

Kirkby Thore Parish Council [KTPC] thanks National Highways [NH] for the production of the 6 Engineering Sections through the works contained in the document REP5-025. These make it much easier to see the physical size and effect of the acoustic bunding around the village. It would have been helpful if the levels for the crests of the bunds had been noted in the same way as the levels of the carriageway as our comments below would have been able to reference these levels rather than those that we have scaled for the sections.

We comment on each section as follows:

Section 1- from Dunfell View looking north-easterly. The ground level at Dunfell View is shown as 119.5mOD at the Order Limit but we believe that the ground continues to rise beyond this. And we also note that the first floor of the houses would be 3m above that [at least 122.5mOD]. However, the bund between Dunfell View and the A66 is shown as approximately 127mOD with the carriageway noted at 117.14mOD thus the visual and acoustic screen appears to be adequate for this direction.

Section 2 – Priest Lane junction with Dunfell View looking westerly along Priest Lane. Priest Lane runs for about 150m at 120mOD before dropping then rising to the bridle way and then the A66, which are both at 120.3mOD. The bund before the A66 has a crest of about 123mOD so HGVs, being between 4 and 5m tall, would be visible to the bungalows at the western edge of Dunfell View. Tree planting on the eastern slope of the bund would provide visual screening to these dwellings and to the bridleway as it passes close to the A66.

There are two dwellings to the south of this area that may have their view to the Northern Fells impacted by this tree planting but they are some distance away on the line of the existing A66 and we believe that there would be little impact.

Section 3 – Existing A66 to Sleastonhow Lane. The A66 is at 117.82mOD, some 9 metres above the Trout Beck flood plain, and in only 1 metre of cut. There is no bunding. The ground rises to the north-east up to the bungalow and farm of Sleastonhow 200m away at 133mOD. There is no bunding or other acoustic or visual protection for these dwellings. We believe that there will be significant impact on Sleastonhow and that mitigation for noise and visual impact is required.

This section also serves to emphasize the height of the A66 above the flood plain and thus the uninterrupted sight/sound lines from the houses along Main Street in Kirkby Thore.

Section 4 – From Sandersons Croft through the compact grade separated junction. The ground at Sandersons Croft is at 125mOD, thus the first floors of the houses are at 128mOD. The slip road of the junction is 83m away at 123mOD. There is a bund crest of about 127mOD between the road and Sanderson's Croft. Hence at this section the bund appears to be 4m which is not adequate to screen all HGVs in the UK and the slip road will continue to rise to ground level at the existing Fell Lane thus the bunding of 4m will not continue along the full length. The A66 is in at least 4m cut at this section but the slip road to the north of the junction, at 322m away, is at existing ground level, which is 128.37mOD. Thus, this northern slip road has no screening for Sanderson's Croft.

We believe that the screening for Sanderson's Croft is inadequate and further mitigation measures should be taken.

Section 5 – from Priest Lane junction with Dunfell View looking in a north-westerly direction. The ground level at the junction is 120mOD. The road at this section is at 114.6mOD and has a screening bund with a crest of 121mOD. Hence the cut is 6.4m and adequate to screen all traffic.

Section 6 – From Kirkby Thore School looking in a north-westerly direction. The ground level at the school is 116mOD and the ground drops towards the north-westerly school playing field boundary 120m away at 112.6mOD. The A66 is a further 90m beyond the school boundary at level 113.17mOD. There is a bund with crest level 116mOD between the road and the school thus the road is only in effective cut of 3m, which is not adequate to screen HGVs, additionally the top of the bund is at the same level as the school buildings. Further to the north-west of the road there is an embankment to 120.36mOD that is carrying the diverted Priest Lane.

Hence for the length of the A66 behind the school we do not believe that there is adequate screening and further mitigation measures are required. As the Priest Lane embankment already blocks the views to the north then higher embankments and/or a block planting of trees on the school side of the road would not provide any adverse impact and would significantly benefit the school.

We also note that the first floors at Dunfell View at 123mOd will overlook the school and have a direct sight/noise line to the A66 at this section so additional mitigation will also benefit Dunfell View.