



TECHNICAL NOTE 1

DATE:	27 April 2023	CONFIDENTIALITY:	Public
SUBJECT:	A66 NTP Noise and Vibration Queries - Deadline 7		
PROJECT:	A66 NTP	AUTHOR:	Various
CHECKED:	Sarah Whydle	APPROVED:	Hywel Roberts

A66 NORTHERN TRANS PENNINE NOISE AND VIBRATION ASSESSMENT

Introduction

Further to information provided by National Highways (the Applicant) at Deadline 6 of the Development Consent Order (DCO) Examination, Westmorland and Furness Council (the Council) have carefully considered the information that has been provided. A presentation by the Applicant on the 21st of April 2023 was also very informative and has allowed a deeper understanding of the rationale behind the mitigation proposals in the Kirkby Thore area.

This Technical Note identifies the areas where there is agreement between the Council and the Applicant with regard to the assessment and where further information and clarity is still required before the Council is able to reach a position of 'all matters agreed' within the Statement of Common Ground (SoCG).

Noise modelling at Kirkby Thore

The Council agrees with the Applicant that the appropriate mitigation at Sanderson Croft needs to be a balance between achieving an appropriate level of noise attenuation without generating an unacceptable visual impact. The Councils request that the Applicant provides further information on the relative height of the modelled noise barriers that were presented in the Kirkby Thore Technical Note issued on the 20th of April 2023 so that the Council can understand the extent to which each section of modelled barrier contributes to the visual constraints that the Applicant identifies.

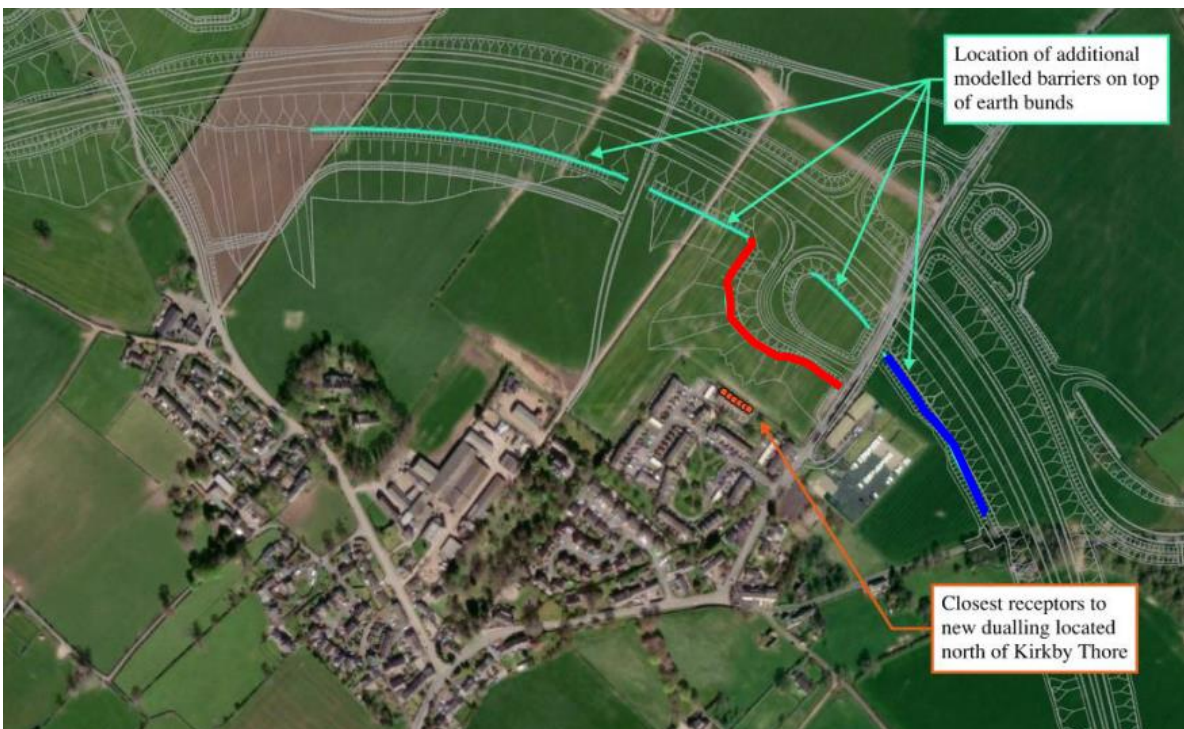
The Councils would like clarification as to whether the inclusion of the barrier as marked in red in Figure 1 is delivering any additional attenuation above that which the bund surrounding the slip road is providing, or whether the barrier shown in dark blue and cyan is delivering the predicted reduction (~-2dB). The Councils would therefore like a more detailed understanding of the source of the resulting noise increase (e.g. partial levels to understand the noise levels from the segments of road(s)) at Sanderson Croft as well as information on the relative heights of the bunds on the southern side of the carriageway where barriers have been modelled.

This is of importance to the Council as the Applicant has demonstrated in their Technical note that the inclusion of a barrier would bring resulting noise levels at Sanderson Croft below the Lowest Observed Adverse Effect Level (LOAEL) and hence compliant with the Noise Policy Statement for England (NPSE). As such an opportunity is available, the Councils believe that it is important to ensure that it is investigated and implemented if found to be practicable.

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Figure 1 – Location of additional barrier and assessed receptors (provided by the Applicant)



Noise and Vibration Management Plan

The Council acknowledges the inclusion of Kirkby Thore Primary School within Paragraph B5.1.4 Annex B5 Noise and Vibration Management Plan (Rev 2) (Tracked). However, the Councils request the following change to the wording:

The Principal Contractor Noise and Vibration Specialist will prepare applications for 'Section 61' Consent including, but not limited to, Kirkby Thore Primary School if required. Applications will detail the activities and methods to be used during the Project with a prediction of noise and vibration levels at appropriate receptors agreed with the Environmental Health Office (including, but not limited to, Kirkby Thore Primary School). Details of construction activities, prediction methods, locations of sensitive receptors, noise and vibration monitoring and mitigation (if required) should be presented.

The Council also requests the following minor amendments to Paragraph 5.8.1 of Annex B5 Noise and Vibration Management Plan (Rev 2) (Tracked).

The relevant local planning authority will be invited to visit the site to view and validate the success or otherwise of the remedial action. Should further mitigation which is implementable be appropriate to prevent a re-occurrence, this will be discussed and agreed with the relevant local planning authority and implemented accordingly where reasonably practicable."

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Environmental Management Plan

The Council requests the following amendments or clarifications as identified in Table 1.

Table 1 – Noise related remaining comments

Deadline 6 Comment from NH	Council comment
<p><i>The comment provided references D-NV-03 but given it concerns Skirsgill Lodge, it is assumed this should read D-NV-02. Appropriate noise mitigation, in the form of a barrier, has been identified and set out in the Environmental Statement. However given the nature of Skirsgill Lodge and its location immediately adjacent to the road, there are implications of installing a barrier at this location, not least landscape and visual impact from and towards the property. National Highways therefore believes it is appropriate to allow for ongoing engagement with both the property holder and the local authority to agree the most appropriate mitigation to be implemented. The Environmental Statement is based on a worst-case assumption that the resident would prefer not to have the barrier, and therefore a significant effect from noise is reported, in Chapter 12 Noise and Vibration (APP-055), at this location absent a barrier. This information is in front of the examination and will be available to the Secretary of State to allow them to make an informed decision given the nature and proximity of the property to the road at this location.</i></p>	<p>The Council acknowledges the Applicant’s comments and is agreeable to deferring the design of any mitigation as the Applicant suggests but would like explicit inclusion in REAC commitment D-NV-02 in the first bullet to allow the consideration of a stone barrier that is in keeping with the architectural merit of Skirsgill Lodge. The first bullet would therefore read as follows with additional text in red: “The PC must engage with the residents of Skirsgill Lodge to establish whether they would support the implementation of the Barrier (which could be made of stone in consistent style to the existing boundary wall).”</p>
<p>The Applicant’s amended text to D-NV-04 reads, in the final paragraph “<i>The updated noise modelling and proposed mitigation for that part (where required) shall be subject to stakeholder consultation as described in Chapter 1, must be approved by the Authority prior to works commencing on that part and, following such approval, must be implemented.</i>”</p>	<p>The Council is agreeable to the revised wording of REAC commitment D-NV-04 but requires clarification if the word ‘Authority’ in the final paragraph should read ‘Local Authority’ and if so would like this amendment to be made.</p>