

**From:** [REDACTED]  
**To:** [A66Dualling](#)  
**Cc:** [REDACTED]  
**Subject:** The A66 proposal: the route between Brough and Appleby  
**Date:** 14 November 2022 12:32:44  
**Attachments:** [image892063.jpg](#)  
[image297708.png](#)

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**From:** Mark Blackett-Ord

Ref 20031830

[REDACTED]  
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I wish to participate at the Preliminary Meeting and challenge the proposed new route by making an alternative route proposal and I make the following points.

The present A66 is the southern boundary of the North Pennines AONB and between Brough and Appleby it runs about one km north of the four villages of Sandford, Warcop, Flitholme and Langrigg. The scheme as first proposed was on or just south of the old road, to mitigate pollution in the four villages, but without incursion into the AONB which reaches the present road. A closer look at the site shows what damage is caused if it is not put further north, even if this takes it slightly into the edge of the AONB:

1. The present A66 is on the turnpike road on the site of the Roman road from York to Hadrian's Wall and the north. The road 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 just west of where Sandford lane joins the road. The largest of these will now be destroyed, and with it all the unknowable Roman and pre-Roman archaeology along the old road edge. At the consultation stage NH said that they could not find the barrow mound; this is odd since it is accurately placed on the OS map and marked "tumulus".
2. Also facing unnecessary destruction are the cricket field, the largest level space in the parish, irreplaceable in this hilly country, and the fairground where the Travellers and Gipsies meet, at the September fair dating from the fourteenth century called "Brough Hill".
3. Around the Crooks Beck at the centre of Warcop the houses often get flooded by two becks (streams) which meet: the Low Beck, coming from the direction of Brough, and the Hayber Beck or the Moor Beck, from Warcop Fell. Together they drain an area a long way eastward along the Pennine edge. The tarmac on the dual carriageway would add run-off into these becks, and global warming is increasing the severity of rainstorms. NH propose settling ponds, but they are to take out debris and effluent from the water-flow, and would have little effect on stopping a sudden flood to the village. If the road were further north the road water could flow out westwards to join the Eden below Warcop. At the consultation stage NH declined to supply their flood water calculations.
4. There are many privately owned residential properties, many of them Georgian, south of the road and along and near the proposed dual carriageway. There are none on the land to the north, which is used exclusively for army training.

5. Each of the four villages to the south of the present road has a lane up to it. It would be sensible to keep the old road as a by-road giving access to these lanes. But to build the dual-carriageway on top of the existing A66 road means that it cuts off those lanes from it and requires bridges under it or fly-overs over it. They will be an eyesores on the AONB edge, and will not provide adequate access to horse-drawn vehicles and bicycles which have no other way of getting from Brough to Appleby.
6. The North Pennines AONB extends to 770 square miles, and the choice of its southern edge here on the A66 was arbitrary. The mess from military training means that little actual "Natural Beauty" is preserved on it north of the road, and its ancient and traditional buildings have all been demolished. South of the road is still pleasing ancient pastureland and traditional buildings.

Mark Blackett-Ord  
A Warcop resident.

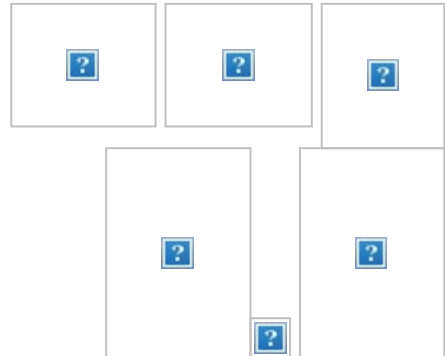
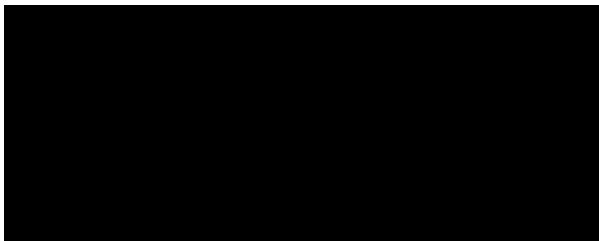


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