Lidar 06/01/2009 - 05/03/2009
MM167		MD / PM	E	FIELD BOUNDARY / PLOUGH HEADLAND	Remnants of former field boundaries are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). This	EA Lidar 06/01/2009 - 05/03/2009

AerSurvID	HER	Period	EVD	Type	Description	Source
					example appears to correspond with a map of 1573 (SRO DD\MI/20/5)	
MM167		MD / PM	E	RIDGE AND FURROW	Remnants of ridge and furrow are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422).	EA Lidar 06/01/2009 - 05/03/2009
MM168		MD / PM	E	FIELD BOUNDARY / BOUNDARY BANK	Remnants of an almost levelled former boundary bank between two adjacent areas of ridge and furrow.	EA Lidar 06/01/2009 - 05/03/2009
MM168		MD / PM	E	FIELD BOUNDARY / HOLLOW WAY / TRACKWAY	Remnants of former field boundaries are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). They flank/surround/about the remnants of the ridge and furrow cultivation they once delineated. This group consist of parallel banks flanking a central ditch, and may therefore have been a hollow way.	EA Lidar 06/01/2009 - 05/03/2009
MM168		MD / PM	E	FIELD BOUNDARY	Remnants of former field boundaries are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). They flank/surround/about the remnants of the ridge and furrow cultivation they once delineated. Some examples may post-date the ridge and furrow (any obviously modern banks & ditches have not been included).	EA Lidar 06/01/2009 - 05/03/2009
MM168		MD / PM	E	RIDGE AND FURROW	Remnants of ridge and furrow are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422).	EA Lidar 06/01/2009 - 05/03/2009
MM168		MD / PM	E	RIDGE AND FURROW	Remnants of ridge and furrow are visible on 2009 lidar as strongly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). Cut by the late C19 re-routing of the southern driveway.	EA Lidar 06/01/2009 - 05/03/2009
MM169		MD / PM	E	FIELD BOUNDARY	Former field boundaries are visible as faintly extant banks & ditches on lidar. Two systems of former boundaries appear visible this way. This appears to be the earlier of the two phases of field boundaries.	EA Lidar 06/01/2009 - 05/03/2009
MM170		MD / PM	E	FIELD BOUNDARY	Former field boundaries are visible as faintly extant banks & ditches on lidar. Two systems of former boundaries appear visible this way. This appears to be the earlier of the two phases of field boundaries.	EA Lidar 06/01/2009 - 05/03/2009
MM180		MD / PM	E	FIELD BOUNDARY	Almost fully-levelled former field boundaries are just visible on lidar as very faintly extant earthworks. Within boundaries	EA Lidar 06/01/2009 - 05/03/2009

AerSurvID	HER	Period	EVD	Type	Description	Source
					of the Registered Park & Garden, but within a field in arable use. Vertical aerial photograph (NRHE RAF-CPE-UK-1944 4373-4378 23-JAN-1947) shows small structure at western end of this linear feature. Former landscape park structure?	
MM181		MD / PM	E	FIELD BOUNDARY / BOUNDARY BANK	A former field boundary is visible on lidar as a faintly extant linear bank. Aerial photographs show the cropmark of a ditch running along it's northern side.	RGB Aerial Photography © Airbus Defence and Space Limited and Bluesky International Limited (ST5925 23-MAY-2010) /EA Lidar 06/01/2009 - 05/03/2009
MM181		MD / PM	E	FIELD BOUNDARY	Almost fully-levelled former field boundaries are just visible on lidar as very faintly extant earthworks. Within boundaries of the Registered Park & Garden, but within a field in arable use.	EA Lidar 06/01/2009 - 05/03/2009
MM181		MD / PM	C	RIDGE AND FURROW	Levelled ridge and furrow is visible as cropmarks on vertical aerial photographs of 1947.	NRHE RAF-CPE-UK-1924 2205-2212 16-JAN-1947
MM181		MD / PM	E / LE	NARROW RIDGE AND FURROW	Ridge and furrow visible on vertical aerial photographs of 1947 has been levelled by the time of the 2009 lidar.	NRHE RAF-CPE-UK-1924 2205-2212 16-JAN-1947 / EA Lidar 06/01/2009 - 05/03/2009
MM280		MD	E	POND / TREE THROW	Three circular depressions, partially flanked by banks, are faintly visible on lidar to the west of the current driveway. May be the remains of former ponds (park feature?), or tree throws following tree removal. Nothing showing on historic APs or maps. Each has been cut by a later field drain.	EA Lidar 06/01/2009 - 05/03/2009
MM281		MD / PM	E	POND / EXTRACTIVE PIT	A roughly square depression (with two straight sides - the rest irregular) is visible on lidar as an earthwork. Potentially an early park feature, such as a pond. Or alternatively a later extractive pit.	EA Lidar 06/01/2009 - 05/03/2009
MM282	54430	PM	E	DRIVE	Phase 3 of southern driveway: Remnants of a C19 modification to the route of the original driveway are visible on lidar as a faintly extant linear bank. Slightly lumpy/irregular in appearance. This seems to have been an alteration to remove the two awkward 90-degree dog-legs (must have been tricky for carriages). Correlates with the 1848 map.	EA Lidar 06/01/2009 - 05/03/2009
MM282	54430	PM	E	DRIVE	Phase 3 of southern driveway: Remnants of the C19 driveway extension, to make the driveway start at the main road to the south (instead of from the side lane). Visible on lidar as earthworks beneath an area of woodland. This	EA Lidar 06/01/2009 - 05/03/2009

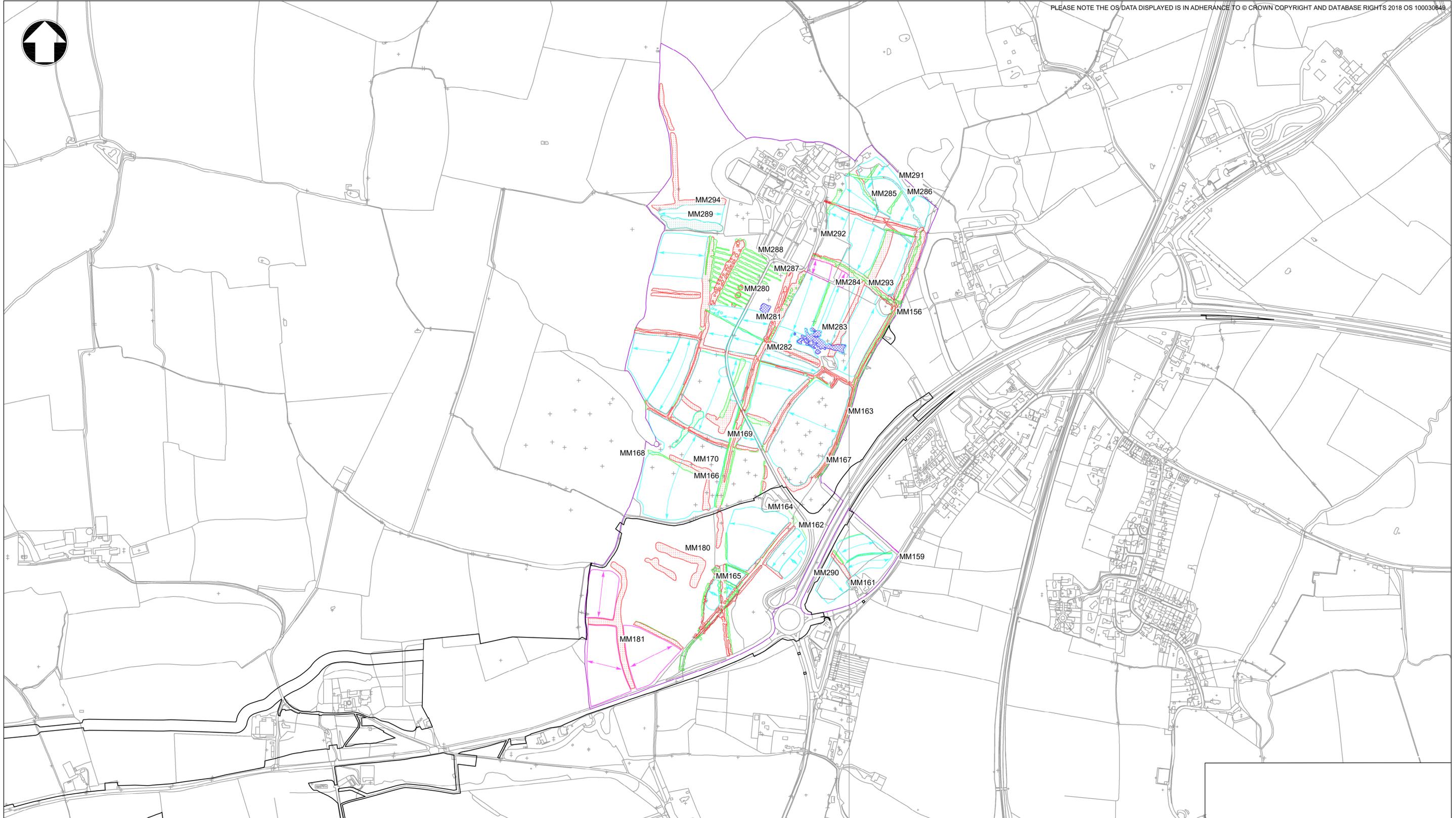
AerSurvID	HER	Period	EVD	Type	Description	Source
					change is reflected between the historic maps of 1830 and 1848.	
MM283		PM	E	EXTRACTIVE PIT	An irregularly-shaped depression is visible on lidar within Hazlegrove Park. Not on historic maps as a pond etc. Just visible on 1947 APs (which are the earliest available). Cuts the ridge & furrow & a boundary bank. Possible extractive activity. Appears to be linked to the former lane/hollow way to the north by a small ditch (potentially a path).	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM283		PM	E / LE	PATH / BOUNDARY DITCH	Linear ditch visible on lidar as extant earthworks. Appears to link area of possible extractive activity to the south, with a lane or hollow way to the north. Not recorded on historic maps. Northern end lies beneath a recently constructed all-weather sports pitch.	EA Lidar 06/01/2009 - 05/03/2009
MM284		MD / PM	E / LE	FIELD BOUNDARY / HOLLOW WAY	Ditch flanked by banks. Departs at right-angles from a hollow way which flanks eastern edge of the park. Historic maps show a turning from this eastern park-flanking hollow way, westwards towards the house, but that concurs with linear bank earthworks which lie further to the north. The earthworks shown here are more likely to relate to a field boundary shown on those maps, though it may later have been modified into a lane / hollow way. Western end now lies beneath an all-weather sports pitch.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM285		MD / PM	E	LANE / HOLLOW WAY / PATH	A linear bank and ditch are visible on aerial photographs and lidar as earthworks. 1947 photograph shows that it cut earlier hollow way MM163 (this point is now beneath an all-weather sports pitch). May relate to the path shown the 1st ed OS map of 1881, though it doesn't follow precisely the same route. Leads directly towards the boundary of trees around the north of the school buildings - may be a continuation of this boundary.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM286		MD / PM	E / C	LANE / HOLLOW WAY / PATH	The route of a former pathway is visible on lidar as faintly extant earthworks within the northern part of Hazlegrove Park, in an area that is now a golf course for the school. This takes the form of a curvilinear bank and ditch. It is also very clearly visible on vertical aerial photographs of 2010 as a light linear mark, likely representing ground compacted by the former use of the path (compared to the parkland surrounding it). Recorded on the 1st ed OS map of 1887.	EA Lidar 06/01/2009 - 05/03/2009 / HA Aerial Photographs 23/05/2010

AerSurvID	HER	Period	EVD	Type	Description	Source
MM287	54430	PM	E	DRIVE	Phase 2 of southern driveway: The first phase also followed this exact route, but this second phase saw the addition of a double avenue of trees, flanking the drive. Indicated on 1827 map. This was mirrored to the west, to frame the view SW from the house. The lidar shows a faintly extant linear bank, pock-marked with a double row of tree-throws left by the removal of the double avenue of trees (during C20).	EA Lidar 06/01/2009 - 05/03/2009
MM288	54430	PM	E	TREE AVENUE / TREE THROW	Double avenue of trees which mirrors the trees added to either side of the original driveway (Phase 2, MM275), to the east. Indicated on 1827 map. Further framed the view SW from the house & gardens. Visible on lidar as a faintly extant linear bank, pock-marked with a double row of hollows - tree throws - left by the removal of the trees during the C20. Assigned a different identifier to the Phase 2 driveway, as this row did not serve as a driveway.	EA Lidar 06/01/2009 - 05/03/2009
MM288	54430	PM	E	DRAINAGE SYSTEM	System of interconnected drainage ditches believed to have been set out at the same time as the two tree avenues (one flanking the driveway, one mirroring this to the west). These tree avenues are shown on an 1827 map. Ditches cut on their eastern side by Phase 3 of the driveway (MM270). Cut in the centre of the two tree avenues by Phase 4 of the driveway (MM161). Ditches do not extend across the well-preserved ridge & furrow to the south, presumably as this area was already well-drained.	EA Lidar 06/01/2009 - 05/03/2009
MM289	54430	PM	E	KENNELS / DEMOLITION DEBRIS	An area of uneven disturbed ground is visible on lidar as irregular and poorly-defined earthworks. Initial appearance suggests an area of quarrying - but the 1795 map shows this was the site of a former kennels structure. The current ground condition here is therefore likely to be a consequence of the removal of this structure.	EA Lidar 06/01/2009 - 05/03/2009
MM290	54430	PM	E	DRIVE	Phase 4 of southern driveway: remnants of the SE end of the C19 driveway to Hazelgrove House (grade II Reg' P&G: 1000422) are visible as faintly extant subtle earthworks on lidar. This was a total change of route from the C18 driveway. This leads to/from the Lodge and 'Triumphal Arch' gateway (grade II*: 1272919). Severed by 1990s Sparkford bypass.	EA Lidar 06/01/2009 - 05/03/2009

AerSurvID	HER	Period	EVD	Type	Description	Source
MM291		MD / PM	E	FIELD BOUNDARY / BOUNDARY DITCH	A former field boundary ditch is visible on lidar as very faintly extant earthworks, in an area that is now playing fields. Cut by a later hollow way (MM163) which is shown on the 1st ed OS map of 1887 (& mapped here from lidar as an earthwork).	EA Lidar 06/01/2009 - 05/03/2009
MM291		MD / PM	E	RIDGE AND FURROW	Ridge and furrow is visible on lidar as faintly extant earthworks, in the northern part of Hazlegrove Park (on the eastern side of the house), in an area which is now playing fields. Not thought to be attributable to landscaping for the playing fields, as also visible on photos of 1947 that show the area as open parkland. Cut by path/hollow way recorded on OS 1st ed map of 1887.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM291		MD / PM	E	FIELD BOUNDARY / BOUNDARY DITCH	Two wide linear ditches are visible as very faintly extant earthworks on lidar. Within the northern part of Hazlegrove Park, in an area that is now a golf course. Appears to subdivide an area of ridge and furrow. This area appears to be a continuation of the ridge and furrow and former field boundaries in the field adjacent to the north. Cut by a later path shown on the 1st ed OS map, also visible here as an earthwork (MM274).	EA Lidar 06/01/2009 - 05/03/2009
MM291		MD / PM	E	RIDGE AND FURROW	Very faintly extant ridge and furrow visible on lidar. In northern part of Hazlegrove Park, in an area that is now a golf course. Landscaping for this would account for the almost-levelled nature of the earthworks. This ridge and furrow appears to be subdivided by two wide linear ditches, which are also just faintly extant. The ridge and furrow and the ditches both appear to be a continuation from the adjacent field to the north.	EA Lidar 06/01/2009 - 05/03/2009
MM292		MD / PM	E	FIELD BOUNDARY / BOUNDARY DITCH	A former field boundary ditch is very faintly visible on lidar as an almost levelled earthwork. Flanks the western side of a probable balk/baulk or ley between two adjacent furlongs of ridge and furrow.	EA Lidar 06/01/2009 - 05/03/2009
MM292		MD / PM	E	FIELD BOUNDARY / BOUNDARY BANK	A former field boundary is visible as a wide, flat bank between two areas of ridge and furrow on the same alignment as this bank. Likely therefore a balk / baulk or ley between adjacent furlongs. Very faintly visible on lidar as an almost levelled earthwork.	EA Lidar 06/01/2009 - 05/03/2009

AerSurvID	HER	Period	EVD	Type	Description	Source
MM292		MD / PM	E	RIDGE AND FURROW	Extant ridge and furrow within open parkland of Hazelgrove House Registered Park & Garden (1000422). Cut by a linear bank (MM273) which may be a path.	EA Lidar 06/01/2009 - 05/03/2009
MM292		MD / PM	E	RIDGE AND FURROW	Ridge and furrow is visible on lidar as faintly extant earthworks, in the northern part of Hazlegrove Park (on the eastern side of the house), in an area which is now playing fields. Not thought to be attributable to landscaping for the playing fields, as also visible on photos of 1947 that show the area as open parkland. Cut by path/hollow way recorded on OS 1st ed map of 1887.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM293		MD / PM	E	RIDGE AND FURROW	Extant ridge and furrow within open parkland of Hazelgrove House Registered Park & Garden (1000422).	EA Lidar 06/01/2009 - 05/03/2009
MM293		MD / PM	E / DM	RIDGE AND FURROW	Northern end of a field of ridge and furrow, which is now beneath a recently constructed all-weather sports pitch.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947 / RGB Aerial Photography © Airbus Defence and Space Limited and Bluesky International Limited (ST5826 23-MAY-2010)
MM293		MD / PM	E	RIDGE AND FURROW	Northwards continuation of the ridge and furrow which to the south has been almost fully levelled. Much more clearly extant here. Alignment of ridges suggests it was truncated to the west by a double avenue of trees first shown on a map of 1827.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM293		MD / PM	E	FIELD BOUNDARY / BOUNDARY BANK	Remnants of an almost levelled former boundary bank between two adjacent areas of ridge and furrow. Cut by later extractive activity at southern end. Slight bulges along its length likely due to presence of veteran oak trees at these points.	EA Lidar 06/01/2009 - 05/03/2009
MM293		MD / PM	E	RIDGE AND FURROW	Ridge and furrow within Park & Garden (1000422). Almost completely levelled with perpendicular modern plough marks. Perhaps associated with works to the pond and possible extractive activity adjacent to the east, which have truncated the original R&F.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM293		MD / PM	E / LE	RIDGE AND FURROW	Ridge and furrow within Park & Garden (1000422). This small corner of the ridge and furrow has now been completely levelled, but is visible as earthworks on a vertical aerial photograph of 1947.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947

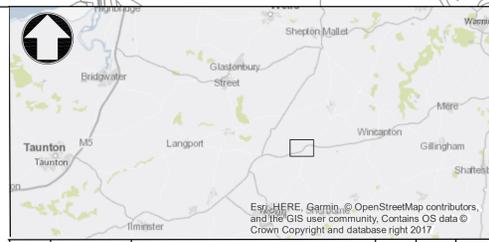
AerSurvID	HER	Period	EVD	Type	Description	Source
MM293		MD / PM	E	RIDGE AND FURROW	Ridge and furrow within Park & Garden (1000422). Visible as extant earthworks on lidar.	EA Lidar 06/01/2009 - 05/03/2009 / HE RAF-CPE-UK-1924 3210-3212 16-JAN-1947
MM294		MD / PM	E	FIELD BOUNDARY / PLOUGH HEADLAND	Remnants of former field boundaries are visible on 2009 lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422). They flank/surround/about the remnants of the ridge and furrow cultivation they once delineated. This example may have formed a plough headland.	EA Lidar 06/01/2009 - 05/03/2009
MM294		MD / PM	E	RIDGE AND FURROW	Ridge and furrow is just visible on lidar as faintly extant earthworks within the open parkland of Hazelgrove House (grade II Reg' P&G: 1000422).	EA Lidar 06/01/2009 - 05/03/2009



**KEY**

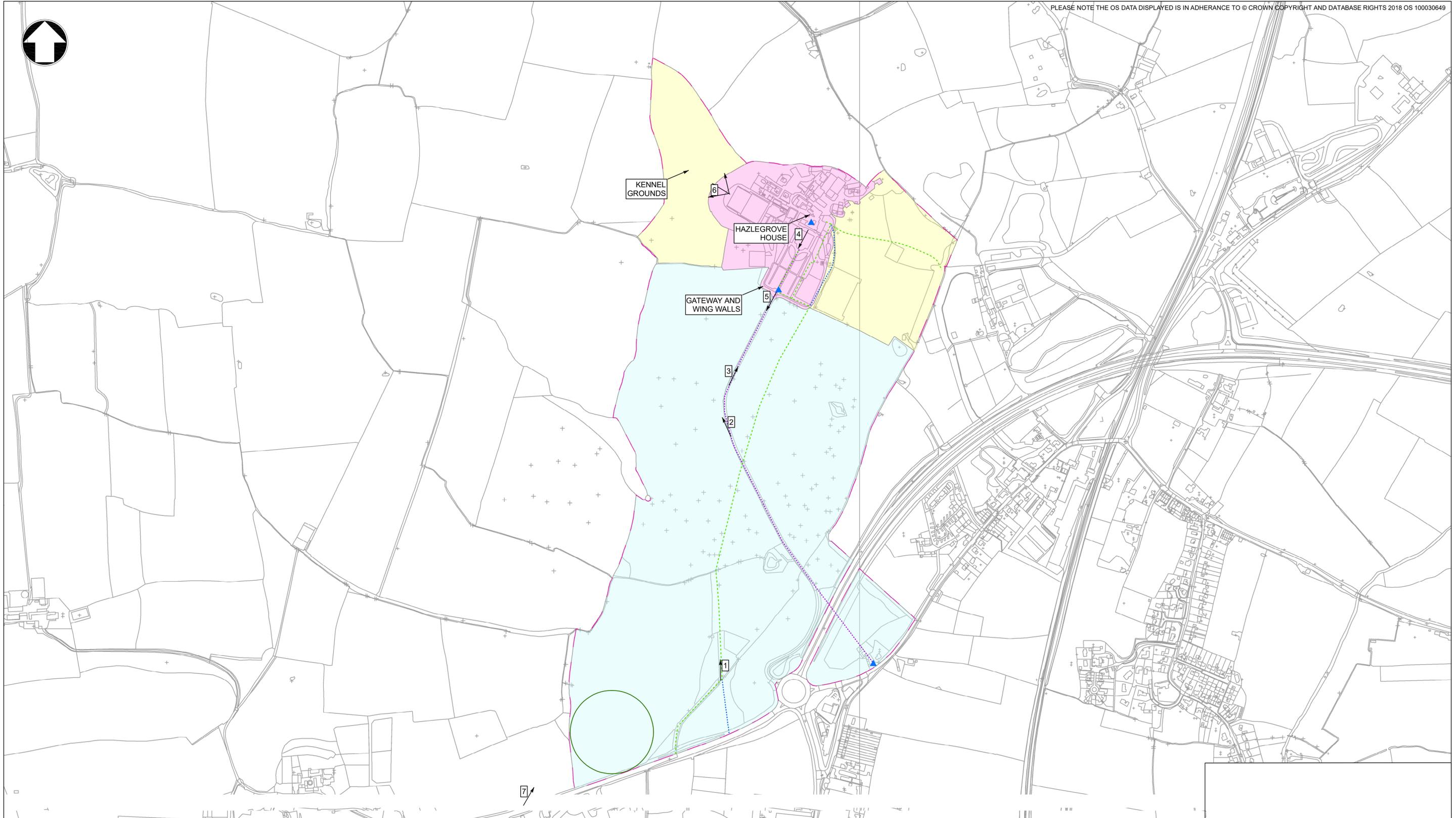
PROPOSED RED LINE BOUNDARY	EXTANT R&F OUTLINE
HAZLEGROVE HOUSE REGISTERED PARK AND GARDEN	LEVELLED R&F OUTLINE
BANK	DITCH
DITCH	BANK
EXTANT RIDGE AND FURROW (R&F) OUTLINE OR DIRECTION	LARGE CUT FEATURE
LEVELLED R&F OUTLINE OR DIRECTION	STRUCTURE
STRUCTURE	EXTENT OF AREA

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Project Title <b>A303 SPARKFORD TO ILCHESTER DUALLING</b>				
Drawing Title <b>REMOTE SENSING TRANSCRIPTION OF HAZLEGROVE HOUSE REGISTERED PARK AND GARDEN</b>				
Drawing Status <b>Published - DEFINITION</b>				Suitability <b>A3</b>
Scale <b>NTS</b>	Designed <b>ER</b>	Drawn <b>ER</b>	Checked <b>JT</b>	Approved <b>ER</b>
Original Size <b>A1</b>	Date <b>JULY 2018</b>	Date <b>JULY 2018</b>	Date <b>JULY 2018</b>	Date <b>JULY 2018</b>
Drawing Number <b>HE551507 - 000</b>				Project Ref. No. <b>389107</b>
Originator <b>MMSJV - EHR - DR - LH - 0037</b>				Revision <b>C01</b>
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D APP'D

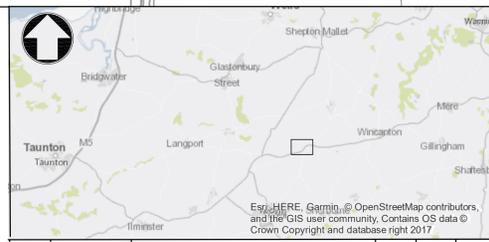
## **Appendix B: Park map**



**KEY**

- REGISTERED PARK AND GARDEN
- KEY VIEWS
- ▲ LISTED BUILDINGS
- 1795 DRIVEWAY ALIGNMENT
- 1848 DRIVEWAY EXTENSION
- 1888 DRIVEWAY ALIGNMENT
- FURGES FIELDS (APPROXIMATE LOCATION)
- HAZLEGROVE HOUSE AND FORMAL GARDENS
- NORTHERN PARKLAND
- SOUTHERN PARKLAND

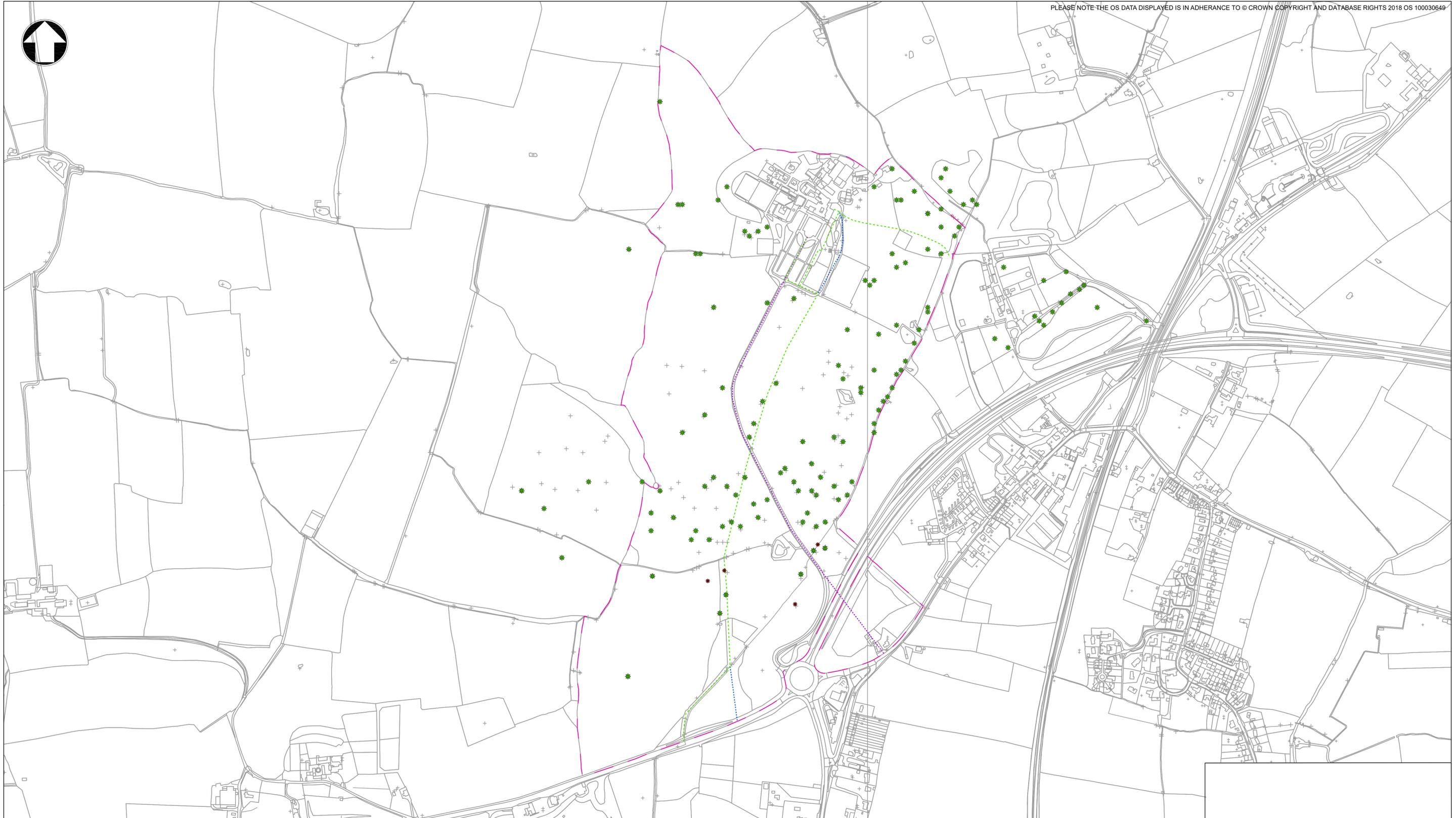
THIS DOCUMENT IS ISSUED FOR THE PARTY WHICH COMMISSIONED IT AND FOR SPECIFIC PURPOSES CONNECTED WITH THE CAPTIONED PROJECT ONLY. IT SHOULD NOT BE RELIED UPON BY ANY OTHER PARTY OR USED FOR ANY OTHER PURPOSE. WE ACCEPT NO RESPONSIBILITY FOR THE CONSEQUENCES OF THIS DOCUMENT BEING RELIED UPON BY ANY OTHER PARTY, OR BEING USED FOR ANY OTHER PURPOSE, OR CONTAINING ANY ERROR OR OMISSION WHICH IS DUE TO AN ERROR OR OMISSION IN DATA SUPPLIED TO US BY OTHER PARTIES.



REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
C01	JULY 2018	DCO SUBMISSION	ER	JT	ER

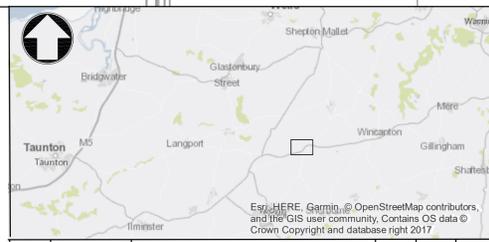
Project Title					A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title					HAZLEGROVE HOUSE REGISTERED PARK AND GARDEN STATEMENT OF SIGNIFICANCE: PARK MAP				
Drawing Status					Published - DEFINITION				
Suitability					A3				
Scale	Designed	Drawn	Checked	Approved					
NTS	ER	ER	JT	ER					
Original Size	Date	Date	Date	Date					
A1	JULY 2018	JULY 2018	JULY 2018	JULY 2018					
Drawing Number		Originator		Location		Project Ref. No.			
HE551507		MMSJV		- EHR -		389107			
Volume		Type		Role		Revision			
000		- DR - LH -		0017		C01			

## **Appendix C: Veteran tree map**



**KEY**

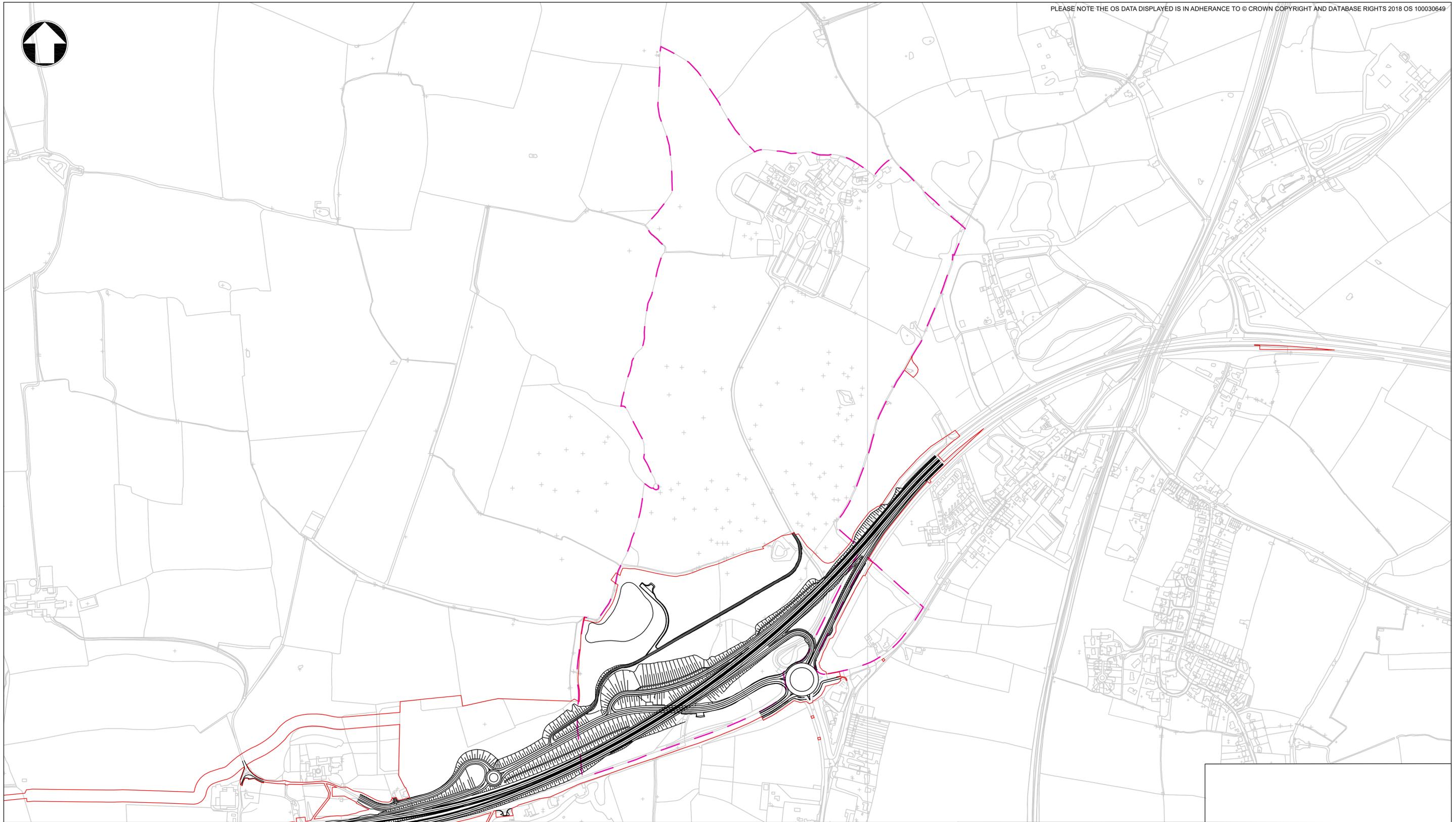
- REGISTERED PARK AND GARDEN
- - - 1795 DRIVEWAY ALIGNMENT
- \* ADDITIONAL TREES OF INTEREST
- - - 1848 DRIVEWAY EXTENSION
- \* VETERAN TREES
- - - 1888 DRIVEWAY ALIGNMENT



Project Title				
<b>A303 SPARKFORD TO ILCHESTER DUALLING</b>				
Drawing Title				
<b>HAZLEGROVE HOUSE REGISTERED PARK AND GARDEN STATEMENT OF SIGNIFICANCE VETERAN TREE MAP</b>				
Drawing Status				Suitability
Published - DEFINITION				A3
Scale	Designed	Drawn	Checked	Approved
NTS	ER	ER	JT	ER
Original Size	Date	Date	Date	Date
A1	JULY 2018	JULY 2018	JULY 2018	JULY 2018
Drawing Number				Project Ref. No.
HE PIN   Originator   Location				389107
HE551507 - MMSJV - EHR -				Revision
000 - DR - LH - 0018				C01
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D
				APP'D
			Volume	Type   Role   Number

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## **Appendix D: Proposed scheme design and red line boundary in relation to Hazlegrove House Registered Park and Garden**



**KEY**

- PROPOSED RED LINE BOUNDARY
- SCHEME DESIGN
- REGISTERED PARK AND GARDEN



Project Title				
A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title				
PROPOSED SCHEME DESIGN AND RED LINE BOUNDARY IN RELATION TO HAZLEGROVE HOUSE REGISTERED PARK AND GARDEN				
Drawing Status				Suitability
Published - DEFINITION				A3
Scale	Designed	Drawn	Checked	Approved
NTS	ER	ER	JT	ER
Original Size	Date	Date	Date	Date
A1	JULY 2018	JULY 2018	JULY 2018	JULY 2018
Drawing Number	Originator	Location	Project Ref. No.	
HE PIN	MMSJV	- EHR -	389107	
C01	JULY 2018	DCO SUBMISSION	ER	JT
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D
			APP'D	
Volume		- DR - LH - 0020		Revision
		Type   Role   Number		C01

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Sent by email only to: [A66Dualling@planninginspectorate.gov.uk](mailto:A66Dualling@planninginspectorate.gov.uk)

4<sup>th</sup> July, 2022

Dear Planning Inspectorate

### **Inadequate consultation on the A66 Northern Trans-Pennine scheme**

Our solicitors, Richard Buxtons, have copied you into correspondence on our behalf to National Highways regarding the inadequate and potentially unlawful consultation attempts by National Highways on the A66 Northern Trans-Pennine scheme. We attach the three letters dated 7 April 2022, 13 May 2022, and 20 June 2022. The letter dated 20 June 2022 has not received a substantive reply as National Highways are now treating it as a Freedom of Information Act request.

We understand the Development Consent Order (DCO) application for the scheme has now been submitted to the Planning Inspectorate (PINS) who have until 19 July to make a decision whether to accept the DCO application or not. We also understand that paragraph 88 of the [pre-application guidance](#) allows interested parties to make representation to PINS if they remain unsatisfied after making complaints to the applicant.

We have serious concerns about the adequacy and lawfulness of both the statutory and supplementary consultations undertaken by National Highways on the A66 Northern Trans-Pennine scheme, as outlined in the three attached letters from Richard Buxtons, and our attached response to the statutory consultation (over half our response is related to the shortfalls of the statutory consultation). We are also alarmed at the unusual and secretive approach National Highways has taken with its numerous supplementary consultations that have taken place since the statutory consultation in Autumn 2021.

These supplementary consultations included significant changes to the proposed scheme with considerable environmental impacts in nationally and internationally important landscapes and habitats, yet none of the six supplementary consultations were advertised on the scheme website, nor on the dedicated A66 social media channels operated by National Highways. Therefore, no

links were provided to the consultation websites and documents in public, online places, so most people (other than those in the immediate vicinity and who saw the flier posted through their door) would have been aware that the consultations were taking place let alone had access to the consultation documents and maps.

We monitor and participate in many National Highways' consultations and would like to stress that the secretive and discriminatory approach taken by National Highways with the A66 is extremely unusual. We have never seen this behaviour before by National Highways, or indeed by any other developers, and we are extremely alarmed by it. It has seriously undermined participation in the planning process and hence the democratic accountability.

For example, in contrast to there being no posts on the dedicated [REDACTED] or [REDACTED] page about the six supplementary consultations with the A66, during the recent 5-week "local refinement" supplementary consultation for the Lower Thames Crossing (LTC) scheme here were 67 tweets on the dedicated [REDACTED] account, and 66 [REDACTED] posts, all with links to the consultation websites/documents. Similarly, the recent 4-week supplementary consultation on the A358 Taunton to Southfields scheme resulted in 17 tweets on the [REDACTED] account, and 17 posts on the [REDACTED] page, with hashtags and links to the consultation websites / documents. This ensured that as many people as possible heard about these consultations and could participate in them. With both the LTC and A358 supplementary consultations, Statements of Community Consultations (SoCCs) were also produced, to ensure the expertise and participation of local authorities was engaged. In contrast, no SoCCs have been produced for the six A66 supplementary consultations.

We also note that National Highways' "Summary of the autumn 2021 statutory consultation", published in March 2022, did not include the concerns that ourselves and others raised about the low standard of the consultation materials and the adequacy of the consultation. We have not seen the Consultation Report submitted as part of the DCO application, so cannot comment on its accuracy.

We trust that you will take these concerns on board when considering the adequacy of the consultation of this scheme. We hope that these new, secretive and wholly unacceptable consultation methods adopted by National Highways will not be endorsed by the Planning Inspectorate, and that this DCO application will not be accepted for examination.

Yours faithfully

Rebecca Lush  
Roads and Climate Campaigner  
Transport Action Network

[REDACTED]  
Not-for-profit company limited by guarantee, registered in England and Wales: 12100114



Transport Action Network

*Response to:*

**A66 Northern Trans Pennine  
consultation**

## Introduction

Transport Action Network (TAN) would like to **OBJECT** to the consultation for the A66 Northern Trans Pennine and to the schemes themselves.

## Inadequate and confusing consultation

This consultation is being progressed as a statutory consultation yet is called a 'Preliminary design consultation' in almost all of the documentation titles. This should be the consultation on the final route option that will be taken forward as a Development Consent Order (DCO) application.

- [A66NTP Preliminary Design Consultation Sept 2021 Brochure](#)  
26.9 MB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Feedback Form](#)  
1.1 MB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Banners](#)  
3.6 MB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Local Traffic Report](#)  
19.0 MB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Map book - GA Drawings](#)  
28.5 MB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 PEIR Non-Technical Summary](#)  
8.2 MB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Project Design Report](#)  
23.2 MB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Section 47 Notice](#)  
132.4 KB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Section 48 Notice](#)  
139.5 KB (PDF document)
- [A66NTP Preliminary Design Consultation Sept 2021 Statement of Community Consultation](#)  
2.0 MB (PDF document)

However, because of the changes made on a number of sections along the route since the preferred route announcement in May 2020, upon which there has been no consultation, and the addition of two new schemes this statutory consultation is premature. There should have been a consultation on the options leading to National Highways revised preferred

routes and that this consultation really should be considered as another options consultation and not a statutory one. This is further reinforced by the paragraph 5.4 in the [REDACTED] which states:

*5.4 The consultation will run for six weeks from 24 September until 6 November 2021. During the consultation period, in addition to the project generally, we will be consulting on the following particular elements of the project:*

- *Route alignment and preliminary design, **including route alignment alternatives** considered within specific areas*
- *Junction layouts, **including junction location alternatives** considered within specific areas*
- *Construction compounds and other land potentially required for construction*
- *Proposed DCO boundary (the area of land needed to carry out the project)*
- *Proposals for walking, cycling and horse riding including the diversion of routes*
- *Environmental assessments and potential environmental impacts*
- *Environmental mitigation measures and associated land requirements*
- *Arrangements to mitigate the impact on any communities, farms or businesses [our emphasis]*

It is clear from the above that National Highways is meant to be consulting on all the different options contained within the project. However, from the consultation documentation itself it isn't clear that it is inviting comments on these options, as the route selection is presented as a fait accompli. Therefore there is the potential for the public to be misled as to what they can and cannot comment on which could prejudice the outcome of the consultation and another reason why it should be extended or another round of consultation held.

Further confusion is added by different preferred routes being stated in different documents. For example, in the Consultation Brochure on page 58 it states that the preferred route for Appleby to Brough is route 2 (Black - Blue - Black) yet in the [REDACTED] on page 8 it says the Black - Black - Black option is the preferred route.

The number of schemes, let alone the inclusion of multiple options makes this a hugely complex and confusing consultation. The names and colours given to the various options are different to the previous names given to previously consulted on routes, adding extra layers to the confusion.

The [REDACTED] (NTS) for the scheme, which should be a simplified version of the PEIR for an ordinary layperson to be able to understand and easily grasp the environmental impacts of a scheme, extends to 89 pages. The NTS is full of highly technical assessments using specialist language. Long and complex tables using technical jargon have been copied over from the PEIR, giving detailed technical information about all fifteen options. There does not appear to have been much attempt made to simplify and condense the environmental impact assessment so that the impacts are obvious and clear to the layperson.

Six weeks is not long enough to consult properly on a single road scheme let alone a complicated project involving eight different sections spread over a very long distance. Combine this with the high volume of extremely confusing information in the consultation documents and most people would struggle to engage in any meaningful way. It is worth pointing out that the forthcoming statutory consultation for the A27 Arundel Bypass will be eight weeks long, further highlighting how inadequate the timing for this consultation is. For such a highly complex project as the A66, effectively eight schemes in one, the

consultation should be at least 12 weeks long, along with much clearer information for the layperson.

The [REDACTED] states at 5.4 that the draft Development Consent Order (DCO) boundaries will be consulted on. We could not see a map clearly outlining the draft DCO boundary in the consultation documents. This would not be possible in any case as National Highways doesn't appear to have finished the route selection process and is still consulting on multiple options as evidenced by this Preliminary Design Consultation. This is a failing of this consultation and demonstrates it has been rushed.

Inclusion of a scheme in the Government's Project Speed initiative should not mean that National Highways should take shortcuts with the statutory consultation process and proper public engagement.

We do not believe this so-called statutory consultation has been adequate, and therefore National Highways should not proceed to DCO application. We believe NH should review feedback on this consultation and then reconsult on their final preferred routes before they consider whether to submit a DCO application to the Planning Inspectorate.

## Climate emergency

The extra traffic from the eight schemes would increase carbon emissions by up to 3 million tonnes over the lifetime of the scheme (Table 7-2 in the [REDACTED])

The emissions resulting from the construction of the eight schemes would cause up to 1.4 million extra tonnes of carbon. These extra emissions would occur in the critical fourth carbon budget period when we need to achieve 68% reductions in UK carbon emissions by 2030 under our legally binding commitments under the Paris Agreement (Table 7-1 in the [REDACTED])

In total the scheme would lead to an increase of up to 4.4 million extra tonnes of carbon from extra traffic and the construction process. According to the [REDACTED] from National Highways, this would make the A66 Northern Trans Pennine the third largest emitting scheme in the RIS2 roads programme.

Such huge increases in carbon emissions are completely unacceptable whilst we are in a climate emergency, and take us further away from reaching our already very difficult to achieve 68% cut by 2030 required under the Paris Agreement. It is not acceptable for National Highways to conclude that these large increases in carbon (that would not occur if these eight projects were not being built) are "insignificant" and should be dismissed. It is also not acceptable, fair or rational to compare these increases to the entire carbon output of the UK, across all sectors. No project (road or otherwise) would be able to, on its own, undermine the Government's attempts to meet its legal commitments to reduce carbon emissions. This is a meaningless comparison.

A more meaningful comparison would be to compare the carbon increases resulting from these eight projects to the local and regional carbon budgets for transport for this area, as required under the EIA Regulations.

## Ecological and landscape impact

All of the options presented have a huge environmental impact, and this is one of the most destructive schemes in the RIS2 programme, damaging internationally, nationally, regionally and locally important habitats and species, and nationally important landscapes.

### Direct impacts

The eight schemes would directly impact on:

- River Eden and Tributaries Special Area of Conservation (SAC)
- River Eden and Tributaries Site of Special Scientific Interest (SSSI)
- North Pennines Area of Outstanding Natural Beauty (AONB)

There are strong presumptions against building in AONBs, SSSIs, and SACs in the National Planning Policy Framework (NPPF) and the National Policy Statement for National Networks (NNPS) unless there are “exceptional circumstances” or it is in the “public interest”. We do not believe these conditions have been met and the impacts are unjustified. The eight schemes would industrialise beautiful and protected landscapes, permanently changing their characteristics with a high speed dual carriageway driven through them.

The eight schemes would also impact on the habitats of internationally and nationally important species such as red squirrels, otters, bats, water voles, polecat, brown hare, hedgehog and roe deer.

The eight schemes would also impact on a large number of internationally important bird species including lapwing, curlew, oystercatcher, snipe, redshank, pinkfooted goose, whooper swan, woodcock, redwing, fieldfare, black redstart, kingfisher, golden plover, and barn owl.

The eight schemes would also directly impact on ancient woodland at Chapel Wood, and many veteran trees and hedgerows supporting a diversity of species.

### Indirect impacts

Significant indirect impacts include:

- Pennine Moors Special Area of Conservation (SAC)
- Pennine Moors Special Protection Area (SPA)

The proposed route options pass close to the Pennine Moors SAC and SPA which have the highest level of habitat protection. The indirect impacts will be significant to these internationally important habitats and the species they support.

The scheme would also indirectly impact on another 22 ancient woodlands and three SSSIs within 200m of the Affected Road Network.

### Lack of important information in the PEIR

Despite the enormous amount of content in the PEIR much of it states that field studies and surveys have not been undertaken and that further work will be undertaken for the Environmental Statement (ES) in the DCO application. This is unacceptable, and it is not possible to respond adequately to the incomplete information presented in the PEIR.

## Noise and air pollution

The eight schemes would significantly increase noise and air pollution in protected landscapes and habitats. This will have a significant adverse impact on species and the tranquility of valuable protected landscapes. Table 12-14 of the Noise Chapter of the PEIR shows that almost double the amount of people would be significantly adversely impacted by increased noise than would benefit.

Table 12-14: Summary of route wide significant effects

Scheme	Residential Significant Effects		Non-Residential Significant Effects	
	Adverse	Beneficial	Adverse	Beneficial
Route wide	979	530	37	79

The air pollution resulting from the eight schemes would significantly impact on very rare and protected habitats and species. This is completely unacceptable as our wildlife is under threat and the importance of this threat is well known and understood.

## Heritage

The eight schemes would impact on heritage assets including Brough Castle, Eden Valley Railway and Rokeby Park a Grade II\* Registered Park & Garden.

## Severance

The eight schemes would all increase severance for people walking and cycling, sending them on long detours or complicated and awkward crossings

## Alternative options

National Highways have not adequately assessed non-roadbuilding alternatives that would reduce traffic on the existing roads, and meet our national and international legal requirements to reduce our carbon emissions. National Highways have only examined road building options that increase and speed up traffic - increasing carbon emissions and other harmful impacts. Rather than focusing on options that would only serve to drive more HGV traffic through the Lake District National Park, the North Pennines AONB, and the Yorkshire Dales National Park, National Highways and the Department for Transport should be examining options that would reduce traffic, especially HGV traffic.

One option that would be significantly cheaper (and would have other benefits such as reducing carbon, noise, congestion and air pollution) is to invest in **rail freight** alternatives such as on the north trans Pennine rail route, and the railway line between Newcastle and Carlisle. Also increased capacity for rail freight on the East Coast and West Coast main lines would also help with freight movements to Scotland. Both of these routes have constraints on them that ultimately need investment to resolve. The +£1 billion earmarked for these road schemes would be better invested on cheaper and more sustainable rail capacity improvements.

To improve safety on the A66 in the short term, National Highways should be examining **reducing speed limits**, which would have other benefits such as reduced noise, air pollution and carbon emissions.

6 November 2021

Chris Todd  
Director  
Transport Action Network

Transport Action Network provides free support to people and groups pressing for more sustainable transport in their area and opposing cuts to bus services, damaging road schemes and large unsustainable developments

254 Upper Shoreham Road, Shoreham-by-Sea, West Sussex, BN43 6BF

Not-for-profit company limited by guarantee, registered in England and Wales: 12100114

Your ref: NH9590

Dr Neil Hudson MP

By email to [REDACTED]@parliament.uk

Bernice Sanders  
Senior Project Manager  
National Highways  
2 City Walk  
Leeds  
LS11

28 September 2021

Dear Dr Neil Hudson MP

### **A66 Northern Trans-Pennine Project, Temple Sowerby to Appleby upgrade**

During the Option Identification stage we considered six route options for the Kirkby Thore section of the Temple Sowerby to Appleby scheme.

During the Options Selection stage, and following detailed analysis, we discounted four of those options due to a number of reasons including longer journey times, increased local severance and negative impacts on Scheduled Ancient Monuments. We took the two remaining options to Public Consultation in Summer 2019, following which we made changes to one of the options to improve connectivity, safety and economic and sustainability benefits. We selected this option as the preferred route as it provides the opportunity to reduce traffic passing through the village of Kirkby Thore. Although this route represented a longer journey time and may be more expensive than the alternative presented, it had reduced environmental impacts, required fewer buildings to be demolished, was not anticipated to impact on the wildlife corridor on the disused railway line and also had lower negative impact on biodiversity and the Trout Beck floodplain. We published this option in the Preferred Route Announcement in May 2020.

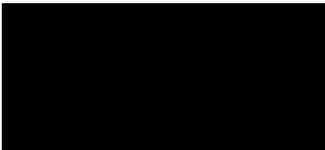
During the recent Preliminary Design stage, we further developed the preferred route option and identified a need for more detailed consideration of the impacts on the Trout Beck Special Area of Conservation following feedback from Natural England and Environment Agency. This resulted in three routes being developed, the Blue and Red routes to the north of Kirkby Thore and the Orange route (referred to as 'yellow' in Mr Nicholson's correspondence) to the south. We took forward the three routes to stakeholder engagement events in July this year.

We compared these routes against a range of criteria including engineering, environment, traffic and economics, stakeholder and conformity with the National Networks National Policy Statement (NNNPS).

We primarily discounted the Red route on the basis of the impact on the landscape when compared to the Blue route. Whilst analysis of flooding and geomorphology data demonstrated that the Orange and Blue route were both technically feasible, the potential harm and limited means of mitigation caused to the designated heritage site of Kirkby Thore Roman Fort and Associated Vicus Scheduled Ancient Monument meant that the Orange route has therefore been discounted as it is unlikely to be in accordance with national policy. Details of the route development and selection process will be made available during Statutory Consultation events and online for members of the public to view.

We met with Mr and Mrs Nicholson at their home on Friday 24th September to provide an update prior to the Statutory Consultation. We listened to their concerns, which I understand are also the subject of a recent Freedom of Information Act request submitted by Mr Nicholson and include environmental and ecological mitigation, and the cost, carbon and journey time comparisons between the Blue and the Orange routes. We made a commitment to review this information and feed back to Mr and Mrs Nicholson. We have encouraged Mr Nicholson to formally lodge his comments through the Statutory Consultation process, where they will be formally reviewed and considered in the final preparation of the Development Consent Order application.

Yours sincerely



Bernice Sanders  
Senior Project Manager  
Email: [A66NTP@highwaysengland.co.uk](mailto:A66NTP@highwaysengland.co.uk)



Your ref: NH9590

Dr Neil Hudson MP

By email to [REDACTED]@parliament.uk

Bernice Sanders  
Senior Project Manager  
National Highways  
2 City Walk  
Leeds  
LS11

28 September 2021

Dear Dr Neil Hudson MP

### **A66 Northern Trans-Pennine Project, Temple Sowerby to Appleby upgrade**

During the Option Identification stage we considered six route options for the Kirkby Thore section of the Temple Sowerby to Appleby scheme.

During the Options Selection stage, and following detailed analysis, we discounted four of those options due to a number of reasons including longer journey times, increased local severance and negative impacts on Scheduled Ancient Monuments. We took the two remaining options to Public Consultation in Summer 2019, following which we made changes to one of the options to improve connectivity, safety and economic and sustainability benefits. We selected this option as the preferred route as it provides the opportunity to reduce traffic passing through the village of Kirkby Thore. Although this route represented a longer journey time and may be more expensive than the alternative presented, it had reduced environmental impacts, required fewer buildings to be demolished, was not anticipated to impact on the wildlife corridor on the disused railway line and also had lower negative impact on biodiversity and the Trout Beck floodplain. We published this option in the Preferred Route Announcement in May 2020.

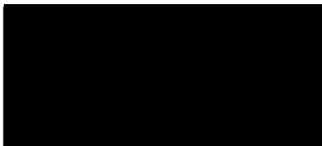
During the recent Preliminary Design stage, we further developed the preferred route option and identified a need for more detailed consideration of the impacts on the Trout Beck Special Area of Conservation following feedback from Natural England and Environment Agency. This resulted in three routes being developed, the Blue and Red routes to the north of Kirkby Thore and the Orange route (referred to as 'yellow' in Mr Nicholson's correspondence) to the south. We took forward the three routes to stakeholder engagement events in July this year.

We compared these routes against a range of criteria including engineering, environment, traffic and economics, stakeholder and conformity with the National Networks National Policy Statement (NNNPS).

We primarily discounted the Red route on the basis of the impact on the landscape when compared to the Blue route. Whilst analysis of flooding and geomorphology data demonstrated that the Orange and Blue route were both technically feasible, the potential harm and limited means of mitigation caused to the designated heritage site of Kirkby Thore Roman Fort and Associated Vicus Scheduled Ancient Monument meant that the Orange route has therefore been discounted as it is unlikely to be in accordance with national policy. Details of the route development and selection process will be made available during Statutory Consultation events and online for members of the public to view.

We met with Mr and Mrs Nicholson at their home on Friday 24th September to provide an update prior to the Statutory Consultation. We listened to their concerns, which I understand are also the subject of a recent Freedom of Information Act request submitted by Mr Nicholson and include environmental and ecological mitigation, and the cost, carbon and journey time comparisons between the Blue and the Orange routes. We made a commitment to review this information and feed back to Mr and Mrs Nicholson. We have encouraged Mr Nicholson to formally lodge his comments through the Statutory Consultation process, where they will be formally reviewed and considered in the final preparation of the Development Consent Order application.

Yours sincerely



Bernice Sanders  
Senior Project Manager  
Email: A66NTP@highwaysengland.co.uk

Neil Hudson MP

By email to [REDACTED]@parliament.uk

A66 Northern Trans-Pennine project  
National Highways  
Fifth Floor  
3 Piccadilly Place  
Manchester  
M1 3BN

5 November 2021

Dear Dr Hudson,

### **Highways England Response – Constituent Query - Nicholson - Kirkby Thore Options**

Thank you for forwarding on the email from Emma Nicholson in relation to the route preference at Kirkby Thore. We are liaising with both Mr and Mrs Nicholson separately on these points and others which they have raised both directly and through their legal representatives.

I can assure you that we are taking their concerns into consideration as part of the ongoing consultation process. The feedback Mrs Nicholson has provided will be captured as part of our consultation responses and will be included in our consultation report.

We would like to reassure you and your constituents that the topics which are raised, namely carbon and environment, heritage assets, noise concerns and land acquisition concerns are and will be carefully considered as the design takes shape and in light of feedback consultation process.

Please do let us know if there is anything further you would like from us at this stage.

Yours sincerely

[REDACTED]

Lee Hillyard  
Project Director  
A66 Northern Trans-Pennine Project  
Email: A66NTP@highwaysengland.co.uk

**Public Interest Test**

<b>Request for costs for A66 Kirkby Thore options Information</b>	
<b>Exception: Confidentiality of commercial or industrial information (Environment Information Regulation 12 (5)(e))</b>	
<b><i>Factors supporting disclosure</i></b>	<b><i>Factors supporting non-disclosure</i></b>
<ul style="list-style-type: none"> <li>To protect the public purse, transparency and openness to scrutiny is an important public interest.</li> <li>The work of the government being closely examined to encourage the most efficient and effective workings in very much a public interest.</li> </ul>	<p><b>The information is commercial in nature.</b></p> <ul style="list-style-type: none"> <li>The information requested is classified as commercial as NH is purchasing commercial services from suppliers.</li> <li>Further breakdown would provide the supplier's competitors with information about product costs, which is commercially sensitive, in particular at the stage where we are getting into contract with delivery partners.</li> </ul> <p><b>Confidentiality is provided by law</b></p> <ul style="list-style-type: none"> <li>The information is obtained by a third party.</li> <li>It is not trivial and not in the public domain.</li> <li>The information shared in circumstances creating an obligation of confidence, as the supplier provided product costs for their services to NH.</li> <li>The confidentiality is protected under commercial law.</li> </ul> <p><b>The confidentiality is protecting a legitimate economic interest</b></p> <ul style="list-style-type: none"> <li>The disclosure would cause harm; the commercial information is still current, and the framework is still valid.</li> <li>There are legitimate economic interests; disclosing further the cost breakdown would enable the supplier's competitors to gain access to commercially valuable information, jeopardising its commercial bargaining position in existing and future negotiations, causing reputational damage, or disclosures which would otherwise result in a loss of revenue or income.</li> <li>Confidentiality maintains level competition among suppliers, fairness of the tender process, and value for money for NH; disclosure would affect the price and quality of products and services NH receives.</li> </ul> <p><b>The confidentiality will be adversely affected by disclosure</b></p> <ul style="list-style-type: none"> <li>Disclosure of confidential nature of that information into the public domain would inevitably harm the confidential nature of</li> </ul>

	that information by making it publicly available and would also harm the legitimate economic interests that have already been identified.
<b>FOI Exemption/EIR Exception</b>	
<p><b>Under the exceptions of the Environmental Information Regulation 12 5(e) we have established that:</b>  <b>the information is not on emissions;</b>  <b>the information is commercial in nature;</b>  <b>it is confidential under the common law of contract;</b>  <b>the confidentiality is protecting a legitimate economic interest;</b>  <b>the confidentiality will be adversely affected by disclosure; and</b>  <b>the public interest in maintaining the exception outweighs the public interest in disclosing the information.</b></p>	
<p><b>Conclusion: there are compelling arguments which support withholding the information which outweigh those supporting release.</b></p> <p><b>PIT Members: Monica Corso-Griffiths (Head of Design and DCO); [REDACTED] (Commercial Lead), [REDACTED] (Head of Procurement and Construction); [REDACTED] (Assistant Project Manager)</b></p> <p><b>Date of PIT: Wednesday 15<sup>th</sup> June 2022</b></p>	

**A66 Senior Planning Sift Workshop 26/04/21**

<b>Title:</b>	<b>Senior Planning Sift Workshop</b>	<b>Revision / Version:</b>	
<b>Status:</b>			
<b>Date:</b>	26 <sup>th</sup> April 2021	<b>Reason for Issue:</b>	<b>Information</b>
<b>Location:</b>	Microsoft Teams Meeting	<b>Time of Meeting:</b>	
<b>Drafted By:</b>			
<b>Attendees:</b>	<b>In person –</b>   <b>Via teams –</b> 		
<b>Apologies:</b>			
<b>Material:</b>	PowerPoint presentation		

Item	Description (Headings reference slideshow slide title)	Comments
	<b>Introduction by PC</b> <ul style="list-style-type: none"> <li>• Goal for the day: <ul style="list-style-type: none"> <li>○ Based on a robust approach to sifting using the tools and process described below reduce the number of alternatives from a principle 8 no. to a maximum of 3.</li> <li>○ This should be evidence based and enable a robust determination now and if challenged at DCO</li> <li>○ If the evidenced based approach permits identify a preferred route in order provide greater flexibility in the schedule to Stat Con and DCO</li> </ul> </li> <li>• All participants at the meeting agreed with the goals.</li> </ul>	
	<b>The Assessment Matrix and Structure</b> <ul style="list-style-type: none"> <li>• PC introduced the matrix that would be utilised to assess the alternatives routes. A sample matrix was presented that demonstrated the process that would be followed. <ul style="list-style-type: none"> <li>○ The assessment is made up from two principle tables <ul style="list-style-type: none"> <li>▪ The first was based on the work undertaken at PCF Stage 2, utilising criteria linked to the project objectives. Addition criteria were added relating to: <ul style="list-style-type: none"> <li>• Geomorphology</li> <li>• Design and Buildability</li> <li>• Carbon</li> </ul> </li> <li>▪ The second table presented the relevant criteria from the NPS documentation</li> </ul> </li> <li>○ Both tables accepted by the members of the meeting to be appropriate and proportionate. Please note the further discussion below in regard to the amendments that were made to the tables during the discussion and debate.</li> <li>○ Please see the link below to the agreed matrix.</li> </ul> </li> </ul>	

Item	Description (Headings reference slideshow slide title)	Comments
	<ul style="list-style-type: none"> <li>• <b>Light Green</b> – Principally follows the line of the Dark Green route to the point where it crosses the existing A66 then seeks to route south of a scheduled monument whilst also improving the horizontal geometry. The structure crossing the Trout Beck and its associated floodplain is approximately 250m.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Red</b> – Principally follows the line of the Blue Route to approximately Sleastonhow Lane where it diverges slightly north to enable a crossing of the Trout Beck and its associated floodplain as far upstream as possible. This has the result of tying into the old Roman Road (near Crackenthorpe) much further east. The structure crossing the Trout Beck and its associated floodplain is approximately 220m.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Dark Orange</b> – The route principally follows the line of the existing A66 and crosses the Trout Beck immediately south of the existing road bridge. The route passes through the River Eden floodplain and designated area of Scheduled Monument south of Kirby Thore. The structure crossing the Trout Beck and its associated floodplain (potentially the River Eden floodplain) is dependent on the detailed flood modelling but will range from 110 to 350m in length. For the purposes of assessment it is assumed that Bridge End Farm will need to be acquired in its entirety</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Light Orange</b> – The route was developed as an evolution of the Dark Orange alignment to avoid the designated area of Scheduled Monument with a recognition that this moved the alignment closer to the River Eden. The structure crossing the Trout Beck and its associated floodplain (potentially the River Eden floodplain) is dependent on the detailed flood modelling but will range from 110 to 350m in length. For the purposes of assessment it is assumed that Bridge End Farm will need to be acquired in its entirety.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Purple</b> – developed as the closest representation of an online solution the Purple route seeks to maximise the use of the existing A66. In order to achieve this the route is designed to 40mph – all other alternatives are designed to 70mph. This route acquires up to 8 residential/business properties and reduces the length of the route in the designated area of the Scheduled Monument. The impact on Bridge End Farm is reduced when compared to the Orange routes - for the purposes of assessment it is assumed that Bridge End Farm will not need to be acquired in its entirety for the Purple Route.</li> </ul>	
	<ul style="list-style-type: none"> <li>• As part of the presentation of the routes a detailed discussion developed that discussed each of the alternatives as they were presented. These points are summarised below, allocated to the individual routes where possible; where a point applies to multiple routes it is deliberately repeated:</li> </ul>	
	<p><b>Black</b></p> <ul style="list-style-type: none"> <li>• Length of crossing reconfirmed as 850m for assessment purposes</li> <li>• Feedback from Natural England and Environmental Agency have suggested that this route is less preferable than the Blue Route (in an unmitigated state)</li> <li>• Avoids scheduled monuments</li> <li>• Supports the removal of traffic (particularly HGV) from the village via a new junction to the north.</li> <li>• The route requires the acquisition of two properties</li> <li>• Potentially conflicts with the Eden Rivers Trust Trout Beck re-naturalisation project</li> </ul>	

Item	Description (Headings reference slideshow slide title)	Comments
	<p><b>Purple</b></p> <ul style="list-style-type: none"> <li>• Trout Beck is constrained in this location by the existing A66 structure leading to the potential that impacts on the SAC could be minimized.</li> <li>• Length and elevation of the structure dependent on flood modelling but also limited by the use of the old bridge. Potential issues with freeboard and climate change.</li> <li>• Anecdotal evidence suggests that flooding south of the A66 is less than the flood maps shown on EA website</li> <li>• Whilst furthest (of the online routes) the Purple route may impact on the River Eden and its associated floodplain</li> <li>• Bridge End farmhouse may not be required and acquisition likely to be limited to road facing derelict barn and cottage. Access to the site (with scheme) difficult from A66. Total cost of acquiring farming operation assumed to [REDACTED]</li> <li>• Route requires the acquisition of 6 to 8 residential properties adjacent to the A66.</li> <li>• Whilst the properties are not within the Scheduled Monument the route still passes through an area designated as Scheduled Monument</li> <li>• Implementation of a length of 40mph was challenged as to how this aligned to the project objectives. The meeting agreed that a length of 40mph would not be consistent with other sections and may lead to safety issues associated with driver behavior.</li> <li>• Designing to 40mph was however recognised as offering greater potential to maximise the use of the existing network and reduce the footprint of the road</li> <li>• It was agreed that WCH provision could be created but that there would be no local road network with the Purple route, giving rise to concerns about route resilience and reliability which contradicts the project objectives and the wider strategic investment strategies. Equally it was noted that farm traffic would have no choice but to utilise the A66. This is not the case for all other routes</li> <li>• Removal of traffic (particularly HGV) from the village is achieved via the side road and junction strategy. A link to the north of the village is required due to the closure of the local road network limiting access. Concerns were raised as the proximity of routes to the school on the north east side of the village</li> <li>• The purple route was noted as being one of the better performing routes in environmental terms (note the scoring assessment in the matrix does not necessarily support this observation).</li> <li>• Due to the complexities of the online route it was suggested that the construction programme may be up to 12 months longer than the offline routes and require a significant number of additional phases to build the scheme</li> </ul>	

Item	Description (Headings reference slideshow slide title)	Comments
	<p><b>Light Orange</b></p> <ul style="list-style-type: none"> <li>• Trout Beck is constrained in this location by the existing A66 structure leading to the potential that impacts on the SAC could be minimized</li> <li>• Length and elevation of the structure dependent on flood modelling</li> <li>• The impacts on the River Eden and its associated floodplain are likely to be more significant with Light Orange (based on proximity)</li> <li>• Bridge End farmhouse may not be acquired; significant impact on farming operations with loss of majority of milking sheds. Access to the site (with scheme) is difficult from A66. Total cost of acquiring farming operation assumed to [REDACTED]</li> <li>• Removal of traffic (particularly HGV) from the village is subject to the side road and junction strategy. Any side road link to the north of the village will challenge the scope of the project.</li> <li>• Avoids the designated Scheduled Monument but recent non-intrusive surveys have identified that there is significant likelihood that the archaeology extends beyond the mapped area</li> <li>• East of Kirkby Thore the route stays south of the filling station but acquires the old station yard, enabling a length of the existing A66 to be retained for local access and WCH albeit a number of structures would be required to achieve this</li> <li>• Due to the complexities of the online route it was suggested that the construction programme may be up to 9 months longer than the offline routes</li> </ul>	

Item	Description (Headings reference slideshow slide title)	Comments
	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>• Red, Blue and Dark Orange routes to be progressed on an equal basis to ensure that all routes can be taken to Stat Con if required. Note</li> <li>• Confirm how the Long Martin junction operates and its need. KC</li> <li>• Assess resources required to enable red route to 'catch up'. KC with CB to review</li> <li>• Interim reviews to be scheduled to assess progression of design development. PC to capture in programme</li> <li>• Develop programme now that number of alternatives has been confirmed. PC</li> <li>• Please review the scoring associated with the Black Route as there was some ambiguity during the day as to the length of the structure to be assessed. Please see notes above for clarity. All to action</li> <li>• All surveys to progress as planned as routes are at extremities of options presented.</li> </ul> <p><b>Note</b></p> <ul style="list-style-type: none"> <li>• Update matrix to capture comments in the narrative cells that reflect the assessments made during the workshop. All attendees at workshop</li> <li>• Provide an update on Friday 7<sup>th</sup> meeting with Cumbria CC and present Red, Blue and Dark Orange. Format and content to be confirmed. CB to lead.</li> <li>• AT the 4<sup>th</sup> May PDC present update on sift and confirm options to be taken forward at Stat Con. PC to work with CB to provide slide deck</li> <li>• On 12<sup>th</sup> May at SSG, present Red, Blue and Dark Orange as the Kirby Thore options to be taken forward. PDC slide deck to be used as basis. AJ to lead</li> <li>• w/c 10<sup>th</sup> May (after local elections) need to talk with the affected landowners. RS</li> <li>• Drawings to be developed to support landowner meetings. KC</li> <li>• Need a description of these routes to get them into communications to the general public. KC and PC to provide to RS</li> <li>• 27<sup>th</sup> May – Next SEB meeting - present Red, Blue and Dark Orange, could we cover Historic England at SEBs. PC to liaise with KW</li> <li>• Meet with British Gypsum to discuss the implications of the Red Route. RS to arrange with support from PC/CB</li> <li>• [REDACTED] to price Red, Blue and Dark Orange routes. AH to advise. KC to provide appropriate information</li> <li>• Review the archaeological impact of Scheduled Monument on Dark Orange route. KW to engage with David Lakin over archaeological strategy</li> <li>• Check that Ardent's land referencing work includes land ownership on the Red route. RS</li> <li>• SRM to work up programme for Red, Blue and Dark Orange to show how construction programme might vary. CP</li> <li>• How does this impact the OBC? Implications and requirements of OBC and updates required to be confirmed. MT and AH to advise</li> <li>• Should Red and Blue route be taken to Stat Con consideration of the ask of respondents is needed to ensure that north vs south argument is understood. RS to consider</li> <li>• Consider how the Dark Orange Route might provide connectivity to the north of Kirkby Thore on safety grounds recognising the opportunity that exists to improve the local road network. KC</li> <li>• Re-run economic assessment of routes to confirm the impact of the shorter Dark Orange route on BCR. MS</li> <li>• [REDACTED]</li> </ul>	

Item	Description (Headings reference slideshow slide title)	Comments
	<ul style="list-style-type: none"> <li>▪ As a result of the discussion a number of changes were made to the matrix they were: <ul style="list-style-type: none"> <li>○ Row 11, Item 7 – Impact on recreational facilities was removed on the based on that there were no significant recreational facilities other that WCH and these were covered elsewhere in the matrix (Row 19, Item 15)</li> <li>○ Row 14, Item 10 – the topic was changed to only assess the impact on the Safety of Road Users as WCH are considered on Row 19, Item 15</li> <li>○ Row 18, Item 14 – the topic was changed to assess Operation and Maintenance only as network resilience is covered elsewhere (Row 16, Item 12)</li> <li>○ Row 36, Topic 5.11 – As there are no AQMA’s in the area this topic is not applicable</li> <li>○ Row 38, Topic 5.13 – it was agreed this was a duplication of Topic 5.12 and so it was made non-applicable</li> <li>○ Row 39, Topic 5.27 – it was agreed that this was a statement rather than an assessment topic so it was made non-applicable</li> <li>○ Row 41, Topic 5.29 – it was agreed that this was duplicating Topic 5.28 so it was agreed to be made non-applicable</li> <li>○ Row 45 to 47, Topic 4.23 to 4.25 – it was agreed that these were duplicating Topic 4.22 so it was agreed that these should be made non-applicable</li> <li>○ Row 48, Topic 5.27 – this is a straight duplication of a topic already included and so agreed to be made non-applicable</li> <li>○ Row 55 and 56, Topic 5.145 and 5.149 – it was confirmed that the assessment of Topic 5.144 covered this aspect and so it was agreed that these should be made non-applicable</li> <li>○ Row 57 to 60, Topic 5.151 and 5.152 – it was confirmed in the meeting that the scheme had no impact on the North Pennines AONB so it was agreed that these should be made non-applicable</li> <li>○ Row 61 and 62, Topic 5.170 – it was confirmed in the meeting that the scheme had no impact on Green Belt land so it was agreed that these should be made non-applicable</li> <li>○ Row 67 – it was agreed that there were no other topics that should be considered and so this row was left intentionally blank</li> </ul> </li> </ul>	
	<ul style="list-style-type: none"> <li>▪ Following a discussion in the meeting the following routes were discounted for these primary reasons:</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Purple</b> – whilst the route performed well in a number of areas and offered a theoretical means to reduce environmental impacts the concerns associated with the lack of a local road to connect communities as well as provide network resilience meant that the route performed poorly overall. Other factors included the significant increase in construction duration and disruption as well as the impact on local properties and business. The route was ranked 8<sup>th</sup> both in terms of the overall score and when the confidence in the route was appraised.</li> </ul>	
	<ul style="list-style-type: none"> <li>• <b>Dark Green &amp; Light Green</b> – both these routes theoretically provided a means to cross Trout Beck in zone 2 floodplain however this was downplayed in the meeting as a significant factor. The constraints imposed by the gypsum workings to the north and the scheduled monument to the south meant that there was no means to viably mitigate both constraints without a significant compromise in the road geometry. Whilst the Dark Green was seen as being slightly preferable to the Light Green the meeting concluded that neither route could be promoted given the other routes under consideration. The Light Green ranked 7<sup>th</sup> and Dark Green 6<sup>th</sup> in terms of the overall score and when the confidence in the route was appraised</li> </ul>	











**A66 Northern Trans-Pennine Project**

**SCHEDULE OF SURVEYS REQUIRED BY HIGHWAYS ENGLAND**

**Property:**

**Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL) – HMLR CU255362**

**Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL) – HMLR CU268006**

Alternate Land Description - Land surrounding "Trout Beck"

Provisional dates of survey as outlined in the 'comments' section of the schedule below are subject to change. Definitive dates of survey will be disclosed by the A66 Northern Trans-Pennine Integrated Project Team in good time and prior to mobilisation, where feasible to do so.

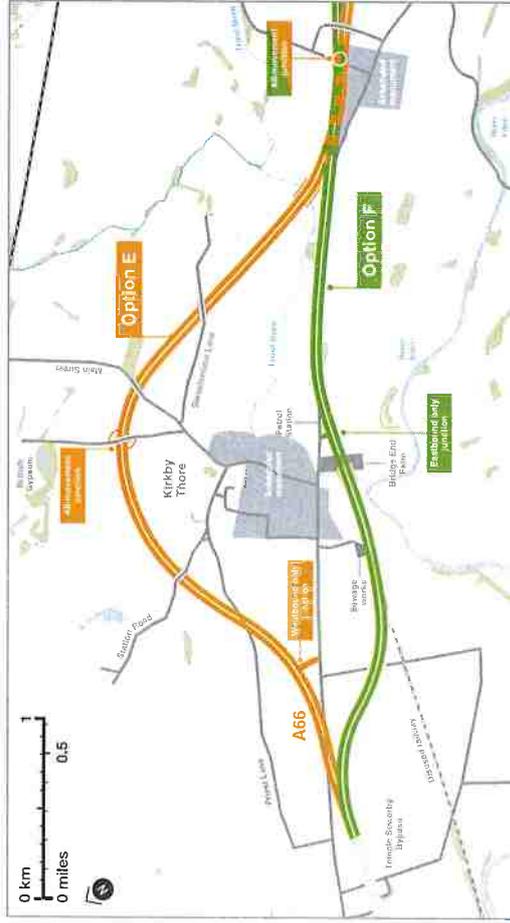
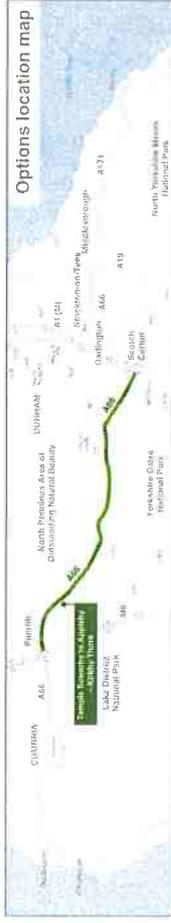
<u>Survey Type</u>	<u>Start</u>	<u>End</u>	<u>Areas of Land</u>	<u>Comments</u>
Geochemical Surveys	26 <sup>th</sup> February 2022	April 29 <sup>th</sup> 2022	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)	Use of hand-held x-ray fluorescence (XRF) equipment to assist in determining to assist in detecting and defining areas of past archaeological activity and significance.
			<b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)	Activity required to facilitate compliance with our Environmental Impact Assessment (EIA) obligations.  Surveys may include a contemporary walk-over assessment ahead of the surveys taking place.

<p>Agricultural Land Classification (ALC) – Soil Sampling</p>	<p>26<sup>th</sup> February 2022</p>	<p>April 29<sup>th</sup> 2022</p>	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	<p>Use of a hand-held auger/borer and/or insulated spade to undertake incremental soil sampling assessments as per DEFRA/Natural England guidelines.</p> <p>Activity required to facilitate compliance with our EIA obligations.</p> <p>Surveys may include a contemporary walk-over assessment ahead of the surveys taking place.</p>
<p>Landscape – Visual Assessments</p>	<p>26<sup>th</sup> February 2022</p>	<p>April 29<sup>th</sup> 2022</p>	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	<p>The A66 NTP Integrated Project Team are seeking to conduct a series of landscape surveys to capture the baseline view of the proposed scheme from various pre-determined vantage points.</p> <p>Survey markers/pole are placed into the ground and are captured by the camera/equipment used, a digital model of the proposed scheme is then matched-up with the camera view.</p> <p>The visual assessment involves establishing a camera and total station setting out markers alongside obvious features within the 'view', and performing the visual assessment. All equipment is removed from site once the assessment is complete (~1 hour).</p> <p>Activity required to facilitate compliance with our EIA obligations.</p>

# Temple Sowerby to Appleby – Kirkby Thore

There are two upgrade options which will divert the A66 away from Kirkby Thore either to the north or the south of the village.

## Options E and F



### Option E (northern bypass)

A new dual carriageway bypass to the north of Kirkby Thore as an extension of the current Temple Sowerby Bypass. It will pass through several fields to the west and then travel away from the village to the north and east. It will mostly be built along a route which is generally lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village.

An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of heavy goods vehicles moving through the village.

Four new bridges will be required over the existing road network at:

- New Kirkby Thore junction, north of the village
- Station Road
- Main Street
- Sleashtonhow Lane

It would also require a new bridge over Trout Beck just before the new road returns to the original alignment.

### Option F (southern bypass)

A new dual carriageway would be constructed towards the south of Kirkby Thore as a continuation of the Temple Sowerby Bypass. It would cross several fields and follow the path of an old railway line until it re-joins the current A66 just after the BP petrol station near Bridge End Farm.

Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists and equestrians. A new junction would allow access to the former A66 and the village.

This option would require the demolition of several buildings.





## Temple Sowerby to Appleby – Kirkby Thore

There is a single carriageway for a little over 2-miles on this section which skirts the village of Kirkby Thore. The carriageway varies in width and local roads are connected by several junctions and private access points along this accident-prone section.

There is also an access route through Kirkby Thore village for HGVs visiting the British Gypsium site to the north.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph.

**This section carries approximately 16,500 vehicles per day, 27% of which are HGVs, much higher than the national average.**

### What did we propose?

We proposed two options for this section which would divert the A66 away from Kirkby Thore either to the north or the south of the village.

### Option E (northern bypass)

A new dual carriageway bypass to the north of Kirkby Thore which would pass through several fields to the west and then travel away from the village to the north and east.

It would mostly be built along a route which is lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village.

An additional junction will be created to allow direct access to and from the British Gypsium site and will reduce the level of HGVs moving through the village.

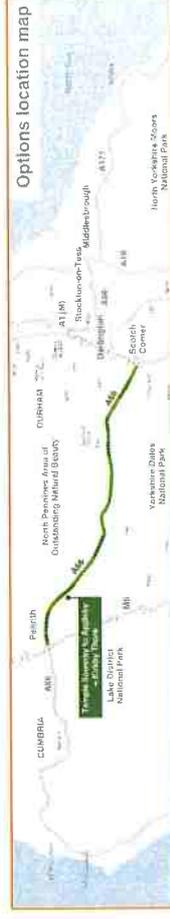
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Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists and horse riders. A new junction would allow access to the former A66 and the village.

This option would require the demolition of several buildings.

## The preferred route: option E



### The preferred option

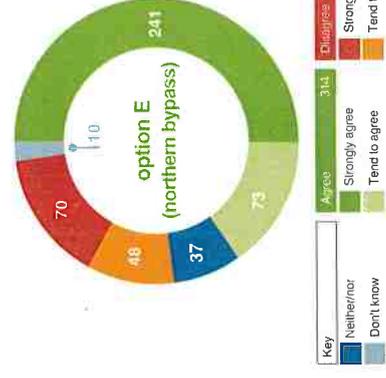
For this section of the A66, we have selected option E, the northern bypass.

We've selected this option as it provides the opportunity to reduce traffic, including HGVs, from the village of Kirkby Thore.

This option also reduces the amount of buildings we need to demolish to improve this section of the A66. It will also not impact on the wildlife corridor on the disused railway line. The southern option also had a greater negative impact on biodiversity and the flood plain.

Option E was also the most popular with respondents at consultation with 66% (314) of respondents voting in favour of this option.

While this route represents a longer journey time of the two options and may be more expensive, it has reduced environmental impacts while still delivering the required improvements.



## Minutes of Meeting

### A66 NTP

#### Meeting with Tim and Emma Nicholson

Purpose of Meeting	Update landowners on progress of the scheme to date and agree consent for access to land for surveys
Location:	Steastonhow Farm
Time/Date:	12 noon 21 January 2021
Attendees:	For Highways England – Matt Townsend (Senior Project Manager) Rachel Smith (Stakeholder Lead) Kevin Crooks (Design Lead) Ben Harding (Drainage Lead) Amir Shaikh (Public Liaison Officer) Landowners - Tim Nicholson and Emma Nicholson Land Agent - Alan Bowe, H&H Land

Apologies:

Circulation:

Item	Minutes	Actions
1.0	<b>Introductions and discussion in farm yard</b>	
1.1	<p>KC provided an overview of the scheme and clarified the changes made to the alignment.</p> <p>TN mentions that during his work on the river realignment he understands that Natural England [NE]/Environment Agency [EA] /Eden River Trust [ERT] would not want a causeway restricting the river in its floodplain. He suggested that Highways England had been asked to address this some time ago. Based on that he pointed out that the drawings are different from those shared with Natural England and the information on levels was missing. He requested a copy of that plan.</p> <p>KC said the scheme shared with NE was not developed at this point and was more of a 'line on a map' than a developed option.</p> <p>MT confirmed that this draft sketch can be shared but should be caveated as 'under development' and will be subject to change following survey findings.</p>	<p>KC</p> <p>MT and KC</p>

	<p>TN points out that this option is worse as it is using their best land..</p> <p>EN/TN highlighted that they have only received standard letters. They consider that they had not been consulted in advance of the route being announced and that they are landowners who are most affected by the project. They also consider that their response during the consultation period had not been considered.</p> <p>EN and TN considered that the meeting was not focused on specific details and was an attempt to discuss a Plan that Highways England are finding challenging. TM/EN reiterated the difficulties with the route and that they did not seem to have been factored into decisions about the route. These include:</p> <ul style="list-style-type: none"> <li>• decision-making process</li> <li>• issues of cost including the need for structures</li> <li>• factors considered and their weighting that lead to the Preferred Route Announcement</li> <li>• carbon impacts (in light of the Heathrow decision)</li> </ul> <p>MT expressed a wish to be fully transparent and that the decision had been made in line with Highways England's current guidance.</p> <p>TN and EN expressed their belief that it had been influenced excessively by business interest of British Gypsum. This was denied.</p> <p>No explanation as to the decision-making process was given but a commitment to see what could be shared given EN's observation that this would have to be shared in circumstances of a Judicial review.</p> <p>RS and AS to revert on communication and feedback during consultation phase.</p> <p>AS to be the single point of contact and share his details with AB, TN and EN. TN asked to be copied in on all correspondence in relation to their land with AB. TN added he was happy to be contacted directly.</p>	<p>RS/AS</p> <p>AS</p>
1.2	EN and TN asked if a like-for-like comparison was made to compare the two route options.	

	<p>They pointed out that the cost and impact of the preferred route is relatively significant.</p> <p>MT clarified that a statutory process has been followed during options selection with a route-wide desktop assessment in keeping with the standard process across other Major Infrastructure Projects. He stated that this process was adopted and that detailed environmental surveys and impact assessments were carried out for the preferred route only as costs would be prohibitive for the public purse.</p> <p>EN points out if the carbon impact of the route has been taken in to consideration given the Heathrow decision. MT clarifies that a route-wide consideration has taken place at an earlier stage. EN did not feel her question was answered.</p> <p>TN requested to see this assessment.</p>	MT
<b>2.0</b>	<b>Onsite tour - farm access road</b>	
2.1	<p>TN confirmed he was happy to allow access for surveys if permission is requested for each. He informed the group that he has not been contacted to ask for permission to date.</p> <p>TN advised that there are 300 lapwings on his site and he has some survey data he is happy to share which will help the environment team.</p>	TN/AS
2.2	<p>EN pointed out that the preferred route would cause visual and light impact to their property. She told the group that the development would bisect Grade 2, South-facing farm land.</p> <p>MT has committed to the design team reviewing the plans to see what mitigation might be possible.</p>	MT/KC
2.3	<p>TN points out that they do not want the ancient routeway to the Roman fort to be moved at all as this would be taking up more of their land. It will not be sympathetic to the landscape and cause more disturbance to the 300+ wading birds (lapwings) that winter here and dozen or more plus redshank and snipe that nest here. This issue needs addressing as the proposed route will be too much light and noise disturbance for the birds.</p> <p>TN and EN do not want to have laybys on their land as they can create issues with litter</p>	KC

	<p>with some entering the river. KC pointed out that the location of laybys is determined by the guidance. MT committed to review and see if a departure can be made in this case.</p> <p>TN and EN asks about the detail that would be given to village to accurately represent the fact Kirkby Thore which they regard would be blighted by the proposed route with high speed traffic, noise, light and pollution in close proximity to the village school and nursery. They also regard that residents in the village are not aware of the proximity despite the consultation. Rather than a model in a village hall she suggested a realistic (demonstration) of noise, vibration and light.</p> <p>MT advised this would discriminate against other sections if not done for all areas but acknowledged that there was not another village impacted like Kirkby Thore.</p> <p>EN regards that Highways England are trying to impose the lowest standard on a village that was most impacted. She again questioned how a proper comparison of the route alternatives could be made when they had stopped making any comparison at such an early stage. She emphasised her view that they continue to make proper comparison and disclose the costing comparison given one route was so much longer and more complex.</p> <p>EN asked whether the cost of a bridge had been factored into the cost analysis. She believes that the meeting had commenced with no disclosure of the fact that a bridge seemed likely rather than the causeway which she regards as the presumption of Highways England when the route was chosen.</p> <p>EN asked KC directly whether having seen the route from the ground how he foresaw building a bridge over what was a massive expanse of flood plain. KC was not on the project at stage 2 when the Preferred Route was fixed. He acknowledged that for a relatively narrow river course it had a very large floodplain. EN considers that KC seemed to question whether this was really all floodplain and really needed such a wide bridge.</p>	<p>MT/KC/RS/AS</p>
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	<p>MT points out that a 3D model will be presented as part of the process which will provide a drive-through views and different perspectives.</p> <p>EN suggested that the extent of the highway be pegged out on the field so that local people can understand the impact.</p> <p>MT/RS said that this would not be an option as it would have to be offered to all communities and therefore would mean the whole route would have to be pegged out.</p> <p>RS added that the visualisation also offers both vertical and horizontal impacts and users could navigate around this visualisation to see impacts from different perspectives.</p>	
3.0	<b>Walk to flood plain</b>	
	<p>The team reviewed the site and noted the following:</p> <p>TN points out that water level gets to 8 ft high in the flood plain.</p> <p>The existing plans for public right of way and cycle way need to be revisited. TN suggesting turning existing Railways line into cycleway</p> <p>TN points regular farm vehicles need to come this way. They cannot get modern combines up from the village easily and slurry is carted to here from Appleby direction and silage taken away towards Appleby. Also, it is 2 miles further to come via the village (4 miles both ways). They also need access to their land on the other side of the proposed road and the other side of the river</p>	<p>KC</p> <p>KC</p> <p>KC</p>

Rachel suggested that a single point of contact would be employed to help manage the process. This person would report into Emma and Tim each day to explain what is happening on their land on that day and would be the contact for any questions. This would help to minimise the impact that the surveys would have on Emma and Tim's time.

Tim and Emma agreed that this would be preferable and requested that this person be somebody with basic knowledge of countryside code.

Rachel committed to drafting guidelines for Amey/Arup staff and any contractors and sending them to Emma for review.

He argued that this would improve safety as a 40 mph limit through the village has made the road safer already and that it was preferable to 70 mph around the village on the northern by pass.

He also made the point that widening could be undertaken in that location as there are only a few properties to the south of the road.

Paul reiterated that any online options would be close to the flood plain of the River Eden and would have an impact of other properties and potentially features such as the scheduled monument. Paul also advised that the geometry of the existing road would need to be assessed.

Tim said that there was not issue with flooding in that area other than due to the hard standing of Bridge End Farm and one property which is a former mill.

Paul committed to reviewing a 'do minimum' approach, against the strategic objectives, with Highways England and the design team which would consider the points raised by Tim

#### Access for surveys

Tim said that he would not allow access for surveys unless he has been paid for his time and the invoice which he has paid to Alan Bowe as land agent.

Rachel queried that access was now dependent on payment rather than a commitment to pay as had been previously stated.

Tim responded that there was nearby case where a landowner had been waiting for payment since the Temple Sowerby bypass so he would be insisting on payment clearing into their account before any access could be arranged.

Rachel outlined that this Temple Sowerby case was in the hands of lawyers rather than being held up by HE but committed to processing payment as soon as possible after the invoice was received. She outlined that there would be a process to getting them set up for payment with HE but they she would investigate this and revert.

Emma asked if the last letter requesting access had been viewed by the legal team and suggest if so it should have come from that team to give legal recourse to them as recipient. The contacts given for HE and the PLO team were not considered appropriate for such a legal letter in her opinion.

Rachel outlined that the letter was the final request for voluntary access and that it would trigger the start of the legal process.

Emma and Tim outlined that this process would impact not only on them but also on their tenant (of which there are six). They also pointed out that one of the tenants is new because the previous tenant left after 25 years due to the perceived impacts of the new A66 plans.

Tim confirmed that access would be allowed if payment were made.

Emma caveated this statement by saying that they would also want to have a full breakdown of all the surveys required, how many people would be attending for each and agreement on where they would be parking vehicles and accessing land.



Minutes for meeting with Tim and Emma Nicholson

Introductions were made to Paul Carey for Tim and Emma

Rachel outlined that there are alternative routes being considered in this location to minimise the impact on the River Eden SAC.

Rachel requested that the plans are not taken away or any details of them shared as other landowners have not yet been briefed on the potential alternative routes.

Paul talked through the alternative routes and the impacts and benefits of each. He emphasised that the preferred route is still buildable and there is a design solution to the spanning of Trout Beck but that the project team are committed to reviewing other options to see if there is an alternative route which has less impact (although it will, invariably in this area, have impacts on other locations and features).

Tim and Emma asked about the timescales for better understanding these new routes and when a decision would be made on which was being taken forward.

Paul explained that these would be subject to further design development and that the surveys required would be fundamental to understanding which of these routes had what impacts on the area.

Rachel explained that all routes would be taken to consultation later in the year in order for local people to have their say about them.

Tim asked if the team have considered not doing the dualling of the A66 at all given the number of cars on the roads and the carbon impact of such a project. Emma also enquired as to whether doing nothing had been considered when setting the objective of the scheme.

Paul outlined that the brief of the project from DfT is to complete the dualling of the A66 all the way from Scotch Corner to Penrith to address safety issues.

Of the alternative routes outlined Tim suggested there is only really the orange routes which are viable as the northern by pass is, in his opinion, a disgrace and encircling the village would stymy growth. He suggested that local people are unaware of the consequences of the route and the impact it would have on local homes.

Emma added that she also felt the impact on the school would be considerable.

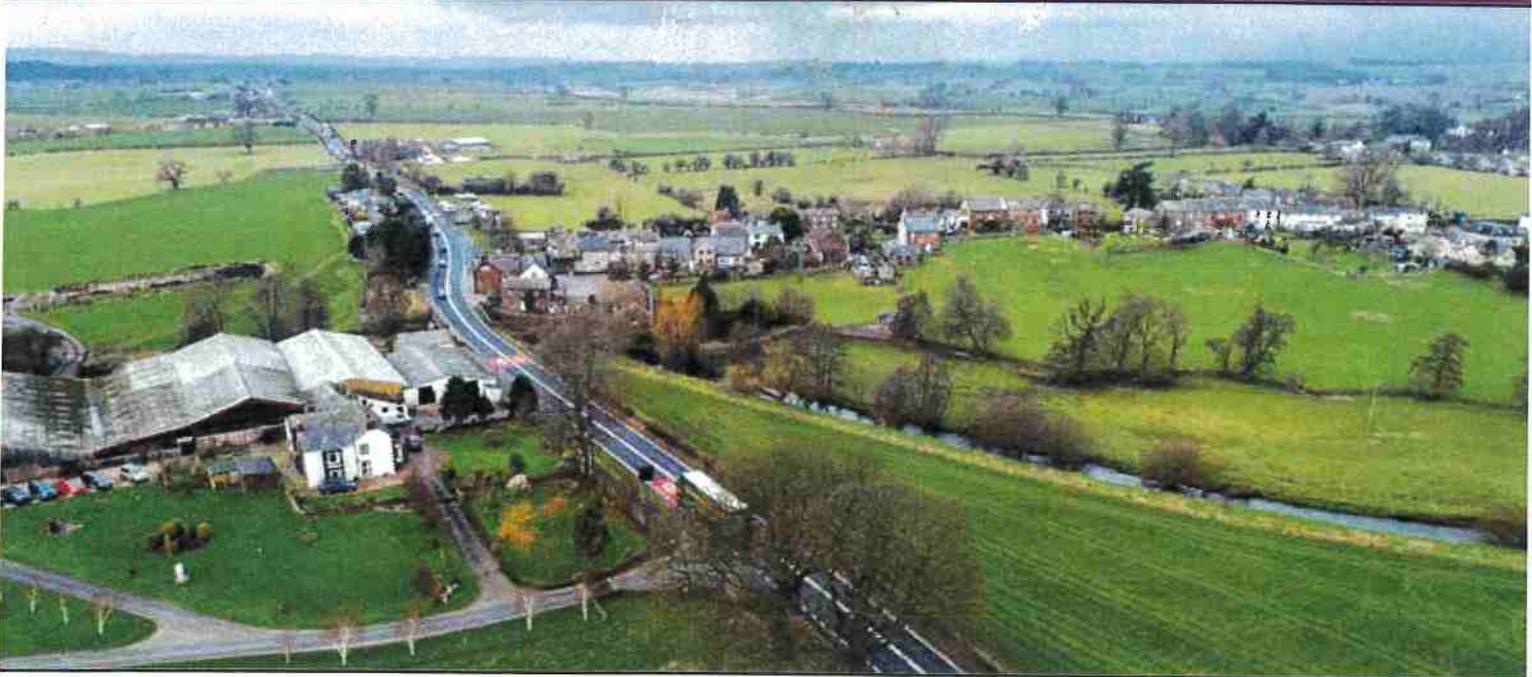
Tim made the following design points:

- Do not dual the entire route
- Create a road from a junction to the west of KT for traffic to access the village from the north; also relieving the HGV traffic from British Gypsum and other businesses from the village
- Stop up the road at the Bridge Bistro to force local traffic to use the new western link road to a safe junction
- Install a 40 mph limit through the remaining single carriage way
- Add speed cameras at both ends of this section





# A66 Northern Trans-Pennine project update



## Update on design development

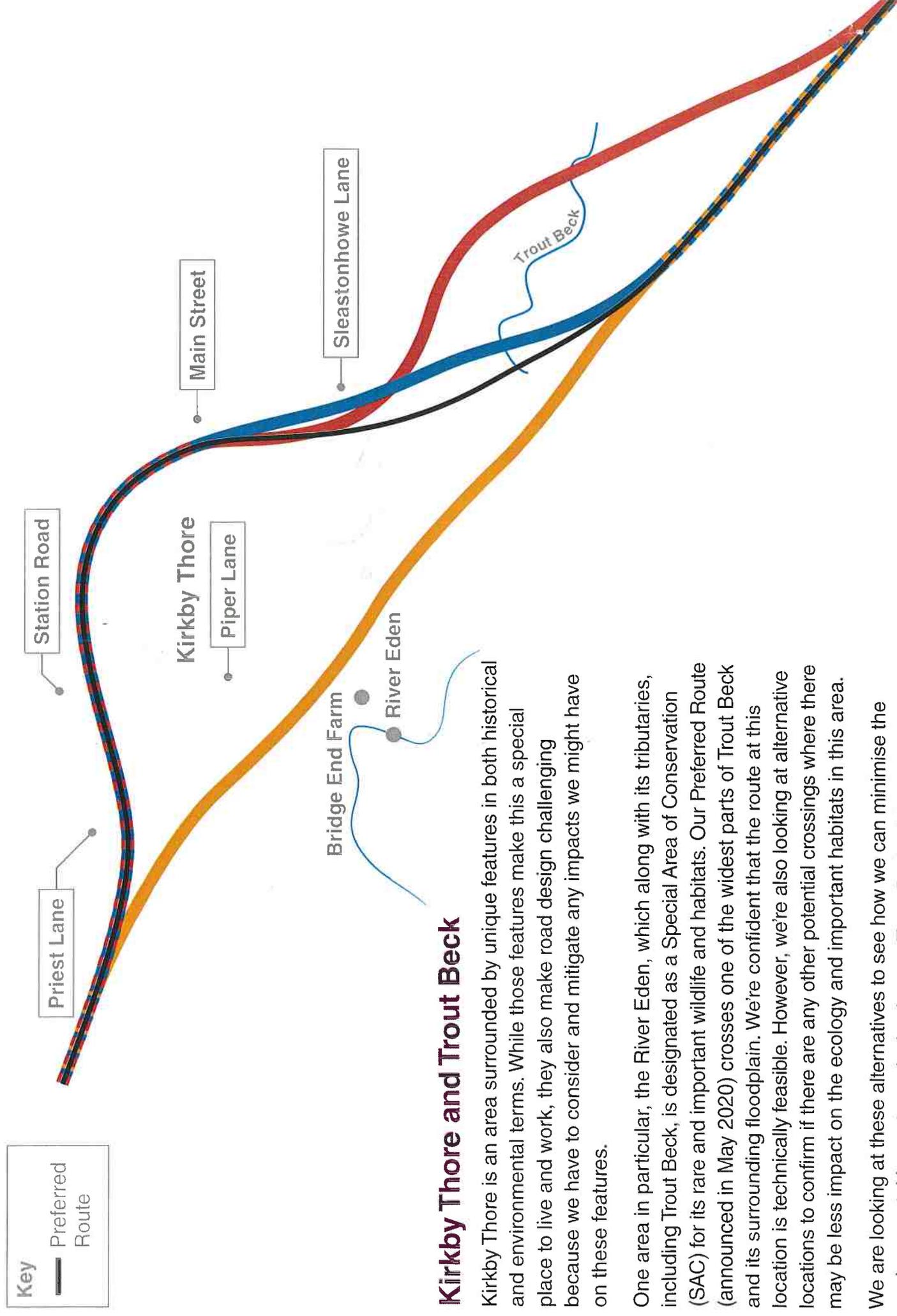
Since we made our preferred route announcement in May 2020, we've been carrying out various studies and surveys. This is to help us better understand areas such as the environment, ecology, heritage and drainage along the route, including how we will deliver the construction of the project.

We consider the environment and local ecology in every aspect of our major improvement projects, from design through to completion and ongoing maintenance. As work has progressed on our design for the A66, we've identified two

locations – Kirkby Thore and Warcop – where there is an opportunity to revise the proposed route to further reduce the environmental and ecological impact.

We need to investigate these opportunities further so it is too early to say whether this work will result in changes to the preferred route.

If our assessment work identifies deliverable enhancements to the preferred route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year.

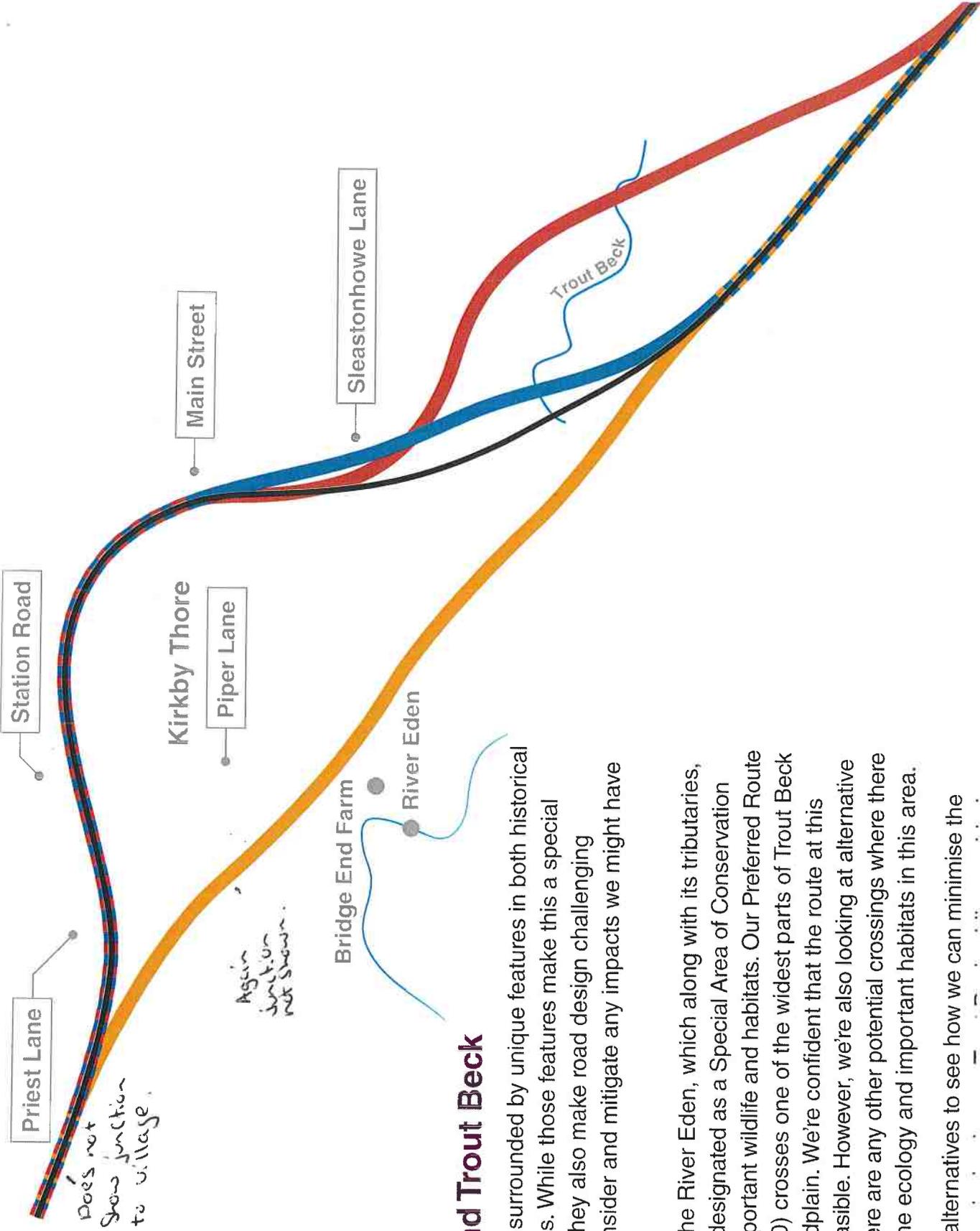


## Kirkby Thore and Trout Beck

Kirkby Thore is an area surrounded by unique features in both historical and environmental terms. While those features make this a special place to live and work, they also make road design challenging because we have to consider and mitigate any impacts we might have on these features.

One area in particular, the River Eden, which along with its tributaries, including Trout Beck, is designated as a Special Area of Conservation (SAC) for its rare and important wildlife and habitats. Our Preferred Route (announced in May 2020) crosses one of the widest parts of Trout Beck and its surrounding floodplain. We're confident that the route at this location is technically feasible. However, we're also looking at alternative locations to confirm if there are any other potential crossings where there may be less impact on the ecology and important habitats in this area.

We are looking at these alternatives to see how we can minimise the



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## Red Route

The Red Route would also include a new bypass north of Kirkby Thore between the village and the gypsum work, a new bypass to the north of Crackenthorpe and a number of new junctions and improvements.

Following the line of the Preferred Route, the Red Route would travel in a north-easterly direction from the end of the Temple Sowerby Bypass. It would then cross over Priest Lane and under Station Road, before turning south after passing north of Kirkby Thore village.

The route would pass under Main Street (where we'd build a new junction) and under Sleastonhowe Lane before turning eastwards. The road would then run parallel to the existing A66, to cross over Keld Syke followed by Trout Beck and its associated floodplain. This would be approximately 500m further east than the Preferred Route.

After crossing Trout Beck, the Red Route would head south east to re-join the line of the Preferred Route (near Crackenthorpe) as it follows the line of the Roman Road towards Appleby. We'd connect this option to the existing A66 near Long Marton and Crackenthorpe.

The red route impacts on farms and associated land and requires the demolition of a residential property.

This option also means local traffic would be able to use the 'old' A66 between Appleby and Temple Sowerby as part of the local road network.

## Orange Route

The Orange Route mostly follows the route of the existing A66 along the southern edge of Kirkby Thore, before bypassing Crackenthorpe to the north. This option would also include a number of new junctions and improvements.

From the end of the Temple Sowerby Bypass the option initially runs to the north of the existing A66 before crossing to the south, close to Piper Lane. It would then run parallel to the A66, to the

rear of a row of houses, before crossing Trout Beck at Bridge End. At this location the river is confined by the existing A66 bridge and other buildings around Kirkby Thore. Kirkby Thore will be accessible via a junction to the west, the location of which is currently under assessment.

East of Trout Beck, the route would pass through Bridge End Farm, requiring the demolition of some farm buildings, and behind the petrol filling station, running parallel to the existing A66.

The Orange Route would then follow the line of the Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme.

As this route mostly follows the existing A66, we'd need to build a number of new connections and local roads to allow local traffic to use the current A66 between Appleby and Temple Sowerby.

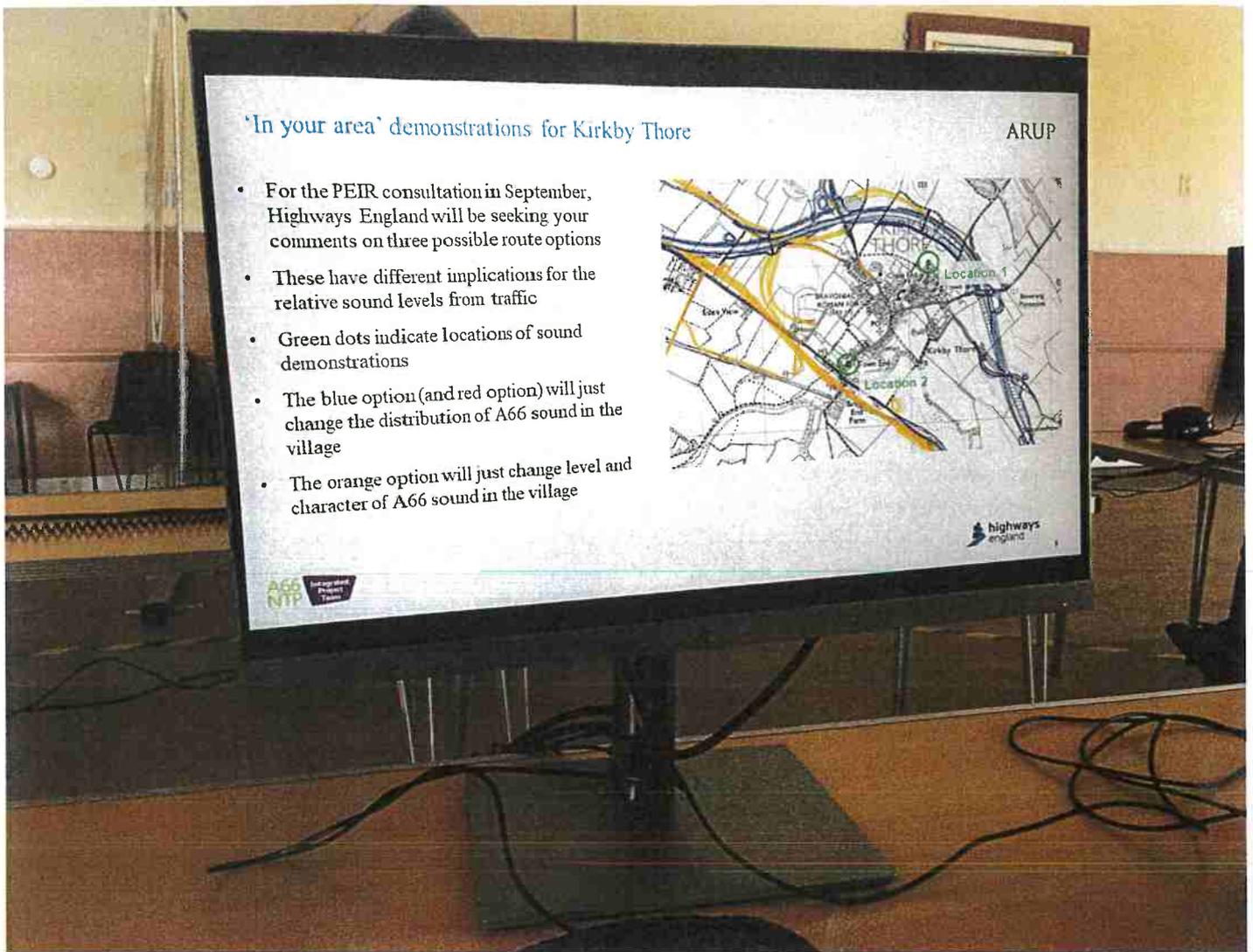
## What happens next?

We're engaging with landowners affected by these alternative routes. If you think you may be impacted and we have not been in touch, please do contact us on the details provided in this leaflet.

If our assessment work identifies deliverable enhancements to the Preferred Route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year. This will provide you with the opportunity to understand these routes better and have your say about them, as your views are really important to us.

If you have any specific questions in the meantime you can contact us by email on [A66NTP@highwaysengland.co.uk](mailto:A66NTP@highwaysengland.co.uk), call us on **0333 090 1192** or follow us **@A66NTP**.

For more information of the A66 Northern Trans-Pennine project please visit our website: [www.highwaysengland.co.uk/A66-NTP](http://www.highwaysengland.co.uk/A66-NTP)



Sound Lab Visual.



# Why are there alternative routes?



Since our Preferred Route Announcement in May 2020, we've carried out a number of environmental and ecological studies to develop the routes and to explore how we might further minimise the overall impact of the project.

As work has progressed on our design for the A66, we've identified two locations – Kirkby Thore and Warcop – where there is an opportunity to revise the proposed route to further reduce the environmental and ecological impact.

We consider the environment and local ecology in every aspect of our major improvement projects, from design through to completion and ongoing maintenance.

We need to investigate these opportunities further so it is too early to say whether this work will result in changes to the preferred route. If our assessment work identifies improvements to the preferred route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year. This will provide you with the opportunity to understand these routes better and have your say about them, as your views are really important to us.



# Temple Sowerby to Appleby

The River Eden, along with its streams, including Trout Beck, is designated as a Special Area of Conservation (SAC) for its rare and important wildlife and habitats. Our Preferred Route crosses one of the widest parts of Trout Beck and its surrounding floodplain.

While we're confident that the route at this location is technically feasible, we have looked at alternative locations to investigate if there are any other potential crossings where there may be less impact on the ecology and important habitats in this area.

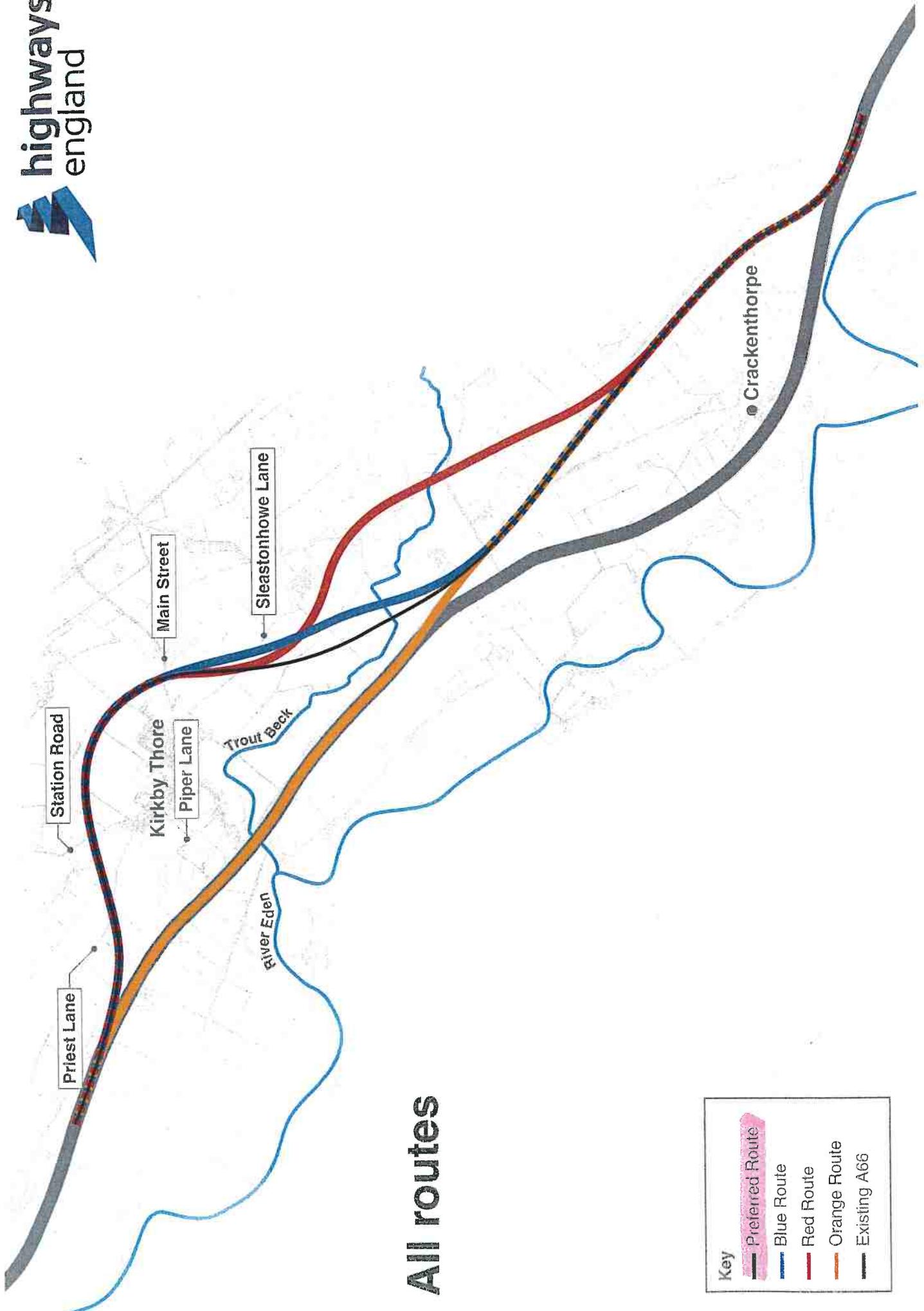
We are looking at these alternatives routes to see how we can minimise the environmental impact our design has on Trout Beck. We'll consider other features such as the mine workings around British

Gypsum and the scheduled monuments and archaeology which are scattered along this former Roman Road.

The maps on display are a graphical representation of our technical drawings. There is still further work for us to complete including additional design and more environmental surveys and studies before these can be fully understood.

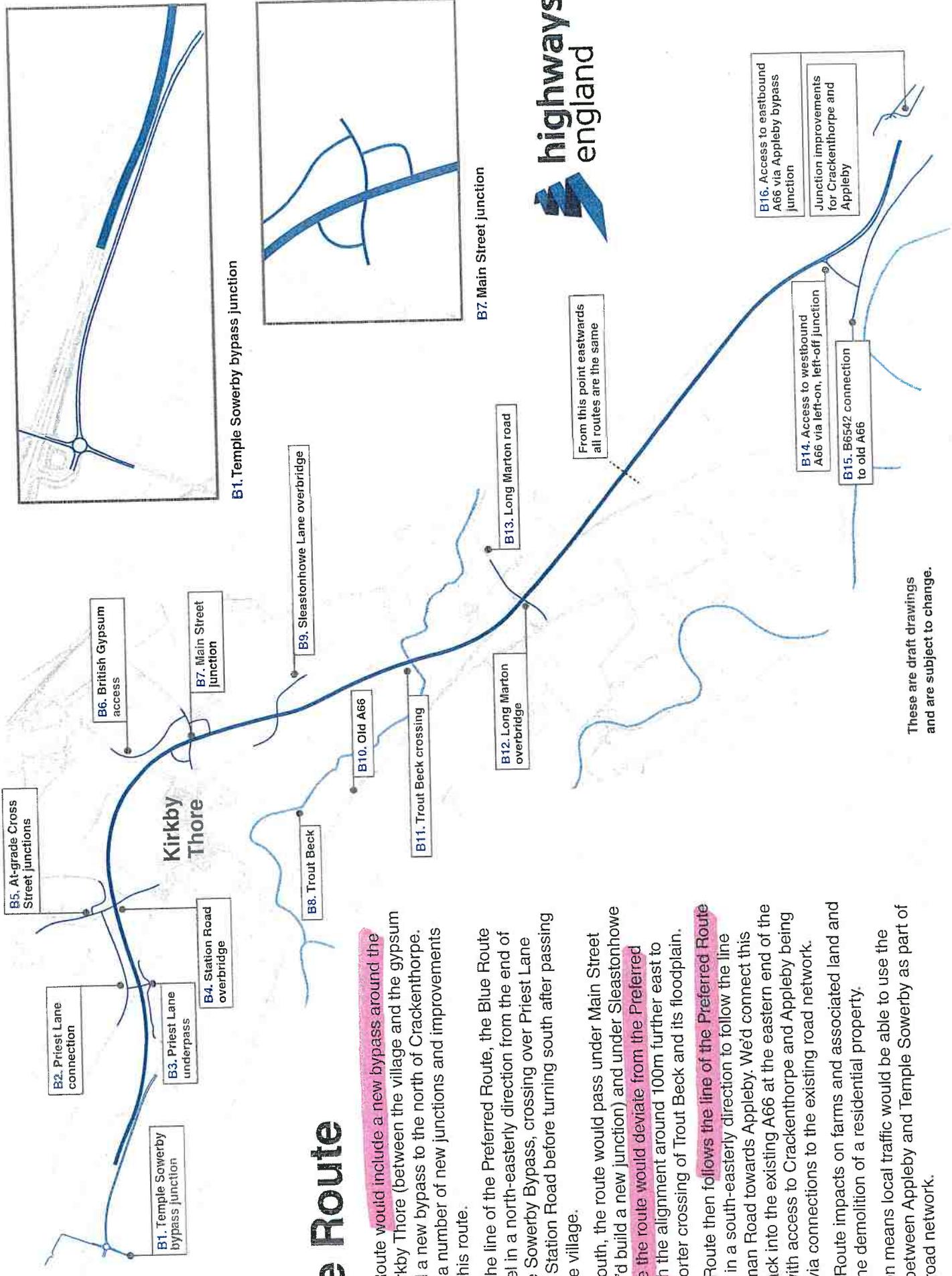
We are engaging with all the landowners who could be affected by these alternative routes and will continue to do so as we move towards the consultation later in the year.





# All routes

Key	
	Preferred Route
	Blue Route
	Red Route
	Orange Route
	Existing A66



# Blue Route

The Blue Route would include a new bypass around the north of Kirkby Thore (between the village and the gypsum works) and a new bypass to the north of Crackenthorpe. We'd build a number of new junctions and improvements as part of this route.

Following the line of the Preferred Route, the Blue Route would travel in a north-easterly direction from the end of the Temple Sowerby Bypass, crossing over Priest Lane and under Station Road before turning south after passing north of the village.

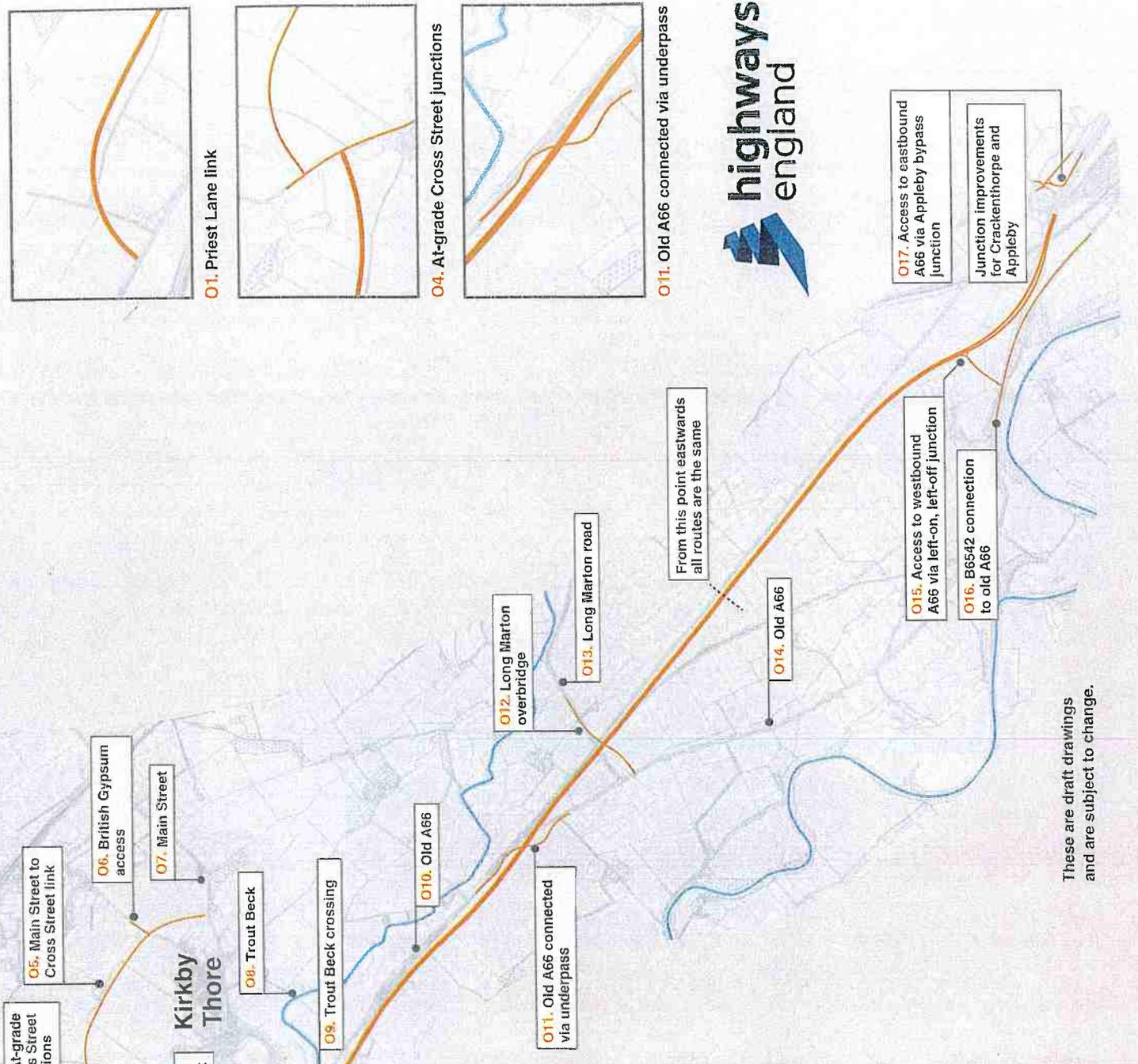
Heading south, the route would pass under Main Street (where we'd build a new junction) and under Sleastonhowe Lane. Here the route would deviate from the Preferred Route, with the alignment around 100m further east to allow a shorter crossing of Trout Beck and its floodplain.

The Blue Route then follows the line of the Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

The Blue Route impacts on farms and associated land and requires the demolition of a residential property.

This option means local traffic would be able to use the 'old' A66 between Appleby and Temple Sowerby as part of the local road network.

These are draft drawings and are subject to change.



# Orange Route

The Orange Route mostly follows the route of the existing A66 along the southern edge of Kirkby Thore, before bypassing Crackenthorpe to the north. This option would also include a number of new junctions and improvements.

From the end of the Temple Sowerby Bypass the option initially runs to the north of the existing A66 before crossing to the south, close to Piper Lane. It would then run parallel to the A66, to the rear of a row of houses, before crossing Trout Beck at Bridge End. At this location the river is confined by the existing A66 bridge and other buildings around Kirkby Thore. Kirkby Thore will be accessible via the existing junction at Temple Sowerby and the old A66 which would be connected to the local road network.

**Easi of Trout Beck, the route would pass through Bridge End Farm, requiring the demolition of some farm buildings, and behind the petrol filling station, running parallel to the existing A66.**

The Orange Route would then follow the line of the Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

As this route mostly follows the existing A66, we'd need to build a number of new connections and local roads to allow local traffic to use the current A66 between Appleby and Temple Sowerby.

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# Red Route

The Red Route would also include a new bypass north of Kirkby Thore between the village and the gypsum works, a new bypass to the north of Crackenthorpe and a number of new junctions and improvements.

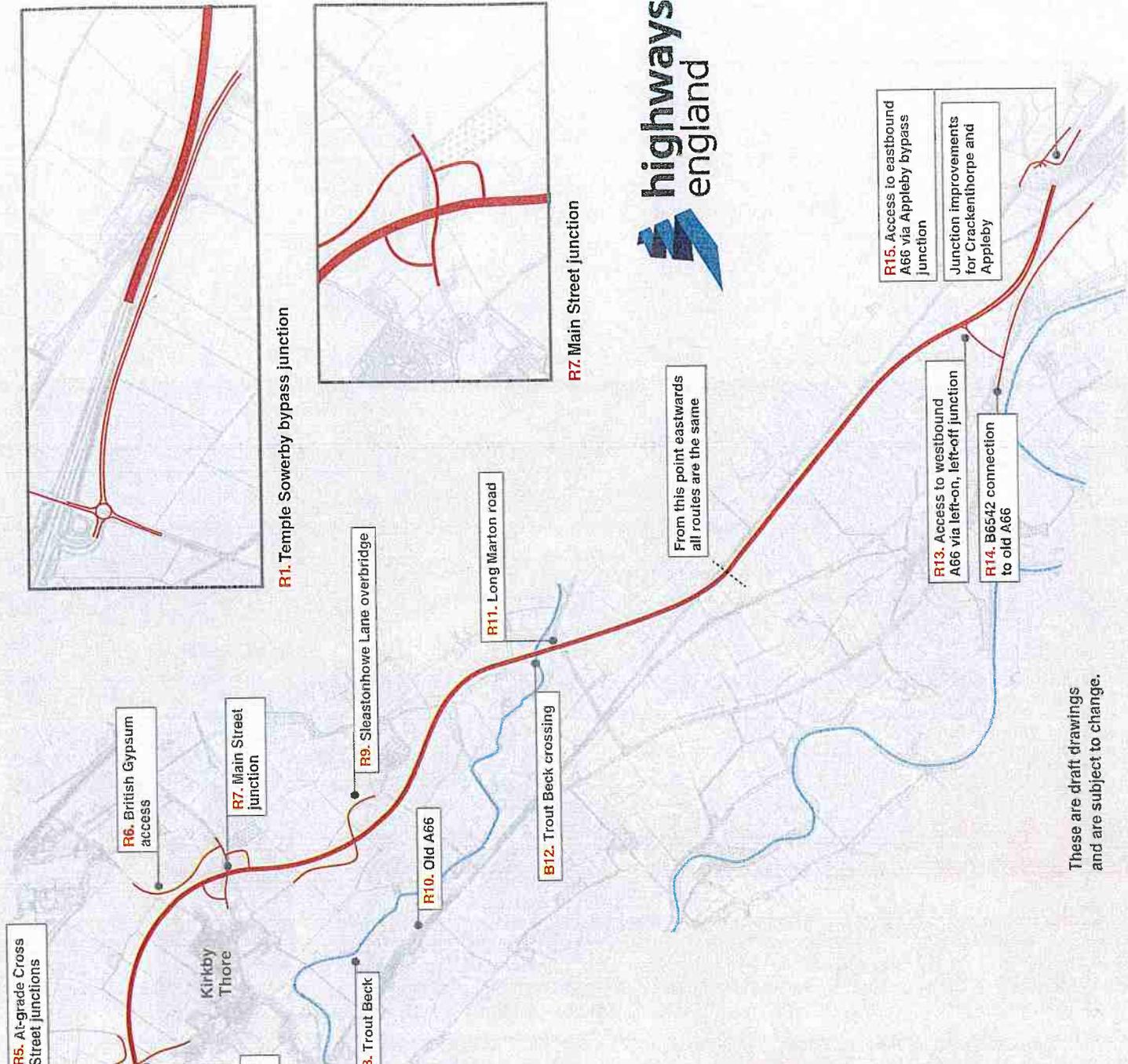
Following the line of the Preferred Route, the Red Route would travel in a north-easterly direction from the end of the Temple Sowerby Bypass. It would then cross over Priest Lane and under Station Road, before turning south after passing north of Kirkby Thore village.

The route would pass under Main Street (where we'd build a new junction) and under Sleastonhowe Lane before turning eastwards. The road would then run parallel to the existing A66, to cross over Keld Syke followed by Trout Beck and its associated floodplain. This would be approximately 500m further east than the Preferred Route.

After crossing Trout Beck, the Red Route would head south east to re-join the line of the Preferred Route (near Crackenthorpe) as it follows the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

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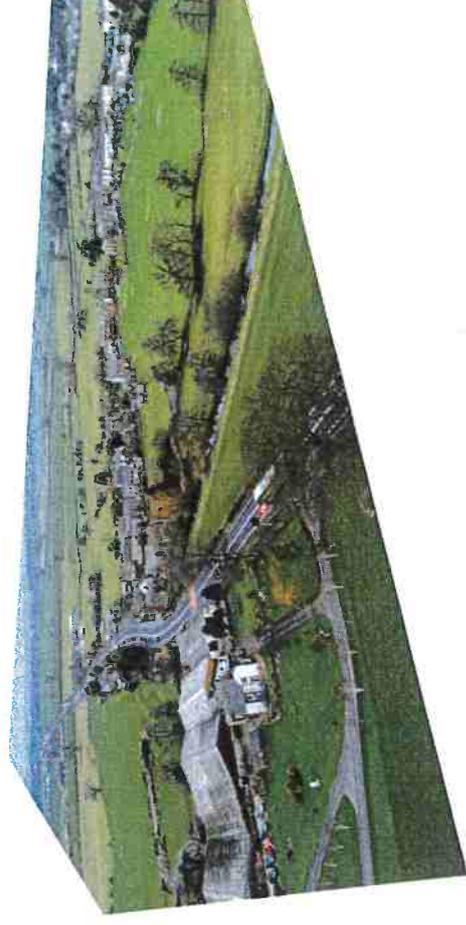


These are draft drawings and are subject to change.

# What happens next?

If our assessment work identifies further improvements deliverable enhancements to the Preferred Route at Kirby Thore and Warcop, we'll consult on any further options as part of our consultation later this year. Your views are really important to us and this will provide you with the opportunity to understand these routes better and have your say about them.

After the consultation period, we'll analyse the responses and finalise our surveys and design work. By the end of the year, we're aiming to tell you which of these routes we'll take forward as part of our Development Consent Order. This is the planning approvals process for major work like the A66 Northern Trans-Pennine project



The A66 Project is planned to start work on site in 2024. If you have any specific questions, you can contact us by email on [A66NTP@highwaysengland.co.uk](mailto:A66NTP@highwaysengland.co.uk) or call us on **0333 090 1192**.

For more information on the A66 Northern Trans-Pennine project please visit our website: [www.highwaysengland.co.uk/A66-NTP](http://www.highwaysengland.co.uk/A66-NTP) and follow us on Twitter @A66NTP

## Minutes of Meeting

### A66 NTP

#### A66 Kirby Thore Options Heritage Discussion

**Purpose of Meeting:** A66 Discussion on Kirby Thore Heritage Options  
**Location:** MS Teams  
**Time/Date:** 06-07-21 at 15:00-16:00  
**Attendees:**

- ██████████ – A66 Heritage Topic Lead at Amey/Arup
- ██████████ – A66 Heritage Topic Deputy at Amey/Arup
- ██████████ – A66 Environmental Stakeholder Deputy at Amey/Arup
- ██████████ – Inspector of Ancient Monuments for the North West at Historic England
- ██████████ – Historic Environment Officer at Cumbria County Council
- ██████████ – Principal Archaeologist at Durham County Council
- ██████████ – Conservation Officer at Eden District Council
- ██████████ – A66 Environmental Lead at Amey/Arup

**Apologies:**

- ██████████ – Principal Cultural Heritage Advisor at Highways England
- ██████████ – Regional Lead at WSP on behalf of Eden District Council

**Circulation:** All

Item	Minutes	Actions
1.0	Introductions	
1.1	██████████ noted apologies for ██████████ (Highways England) and ██████████ (WSP on behalf of CCC and EDC). Minutes will be issued to all parties.	
2.0	Current Options	
2.1	██████████ confirmed the meeting was to discuss the options at Kirby Thore and seek agreement to the approach to ensuring a robust evidence base for the ES.	
2.2	██████████ presented three alternative options (Red, Blue and Orange). Orange is closer to current A66 alignment than Red and Blue. It was noted that there are some sections of the options which have not yet been surveyed due to landowner access constraints.	
2.3	██████████ highlighted that trenching is proposed where all of the options align (west and north of Kirby Thore and at the southern end of the scheme) as this is the common area within each boundary. ██████████ added that these are proposed to be completed this summer and the remaining areas to be completed once an option has been selected.	
2.4	██████████ noted that focusing on common areas prevents abortive work until an option is selected and that in addition to trenching a second phase of geophysical survey will be undertaken to cover all options.	

Item	Minutes	Actions
	A preferred route is unlikely to be chosen until after statutory consultation in October 2021.	
3.0	<b>Questions</b>	
3.1	█ asked if outstanding landowner access has now been agreed. █ noted that the team is working closely with the landowner to facilitate access. Land access takes around three weeks from nomination of the selected land parcel.	
3.2	█ is in the process of agreeing contracts with sub-consultants to complete surveys. At this time surveys will only be possible on pasture areas due to arable land being under crop.	
3.3	█ both raised that they wished the surveys team to first meet with █ (Historic England) to agree methods. █ agreed that a meeting would be useful.	█ to arrange meeting when survey teams appointed
3.4	█ asked for the percentage of un-surveyed area. Although not confirmed, █ noted that geophysical surveys will be completed for the ES and █ noted trenching for the selected route is unlikely to start until November / December time (weather-dependent).	
3.5	█ recommended that targeted trial trenching be conducted based on anomalies in the geo-phys data to de-risk. █ further clarified that the full suite of trenching is required, but to inform option selection a smaller number could be completed. █ confirmed this was the preferred approach subject to agreement with all parties. █ confirmed Historic England support for a targeted approach.	
3.6	█ noted that recent surveys around Kirby Thore resulted in unexpected finds and that survival beneath the current carriageway was much better than expected.	
3.7	█ reiterated that Historic England would want to agree first on the surveys team approach to geo-phys.	
3.8	█ asked if there are any other non-intrusive techniques that could be used by the survey team. █ raised that geo-chemical surveys proved useful on HS2. █ will investigate.	█ to investigate geo-chemical surveys applicability
3.9	Remote sensing report needs to be refreshed following opening of Aerial Photography libraries and delivery of project-specific drone survey.	█ to review remote sensing report
3.10	█ requested trench arrangements be issued. █ confirmed they would be issued following minor amendments.	█ to issue trenching arrangements.
4.0	<b>AOB</b>	
4.1	█ noted that outline programme for procurement of trenching will also be shared. █ to circulate minutes.	█ to circulate minutes and trenching procurement timeline.



Regards,  
Tim and Emma

Tim Nicholson

Partner RK&GF Nicholson  
Director Cactus Tree Guards LTD

On 26 Aug 2021, at 17:43, Rachel Smith <[REDACTED]@cjassociates.co.uk> wrote:

Dear Tim

Further to our recent discussion about the alternative routes in the Kirkby Thore area, I wanted to get in touch and update you on the latest developments in the design process.

As you know, we have been undertaking a wide range of surveys and investigations and that process is still ongoing to an extent. We are currently finalising the draft evidence from the assessments carried out. However, while this information is still in a draft format it is sufficient for us to decide on a preference between the routes proposed in our recent engagement work (including the event you attended at the Memorial Hall).

In order to ready ourselves for the statutory consultation next month we will be taking forward this preference to the public consultation starting on 24 September 2021. Our preference is for the blue route which is a development of the preferred route announced in May 2020.

It is the intention that both Eden District Council and Cumbria County Council will also be looking to review this selection process to reaffirm this preference as part of their independent due diligence.

We would welcome the opportunity to meet with you to discuss options and next steps. If you would like to have this meeting please could you advise of your availability w/c 6.9.21.

Kind regards,

Rachel

## A66 Northern Trans-Pennine project consultation

### A date for your diary

We'll be launching our consultation on our proposals for the **A66 Northern Trans-Pennine project** on **Friday 24 September 2021**.

Consultation starts  
9am on 24 September.

This will be your opportunity to learn more about our plans for dualling the A66 and to view our proposals in more detail.

#### Find out more:

All our consultation materials, including our consultation brochure, will be available online via our dedicated A66 Northern Trans-Pennine project website once consultation launches on 24 September 2021. In addition, we will be hosting a series of drop-in sessions. The table overleaf outlines when and where you can come along to speak to a member of the team.

If you can't make the events or don't have access to the internet you can call us on **0333 090 1192** to request a hard copy of our materials. **Please call by Friday 3 September** to make sure you receive them in time.

In addition, we will:

- Provide **hard copies** for viewing in public buildings along the A66 such as local libraries. Please refer to our website and press advertising for more information.
- Host an online **virtual consultation room**.
- Run **webinars** and a **telephone surgery**, enabling you to discuss your questions with a member of the team.

Please check our website for the latest information: [highwaysengland.co.uk/a66-NTP](http://highwaysengland.co.uk/a66-NTP)

#### Email or call us for more information:

Email: **A66NTP@highwaysengland.co.uk**

Phone: **0333 090 1192\*** (Phone lines are open between Monday to Friday between 9am-5pm, or leave us a message and we'll call you back).

Follow us on **Twitter** to stay up-to-date with the latest news and project updates: **@A66NTP**

\*Standard call rate applies.

**A66 Northern Trans-Pennine Project**

**SCHEDULE OF SURVEYS REQUIRED BY HIGHWAYS ENGLAND**

**Property:**

**Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL) – HMLR CU255362**

**Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL) - HMLR CU268006**

**Alternate Land Description - Land surrounding "Trout Beck"**

<b>Survey Type</b>	<b>Start</b>	<b>End</b>	<b>Areas of Land</b>	<b>Comments</b>
River Modelling	April 19 <sup>th</sup> 2021	April 30 <sup>th</sup> 2021 (initial survey). Further surveys might be required throughout 2021	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)	Potential for numerous visits to conduct flood modelling, geomorphology surveys and drainage. Extent of work and timeframes may change once initial survey has been undertaken. Geomorphology channel survey (April) Geomorphology walkover survey (April)
Modular River Physical Survey (MoRPH) (river condition for BNG) and fluvial geomorphology walkover surveys	April 2021	June 2021	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)	These will support the hydrological habitat modelling which will underpin the Habitat Regulation Assessment.

Phase 1 Habitat survey	April 2021	June 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	UK Habitats (including for Biodiversity Net Gain) and National Vegetation Classification.
Specific macrophyte vegetation	May 2021	August 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	Surveys in May and potentially August in line with Special Area of Conservation (SAC) condition monitoring / River Invertebrate Prediction and Classification System (Rivpacs) assessment.
Environmental DNA (eDNA) survey for various aquatic and riparian receptors	April 2021	June 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	<p>Environmental DNA (eDNA) survey for various aquatic and riparian receptors</p> <ul style="list-style-type: none"> <li>• eDNA for great crested Newts (Mid March – End of June),</li> <li>• eDNA White clawed crayfish (March-May), and</li> <li>• Fish (March-April)</li> </ul>

White-clawed crayfish surveys	July 2021	August 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	
Invertebrates	April 2021	April 2022	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	Periodical assessments of both habitats and specific invertebrates, across notable species life cycles
Amphibians	April 2021	June 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	Assessments of riparian features for amphibian habitat suitability, and observations of specific amphibian species.

Freshwater Assessments	April 2021	June 2021	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)	Assessments of riparian features for amphibian habitat suitability, and observations of specific amphibian species.
Aquatic macroinvertebrates	April 2021	November 2021	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)	
Fish and lamprey surveys. Standard SAC condition monitoring electric-fishing for:	June 2021	September 2021	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)	Standard SAC condition monitoring electric-fishing for: <ul style="list-style-type: none"> <li>• Salmonids (June-July 2021),</li> <li>• Bullhead (August-September 2021) and</li> <li>• Lamprey (juvenile)(August-September 2021)</li> </ul>
Terrestrial invertebrate surveys for river shingles and sandbanks.	April 2021	June 2021	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)	
Mammals (Bait Marking – Badgers)	April 2021	June 2021	<b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL) <b>HMLR CU268006</b>	21 consecutive days (incl. weekends)

				Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)	
Mammals (Otter & Water Vole)	May 2021	July 2021		<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	<p>May - Walk-over scoping, and placement of camera traps</p> <p>June - Walk-over scoping and replacement of batteries/memory cards in Camera traps</p> <p>July - Walk-over scoping and removal of camera traps</p>
Breeding Birds	April 2021	April 2022		<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	<p>Various pre-determined transects walked from sunrise until completion, logging bird sightings and assessing bird behaviour.</p>
Topographic Surveys	April 2021	June 2021		<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b></p>	<p>Assessments on private land likely limited to topographic infill (on-foot surveys using static control equipment), and/or UAV drones.</p>

			Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)	
Geophysical Surveys	May 2021	June 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	To inform the need for further assessment.
Drainage surveys	April 2021	July 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b> Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	To establish location of drainage features and identify confirm routes of existing drainage runs.
Photography	April 2021	June 2021	<p><b>HMLR - CU255362</b> Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b></p>	There will be likely requirement for viewpoint photography from publicly accessible locations.

			<p>Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	
<p>Other non-intrusive environmental, drainage, land, landscape and traffic surveys in relation to the A66 NTP Project.</p>	<p>April 2021</p>	<p>June 2022</p>	<p><b>HMLR - CU255362</b>  Land at Sleastonhow Farm, Kirkby Thore, Penrith (CA10 1XL)</p> <p><b>HMLR CU268006</b>  Land adjoining Sleastonhow, Kirkby Thore, Penrith (CA10 1XL)</p>	

## **2021/131.1 Applications**

None

## **2021/131.2 Decisions**

None

It was noted that the status of planning application 21/0571 LAND OPPOSITE METHODIST CHAPEL KIRKBY THORE PENRITH CA10 1UH: Reserved Matters application for access, appearance, landscaping, layout and scale, attached to approval 18/0396 had been changed to withdrawn however the parish had not been notified.

## **2021/132 Outside Body Reports**

LB reported that Kirkby Thore Memorial Hall Committee had met but she was unable to attend on this occasion.

## **2021/133 Highways Matters**

### **2021/133.1 A66 Dualling Consultation**

It was confirmed that the consultation would run from 24 September through to 23 October 2021. Councillors discussed the best way to support the local community in this consultation process. Feedback was taken from the residents present at the meeting.

Resident at the meeting reported that Highways had communicated that the blue route was to be the preferred route. It was not clear if this would be the only route that is consulted upon. The clerk was asked to request some clarity from Highways.

**Action: LN**

It was agreed that the Parish Council would take comments from residents about the plan through public participation at the October meeting of the Council. Proposed date of 12<sup>th</sup> of October 2021. Councillors agreed to hold an event to assist residents in completing the forms. It was felt that the parish could have most impact on the plans by more residents responding to the consultation.

**Resolved: Clerk to contact Highways**

**Action: LN**

### **2021/133.2 A66 Walkway Hedge**

The hedge had now been trimmed back

**Resolved: to receive the information**

### **2021/133.3 A66 Bus Stop Bin**

No action has been taken. Clerk to chase with Eden District Council

**Resolved: clerk to contact EDC**

**Action: LN**

## **2021/134 Footpath Matters**

It was reported that FP336014 British Gypsum to Hale Grange was impassable due to culverting works on a stretch of the adjoining stream.

**Resolved: to receive the information**

## **2021/135 Village Amenities**

### **2021/135.1 Parish Seats**

The draft specification for the required materials was approved. Three quotations for the work to be sought.

**Resolved: to receive the information**

Comparison of community and environmental factors 5

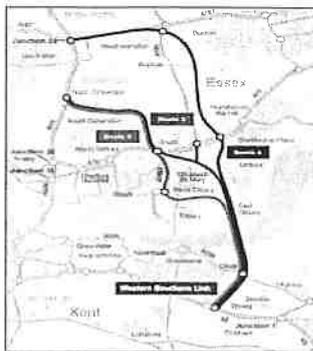
Feature	North of river			South of river	
	Route 2	Route 3	Route 4	Western Southern Link	Eastern Southern Link
Air quality	Limited impact on air quality immediately adjacent to the routes but improved air quality at Dartford			Limited impact on air quality immediately adjacent to the routes but improved air quality at Dartford	
Noise	All routes include noise disturbance for properties close to the existing Dartford Crossing. Has the greatest impact in terms of noise disturbance as the route is closer to more densely populated areas.			Reduced noise disturbance for properties close to the existing Dartford Crossing. There is little to differentiate between the Eastern and Western Southern Links in terms of noise.	
Biodiversity	Routes 2 and 3 have lower impacts on ecological sites than Route 4.		Greatest impact on ecological sites.	Affects Claytane Wood ancient woodland and Shorne and Ashenbank Woods SSSI**	Affects areas of ancient woodland and local wildlife sites east of Shorne and Great Crabbles Wood SSSI**
Landscape	Routes 2 and 3 run through greenbelt in Thurrock.		Route 4 runs through greenbelt in Thurrock and Brentwood.	Lesser area required within the Kent Downs AONB***	Greater area required within the Kent Downs AONB***
Cultural heritage	Requires land within West Tilbury conservation area and scheduled monuments. Potential impact on listed buildings.	Requires land within a scheduled monument. Potential impact on listed buildings. Avoids conservation areas. Has the least impact of Routes 2, 3 and 4.	Runs through Thorndon Park, a Registered Park and Garden and conservation area. Potential impact on listed buildings.	Potentially impacts the setting of listed buildings. Route is close to but not in the conservation area of Thong.	Potentially impacts the setting of listed buildings. Route is close to but not in the conservation area of Shorne.
Properties*	9 residential 3 agricultural	14 residential 22 traveller plots 3 agricultural	14 residential 9 commercial 3 agricultural	4 residential 3 commercial	10 residential 2 commercial

\*Properties along the route require demolition, £4401.00 (preliminary illustrative route design) \*\*SSSI = Site of Special Scientific Interest \*\*\*AONB = Area of Outstanding Natural Beauty

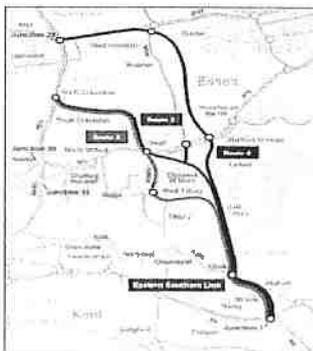
6. No comparison done for Location A on cost, benefits or journey times

Comparison of costs, benefits and reductions in journey time

6



Features	Western Southern Link with		
	Route 2	Route 3	Route 4
Estimated cost (nominal)	£4.1 - £5.8 billion	£4.1 - £5.7 billion	£4.4 - £6.2 billion
Adjusted benefit cost ratio*	3.1-2.2	3.1-2.2	2.9-2.1
Value for money*	High	High	High
Reduction in journey time between junctions 3 and 28 on M25 using the Dartford Crossing	3 mins southbound, 4.5 mins northbound	3 mins southbound, 4.5 mins northbound	3 mins southbound, 5 mins northbound
Reduction in journey time between M2 junction 4 and M25 junction 28 using new crossing at C	9 mins	10 mins	9 mins
Route length	13.8 miles	13.3 miles	15.9 miles



Features	Eastern Southern Link with		
	Route 2	Route 3	Route 4
Estimated cost (nominal)	£4.3 - £6.0 billion	£4.3 - £5.9 billion	£4.6 - £6.4 billion
Adjusted benefit cost ratio*	3.3-2.4	3.4-2.5	3.1-2.2
Value for money*	High	High	High
Reduction in journey time between junctions 3 and 28 on M25 using the Dartford Crossing	3 mins southbound, 4.5 mins northbound	3 mins southbound, 4.5 mins northbound	3 mins southbound, 5 mins northbound
Reduction in journey time between M2 junction 4 and M25 junction 28 using new crossing at C	11 mins	12 mins	11 mins
Route length	14.7 miles	14.2 miles	16.8 miles

\*As determined by Department for Transport and Government guidelines

# Temple Sowerby to Appleby – Kirkby Thore

More information on this section can be found in the consultation brochure.

**Q3(a) Do you agree with our preferred alignment for this scheme?**

Yes  No  No preference

**Q3(b) Please provide any information that supports your answer above.**

**Q3(c) Please share any additional comments you may have on the Temple Sowerby to Appleby – Kirkby Thore proposal. Below is a list of key topics you may like to consider when sharing your comments. Please use these topics as headings throughout your response.**

- |  |   |
|--|---|
| ■ Construction                                 | ■ Land ownership  |
| ■ Costs and funding                            | ■ Traffic, transport and junctions  |
| ■ Engineering design                           | ■ Walking, cycling and horse-riding   |
| ■ Environment (including comments on the PEIR) | ■ Other (such as any additional important local knowledge relevant to the scheme) |

**Inadequacies of the  
A66 consultation  
process**

**Specifically,  
the Temple Sowerby  
to Appleby scheme**

**Text in red is taken from NH own documents**

## **Introduction**

**Government guidance on the principals of good consultation include:**

### **1a) Consultations should be clear and concise using clear English and avoiding Acronyms**

The consultation documents are extremely technical and in no way user friendly or accessible to members of the public. Despite numerous requests made by individuals and the Local Parish Council for the provision of a clear and understandable summary setting out the pros/cons of each route, in a way the public can understand, the information was never summarised. Only those motivated to locate information within documents such as the PIER would have been able to locate this information. Basic information such as noise levels, distance road would be located from village, costs of each option, pollution, duration of build, impact on landscape and impact of the residents of Kirkby Thore (due to blight on properties) has not been made available and are poorly understood as a result.

### **b) Consultations should be informative and include key information cost and other benefits attached to each option**

The key information has been buried in technical documents and even statutory consultees do not understand the pros/cons of each option. National Highways (NH) declared a preferred option in May 2020 (at the height of the pandemic) and all material released by NH since they announced the preferred Northern route has made its preference clear. This has led the public to conclude the decision was made and caused the public to disengage from the process a full 18 months before the Statutory consultation opened in September 2021 and before provision of key information on Costs etc.

NH have failed to provide key information to assist comparison on cost, carbon impact, length of route, increased travel time and safety. This remains the case, even after Freedom of Information requests and requests from the local MP. NH state that no costing analysis of the route alternatives have been made. They state costs comparisons between route options is not a major consideration. NH's only consideration is whether NH remain within its allocated budget of 1.2 billion. – **Reference – Meeting with Lee Hillyard and Monica Corso-Griffiths (meeting at Llama Karma Café project hub on 30/03/2021).**

### **c) Consultation is only part of the process**

NH are required to be open and collaborative for duration of the project. This duty is even more pressing in the project speed environment but instead they have failed to work openly with any consultee or landowner who challenges its decision making.

For example, they have purposefully excluded Friends of the Lake District. Friends of the Lake District represent Campaign to Protect Rural England (CPRE) in Cumbria. There has been a total failure to respond to regular letter sent by Dr Kate Wilshaw asking to attend meetings so that input could be given on Landscape issues.

### **d) Consultation should be targeted**

NH have failed to understand the dispersed nature of the rural communities living along the A66. They have adopted a consultation technique unsuitable for a rural community. The practice of consulting only villages within a limited distance of the A66 itself has meant that most Parish councils in the area have not been consulted. Only those villages which are located on the A66, such as Kirkby

Thore and Warcop, have been directly consulted. NH have not held information evenings in other villages to seek views on how the road alignment or upgrade to Dual Carriage way is viewed. In failing to do so they have limited responses sought and the range of views sought. Villagers (who do not live in immediate proximity to the road) have not felt consulted. Issues such as loss of night sky, increased noise levels in the AONB, impact on tourism and landscape are issues relevant to villages further away but there is no outlet for people who wish to express these views through a formal channel such as a Parish Council.

**e) Consultation should take account of the groups being consulted**

Charites and all stakeholders should be consulted in a way that is likely to produce engagement. Time should be given to reflect when staffed by volunteers. Consultation should not occur during holiday periods when people are less likely to respond.

This guidance has been ignored. Engagement events for villages took place just as Covid restricted ended and during summer holidays when attendance was likely to be lowest and peoples focus was simply on the ending of covid restrictions. The Statutory Consultation for the A66 has been remarkably short when compared against other smaller projects and several Statutory Consultees (including Cumbria County Council) asked for an extension.

No assistance was given to Parish Councils to formulate a response or to help parish Councils understand very technical documents. Requests made by Kirkby Thore parish Council for a Public meeting to properly explain the implications were ignored.

It is unclear what further information has been provided to Non-Statutory Consultees post the Statutory Consultation. Parish Councils were given no advance warning of Supplementary Consultation and have not responded as a consequence.

## **2) Failure to provide information/consult on Project Objectives – As described in Route Development Report**

### **A) Safety**

NH assert that it is necessary to dual the entire length of the A66 to improve safety but have declined to provide any evidence to support this assertion. This includes refusing FOI request on whether the installation of average speed cameras has reduced accidents at Kirkby Thore or the provision of a comparison for accidents along single road carriageway versus dual carriageway sections of the A66.

NH have failed to respond to similar requests made by Friends of the Lake District which is an example of how they fail to engage with agencies or charities who challenge them.

In meeting with Landowners NH gave assurances they would consider upgrading the existing road, but no single carriageway alternative was put forward for consideration. It was only within the Route Development Report prepared for Statutory Consultation that the existence of a Purple single carriageway option was revealed. This option was never disclosed. It was discounted as it would not fulfil the project requirement for 70mph dual carriage way. However, the public and others were not given an opportunity to respond on this.

Reference is made to Senior Planning Sift Minutes (Attendees redacted) which took place on 21 April 2021. These minutes were obtained after significant pressure and delay via a FOI request. The Purple route is described as having safety issues due to Driver Behaviour if this were the to be the only section which was not dualled. There is no acknowledgement of the fact this section is already subject to average speed cameras which have been enormously successful. Suggestions to extend this have not been responded to. This route is discounted in a short meeting with no input or even awareness that it existed

Even the attendees acknowledge that the public are not aware of this route. In discussions about the Cost implications of the Northern Route (described as 80 million more as 800 metres longer) it is stated that **“Non – Statutory consultees support the northern route as it removes HGVs from the village, but concern was raised that the respondents didn’t necessarily appreciate the environmental impacts of the route to the north. It was suggested for this reason that the Purple Route might be well received by the Public.”** THE PUBLIC HOWEVER WERE NEVER INFORMED OF THIS ROUTE

### **b) Connectivity**

The village of Kirkby Thore was not given full information about how the various route options will impact on connectivity with local villages and access to recreational amenities within the village including simple activities such as dog walking. No visual examples were provided pre consultation, so people were left to respond without full information.

This concern was raised by the Parish Council but ignored. Instead, NH have focused on registered footpaths and input from Statutory Consultees. The suggestion that the old A66 can become a route for walkers and cyclist does not address the loss of amenities to the village.

NH have not included any proposal about how they would improve Walking/Cycling within the Statutory Consultation. Instead, section 13 of the PIER simply recounts the PROW’s which exist rather

that what they would propose. People are asked to express views but are being asked to do so in a vacuum.

The Consultation on Walking/Cycling was done separately in a mini-consultation 6 months later in March 2022. Kirkby Thore Village has received no information on this and only a few motivated people will have responded. PINS is referred to separate letters sent directly to PINS on this issue by Transport Action Network and Friends of the Lake District.

It is also the case that a proposal by EDC to upgrade part of the old railway line to improve walking and cycling is dependent on the proposed land being within the DCO and this is not guaranteed. EDC have not sought to speak with the Landowners concerned as to their position on this.

The DCO line at the point of the Statutory Consultation is believed to have reduced significantly but again this has not been made public and how this may impact on the provision of Walking and Cycling is unclear.

### **c) Economy**

Eden District Council (hereinafter referred to as EDC) assess the Gypsum mine as having a limited lifespan. This is common knowledge locally and has been confirmed by Gypsum Representatives. Gypsum is now imported from Spain to the plant at Kirkby Thore due to the dwindling supply. As the traffic generated by Gypsum is one of the major factors influencing route selection (see all publication produced by NH and Sifting Minutes) disclosure as to how long the Gypsum mine will remain viable is relevant. This has been entirely overlooked and never formed part of the consultation.

It is also the case that British Gypsum state within their transport policy an intention to shift transport from road to rail and are uniquely positioned to do so. Although British Gypsum already use the Settle-Carlisle railway to transport imported Spanish gypsum from Hull docks to Kirkby Thore the parent company have a stated intention to reduce carbon by transitioning to rail. Using the available rail network is a more proportionate response to the problem of Gypsum traffic passing through the village of Kirkby Thore, than surrounding the village with a 70mph road. It could be encouraged by changes to their planning permission granted by EDC. It would also be in keeping with the Government objective to shift freight to rail to help reach the net zero target.

### **d) Tourism**

Despite traffic associated with tourism being cited by NH as a major factor in the need to dual the A66, it is now known that NH have not consulted with the Lake District National Park. The chief Executive of the National Park, Richard Leafe, was approached as to the Parks transport plan. He advised that the park had not been approached to prepare a statutory response and have not been involved in any of the meetings. Richard Leafe expressed surprise at the reliance placed upon tourism travelling to the National Park by NH to justify further road building, given the Parks objective of dramatically reducing car-based travel and encouraging visitors to use rail. The National Parks target to cut traffic appears to have been overlooked by NH.

### **e) Environmental Noise and Landscape**

Former NH head of project, Matt Townsend, gave a commitment to consider the production of a 3D model providing a visual representation of the route options prior to Statutory Consultation. The

intention was to allow residents of Kirkby Thore, and all interested parties, to see a proper representation of how the route options would impact the village of Kirkby Thore. This would have assisted understanding of issues such as noise impact, air pollution, landscape and proximity of road. This did not materialise.

The sound labs provided an average sample of noise over a 24-hour period. It was not an accurate assessment of peak time and quiet times. The examples given were from points where noise was likely to be less (in a cutting) and not points where it would be at its worst. This was a manipulation of information and at no point were attendees informed that more properties would be impacted by noise than is currently the case.

No explanation was given as to which properties would be adversely affected by one route over the other

#### **f) Landscapes**

NH have not engaged with CPRE/ Friends of the Lake District on Landscape issues.

Fellside villages such as Long Marton, Dufton and Milburn have not been consulted on the encroachment in the setting of the AONB due to the limited geographic area over which NH consulted.

EDC and CCC have both recommended Consultation with the Yorkshire Dales National Park and Lake District Park as the route of the A66 lies between both and the changes could fundamentally impact this landscape. It also recommends consultation with the North Pennine AONB. None of this happened before the Statutory Consultation and Landscape Surveys only commenced after the Statutory Consultation taking place between 26<sup>th</sup> February and 29<sup>th</sup> April 2022. The Survey ended 17 days before the date NH planned to submit its DCO which gives little time to consider the findings let alone distribute and consult.

**See Attached Annex for Schedule of Surveys.**

#### **g) Reliability**

The possibility of disruption on the A66 resulting in Kirkby Thore village and surrounding roads becoming a rat run due to the siting of a junction of the head of Kirkby Thore village has not been disclosed to the Village or consulted on. This was acknowledged by Paul Carey (lead designer) during a meeting in May 2022. NH are aware this is a problem but as is often the case their response is "we are where we are."

### 3.The Consultation Process

#### Time period –Summer 2019 2019 -May 2020

##### (A)Formulation of Route Options

It is entirely unclear what assessment was undertaken to decide on routes at this early stage. NH have refused to disclose any information even in response to legal letters or FOI requests. There was no consultation with landowners at this stage. Visits to landowners did not take place until late 2020/Jan 2021. It seems that NH simply adopted the old routes from 2003.

The Route Option report acknowledges at 3.5.6 (page 11) **that those who engaged with and responded to the consultation demonstrated that there was overwhelming support for the need to make improvements to the A66, although it is acknowledged that this is not necessarily representative of those stakeholders who did not engage with or respond to the Consultation.**

This can be taken as NH itself recognising that from the outset it existed in an echo chamber. It had already ceased inviting /engaging with stakeholders/landowners who may oppose its view to the extent that it has no choice but to acknowledge it

##### (B)The Consultation Brochure - Level of engagement / Poor advertisement.

The consultation booklet on route options was only sent to residents within 250 metres of the A66.

**The brochure was mailed to all residents living within 250m of the A66 between the M6 junction 40 and the A1(M) at Scotch Corner to arrive on the first day of consultation .**

This is undoubtedly an inadequate approach to consultation. Very few residential properties are located within 250 meters of the A66, due to the disadvantages of living beside a major trunk road. Very few of the people who will be impacted by an infrastructure project, which could take a decade to complete, and which has been contemplated for close to 20 years, actually live within 250 metres.

At Kirkby Thore the route ultimately selected travels away from the existing A66 so people up to 1km away from the existing road would be within 250 of the new road. Failure to account for this meant many people, including landowners who now face DCO were not consulted at this point.

It is also the case that people are motivated to respond only when they have detailed information to respond to. At this point there was no information as to the impact of the routes and what each would involve. People were being asked to respond in a vacuum. Any responses received were poorly informed and based on limited information.

### **(c) Inadequate Information for Route Option Consultation- 2019**

The Route Development Report advises that Environmental, Engineering, Safety, Economic and Costs analysis assessments were undertaken before the Public Consultation in 2019 as **Desktop surveys** to inform the choice of routes put forward. None of this information was within the Options Consultation Brochure or available to the Public. To allow informed decision making on choice of Route Option it is essential, (as is clear in other Option Consultation Brochures) to see detailed summaries on each route option as follows;

Estimated Cost

Cost benefit Ratio/Value for money

Increased/decreased Journey time (no of minutes)

Route Length (by distance in meters)

Landscape impact

Noise

Air/quality

Properties destroyed (by number)

Cultural Heritage

Biodiversity

Detailed map

Carbon/Climate

None of this appeared and several of these studies had not been conducted. Instead, NH lifted the route options from 2003 and reused them without considering how the attitudes of society may have developed on issues such as climate, road noise or pollution.

Only 854 responses were received for the **entire route** and only 764 of these were from the Public. The A66 project is one of the biggest infrastructure projects in the country. It is effectively 9 schemes. This level of response should have been considered low for even one section.

The lack of response should have triggered an awareness that the public were not being reached. The lack of responses is directly attributable to the fact that the Public Consultation was poorly advertised and as this point there was a total void of information to cause people to respond.

### **(C)First Consultation Events**

The Initial two consultation events were inadequate and poorly advertised. Leafletting advertising the events were limited to 2.5 km of the road. The extension of the boundary for leaflet distribution regarding the Public events did not mean these people then received the Consultation brochure. The matter was further confused by a change of date – see below

Two planned consultation dates at the start of the programme were moved to accommodate a consultation launch event attended by the then Secretary of State for Transport, Chris Grayling. An updated project flyer with the amended dates was therefore produced and distributed to all

households within 2.5km of the A66 between the M6 junction 40 and the A1(M) at Scotch Corner (See Map 3 for distribution area)

#### **(D)Further Consultation Events – Failure to hold consultation at Kirkby Thore/Biased involvement with Kirkby Thore Steering Group**

After the initial two consultation events NH held twenty-one consultation events in May 2019 including one for employees at Centre Parcs. **They did not hold a consultation events in Kirkby Thore** but instead attended at Kirkby Thore Primary school to speak with Children. No event was held for adult residents

Kirkby Thore is one of only two villages on the A66 directly impacted by the project. The failure to hold an event in the village before choosing a preferred route, whilst engaging with the Kirkby Thore Steering Group (a group established by residents who reside in homes adjoining the A66 and who have campaigned for a bypass with a clear agenda) is indicative of bias. The lack of a consultation event meant residents of Kirkby -Thore had no opportunity to ask questions or seek information before the Preferred Route announcement in May 2020

NH was therefore not challenged on their route selections and avoided questions about noise, proximity and pollution or other features associated with the various routes. It is significant that no Consultation Event took place at Warcop, which is the other village impacted.

It is also relevant that in the 3 months before the Preferred Route Announcement, the Country was in lockdown and people were homebased. NH acknowledges that they decided on route preference prior to the completion of several surveys. Residents of the village did not actually note any surveys being undertaken prior to the PRA. It is now known that the surveys were completed primarily as desktop surveys.

#### **Low response Rate**

Only 854 responses were received for the entire route and only 764 of these were from the Public. The A66 project is one of the biggest infrastructure projects in the country. The lack of response should have triggered an awareness that the public were not being reached. The lack of responses is directly attributable to the fact

### **3.1 Spring 2020**

#### **(a)Options Consultation Report & Preferred Route announcement documents. See annex for extracts**

##### **Misleading and Biased Descriptions**

Despite purporting to give a neutral description of the two options NH preference is clear within these documents. The statement that 4 new bridges will be required (which are then listed) indicates the fixation on Option E.

Four new bridges will be required over the existing road network at:

- New Kirkby Thore junction, north of the village
- Station Road
- Main Street
- Sleastonhow Lane

It would also require a new bridge over Trout Beck just before the new road returns to the original alignment.

The necessity for 4 bridges (which is reality was 5 as the largest span bridge is the one required to cross the Troutbeck) only applies to northern options. In stating these bridges as being necessary, rather than only relevant to northern Option E, NH indicate fixed thinking and a clear indication of the lack of attention they were giving to other routes. No indication of the structures required for the southern route was mentioned. The southern Route would require one bridge

The description of route options in the Consultation brochure indicates a clear preference by Highways. The text describing each route is set out below.

Option E (northern bypass) A new dual carriageway bypass to the north of Kirkby Thore as an extension of the current Temple Sowerby Bypass. It will pass through several fields to the west and then travel away from the village to the north and east. It will mostly be built along a route which is generally lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village. An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of heavy goods vehicles moving through the village

The negatives of Option E are not stressed such as

- Additional underpasses
- 5 bridges
- Demolition of properties
- Loss of farmland
- Longer/more expensive route
- Increased noise/air pollution to more properties
- Proximity to school
- Cost (Already understood to be 80 million more than the Southern Option F route)

**Option F (Northern Route) includes following positive references**

- Travels away from the village
- Built lower than the surrounding land preserving the visual outlook of properties in the north
- Additional junction will be created to allow direct access to and from British Gypsum and reduce heavy goods vehicles moving through village

Option E brings the A66 closer to the village so this description of it travelling away from the village is misleading. No clear information about how much closer to the village the road would come was provided.

The maps provided to illustrate the road in proximity to the village does not state how close to the village the road comes and leaves it to the public to calculate.

The description of the road being built lower than the surrounding land to preserve outlook is again vague and not supported by any clear information to allow the village a clear idea of future impact. It is not enough to allow proper decision making but is made to make this option sound more appealing

The inclusion of a reference to HGV's moving through the village and the alleged reduction in traffic is again designed to make this option sound more attractive. It fails to make clear (as do the maps) that both the northern and the southern option would require a designated junction to Kirkby Thore and therefore both routes would have the desired effect of removing/lessening the presence of HGVs from the village.

This is a key omission. NH long engagement with the Kirkby Thore Steering Group means NH is very aware that a key factor for the village is removal of gypsum traffic. The failure to make it clear on maps and in every subsequent description that either option would achieve the objective of minimising Gypsum Traffic fundamentally undermines the consultation process.

**Option F has a more negative description as follows:**

Option F (southern bypass) A new dual carriageway would be constructed towards the south of Kirkby Thore as a continuation of the Temple Sowerby Bypass. It would cross several fields and follow the path of an old railway line until it re-joins the current A66 just after the BP petrol station near Bridge End Farm. Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists, and equestrians. A new junction would allow access to the former A66 and the village. This option would require the demolition of several buildings.

- Additional underpasses required to provide access for farms, pedestrians, walkers, cyclists, and equestrians
- This option would require demolition of several buildings

This description fails to include that Option E will also require additional underpasses for Farm access at Sleastonhow farm. The need to provide access for walkers, cyclist etc due to the impact on Lady Ann way.

The description fails to explain that Option E also requires the demolition of buildings.

The suggestion of several buildings requiring demolition is mis-leading. The map shows Option F travelling away from houses built along the A66 and indeed it is Option E that results in property demolition

Most importantly the description of the additional junction does not make clear that Option F would have the same effect of removing traffic from the village which was a major factor influencing responses to the Consultation. An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of heavy goods vehicles moving through the village. To achieve balance the description of the junction for Option F should have been the same as Option E. An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of heavy goods vehicles moving through the village.

Option F does not show a designated junction to the Village which is mis-leading as when it was highlighted that Option F must include village access it became apparent that the options being considered could include a designated junction utilising Priest lane and removing gypsum traffic.

### **Preferred Route Announcement – Ongoing biased information**

Within the Preferred Route announcement brochure there are more factual inaccuracies which indicates bias towards NH choice of the Northern Route. Including

- **Option E has reduced environmental impacts** This is Completely inaccurate when compared to F and NH continued to assert that Option E had less impact on the SAC than Option F. However this was because they failed to understand that the SAC was also within the SAC and SSSI. They had attempted to reduce objection by steering away from the Eden but failed to understand the extent of the SAC and consequently sought to develop a route which travelled straight through an SAC by a causeway.
- **May be more expensive** It is estimated as 80 million more expensive and that is before the single span bridge is factored into cost.

NH have continued to state these benefits in correspondence to include with the Local MP despite knowing them to be entirely inaccurate and the reason why they decided to reconsider other alternatives.

#### **(b) Failure to correct misunderstandings**

NH failed to address the commonly held belief that only the Northern Option, Route E would remove British Gypsum trucks from the village. This belief was repeatedly compounded by NH material and leaflets. Extremely basic diagram of the two routes were repeatedly circulated but these failed to show Option F having a separate junction. Unlike the narrative description given to Option E (explicitly stated that it would have the benefit of removing British Gypsum truck from the village), Option F simply stated at the end of the description

**A new junction would allow access to the former A66 and the village.**

The failure to include a visual depiction of the new junction in the diagrams and the failure to include this as a benefit in the description was a fundamental failing. NH knew from very protracted involvement with the Village, including the Kirkby Thore Steering Group that this was a key issue for the village and appear to have exploited that concern to steer the response to favouring Option E. This was the Option Preferred by HE in 2003.

The impact on that can be seen in the summary of what are described as the most common response as to why people favoured Option E as extracted from a summary of responses given.

**Most frequent reason for support Option E - would remove HGVs and other large vehicles from the village of Kirkby Thore – 186 mentions. “British Gypsum trucks diverted from a real accident hotspot at Kirkby Thore turning.” Local Resident**

And again, why respondents did not support Option F

**Most frequent reason for not supporting this option Negative economic impact on local businesses and jobs – 40 mentions. “The south bypass is much worse because it will send all heavy goods vehicles that are going to the British Gypsum plant right through the village of Kirkby Thore just like now.”**

### **(c)Exploiting Fear**

Kirkby Thore is a community close to the road. Residents find living by the road are impacted by the road. NH regularly report on how many HGV's this section of the road carries. This is misleading as presumably the no is broadly like all other sections as HGV's are travelling the entire road as the A66 is used as a link road between east and west. Only on the page relating to Kirkby Thore does the Preferred Route Announcement document reference HGV's.

**This section carries approximately 16,500 vehicles per day, 27%of which are HGV', much higher than the national average.**

The description of the number of HGVs travelling this section of the A66, placed beside a description of HGV's accessing Kirkby Thore to reach the Gypsum plant exploits the worry about HGV within the Village.

# MAY 2020- APRIL 2021

## **3.3 Consultation between Preferred Route Announcement in May 2020 and announcement of further routes in April 2021**

### **(a)Virtual Engagement Event- Poor advertising/No local engagement**

Despite residents responding to the Consultation raising concerns about the poor understanding of the route options within the village of Kirkby Thore, NH failed to engage with the village or local landowners over the next 12 months. This only public event was a Virtual Engagement Event. As the country was in its second lockdown and completely preoccupied with Covid this was extremely poor timing. NH give no figures for attendance at this virtual event which is unusual. The opportunity to join may have been known to Statutory stakeholders but not to landowners or members of the community

### **(b)Landowner Engagement**

Several Landowners did not receive a visit or any attempt to engage until after the preferred route announcement in May 2020. NH decided on their preferred route in May 2020 without surveys and consultation with landowners.

The first visit to Sleastonhow Farm which NH accepts would “host” more of the new A66 than any other landowner on the entire nine projects, did not take place until January 2021. This was 8 months after the PRA in May 2020. Representatives from NH who attended, including the then Project Director, Matt Townsend, had not read the detailed response documents prepared by the Landowners. They were unaware of the extent of the Troutbeck floodplain and expressed surprise at the extent of flooding. Their design had been completed by Desktop planning and the failure to consult or visit the land through which they intended their Preferred Route to travel had caused them to overlook the significance of the Troutbeck floodplain. NH felt they had conducted a detailed assessment process and stated they understood concerns about the detrimental impact on the Troutbeck river but, they had failed to consider responses to the Consultation provided by Natural England and the owners of Sleastonhow farm which hi-lighted this exact difficulty.

The Troutbeck and its floodplain like the River Eden is an SSSI and an SAC. They appeared unaware of this and as the Landowner is actually an employee of Natural England and had extensive knowledge of Natural England’s position due to his involvement with them on the river restoration project he had to advise on the status of the river and Natural England’s frustration at the lack of interaction with NH.

The ongoing circulation of written material describing this as the option with least environmental damage was raised given the clear intrusion into the floodplain and carbon consequences.

**SEE ATTACHED MINUTES- 12/01/2021**

### **(c ) Carbon Assessment**

A carbon assessment has not been carried out. It seems this was conducted after Route selection. It was not a factor in the choice of Original Preferred Route.

#### **(d)) Lack of engagement with Statutory Stakeholders**

NH have failed to provide stakeholders with the necessary survey outcomes or design information that would allow Statutory stakeholder to input into option choices. With regards to the Troutbeck SAC, NH have concealed that they opted for the northern option (Original Preferred Route -announced in May 2020) believing they would be able to route a causeway through the Floodplain of the Troutbeck.

NH did so despite guidance from Natural England that a Causeway would be objected to by both Natural England and the Environment Agency.

By overlooking the significance of the Troutbeck Floodplain NH overlooked the need to build a single span bridge which was 800metres in length. The cost implication was not properly factored into cost implications when selecting the Northern Route.

NH's failure to properly consult with Statutory agencies or the owners of Sleastonhow Farm (whom NH failed to visit until 8 months after the announcement of the Preferred Route). This meant NH remained blind to the significance of the Floodplain which is within the SAC. It was only after an on-site visit to Sleastonhow Farm in January 2021 that NH began to understand the cost/design implications. However, by this time they were under self-imposed pressure to reach the Statutory Consultation by virtue of the "Project Speed" title. NH were reluctant to properly develop alternatives and began the process (whether consciously or unconsciously) of trying to justify their original choice of route. A change would mean:

- Professional Embarrassment
- Further Delay/Cost associated with developing another route
- Antagonising Landowners who now believed themselves Unaffected (a reason relied upon when performing the sifting exercise)

The realisation that a Causeway would not be accepted by Natural England and that the Original Preferred route would require an 800metre bridge caused a last minute assesment of routes in March 2021.

#### **(d) Alternative Route Development**

It appears that up to fifteen new routes were formulated within a period which appears to have been less than 6 weeks. The development of new routes was **not** subject to any consultation with Kirkby Thore Parish Council or Landowners. It is not known whether Statutory Consultees were consulted. This indicates an unwillingness to take on board the views of others and indicates an inability to learn from mistakes. The formulation of routes happened in a vacuum and without the information required to make some of them viable.

Indeed, in respect of the Southern Route rather than simply adopt the alignment of the route consulted upon in 2020 (then known as Option F) this was changed and brought closer to the Roman Viccus. That Historic England would oppose a route which came closer to the Roman Viccus than previously must have been known to NH.

It does appear to be purposefully sabotaging the Southern (now known as the Orange route) as an option.

**(d) Quick Elimination of Alternative Route- Sifting Minutes 26/04/2021 and Landowner Minutes March 2021**

NH informed Landowners of their intention to formulate new routes in March 2021. Input was not sought from landowners about their views on route options in advance of formulating these new routes. They were informed after the event. Had discussion taken place this would have given an opportunity for consensus on some issues.

Representatives of NH continued to attend Meeting with Landowners having failed to have read or discussed issues raised in written responses from impacted Landowners. However, NH gave reassurances that **all routes would be taken to consultation later in the year so that the public could have their say about them.** That did not happen, and the routes were whittled down without the Public ever being aware of other options – **See Minutes of Meeting with Paul Carey and Rachel Smith – Minutes prepared by NH**

NH were already aware that the Planning Inspectorate (**Planning Inspectorate Meeting 2<sup>nd</sup> March**) had indicated any departure from the Original Preferred Route (now known as the black route) in either route or design would trigger consultation issues. The imperative to choose the Original Preferred Route or something similar was pressing. A departure would increase delay and Project Speed prevent is the imperative in every decision. It is notable that the Sifting Minutes describe the Blue Route an evolution of the Original Preferred Route. This is a manipulation of the facts. The Blue Route has its own distinct issues. The Owners of Sleastonhow farm were not consulted about the shift east which impact of houses, farm buildings and creates even greater severance of farmland

The Sifting Minute disclose that within the meeting of 26<sup>th</sup> April the Original Preferred Route was quickly discounted in Preference to the Blue Route. The decision to discount the Original Preferred Route and instead advance the Blue route was never disclosed to the Landowner impacted. NH continued to suggest that the Original Preferred Route (the Black Route) remained their Preferred Route and it was described as such in ongoing material – **See May 2021 leaflet below.**

NH have always maintained that an upgrade to the Existing A66 was being actively considered due given the unique physical challenges presented by dualling around a village, an SAC floodplain and Roman archaeology. Despite those reassurances this Sifting Meeting appears to have been the first time an upgrade to the existing road was considered. The suggestion that the priority of the meeting was to avoid challenge at DCO does suggest that the questions being faced by NH caused them to introduce a Purple route simply so they could be seen to have considered this option. They had no genuine intention to advance this option. NH key objective of Dualling meant that an online upgrade to the existing road was quickly dismissed within the Sifting meeting. These minutes indicates very minimal consideration was given even though the Purple online option is described as the option **“with least environmental damage and the one which might be received well by the Public.”** The option was never made available to the public. Its existence is only known as a result of obtaining these minutes. The objectives of business interest have prevailed over environmental, residents and the taxpayer who will foot the bill for costs which NH refuse to disclose

Attempts to understand or challenge the decision-making process has been consistently thwarted by NH who have not only declined requests to provide information voluntarily but were also obstructive when responding to requests made by Solicitors. The attached minutes were not provided until February 2022 despite them having been available since April 2021 and despite legal and FOI requests.

**The Sifting Exercise states as one of the key goals for the day to be “enabling a robust determination now and if challenged at DCO.”** It seems NH’s focus that they were seen to be considering alternative

routes to stave off legal challenge, rather than an open consideration of alternatives given the delay to the project this would cause.

NH provided the Sifting Matrix in May 2022 again after further FOI request. It was provided in an unreadable format with miniscule font size to the extent that the sifting criteria applied cannot be deciphered. A legible copy is awaited as the criteria they included is unclear. There is concern that they have deliberately selected criteria to justify their original decision to go north round the village of Kirkby Thore.

This exercise was completed without first providing Statutory Agencies with key information

- Whether NH agreed a Single Span Bridge for the Southern Options
- The length of the bridge for the Southern Options – described as between 110 to 350 metres

The means NH were making assumption and increases the risk of bias to the northern route which they have already selected. It is significant that Natural England comments are only given when comparing the two northern routes. They are not given in relation to how Natural England view the Northern Route in comparison to the Southern Route. The Sifting Minutes say **Natural England and the Environment England have indicated that subject to the form of the structure the route is viable and that the Blue Route offered a preferable solution when compared directly against the black route.** NH do not include Natural England's view of the environmental comparison of a Northern Route against a Southern Route. They have consistently ignored Natural England's concern about entering the Troutbeck Floodplain and the potential impact on the Troutbeck Restoration Project. Indeed, NH were not even aware of Troutbeck Restoration Project when they announced their preferred route. NH only became aware of its existence when they visited Sleastonhow Farm several months after selecting the Original Preferred Route. How Natural England and the Environment Agency may have viewed the performance of the northern as against the Southern Route seems to be entirely overlooked save for one comment in which it is acknowledged that the Dark Orange route means **the Crossing of the Trout Beck potentially had the least impact on the SAC due to the constriction created by the existing A66 structure**

The commitment for routes to be progressed on an equal basis was not fulfilled. It is evident from Natural England Response to Statutory Consultation that Natural England still did not have clarity on whether there would be a Single Span bridge and the length for the Southern Route by the time of Statutory Consultation as Natural England state **For the Orange route. Would this also be open span across the floodplain with no structures on the Floodplain?**

The minute of this meeting also reveals NH have purposefully concealed information on the cost implications of the various route options. At the outset NH representatives openly acknowledged that the Northern Route was more expensive but declined to give any specific information as to how the options differed. They stated that if they were within budget the cost difference of the different options was not a factor. This seems an enormously careless approach to public money. Requests for information had to be advanced by the local MP. This response states

**I can confirm that a land cost estimate was undertaken for the whole project.....This did not include separate assessments for each individual route. – See attached**

The minutes disclose an assessment of the Northern Route being 80 million more than the Southern Route. It is unclear whether even this assessment includes the cost of the 400-850 bridge as NH had considered they could cross the floodplain with a causeway. The minutes make repeated reference to the Costs analysis. For instance

- Re-run economic assessment of routes to confirm the impact of the shorter Dark Orange route on BCR
- Name Redacted – to price red, blue and Dark Orange Routes. AH to advise. KC to provide appropriate information

The cost estimate still hasn't been disclosed and was not available at Statutory Consultation

#### Includes in Annex

- Sifting Minutes / Matrix
- Correspondence with Dr Neil Hudson MP
- Email to Bernice Sanders of 23 November requesting clarification on cost
- Further response to FOI request refusing to release information despite reference to the costs

#### (e) Leaflet provided to Public May 2021.- See Attached

This leaflet says it is too early to say whether the additional investigations **would result in changes to the Preferred route.**

This is factually inaccurate and entirely misleading. NH had already decided to abandon the Preferred route and this statement is a misrepresentation. The Preferred route is mentioned several times even though the Minutes of the Sifting meeting in April 2021 indicates NH had already made the decision to progress the development of 3 routes. This was not communicated and constant reference to the Preferred route within this leaflet and Map is misleading given the decision was already made to abandon the Original Preferred Route.eg

- “Our Preferred route crosses one of the Widest parts of the Troutbeck”
- We’re confident that the Route (meaning the Original Preferred route) is at this location is technically Feasible”

Other inadequacies/evidence of bias includes

- Sleastonhow Lane is spelt incorrectly
- The leaflet was only circulated to residents within close proximity of the road notwithstanding the routes being classified as of national significance and having distinct features - Within an SSI, a SAC and the setting of a Setting of AONB
- The map includes the Preferred Route which NH had discounted
- The Orange Route did not provide a visual illustration of a separate access to Kirkby Thore which NH knew from its long involvement and early consultation was the main reason people had preferred the Northern Route. They did not take advice on the format or wording of the leaflet and did not recirculate when this **absolutely fundamental error was** raised. This is despite the need to properly communicate the merits of each route being an objective acknowledged in the Sifting Minutes which say **ensure the North v South argument is properly understood**
- It suggests NH were engaging with Landowners affected by the Route. The Landowner accepted by NH as “hosting” the largest section of the new development had no communication with NH between May 2021 when this leaflet was released and September 2021 when NH attended late on the afternoon, they announced their new Preferred route to coincide with the Statutory Consultation. The only contact in the interim was to try and

arrange a visit to the noise lab. There was no contact on route development, how this would impact on the farm business and NH resolutely refused to share any information of route selection to this point. This is in direct contrast to the approach with landowners on the Orange route who are referenced stating the demolition of farm buildings would be required.

- NH did not seek input on wording which would have hi-lighted the fundamental error in the map not showing a separate junction and then failed to correct this when hi-lighted
  
- Key information is missing- For instance
  - The estimate the Northern Routes were 80 million more expensive.
  - The Northern Route is longer and would increase journey time
  - The Northern Route has a greater environmental and carbon impact
  - The Northern Route impacts more on the village in terms of Noise, Air pollution and light pollution
  - The Northern Route comes closer to the village and the school

**(f) The Sound Lab July 2021- See attached visual**

- NH Provided a limited no of slots citing Covid restrictions and Social distancing as the reason. This limited the no of attendees. The Sound Lab was not made available for an extended period to counter these restrictions.
- The Visual display suggested 3 routes Orange, Blue and Red. There was no inclusion of the Original Preferred Route. This was noted by attendees but when this issue was raised the explanation given was not that NH had already abandoned the Preferred (Black Route). Instead, attendees were told that as the northern routes were the same as they passed to the north of the village there was no difference from a sound perspective and that accounted for the fact the Original Preferred Route was not specifically referenced.
- The visual for the Orange option is chaotic and seems to include both version of the Orange Option making it seem appear excessively complicated. Only one of the new junctions associated with the southern route would be required.
- The noise was an average of projected future noise throughout a 24-hour period. This was not hi-lighted until questions were raised on how the noise had been calculated. The noise was therefore a total misrepresentation of the peak noise levels the village would experience. Attendees in other groups would not have received this information as it was not part of the presentation but came out in questioning
- There was no sound illustration for different road conditions such as in wet conditions
- There was no sound illustration for different wind conditions
- The projected noise was taken from locations that were likely to be quietest due to being within a cutting.
- The demonstration provided no examples of how noise would be in key sites such as the school or church.
- The demonstration was unable or unwilling to answer how sound would increase when compared to the current level.
- The information on noise impact was not circulated despite being available and the entire objective was focused on persuading attendees that mitigation measures could be applied if

the village was lucky. The comparison was more on the difference between sound with and without sound reducing tarmac than on current as against future levels of noise

- The information on noise was available to NH at this point as less than 2 months later figures stating 256 residential receptors would experience significant adverse effects from the northern routes as compared to 20 residential receptors for the southern orange route. This information on Noise was concealed within the PIER and villages still have no idea which properties will be more impacted.
- The Sound Lab did not give a visual illustration of the properties in the village who would suffer a greater impact from noise because of each option. This information was available.
- There has been no updating information on sound impact since the decision to move the junction closer to residential properties at Sanderson croft.
- It is unclear whether the figures given for Properties which will experience a significant adverse effect does includes the new development for which Planning permission has been granted.
- The visual states the Blue and red (norther routes) it would just be **a change in the distribution of sound**. This is a blatant misrepresentation of the information NH had available to it at this time. It will be louder. This should have been stated clearly
- The Visual state the Orange (Southern Option) would change the **Level and character** of sound. Again, this is a complete misrepresentation of the information available to NH at the time
- WHAT HAPPENS NEXT – This does not mention plans for consultation . It places the onus on people who feel they may be impacted to contact NH. It does not mention plan for meeting

**(g) Public Meeting re new route Options July 2021– See attached Visual Boards**

- This meeting took place when covid restrictions were still in place. People who had health vulnerabilities were isolating and social distancing was being practiced. People were reluctant to attend events such as these. Indeed, the group of people most likely to attend a public event die to difficulties using technology (being the older demographic) were those least likely to go.
- People with health vulnerabilities in particular respiratory issues are also the category of those most impacted by air pollution. They will have been isolating due to covid
- The event was poorly advertised as the leaflet had been sent several weeks previously.
- The meeting took place during the summer holiday when people were less likely to attend.
- People whose priority was the removal of traffic from the Village would not have been been alerted to the potential for the Orange route to remove Gypsum traffic from the village as the visual advertising provided on the leaflet did not show a separate junction.
- The need for the Orange route to show a separate junction was raised after the error on the May leaflet and not corrected
- NH representatives were unable to answer questions which arose on the Orange route such as what exactly was meant by new provision for HGV traffic
  - How much shorter was this route
  - How much cheaper was this route
  - What were noise implications for this route?

- Representative from NH were not equipped with a notepad or pen. They did not record the comments that people were making. They did not take contact details of people who made comments and had to be prompted that this was necessary. As this meeting was the only known occasion that members of the public had to see a visual representation of the Orange route the failure to record comments on how the route could be developed is indicative of NH's unwillingness to genuinely develop this route due to the increased in timescale to Project Speed this may create.
- The event was primarily staffed by PLO's who did not have technical knowledge and could not answer questions. They just continued to pump out positive information and tried to shut down concerns with how they could be mitigated. The focus was mitigation not prevention.
- Requests to produce a summary of attendee's comments has been ignored. No reason was provided. The failure has been pursued in correspondence with NH and in meetings with no success. It seems either no record was taken, or NH are unwilling to release the comments/observations.
- The Blue and Red route are described as a Bypass. The Orange route is not given this term even though it takes traffic further away from the village than the other options.
- The Preferred Route continues to appear of the map and indeed the Board stated **it is too early to say whether this work will result in changes to the Preferred Route. If our assessment work identifies improvements to the Preferred route.... We will consult on any further options as part of the statutory consultation that we are planning later this year. This will provide you with the opportunity to understand these routes better and have your say as your views are really important to us.**
- The Orange route specifically mentions the impact on Bridge End Farm. Sleastonhow Farm (mis-spelt) is severed by NH plans, but it is not mentioned.
- The Orange Route text does not include an explanation of it would now including a new junction access to Kirkby Thore, which is the feature distinguishing it from the previous southern options.
- The description for the Orange Route does not include its removal of traffic from the village.
- No explanation was given as to why the Orange Route was not designed in such a way as to utilise the designated alignment for the blue route, as an access road solely for British Gypsum, which would have removed HGV traffic entirely from the village.
- **What Happens Next** – The explanation board makes no mention of the Statutory Consultation and the fact this will commence within weeks. Instead, it states **After the consultation period, we'll analyse the responses and finalise the surveys and design work. By the end of the year, we're aiming to tell you which of these routes we'll take forward as part of our Development Consent Order.** This is to preserve the impression of consideration being given. It seems likely the dates for Statutory Consultation were already in place given the proximity to this meeting. Instead, it just references continuing to Consult.
- NH representatives overtly stated the Preferred route remained their preferred choice and were overt in explaining describing the Northern Routes as their preferred option. This approach inevitably reduces people's motivation to engage in the Consultation Process or express disagreement as they feel it is a foregone conclusion and there is no point engaging as it will not alter the decision.
- **Too early to say whether it will result in change** – Again signalling it is unlikely they will change their mind
- **What Happens Next** – Again the impression is given that the Preferred Route remains and states that **IF our assessment work identifies further improvements deliverable**

enhancements to the preferred Route at Kirkby Throe and Warcop we'll consult on any further options as part of our Consultation later this year. This is simply untrue. The sifting minutes make clear that the Preferred Route had been abandoned and, become economic suicide the once NH realised their failure to listen to Natural England has caused a fundamental error as the northern route would require an 800-metre single span bridge and not a cause way. Not appreciating that the Troutbeck floodplain was also an SAC until approx. Jan 2021 when it was spelt out to the project lead (acknowledged by several team leaders as someone who had to be replaced) allowed NH to go down a blind alley a simply assume that pleasing the village with an option that removed Gypsum traffic was all that was needed.

- The Statutory Consultation was not the forum to consult on further improvement. These merits of each route should have been clear before Statutory Consultation. They should have been properly explained to Government Agencies and presented in table form in a way that the public could easily understand, NH have failed to properly frontload their assessment and much of the detail that would normally inform route choice had not been completed.
- In mentioning only environmental concerns as the reason for further consultation NH are purposefully failing to hi-light other concerns existed other than the Troutbeck SAC, which they acknowledged. Concerns such as noise, pollution, proximity to village, school
- Maps on Map Board had no scale so people could not assess proximity to village

#### **(H) Information given to Statutory Agencies – 06th July 2021 – See minutes of Meeting with Historic England**

NH are advising Historic England that they will not **select a Preferred Route until after the Statutory Consultation in October 2021**. This is completely undermined by NH confirming their choice of the Blue Route 4 week later

#### **(I) Communication of Route Choice- 6<sup>th</sup> August 2021- See email**

Having consistently said the Preferred Route remained NH preferred option and indicating to Statutory Agencies , the public and Landowners that they would consult further if assessment work identified a need to change the preferred route less than 4 weeks after the Public Meeting and without disclosure of the comments made in that Public Meeting (the only occasion the Routes were available to see) NH communicated its decision by email. This was only communicated to Landowners. The Public continued to believe the Black Option was the Preferred Route. It continues to be described as the Preferred Route in all literature, advertising and maps.

#### **3.4- Comment on Statement of Community Consultation**

- The SOCC was not updated to manage the consultation process after it became clear a re-think of route options was required at Kirkby Thore. This consultation was rushed through in the summer period with just one engagement meeting.
- There is no reference to the Temple Sowerby – Appleby section being within the setting of an AONB
- The recommended engagement with Landowners did not happen. NH have conceded this has been shambolic but respond with comments like “We are where we are”- **Lee Hillyard in meeting with Landowners impacted by route selection.**

- No public meeting took place to discuss the merits of each option which would have allowed a better understanding by the public. The request by KT Parish Council for a public meeting was ignored. This meant the opportunity to identify how the route may support the local community, a key strategic objective was missed.
- The SOCC emphasises that Walking Cycling and Horse riding is a key objective. No surveys or proposals are in place in advance of the Statutory Consultation meaning that there can be no responses to inform the development or formulation of routes. Plans for WCH should have been formulated for each option and formed part of the comparison exercise rather than be tacked on as an afterthought.
- NH have ignored Community Consultation

### 3.4 Leaflet announcing Project Consultation

- Described as a Project Consultation, not statutory Consultation.
- Again, not circulated widely enough
- People seeking a hard copy had only a few days to request these before the deadline of 3<sup>rd</sup> September was met.
- The manned phonenumber was not manned

### 3.5 Long Marton

NH stated they were genuinely consulting on all routes to include the Red route. However despite the red route bringing the A66 close to Long Marton the village were not leafleted about this option. Only a few houses on the western edge of the village received a letter. The Village was not offered a consultation event about the route option or Junction. The chairperson of Long Marton Parish Council resorted to attending Kirkby Thore Parish Council Meeting to relay the views of the Parish as he had been unable to achieve communication with NH representatives.

The lack of focus on the Red Route, to include a total failure to conduct any surveys on this route suggest it was thrown in as a decoy to create the impression that alternatives were being consulted on. The failure to do any surveys or consult/leaflet indicates this was never correct.

### 3.5- The 6-week Statutory Consultation

**The statutory consultation was premature.** It should have been a further consultation on route options leading to National Highways and informed the choice of a Preferred Route. This is further reinforced by the paragraph 5.4 in the Statement of Community Consultation which states:

*5.4 The consultation will run for six weeks from 24 September until 6 November 2021. During*

*the consultation period, in addition to the project generally, we will be consulting on the following particular elements of the project:*

- Route alignment and preliminary design, including route alignment alternatives considered within specific areas*
- Junction layouts, including junction location alternatives considered within specific areas*
- Construction compounds and other land potentially required for construction*
- Proposed DCO boundary (the area of land needed to carry out the project)*
- Proposals for walking, cycling and horse riding including the diversion of routes*
- Environmental assessments and potential environmental impacts*
- Environmental mitigation measures and associated land requirements*
- Arrangements to mitigate the impact on any communities, farms or businesses [our emphasis]*

As NH had not completed the necessary survey work to inform its route options by this point, having introduced new route option last minute, the information necessary to properly conduct a Statutory Consultation was missing. NH has tried to fudge the Consultation by suggesting it is inviting comment from participants but comment can only be given with the benefit of full information. That is not the purpose of a Statutory Consultation. National Highways is meant to be consulting on all the different options contained within the project and providing full information.. However, it achieves neither as the route selection is presented as a fait accompli. Therefore there is the potential for the public to be misled and fail to understand what they can comment on .

**Inaccurate Descriptions-** This consultation is being progressed as a statutory consultation yet is called a 'Preliminary design consultation' in almost all of the documentation titles. A Statutory Consultation should be the consultation on the final route option that will be taken forward as a Development Consent Order (DCO). Instead there are several route. In the Temple Sowerby To Appleby Section there were understood to be Four Routes. At no point was it explained that the Preferred Route had been discarded.

**The number of schemes** - 9 schemes and several with multiple options makes this a hugely complex and confusing consultation.

**Time Given-** 6 weeks is an inadequate period to respond to a Statutory Consultation of this magnitude. Much smaller schemes are given longer. Additional time had to be requested. Project Speed dictated this timescale and the quality of responses from Statutory agencies has been impacted by the lack of time. Parish Councillors in Kirkby Thore resigned due to the pressure felt and being overwhelmed by the mass of material

**Changing names and colours-**The names and colours given to the various options are different to the previous names given to previously consulted on routes, adding extra

layers to the confusion. On the Kirkby Thore section there were A, F and K in 2003, Routes E and F in 2019/2020 but then change to Black, Blue, Red and Orange in 2021. The documentation frequently refers to the wrong colour.

**Technical Language/Inaccessible to Layperson-** Even the Non-Technical Summary (NTS) for the scheme, which should be a simplified version of the PEIR for an ordinary layperson to be able to understand and easily grasp the environmental impacts of a scheme, extends to 89 pages. The NTS is full of highly technical assessments using specialist language. Long and complex tables using technical jargon have been copied over from the PEIR, giving detailed technical information about all fifteen

options. There does not appear to have been much attempt made to simplify and condense

the environmental impact assessment so that the impacts are obvious and clear to the

layperson. No simplified summary was prepared in advance that would allow people to understand and make informed comparisons.

#### **Lack of important information in the PEIR. Failure to complete surveys**

Field studies and surveys normally undertaken to inform route selection were not undertaken until after the Preferred Route announcement in May 2019. NH simply latched on to the 2003 decision and stuck with that decision feeling the truck issue would convince enough people in the village. They had been seduced by their interaction with the Kirkby Thore Steering Group into believing this was the prevailing view. Instead the village never contemplate that the route could come north given the cost implications of doing so. Attached for a sample list of some surveys not commenced until April 2021. There are several more including landscape and geomorphology which did not begin until February 2022.

This is unacceptable and confirms that the Statutory Consultation and route selectin was premature.

It prevents proper response when totally inadequate information is available

#### **Local Confusion – Residents in the area – See parish council minutes**

There was confusion on how long the Consultation would run as it was only with an extension that it was extended to 6 weeks. Local residents were told the blue route was the preferred route in advance of this bring announced . What they did not make clear was that they were consulting on the other options. Lots of people who object to the Blue Route were never aware that they had the option to respond.

#### **Map Booklet Provision.**

A detailed map was only in large scale was only included in respect of the blue route. As this was the only realistic map provided in the material, this was pieced together by the Parish council and placed in the post office window to provide a visual representation. This reinforced the perception that this route was a foregone conclusion and may people later explained that they had never understood other routes were being consulted on. **No equivalent map provision was made for the other routes.**

**Question and Answer – Revert to online-** After a Public meeting in Warcop the question and answer session reverted to online as NH representatives had faced uncomfortable scrutiny. Kirkby Thore was not offered a public meeting

**Availability of Feedback Form-** For those who did not want to submit a response online Feedback Forms were made available at various locations. A visit to two of the locations revealed that there were no forms.. When calls were made asking for more forms to be delivered the phone was no manned. Messages were left but not answered. On 4<sup>th</sup> November a day before the Consultation ended a representative of NH rang a workplace and asked for the following message to be relayed.

*Anna called re the A66*

*Feedback forms /; brochures are in the church and she has also sent out 2 more boxes which were hand delivered on Monday.*

To relay this message Anna has called the workplace of the person leaving who left the message. It is not clear how or why she did so as a mobile number was left and the person practices under a different surname.

**Poor Advertising-** The pattern of circulating leaflets only to those NH considered directly impacted meant lots of communities impacted did not learn of Statutory Consultation and many Parish Councils have failed to respond even though parishioners utilise the A66 every day.

**Environmental Mitigation-** NH have ignored advice from PINS to ensure it properly understood what land was required to ensure no biodiversity net loss before drawing DCO line or choosing route option. Instead its policy of adopting a worst case scenario strategy and using this as an excuse not to complete the necessary surveys means not only have NH opted for a Preferred Route before knowing the environmental consequences of each option, (thereby prioritising business interests over climate and habitat concerns) but they have caused real distress. As they have not known what amount of land they would require as mitigation they have opted for the higher figure and left landowners paralysed not knowing how much land would be taken or the boundary. They have been deliberately evasive and refused to provide detailed plans. Their tactics have included

- Failure to provide any maps or withdrawing them
- Asking landowners not to talk to other landowners
- Only talking to landowners who would willing sell
- Being entirely unable to justify how they have reached a decision about the extent of land in the DCO boundary simply stating it is needed for mitigation.
- Avoiding questions by suggested meeting with their ecologist, but then failing to arrange meetings with said ecologist.
- Suggesting the lure of future Land Management Schemes but then withdrawing these when they felt less land was required
- No entering into any negotiation as they did not have a clear handle on what they wanted.
- Failing to give the District Valuer the information he needed to discuss voluntary purchase as the absence of survey work meant they did not have detail needed to begin negotiations, a situation which is ongoing, and adds to assertion that the Statutory Consultation should have been a further route option consultation and both the Statutory Consultation and DCO submission are premature.

**Non- Statutory Environmental Bodies – Eden Rivers Trust**

NH miscalculation of how much land they would need to mitigate has led them into a headline rush to approach charities and non-statutory bodies with offers to fund existing schemes in the hope this will count as mitigation. This is simply kidnapping something that already existed. In the case of a planned River Restoration Project designed to reduce flooding NH initially ( due to its premature decision-making) determined this project would be within the DCO line and offered to fund this project as a form of mitigation. The DCO line is now understood to have contracted (but who really knows) and NH no longer plan to include this land. However the failure to include the landowner in this discussion and the underhand tactics in approaching Eden Rivers Trust without consulting the landowner who had devised the project (simply seeking to kidnap it and present it as a new addition) has soured the relationship with Edens River Trust.

NH can not say that the Blue Route has no impact on this route as they have done in their sifting minutes. The underhand and chaotic approach means they no longer want his land and the working relationship with Eden Rivers Trust is extremely damaged. This is relevant to the assessment of Flood Risk

#### **Ever Changing/Incorrect DCO line.**

The DCO line is now very different to that at DCO. There has been an ever changing situation. Even the chair of the Parish Council has been impacted. On the morning the Statutory Consultation was released various people lined up to do press interviews discovered they were unexpectedly within the DCO line. There had been no maps provided in advance. People withdrew to try and resolve their own situation. Many discovered it was an error.

People who though they were within the DCO line in September have not been informed about how the situation has changed.

#### **Failure to consult on Landscape.**

The Eden valley is between two national parks, A World heritage site and an AONB. Yet NH have persistently and actively avoided Friends of the Lake District to the extent that a separate meeting had to be organised with EDC and CCC asking if they could facilitate/encourage a meeting. This should have happened as part of the route selection process and is unfathomable in this area where landscape is the major draw and economic contributor to tourism.

#### **Tourism**

Despite citing tourism as a major reason for the increase in traffic and need to dual NH have not consulted with the Lake District National Park. Richard Leafe has expressed his surprise that the Park is being used to justify the 3<sup>rd</sup> biggest carbon emitting infrastructure project in the country when the Park are doing the opposite and developing car free polices and encouraging car free options. In short they do not want to be used as an excuse and would prefer to work to car reduction in line with the Climate Change Committee recent report on how traffic must reduce. The over reliance of electrification is simply not enough

#### **Failure to be honest on increasing cost- Reported at 1.2 billion in transport press**

The cost for the entire route is repeatedly described as 1 billion. This continued throughout the Stat Con. Media outlets and press coverage describe it as the 1 billion route. This has not been

corrected by NH who allowed this to be touted as the figure throughout the Statutory Consultation even though industry press such as The New Civil Engineer reported the Office for Road and Rail estimating the cost having increased by 28% to 1.28 billion in July 2021

### **Junction at Kirkby Thore- Safety**

NH were advised by the Planning Inspectorate about the importance of having size and location of key features such as Junctions resolved before progressing to Statutory Consultation presumably to ensure respondents had full information when expressing a preference. The Highway standard compliance was described as requiring departures for the Blue route. Rather than reflect this difficulty at Stat Con when the siting closer to residential properties may have impacted of the preferred option, NH have (without consultation with residents or the Parish Council) relocated the Junction.

This is consistent with it drip feeding bad news about its route choice after consultation.

### **Fatigue/ Piecemeal response**

Drip feeding bad news after Stat Con means people do not have full information to properly engage in a Consultation process and cannot properly make informed choice. Supplementary consultation on issues after the Statutory Consultation are not as effective. Respondents should have full information at the point route preferences are expressed as otherwise they begin to suffer from Consultation fatigue. This means an accurate representation of views cannot be achieved as responses are received piecemeal.

### **Bridge Length for Route Option**

The response of Natural England highlights that even at Statutory Consultation they do not have full information about the predicted bridge span relevant to each option. The Orange route is still unclear with bridge span being described as between 110-350M. Natural England question whether the Orange route would have an open span crossing across the floodplain. This evidence that this route was not sufficiently developed even though it is acknowledged as less damaging.

### **Flood Risk Management**

Flood Assessments have not been completed. NH do not recognise that the consequence of their poor consultation has been to damage the relationship with Eden Rivers Trust such that the floodplain restoration project which they seek to fund as Environmental Mitigation may not proceed. The impact of this Project being withdrawn has not been assessed on future flood management.

### **Bats- Green Bridges**

Bat surveys were incomplete at the Point of Statutory Consultation. NH ecologist has openly recognised that they are largely ineffective but the only mitigation alternative. Route selection and consultation proceeded without this information

### **Landscape – Assessment post Stat Con**

NH have consistently been told to consult with both National Parks (Yorkshire and Lake District) as well as the North Pennine AONB. Kirkby Thore is within the setting of the AONB. This is not recognised in any literature. NH have purposefully avoided Friends of the Lake District to the extent that they have consulted with EDC and CCC about their exclusion and the failure to

include Landscape in Route selection. That is particularly concerning at Kirkby Throe as the proposed route leave the established corridor and cuts into open farmland

### **Historic England**

Statutory Agencies are being given selective information. Historic England include one reason for preferring the Blue Route as being its ability to remove HGV traffic from Main Street. The Orange route achieves the same objective due to the new junction but Historic England did not understand this

### **3.6 Statutory Consultation response Booklet**

**The Booklet did not list the route option as has happened in other consultations where different options were being consulted on. Given the ongoing impression that the Black route was the Preferred Route people responding would not even have been aware that this had changed.**

**The question was closed. – Do you agree with our preferred alignment for this scheme?**

AS the Statutory Consultation Documents contained maps with eh Black route still described as the Preferred Route people would have assumed they were agreeing to the black route or potentially not even been aware what alignment they were being asked to agree to.

**Additional Comments** – The topics on which people are invited to make additional comments were largely unassessed or undisclosed. There was no detail available on

Build time

Cost Walking cycling Horse riding ( no proposals/maps at Stat Con

Compounds

Landownership. The DCO line was not in easily accessible and not maps provided t landowners ere withdrawn

### **3.7 Covid**

The impact of Covid on the efficacy of the Consultation Process should not be underestimated. Government Agencies were homebased. Voluntary agencies were not functioning. People were isolating and pre-occupied. Project Speed is already attempting to bulldoze through decisions without disclosure of normal levels of information. Covid gave it the cover to do so.

**We reserve the Right to add to the Consultation inadequacies observed.**

**This Document should be read in conjunction with the response to Statutory Consultation filed on 5<sup>th</sup> November and sent to NH, PINS, EDC and CCC by Emma Nicholson. This also raises concerns about the biased assessment and lack of detail informing the selection of the Preferred Route.**

**From:** [REDACTED]  
**To:** [A66Dualling](#)  
**Subject:** URGENT:Inadequacies of consultation A66 NTP dualling project/ hugely detrimental effect on the landscape and local residents  
**Date:** 18 July 2022 00:07:06

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**PINS response to DCO submission 21<sup>st</sup> June re inadequacies of consultation for the A66 NTP dualling project, Appleby- Brough section.**

Dear PINS inspectors,

I am writing as a follow up to my previous messages, to highlight our dismay and disbelief at the plans which were submitted by National Highways on 21<sup>st</sup> June for the Development Consent Order for the A66 NTP dualling project.

1.As is clear from the designs for the Appleby-Brough section, my parents' cottage ([REDACTED]) will be almost completely encircled by roads and sink ponds. It is unbelievable that National Highways have planned that a residence permanently occupied by two vulnerable old people should have their lives severely disrupted in this way, which may have fatal consequences. These seems to contradict the Equality Act of 2010 as well as the Planning Act 2008.

After 2 years of consultation the outcome for my parents, long term residents, who are [REDACTED] is much worse than the proposals of Spring 2020. The published DCO plans propose that a dual carriageway and an access road be built between the current A66 and their cottage, only about 40 metres from their house. There will also be a concrete pathway for vehicle access to the ponds immediately behind the cottage. We have responded to and attended all the consultations, expressing our opposition to the proposals, and the necessity for a new junction at Langrigg has been questioned. No compensation has been made available, apart from the possibility of applying one year after the completion of the works.

2. Local people were never offered the route north of the current A66 as an option. Yet, 912 people have signed the petition for the route to go north of the current A66, and there has been an ongoing campaign by the local parish councils, including a survey in which 94% of respondents expressed a preference for the route to go north in Dec 2020. A very small concession has been made at Warcop (although the residents are less affected by the road than my parents), but not on land to the east of Warcop at Langrigg.

3.The argument against the northern route is that it is the site of an Area of Outstanding Natural Beauty. This is army land which has been used for firing for decades and is no more beautiful than the land south, where birds such as curlews and peewits nest and which is more visible to those travelling through the area. Despite the support of our MP, Neil Hudson, who was assured in Parliament in October 2021 that Defra, the Department of the Environment and the Ministry of Defence would work together to consult with local

people, even minor concessions such as removing the access road or the Langrigg junction, which were raised at a supplementary consultation in February, have not been included in the plans.

4. A series of supplementary consultations were held by National Highways after the statutory consultations, often contacting small numbers of people, so the public were not fully informed. An example is the one launched on 16 February 2022 which involved compounds, large neo-industrial enclosures used for storing huge machinery and making concrete. Approximately 29 of these are planned for the whole 8 sections of the route, and would have a hugely detrimental effect on the landscape. No public face to face consultations were held on this matter, nor have the public been fully informed of their implications.

5. The actions of National Highways arguably infringe the terms of their licence in relation to their duties to local authorities ( item 5.19) they are required to be ( for example):

a. Open and transparent – involving relevant stakeholders, ensuring that essential information is available to affected and interested parties, and that the processes for engagement and communication are clear. Their actions also contravene the requirements of the Planning Act of 2008. For example, when I requested a face to face meeting with my elderly parents with National Highways in April 2022, I was told this was unlikely, then given a misleading date on the phone at short notice, so the visit had to take place without me, which my parents very much regretted.

6. The bigger picture, that this is part of Project Speed, designed to make it easier to build new roads and cut corners on consultation, as indicated by the minutes in Section 51 of the PINs website, is a matter of grave concern in setting a precedent for other schemes.

7. The current plans published on your website seem worse than those on which we were "consulted" in Nov 2021 and Jan-April 2022. It is absolutely heartbreaking that swathes of beautiful landscape, a key characteristic of Cumbria, are likely to be industrialised and destroyed, ruining the environment for future generations. The beautiful field in which my parents' cottage is placed will be completely destroyed by roads and sink ponds (with no benefits, in fact, reduced road access for them).

National Highways have now committed to responding to my last letter (4<sup>th</sup> July), in 10 days and addressing "remaining concerns" in a face to face meeting. How can turning the lived environment of two old people (or indeed of any age) be described as "remaining concerns" or remedied except by changing the route?

We urge PINS to reflect the opposition of local people to the current plans, their potentially detrimental effect on lives and properties, and the inadequacies of the consultation process. The consultation needs to be run again, with full regard to the expressed wishes of local people and the needs of the most affected.

We are living in a climate emergency and billions of pounds is being spent on a scheme which will worsen the living conditions of many local people, will increase carbon emissions, lead to increased noise and other detrimental effects, while hospital building and other infrastructure schemes are being stopped.

Regards '

Mary Clare Martin

with (and daughter of) Mrs Joy Thompson, owner of Low [REDACTED]  
[REDACTED]

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