

Warcop Parish Council Additional Submission - December 2022

Dear Mr R Allen, N Humphrey, S Roscoe and M L Milliken,

We write on behalf of the residents of the Parish of Warcop through which the current and proposed A66 upgrade passes, from Coupland Beck to the west to the Flitholme junction in the east. However, we have also worked closely with Musgrave Parish Council and, as we all extensively use the road, have supported their case for improvements to junctions in their parish.

We believe that National Highways can make further mitigating adjustments to their published route which will benefit our residents, particularly those who live closest to the new dual carriageway. In addition, we need to be reassured that along the whole of the Appleby - Brough section, sufficient landscaping, cuttings, tree planting and road surface measures are put in place to reduce the noise and visual impact on our local community. We therefore would respectfully make the following suggested improvements to the design which will help to mitigate the impact of the new upgraded road, which we support wholeheartedly, not least because we have witnessed the many deaths, injuries and disruption in our community for many years. Warcop Parish Council does not want to see any delays in building the new road, as we know that local residents would not support this and want the improved, safer A66 to be built as soon as possible.

1. CafÃ© 66 to [REDACTED]

We welcome the decision to locate the new eastern section of carriageway to the north of the existing road between CafÃ© 66 and [REDACTED]. However, we were horrified to learn that the northern section would lead to the destruction of a line of existing trees, nearly a mile long. This will lead to the loss not only of the trees but also the wildlife that inhabits the trees. Therefore, we believe there is a case for maintaining the current trees and constructing the northern section behind the trees which will help reduce noise and visual pollution, particularly for the residents of Sandford.

2. Sandford Roundabout location

In the original plans for the Sandford junction, the roundabout from the new dualled road was located about one kilometre west of the one shown in the current plans. In order to reduce the impact on the cottages and business (Taylor and Braithwaite,) we suggest that the junction be moved further west, even if this is a hundred metres or so to the west. This would definitely improve the visual and noise impact on the cottages. We welcome the reduction in attenuation ponds and the creation of an east-west junction, which was not included originally.

3. Route East of Warcop and Brough Hill Fair Site

We fully support the Gypsy and Traveller community in their desire to maintain their existing Brough Hill fair site, based on a long historical and cultural heritage and regular use. The Parish Council objects to the new proposed site as it is directly adjacent to the Heron family's houses and business buildings. Access to this proposed site will also bring more caravans and vehicles nearer to the village, and this might increase parking on verges. We agree too that a dual carriageway directly next to the proposed field will not be suitable for horses and could lead to them being "spooked" by the traffic noise and sounds.

If there had been a listed church or medieval castle on the Brough Hill Far site, we are certain

that an alternative adjustment to the route would have already been made. But because the human rights, culture and history of the gypsy and traveller community are invisible, NH seem unable to recognise their importance. We suggest that NH find one of two solutions:

- a) it provides a better alternative site in consultation with the gypsy traveller community and its representatives and local residents.
- b) it realigns the road slightly further to the north of the Fair site using MOD scrubland before bringing the road back to its planned route towards Flitholme junction.

4. Impact on Warcop Village roads - the need for a safe footpath

On completion of the new dual carriageway, and also during the construction phase, we expect traffic through Warcop to increase, especially on the B6259 from the centre of the village out towards Sandford.. Our roads are country lanes with no footpaths. Parents, children, horse riders and wheelchair users have to walk to school, church or the Parish Hall along a narrow road without street lights or pavement. It would assist the residents of Warcop if a new public footpath were to be created from the back of the Parish Hall car park, around the field and over a new bridge over Crooks Beck. This would significantly reduce the number of pedestrians on the road and make the village far safer. We know that Warcop Primary School fully supports this concept.

5. Langrigg Junction

While this junction is within Musgrave parish, we fully support the need to reduce the huge amount of tarmac and ponds that will surround an old and pretty cottage. We support the underpass for Flitholme so that they can join the old A66; however, we see no justification for the slip road at Langrigg. Indeed, a simpler solution would be to take Musgrave Lane under the new road to join with the old A66. Residents of Flitholme and Langrigg can then either go to Warcop or Brough to join the new dual carriageway. The traffic levels here are far too small to warrant such a huge junction. NH say that there is insufficient room for a bridge at Langrigg, unlike at Flitholme. If so, here are two suggested solutions:

- a) The land from Broomrigg falls away to the east so if necessary, Musgrave Lane could be diverted to bend to the east to the bottom of this hill under a new road bridge.
- b) A small incursion into the MOD/AONB land north of Musgrave Lane to provide enough space for it to join the old A66.

6. The "Billy Welch Straight Line" route from Brough to Warcop (central)

In discussions with local residents at public meetings and other communications, Billy Welch made a suggestion that takes the new dual carriageway from Brough just to the north of the current road in as straight a line as possible, until it reaches Warcop. When plotted on a map, it soon became known as the "Billy Welch Straight Line Route." The benefit of this route is that near Brough it is not MOD land, it uses the worst-grade scrubland of the MOD's land, it is close to but straighter than the existing A66, it removes the need for any junctions at Flitholme and Langrigg, it avoids the current Brough Hill Fair site and can then re-join the NH's route across the army playing field and westwards towards Dyke Nook. It is a common sense route which would not impinge on the MOD's operations, nor would it spoil the questionable "beauty" of the alleged AONB. Rather, it would open up the currently hidden vistas of the Pennine fells and become one of the most spectacular roads in the country.

7. Flood Risk in Warcop

!2 properties in Warcop were flooded in 2015 during Storm Desmond and we fear that with the

additional run-off from the new road, even with the attenuation ponds, during extreme rainfall, Crooks Beck, Lowgill beck and Moor Beck will contain even more water that all channels into the main road of Warcop, increasing the chances of more serious flooding. Here is an opportunity for National Highways to work with the Parish Council, the MOD, Eden Rivers Trust, the Environment Agency and The Woodland Trust to create natural flood management measures during the construction phase that will store water safely on the fells and reduce the flow during extreme storms.

We hope that you will give serious consideration to our suggestions, and we would be more than happy to meet with you on site to discuss these amendments in more detail with the Examination Authority.

Yours faithfully,

David Keetley
Chair, Warcop Parish Council