

# A66 Consultation

## Brough to Appleby

### Objections to National Highways Preferred Route

#### Background

1. The new parts of the routes for the new road along this part of way were presented for "consultation" 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 nor given the plans before then. We were told that consultation on them was to extend to midnight on Sunday 27 February. I 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 else. This was a nonsense:
  - (a) The altered route was a new route, for which we had been asking for over a year;
  - (b) Of the 8.5 km stretch from Brough to Appleby, the planned alterations in plans extend to over half this length;
  - (c) That the changes were somehow so minor as to require no serious consultation is a travesty: the local residents and councils had been led to expect for a final, defined, route, for eighteen months, because we were unable to give proper consideration to the road project until we knew where it was intending to go. We are now asked to comment only on the new changes. This again is a nonsense. They are component parts of a whole and it is impossible to take them out of context. These objections relate to the whole scheme in its present form including them. Until we saw the final proposed route we could not sensibly comment on its potential damage.
  
2. Attached are five plans:
  1. An OS plan showing in red the privately occupied homes which are most affected by the NH the proposals, and places of heritage importance shown A-D
  2. The current (ie 28/1/22) preferred route, with privately owned homes shown in red
  3. One of the new NH plans, with flood danger area
  4. Photographs of landscape
  5. A suggested northern route.

### The original scheme

3. The drafter of the original scheme knew that the present ("old") A66 was the southern boundary of AONB and ran about 1 km north of the four villages of Sandford, Warcop, Flitholme and Langrigg. From this it was logical to put the dual-carriageway as far north as possible to mitigate pollution in the villages, which meant either putting it on top of, or immediately to the south of, the existing road, to avoid incursion into the AONB. We accept that there is a presumption against putting a road through AONB.
4. What we complain, is that this strategy was clung to after it was shown what damage would be caused if the dual carriageway in this form is not put north of the old road.

### Our objections.

5. Our objections are seven all of which could be met by the dual carriageway being moved north of the existing road.

#### (1) Destruction of historic monuments and features close to the road.

The line of the present road is that of the Roman Road from York and the south to Hadrian's Wall and the north. When the Roman built it c 120 AD they carefully avoided existing monuments, namely a neolithic stone circle (at A on plan 1) and four bronze age barrows of the other side of the road (at B). The former gave Warcop its Old Norse name (Warth = stones marking a way). The latter are clearly marked on the OS map as "Tumuli."

Also facing destruction is the cricket field (at C, the largest level space in the parish), of great local amenity value. At D is the site where travellers and Gypsies meet for a fair in September each year which has been going since the fourteenth century, called Brough Hill Fair.

(2) Adding noise, air and atmospheric pollution to a rural area. On Plans 1 and 2 we have indicated in red the private homes near the dual carriageway. There are none on the land to the north, which is used entirely for Army training.

(3) The NH plan imposes awkward and ugly structures along the very edge of the AONB. The four villages to the south of the present road each has a lane leading from it. It is sensible (as NH seems to agree) to keep the old road as a by-road, giving access to these lanes. But to build the dual-carriageway as suggested immediately south of the road, cuts off the lanes, and requires bridges over it or tunnels under it for the lanes. It is messy as well as expensive.

If the dual carriageway was even a hundred metres north of the old road, this problem would not be created.

(4) Destruction of ancient landscape. The North Pennines AONB extends to no less than 770 square miles, and the choice of its exact southern boundary, on two existing roads, was somewhat arbitrary. Broadly it simply accords with the southern edge of the MoD land. But the use of the land immediately north of our road by the military has not kept that land in a state which can be called of "Outstanding Natural Beauty". All old structures (including the complete village of Burton) have been removed. By contrast, further south the traditional buildings and pleasing ancient pasture are preserved. The photographs at Plan 4 make the point. Dual carriageway through the southern route would damage the landscape, whereas that to the north would not.

(5) Military objections. The NH route runs along the bottom lip of the MoD and AONB land, only encroaching slightly. A northern route would take more land from them. Whether this would actually be harmful to the military we do not know because NH has declined to investigate this possibility. But the MoD land runs to over 24,000 acres, and the encroachment that we suggest would surely be of minimal effect.

(6) Flooding. An area in the middle of Warcop village around Crooks Beck (see Plan 1) is already a high flood risk; it floods into the village houses about every ten years. Part of this is from the Hayber Beck and the Moor Beck which are on the plans and approach the village from around the cricket field, which is a flood plain. The effect of the increase in tarmac from the dual carriageway and other proposed new roads over the cricket field, will be to increase run-off, in spite of some proposed ponds which are "settlement" ponds for cleaning the water rather than stopping the flow. Also global warming is increasing heavier downpours. There is no way for the water to escape from these low-level roads over the cricket field, save through Warcop village itself. The remedy is to put the dual carriageway further north, so the water could be run off westward to join the Eden downstream.

(7) Expense. The NH route will involve bridges and underpasses to cope with its own entwinement with the existing lanes coming up from the villages. In places the new road would be built on top of the old, which will create a temporary traffic disaster. If the dual carriageway were built independently, almost like a by-pass, with junctions only at its extreme ends, money would be saved.

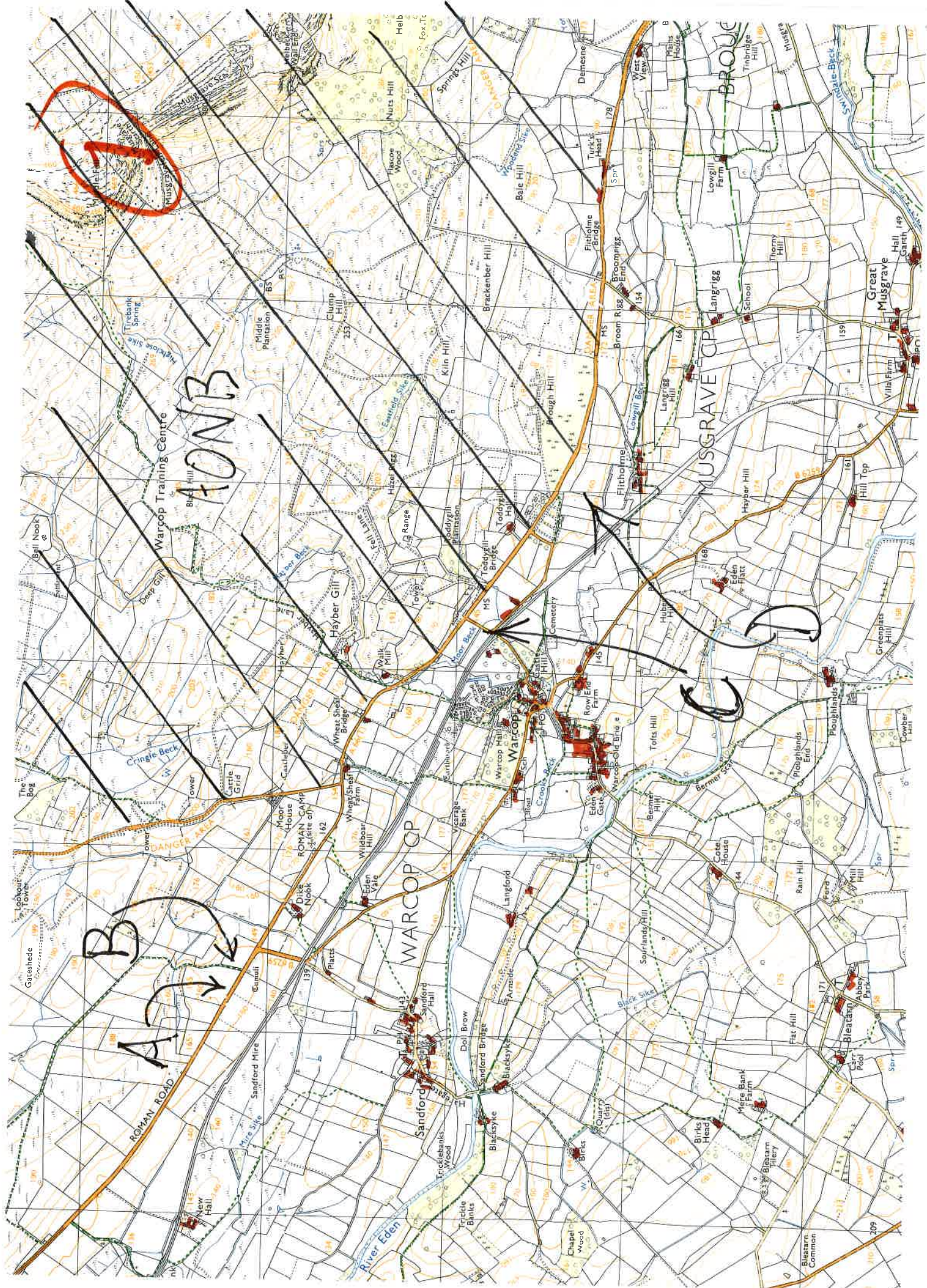
Summary. All the problems that we raise here can be solved by the dual carriageway taking a more northern route, with junctions only at its ends, preserving the old road as a local road. Our suggestion is as at Plan 5.

Mark Blackett-Ord

Warcop

26<sup>th</sup> February 2022





B  
A  
E

AONB

C  
D



**KEY PLAN**



**KEY**  
 — Proposed Route Alignment

**Engineering works only: Does not include compounds, landscaping, environmental mitigation or walking cycling and horse-riding routes**

Maps only show the extents of the engineering works associated with the road in relation to your land. There is still work for us to do in terms of areas such as compound locations and landscaping which may change the overall impacts. Further consultation with impacted landowners and interests on the areas outlined above will be held from mid-February. We will continue to engage on other emerging areas such as environmental mitigation to ensure you are aware of our final proposals before we submit our Development Consent Order application.

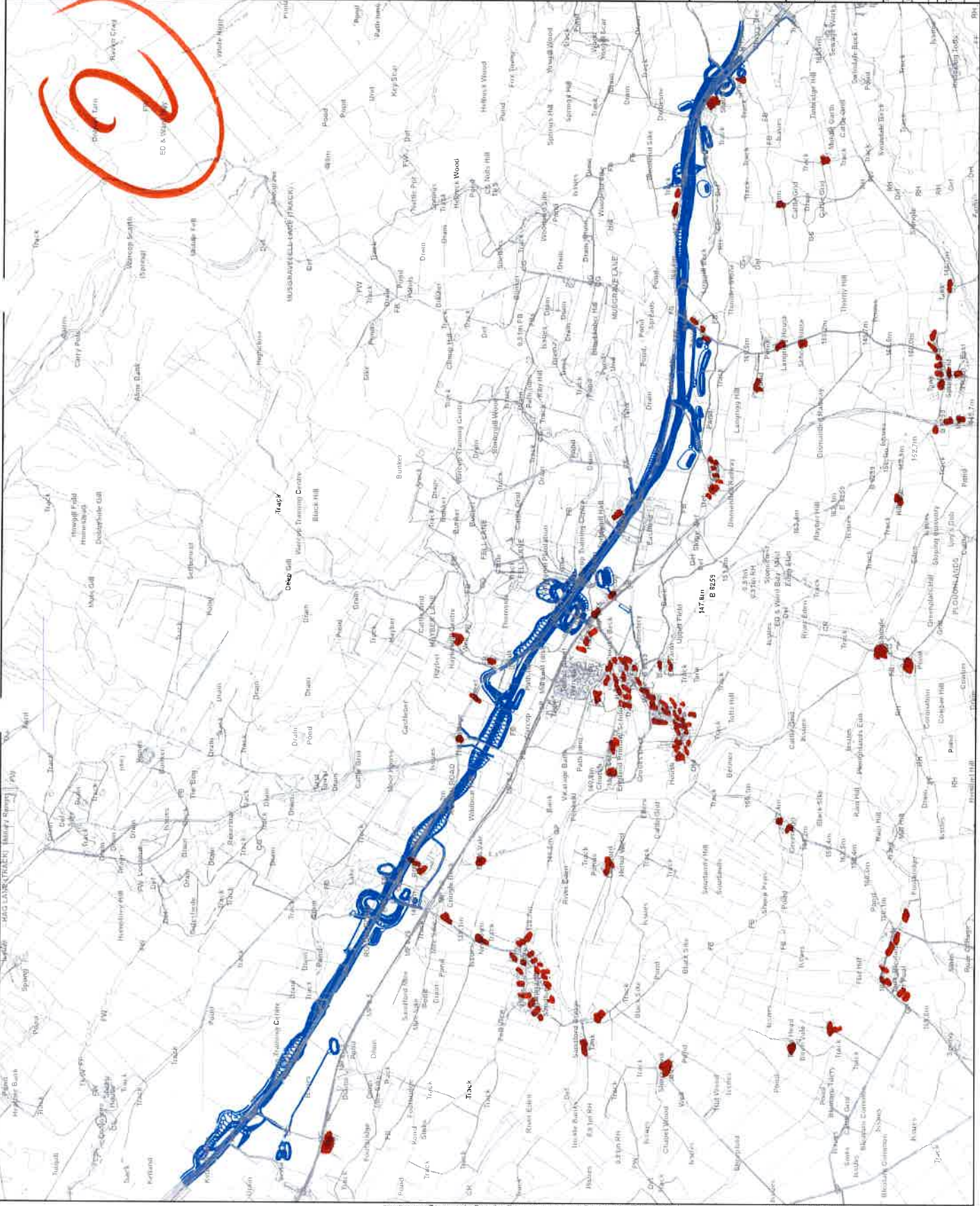
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**A66 NORTHERN TRANS-PENNINE PROJECT**

**OVERVIEW PLAN**

Sheet No.	DRAFT	Revision	300
Date	13/05/2022	Issue	27/01/2022
Drawn By	JM/JSD	Checked By	JM/JSD
Approved By	JM/JSD	Authorised By	JM/JSD
Drawn/Checked/Approved	JM/JSD	Drawn/Checked/Approved	JM/JSD







Engineering works only. Does not include compounds, landscaping, environmental mitigation or existing utility and fence setting markers.  
 Maps only show the extents of the engineering works associated with the road in relation to your local area. There is still work for us to do in terms of areas such as  
 floodplain, and drainage which may change the overall impacts. Further consultation with relevant stakeholders and interests in the areas outlined  
 above will be held for our development. We will continue to engage on other emerging areas such as environmental mitigation to ensure you are aware of our final  
 proposals and submit our Development Consent Application.

Streams - those not being culled in an agreed plan (ranging a minor connection to the main line) at the Sunning Junction

**highways** **england**

A66 Northern Trans-Pennine Project

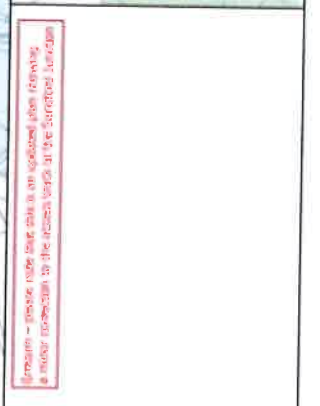
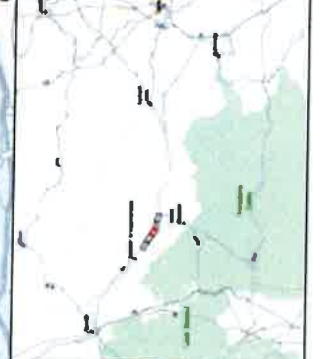
**Map Title**  
 Supplementary consultation  
 Appleby to Brough Sheet 3 of 3  
 Warcop West and Warcop Central  
 Winter 2021/2022

<b>Map Number</b>	Project	HE505027	Location	S00	MP	ZZ	Volume
							GEN
							500044
							Number
<b>Author</b>	Originator	AMY					Revision
							A3
							APPROVED FOR STAGE COMPLETE
							C01

Project Name: A66 Northern Trans-Pennine Project  
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 Revision: A3  
 Approved for Stage Complete: C01

FILE NAME	LMAN	ATYHA	PCAR	DBEA
C01	23/01/22	28/01/22	23/01/22	23/01/22
Revision	Created	Checked	Reviewed	Approved

Scale 1:1,500 Project Ref No HE505027 Stage 3 of 3  
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## PHOTOGRAPHS

1, 2 HIGHWAYS ENGLAND PREFERRED ROUTE

3, 4 OBJECTOR'S SUGGESTED ROUTE



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