

Deadline 7 Submissions on the A66 Northern Trans-Pennine Project

Submitted on Behalf of Mr & Mrs Henshaw

9th May 2023

1. Introduction

1.1 We are instructed to make these submissions on behalf of Mr and Mrs Henshaw of [REDACTED]

[REDACTED] 'Mr & Mrs Henshaw'.

1.2 We have previously submitted on behalf of Mr & Mrs Henshaw written submissions for deadlines 1,2, 3, 5 and 6. We do not propose to repeat those representations, but would stress that the issues raised remain unresolved.

2. Applicant's Proposal to Relocate Temporary Roundabout from adjacent to Mainsgill Farm Shop

2.1 We have previously understood, (and made representation for it to be a permanent feature) that a temporary roundabout was proposed to be built to the west of the realigned Warrener Lane adjacent to Mainsgill Farm Shop.

2.2 We now understand that the Applicant proposes to move the location of the temporary roundabout around 400m to the west.

2.3 We enclose as Appendix D7-1 a letter dated 4th May 2023 from Nick Calder of Bryan G Hall setting out the information that we believe the Applicant should reasonably be required to disclose and/or consult on in relation to this proposed change; and also raising concerns on;

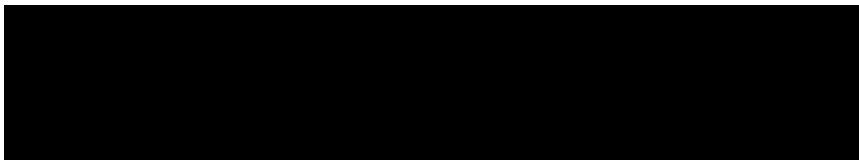
- i) Safety
- ii) The impact on Mainsgill Farm Shop
- iii) Traffic Flow including in relation to the quarry north of the A66 which is accessed from Moor Lane

2.4 We remain concerned that there has been a lack of transparency, or any consultation throughout in respect of the location of this proposed junction.

2.5 It is respectfully submitted that it would be inequitable to allow this process to continue without giving Land-owners, Businesses and other affected parties the opportunity to make representations on safety or other matters with the benefit of all the necessary information (such as that requested in the letter from Mr Calder at Appendix D7-1). The Applicant appears to be short-cutting the process and proceeding in way that minimises scrutiny of their plans in regard to this element of the Scheme.

3. Conclusion

3.1 We ask that the Examining Authority require that the proposed compound location and roundabout adjacent to, or to the west of Mainsgill Farm Shop is properly consulted on, and considered as part of this examination.



9th May 2023

Appendix D7-1

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Our ref: 19-328/NC
please reply to Leeds office
4th May 2023

Brian Williams
National Highways
Lateral
8 City Walk
Leeds
LS11 9AT

Dear Brian

Development Consent Order – A66

I write on behalf of my client, Mr Andrew Henshaw, in respect to his property [REDACTED], [REDACTED] and National Highways plans to improve the A66 between the M6 at Penrith and the A1(M) at Scotch Corner.

This letter is further to the previous letter issued by my colleague Martin Crabtree to yourself dated 29th March 2023, and the meeting held at Mainsgill Farm on Monday 24th April 2023 between yourself and Rachel Smith from National Highways, Ian Lee from Costain (National Highways consultants), our clients Andrew and Maria Henshaw, the land agents Robyn Peat and Caroline Horn from George F White LLP and Martin and myself from Bryan G Hall. Rebecca Garrett of National Highways and Richard Edwards of Jacobs (acting as National Highways consultants) did not attend the meeting.

In correspondence dated 8th March 2023 from your colleague Rebecca Garrett it was stated that access to the DCO compound would be provided via a new roundabout junction in place of the existing Mainsgill Farm access junction with the A66. Indeed, this email dated 8th March stated that the supporting documents for the roundabout junction in this location, including modelling submissions and technical justifications, that would be submitted as part of a planning application, were being finalised.

My client was then informed of the intended change of location of the DCO compound access to a position some 300-500 metres to the west along the existing A66, although no logistical or technical reasons for this change were given.

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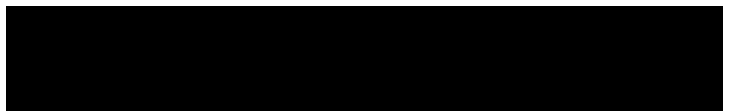
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BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Continuation 1
19-328/NC

4th May 2023

The purpose of the meeting on Monday 24th April 2023, which was called by yourselves, was for National Highways to provide an update on two specific points, agreed in advance of the meeting. These being the consultation response(s) by National Highways to North Yorkshire Council (formerly Richmondshire District Council) on the petrol filling station planning application (Reference 19/00454/OUT), and for National Highways to discuss the current proposed location and design for access to the DCO compound, as well as its impact on the Mainsgill Farm business and access junction with the A66.

It was requested, by George F White LLP, two and a half weeks prior to the meeting, in an email dated Thursday 6th April 2023 that information be provided on these two points in advance of the meeting, so that it could be properly reviewed to allow a more pragmatic and productive meeting to take place. No such information was provided in advance of the meeting.

Turning to the meeting itself that took place on Monday 24th April 2023, it was disappointing that no new information was provided by either National Highways or Costain with regard to these two points. Firstly, no update was provided with regard to any new consultation responses made to North Yorkshire Council on the petrol service station planning application, which was the first point on the two point agreed meeting agenda, and no information was provided with regard to the rationale for the change in location, nor design of the DCO compound access, which was the second point on the agreed two-point meeting agenda. Indeed, there is currently no information available on the location, form, design and capacity of the proposed access arrangement.

Conflicting answers were given at the meeting with regard to the justification for the access location, with some answers suggesting this was backed up by technical analysis and some answers suggesting the technical evidence was yet to be undertaken. The location of the access adjacent to the New Lane junction (the 'Ravensworth' junction) was questioned given that junction's record of highway fatalities, compared with the proven safe operation of the Mainsgill Farm access junction. The interaction between the new access location and the Ravensworth junction and the Mainsgill Farm junction was also queried. There will clearly be an interaction between the junctions but no consideration of this has taken place.

In the interest of ensuring that any new compound access with the A66 will be safe and appropriate, and the impact on the existing Mainsgill Farm access junction considered in full, it was requested that full transparency be provided by National Highways on the technical and design considerations made to inform their decisions. No such transparency has been provided, which has been indeed promised by National Highways on a number of occasions which is extremely disappointing.

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Continuation 2
19-328/NC

4th May 2023

It was mentioned during the meeting that as part of the change in location of the DCO compound it was intended to close off Moor Lane at some point in the future, so that there would be no vehicular link between this road and the A66. Further information on this was requested during the meeting but no rationale was provided, neither was there any mention of technical / design justification or likely timeframes. Such a closure would have a significant impact on the operation of my client's operations in the area (having farm holding accessed via Moor Lane), therefore it is again disappointing that this has been mentioned so indifferently without any dialogue or thought to my client's access and business.

As requested within our previous letter and as set out within the meeting, we would request that information in relation to the new compound is shared with us for review before a decision is made on the potential alternative location for the compound and any associated roundabout access. Detail should also be provided in relation to the closure of Moor Road. We would request:

- Plans of the proposed access arrangements;
- A design review against the Design Manual for Roads and Bridges;
- Provision of the anticipated trip generation of the site compound and flows along the current A66;
- Detailed modelling of the proposed junction identifying any anticipated queue lengths on the approaches;
- Information in relation to the likely impact of trips to and from Mainsgill Farm given the close proximity of the new junction on the A66 forming access to the compound and my clients current access arrangements;
- Independent Road Safety Audits in accordance with the requirements of GG119 of the Design Manual for Roads and Bridges; and
- Plans for the closure of Moor Road and the associated junction modifications, including information on diverted traffic flows and any associated technical analysis.

We consider the above information would have had to have been carried out at this stage in order to ensure that a decision could have been made, since the correspondence dated 8th March 2023, that the alternative location was preferred. Without this information how can National Highways be assured that safe access can be provided for all users of the A66, including those that are travelling along the main carriageway, those that are accessing the site compound and those that are accessing my client's property at Mainsgill Farm, in preference to the original proposals via a new roundabout junction in place of the existing Mainsgill Farm access junction with the A66.

We understand that the quarry to the north of the A66 accessed from Moor Lane, whilst having a temporary permission is now looking to extend the extraction period, and this, together with the original location of the site compound access, i.e., in the vicinity of Mainsgill Farm, would result in a more balanced flow of vehicles at any roundabout proposed to serve the site compound. In view of this we request details of the rationale as to why the original proposal to provide the compound to the north of Mainsgill farm is no longer being pursued as this was not provided at the meeting, despite numerous requests.

Continued

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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

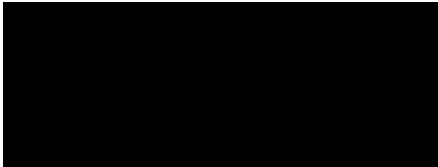
Continuation 3
19-328/NC

4th May 2023

An alternative arrangement of course would be to maintain the scheme that provides a roundabout at Mainsgill for the Monks Rest compound but provide a route across the adjacent field, which is under the DCO to the alternative site, this would not increase the number of junctions on the A66 and maintain improved access for all users. Any conflict with the ultimate access road to the A66 would then be addressed as latter stages of the build in the programme for the A66.

I would therefore request that no decision is made on the location of the compound until the above information is provided allowing sufficient time for a thorough review in order to ensure that the safe operation of the A66 is maintained, as well as ensuring that there is no adverse impact on the access to my client's property.

Yours sincerely



Nick Calder
Principal Engineer

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