

From Kirkby Thore Parish Council ref 20032224

As noted in our previous representations to the various consultations on this project, Kirkby Thore Parish Council [KTPC] agrees that the A66 should be dual carriageway along its whole length. We accept that the route as it passes Kirkby Thore has been chosen as the Northern Route using the criteria stated by National Highways.

However, the Northern Route was accepted by National Highways in their Sifting Matrix comparing the Blue Route and Orange Route to create significant adverse noise and vibration effects on 256 residential receptors. Additionally the effect on the environment and landscape was accepted as being worse for the Blue Northern Route. Hence significant mitigation for both residents of Kirby Thore and the environment around Kirkby Thore is required for the proposed route and this was accepted when the decision was made to prioritise not constructing on the vicus of the Roman Fort above the adverse effects on the residents.

Completed road in operation

Noise, visual and fumes effects

1) The A66 passes 180 degrees around Kirkby Thore in close proximity to the village, see Map 1, carrying traffic that is 27% Heavy Goods Vehicles [HGV]. This noise will be transmitted to the village from several directions. The significant receptors that are closest to the route are a) Sanderson's Croft, a housing association estate of 70 dwellings, and b) the primary school. Additional receptors are c) Dunfell View [35 dwellings] which is at a contour of 130m, while the passing road is cutting through the current ground level at the 120m contour, and thus not shielded by the road being in cut and d) the eastern side of Main St which looks eastward over the low ground of the Trout Beck flood plain to the proposed viaduct and is unshielded from noise or visual disturbance on that length of road.

2) Environmental Mitigation Figure 2.8.3 Sheet 4 shows Sanderson's Croft immediately adjacent to the North Junction. The HGVs going to and from the Gypsum Works will curve round on the slip road up to grade and then over the overbridge. Hence the significant cut at this point of the road will not mitigate against much of the HGV noise and visual intrusion. The land between the junction and the Croft is shown as being returned to agricultural use but additional earth bunding or acoustic fencing masked by an area of woodland would significantly reduce the effects on the residents.

3) Figure 2.8.3 sheet 4 shows the primary school at a position along the A66 where it is not in cut but some earth bunding has been shown. Again the land between the school and its playing field is shown as being returned to agricultural use. And again acoustic fencing masked by an area of woodland or increased earth bunding would significantly reduce the noise and fumes effects on the pupils.

4) Figure 2.8.3 sheet 4 shows Dunfell View, which is 10m above the current ground level at the road position. The road has a certain amount of actual and false cut at this position but Dunfell View is still above this. Additional bunding might be oppressive to the road user in this case and thus woodland planting would give the most benefit to the residents against noise and headlight intrusion.

5) Map 1 shows Kirkby Thore Main St adjacent to the Trout Beck flood plain and Environmental Mitigation Figure 2.8.5 sheet 6 shows the eastern side of the flood plain and the length of road and viaduct unshielded from the residents on Main St. The existing A66 transmits a noticeable amount of noise to the eastern side of the village and the 70mph limit dual carriageway would produce 3 times the noise of the 40mph A66, as the noise energy is proportional to the square of

the speed. Acoustic fencing or baffles on the side of the Trout Beck viaduct could reduce the adverse effects on the residents. The proposed viaduct will also loom large in the landscape and impact on the villagers view to Appleby along the low lying plain. This is a loss to the residents that cannot be amended but highlights the importance of mitigating the nuisances of noise and headlight intrusion.

6) The Environmental Mitigation proposed around Kirkby Thore generally uses low planting and hedgerows with the intention of maintaining views from the road towards the Pennines and the Eden. No woodland planting is suggested near to Kirkby Thore, apart from a small area to screen the Low Moor caravan site, although it is planned for other areas between Kirkby Thore and Penrith. Hedgerows are no substitute for woodland planting in shielding against visual effects or disguising substantial acoustic barriers. There are small woodlands scattered across the Eden Valley and thus specific wooded areas would not affect the character of the landscape and we suggest that woodlands are considered for further areas around Kirkby Thore.

Effects on wild life

7) The environmental mitigation figures show two areas for lapwings, one of which is the area currently known as the Mire [noted on sheet 6] and is a wetland. Proposed retention of this area as a wetland is appreciated. However, we believe that both the areas shown may be too close to a busy road for lapwings to use. Has any consideration been given to additional areas further from the A66? Deer and hares also roam across this area to the north of the village and no specific consideration has been noted for them. Several buzzards use the area as hunting territory. The use of road verges for wildlife corridors is important when roads cut across territories thus fencing design is important to protect the vehicles from the larger wildlife while permitting movement. The Environmental Mitigation figures do not appear to show this level of detail but we note the importance of wildlife corridors and suitable fencing.

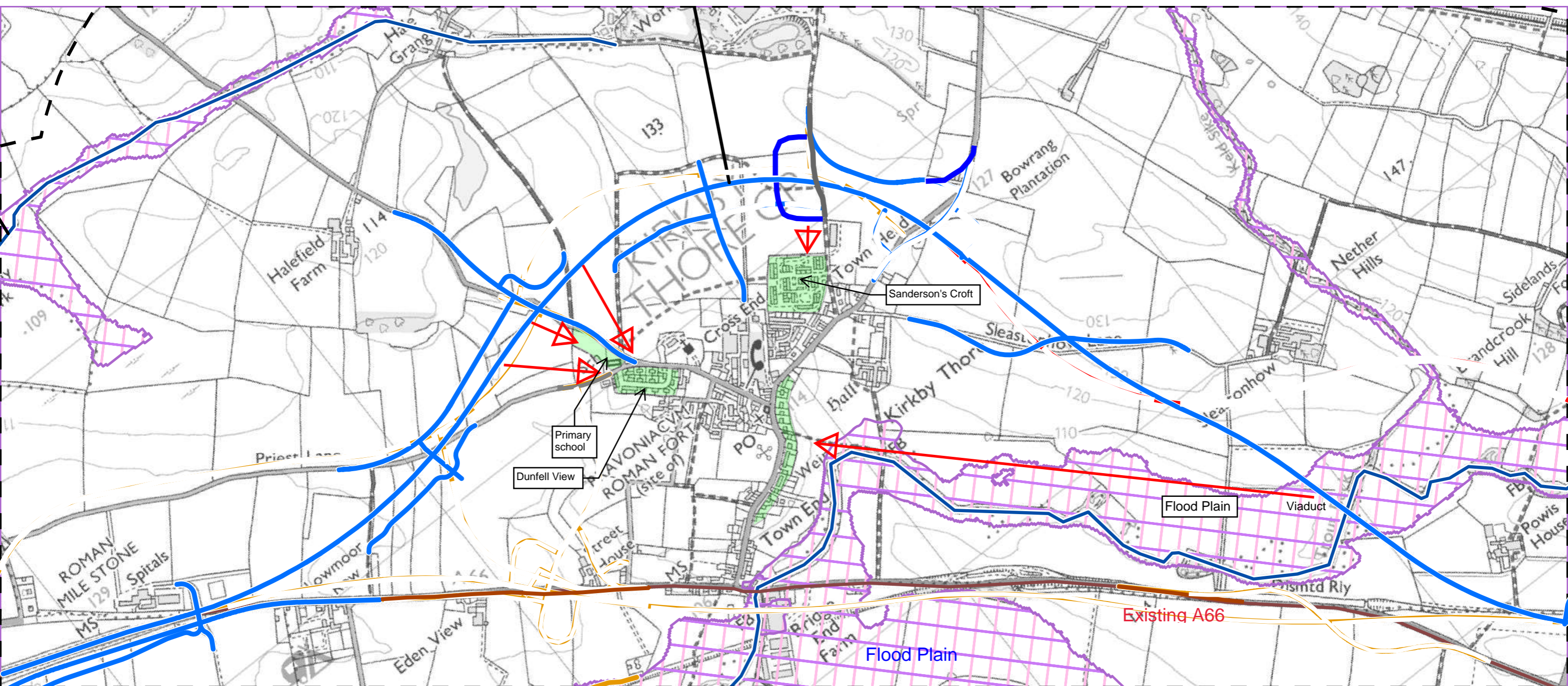
8) Figure 2.8.3 sheet 6 appears to show drainage ditches from the SuDS ponds directly into the Trout Beck, which is part of the Eden SAC. Can it be explained why this is acceptable.

Construction phase

Compounds and temporary roads

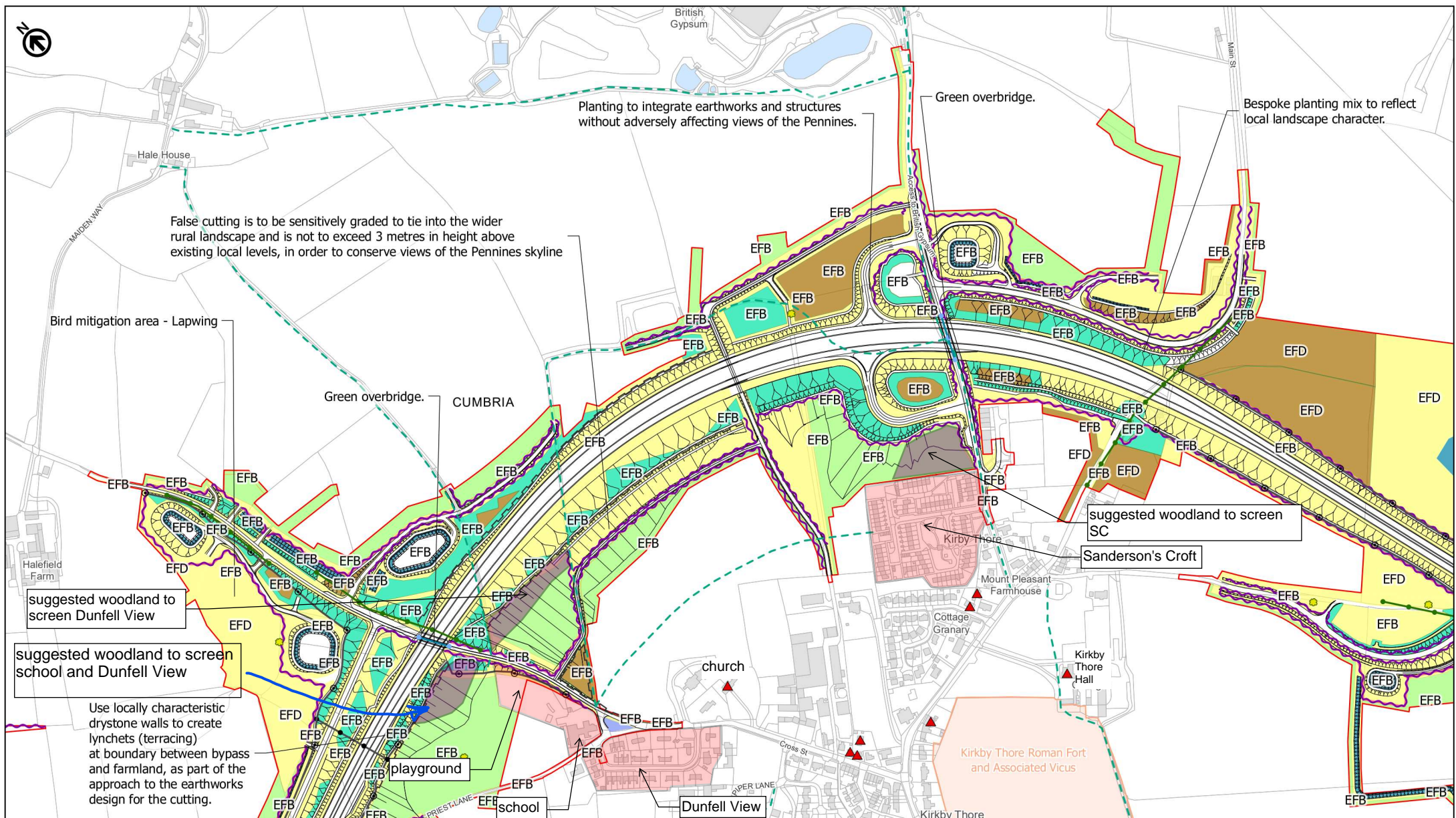
9) As shown in Map 1 there is very little usable area between the proposed route and the village of Kirkby Thore. We understand that a works compound has been suggested for Kirkby Thore and, if this is the case, we suggest that any work area is sited the other side of the route from the village to minimise the effects on the village. This could possibly be adjacent to the existing eastern Temple Sowerby junction for the A66 or to the north of the road adjacent to the Gypsum Works; both of which have significant areas within the red line boundary.

10) There will need to be significant temporary roads to permit traffic from the Gypsum Works to access the existing A66 when the new route cuts through the only access road. These temporary roads will need to be the far side of the new road from the village of Kirkby Thore but could continue to direct traffic through the village of Kirkby Thore if Main Street was used until the new junction bridge is constructed. We are concerned that temporary roadways for the Gypsum Works may also lead to construction traffic through the village and ask that the Temporary Traffic plan is shown to the village and Parish Council at an early stage in the construction to enable informed consultation. Kirkby Thore is accustomed to HGV traffic through the village 24/7 but an increase in the volume of this would still be noticeable and we would appreciate it if restrictions could be applied.



Map 1 - A66 Preferred Route around Kirkby Thore

Showing the susceptible receptors and main routes for noise transmission



False cutting is to be sensitively graded to tie into the wider rural landscape and is not to exceed 3 metres in height above existing local levels, in order to conserve views of the Pennines skyline

Planting to integrate earthworks and structures without adversely affecting views of the Pennines.

Green overbridge.

Bespoke planting mix to reflect local landscape character.

Bird mitigation area - Lapwing

Green overbridge.

CUMBRIA

suggested woodland to screen SC

Sanderson's Croft

suggested woodland to screen Dunfell View

suggested woodland to screen school and Dunfell View

Use locally characteristic drystone walls to create lynchets (terracing) at boundary between bypass and farmland, as part of the approach to the earthworks design for the cutting.

- Environmental Function Code -
- EFA Visual screening 7
- EFB Landscape integration 8
- EFD Nature conservation and biodiversity 9
- EFE Visual amenity 10

- Notes:
1. The design of the project and the location of the mitigation measures shown demonstrate how the environmental mitigation can be incorporated into the detailed design of the project within the parameters of the development consent sought and in compliance with the provisions of the development consent order, in particular, the provisions of the Environmental Management Plan (Application Document 2.7) and the Project Design Principles (Application Document 5.11).
 2. All dimensions are approximate and in metres unless noted otherwise.
 3. To be read in conjunction with the Project Design Principles (Application Document 5.11) and Environmental Management Plan (Application Document 2.7).



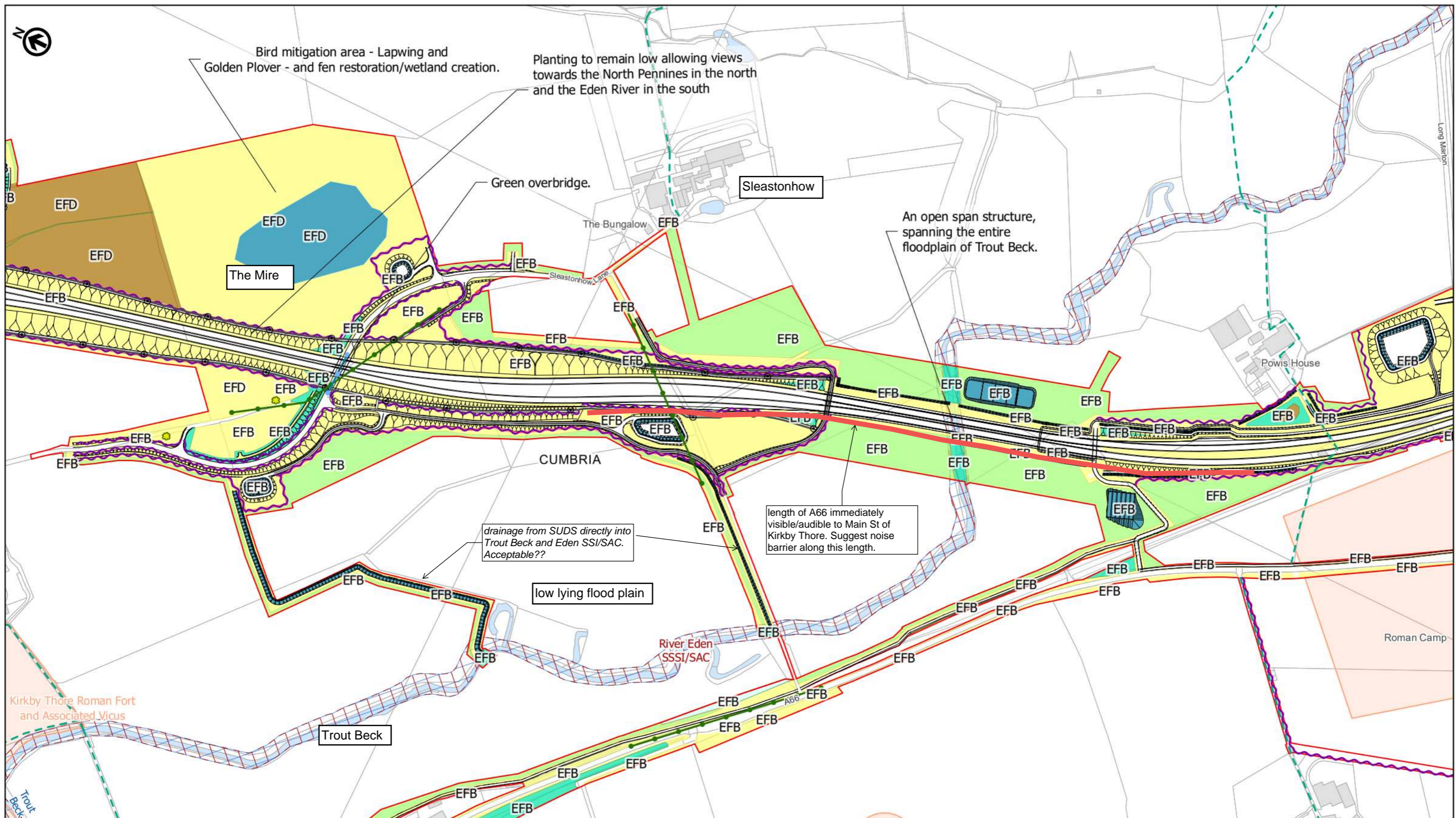
national highways

3 Piccadilly Place
Manchester
M1 3BN

P02	First Issue				
	LPAG	LHAN	AWAR	AMIT	KWHA
	07/06/22	07/06/22	08/06/22	09/06/22	09/06/22
Revision	Created	Checked	Reviewed	Approved	Authorised

Scale @ A3: 1:5,000 | Project Ref No HE565627 | Stage: Stage 3
© Crown copyright and database right (2022). All rights reserved. OS 100030849.
Contains public sector information licensed under the Open Government Licence v3.0.

Project Name A66 Northern Trans-Pennine Project			
Map Title Figure 2.8.3			
Environmental Mitigation			
Scheme: 0405, Temple Sowerby to Appleby			
Sheet 4 of 11			
Map Number	Project	Originator	Volume
HE565627	S00	AMY	EGN
Location	Type	Role	Number
S4	MP	LX	200009
Suitability	Suitability Description		Revision
S4	FIT FOR STAGE APPROVAL		P02



Environmental Function Code

- EFA Visual screening ⁷
- EFB Landscape integration ⁸
- EFD Nature conservation and biodiversity ⁹
- EFE Visual amenity ¹⁰

Notes:

- The design of the project and the location of the mitigation measures shown demonstrate how the environmental mitigation can be incorporated into the detailed design of the project within the parameters of the development consent sought and in compliance with the provisions of the development consent order, in particular, the provisions of the Environmental Management Plan (Application Document 2.7) and the Project Design Principles (Application Document 5.11).
- All dimensions are approximate and in metres unless noted otherwise.
- To be read in conjunction with the Project Design Principles (Application Document 5.11) and Environmental Management Plan (Application Document 2.7).



national highways

3 Piccadilly Place
Manchester
M1 3BN

P02	First Issue				
	LPAG	LHAN	AWAR	AMIT	KWHA
	07/06/22	07/06/22	08/06/22	09/06/22	09/06/22
Revision	Created	Checked	Reviewed	Approved	Authorised

Metres

0 100 200 300 400

Scale @ A3: 1:5,000 | Project Ref No HE565627 | Stage: Stage 3

© Crown copyright and database right (2022). All rights reserved. OS 100030649. Contains public sector information licensed under the Open Government Licence v3.0.

Project Name A66 Northern Trans-Pennine Project			
Map Title Figure 2.8.3			
Environmental Mitigation			
Scheme: 0405, Temple Sowerby to Appleby			
Sheet 6 of 11			
Map Number Project	Originator	Volume	
HE565627	AMY	EGN	
S00	MP	LX	200011
Location	Type	Role	Number
Suitability S4	Suitability Description FIT FOR STAGE APPROVAL		Revision P02