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Report from the Head of Development Management to Development Control Committee

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Application number: 7/2025/2184

Application type: Major full application

Applicant: Mr Peter Notley, Lake District National Park Authority

Location: Land between existing K2T trail and Burns Road, and between Burns Road and Station Road/Lake District National Park Authority offices, Threlkeld Quarry

Grid reference: 331674, 524651

Proposal: Creation of a traffic-free, Multi-User Trail link between Threlkeld Quarry and existing Keswick to Threlkeld Trail (K2T), consisting of new and improved tracks, a new bridge over Station Road plus associated works, including earthworks, accommodation works and landscaping

Report prepared by: Phil Nicholls, Area Planner

Report agreed by: Andrew Smith, Head of Development Management

Recommendation: APPROVE with conditions

1 About this report

1.1 The case planner has prepared this report, assessment and recommendation taking into account our policies (known as the Development Plan), written representations we have received, and any other material considerations.

1.2 Material considerations are things that are relevant to our decision making and which we are able to take into account – for example site specific factors, or Government planning policy (the National Planning Policy Framework) and Government planning guidance (the National Planning Practice Guidance).

1.3 The Development Control Committee will determine the application at its meeting having regard to the provisions of the Development Plan, representations we have received, and all other material considerations, following a verbal and visual summary of the application by the case planner and, where applicable, after hearing any verbal representations made in accordance with our Policy for Public Speaking at Meetings.

1.4 Most applications are decided under powers delegated to the Head of Development Management. A small number of significant or more contentious applications are considered by our Development Control Committee as set out in our Scheme of Delegation.

2 Background and proposals

2.1 Planning permission is sought to improve the multi-user trail between the existing Keswick to Threlkeld Trail (K2T) and Threlkeld Quarry. The works are referred to in the application as sections 1 and 2.

2.2 Works on ‘Section 1’ comprise the creation of a new stretch of trail from the existing K2T trail leading across land underneath the A66 flyover linking onto Burns Road. Two new crossings of Burns Road would be created linking onto the existing pavement to the north and existing permissive path to the east along a stretch of the former railway line. The surface along the stretch would be a bound bituminous surface like that of the main trail.

2.3 Works on ‘Section 2’ comprise the formation of an improved ramp down from Burns Road leading onto the existing trail which would be

resurfaced in an unbound material. Continuing eastwards along the trail low level vegetation would be scraped back to create a 3m wide route following the existing route across the Glenderamackin Bridge. It is then proposed to link the route over Station Road into the National Park Authority's Northern Office Car Park by the construction of a new bridge. A new operational ramp either side of the track would be formed to allow the neighbouring farmer to access land to the north and south of the route.

2.4 During the course of the application additional information has been submitted, information which has been subject to a second round of consultation.

2.5 The application is being referred to planning committee because it is an application made by the Authority and because of the level of public interest in the scheme.

3 Representations

3.1 Threlkeld Parish Council – Object to the application on the following grounds:

- Nature Conservation – Red squirrels: Although the applicant notes the presence of red squirrel habitat, no dedicated survey has been carried out and no specific mitigation has been proposed beyond general ecological measures in the Preliminary Ecological Assessment. Increased footfall, cycling and vehicle movements (especially at Burns Road and Station Road) will inevitably heighten disturbance.
- Loss of trees: The development involves the removal of a number of mature trees mainly around the proposed Station Road bridge, along with additional pruning and the loss of saplings. Replacing established trees with young saplings does not offset the

immediate loss of canopy cover, screening, or wildlife value, especially in the context of red squirrel habitat.

- Highway safety: The applicant proposes that a number of highway design matters be resolved through detailed design and planning conditions. The members of the PC remained concerned that the application does not yet demonstrate that the proposed priority system on Station Road will operate safely for pedestrians, cyclists and other users.
- Parking: Whilst additional information has been submitted regarding parking management and enforcement, no additional parking provision is proposed. Those present considered that the revised submission addresses enforcement by passing the responsibility to the police rather than the underlying issue of accommodating increased visitor numbers safely with a need for increased parking, and the objection remains.
- Toilet Provision: The purpose of the development is to attract increased visitor numbers, encourage longer recreational journeys and increase use of the LDNPA car park and surrounding area. The proposal therefore creates additional demand for supporting visitor infrastructure without making any corresponding provision. The Council considers that the absence of any additional toilet provision included in the application represents a failure by the LDNPA to adequately provide the infrastructure necessary to support the increased visitor numbers the development seeks to generate.

3.2 St John’s Castleigg & Wythburn Parish Council – The Council have strong support for the reinstatement of the bridge over Station Road but have concerns relating to the following other aspects of the proposal:

- Lack of visitor Infrastructure: There is currently no provision for car parking, public toilet facilities, or visitor management measures linked with this extension to the K2T Route, despite the likelihood

of increased visitor numbers and the fact that these concerns have been repeatedly raised.

- Highway Safety Concerns: Particular concerns were raised in relation to the A66 access point to the Cricket Club car park and the increased use of junctions and rural lanes not designed for higher visitor volumes.
- Environmental and Landscape Impacts: Concerns include the potential loss of mature trees, disturbance to existing habitats and increased littering and erosion pressures.
- Impacts on Residential Amenity: The influx of visitors without supporting infrastructure risks negatively affecting nearby residents through increased traffic and congestion, noise and litter/human waste due to lack of toilet provision.
- Priority for Improving the Existing K2T Link into Threlkeld Village: The Parish Council considers it essential that existing safety issues on the current route into Threlkeld Village are resolved before any extension is progressed. The absence of a safe pedestrian connection from the present K2T terminus remains an outstanding and well-recognised

3.3 Natural England – No objections – Following receipt of additional information on surfacing and impact on hydrology Natural England advise that the proposal will not have an adverse effect on the River Derwent & Bassenthwaite SAC.

3.4 Westmorland and Furness Council – Local Highway Authority: There are works included in the application that will be subject to a section 278 agreement with the Local Highway Authority highway adoptions team, and the detailed designs will need to be submitted and agreed prior to commencement. In relation to the proposed development there are no objections subject to a condition securing the provision of a Construction Traffic Management Plan.

3.5 Westmorland and Furness Council – Lead Local Flood Authority: No objection to the proposed development as the works proposed would not have an impact on surface water flood risk in the area.

3.6 Cumberland Council – Local Highway Authority & Lead Local Flood Authority: In summary, the Local Highway Authority and Lead Local Flood Authority continue to have some reservations regarding the level of detail currently available in relation to certain highway, drainage and infrastructure matters. However, Cumberland Council consider that these matters may potentially be addressed through appropriately worded planning conditions, highway agreements and associated approval processes. Should the Local Planning Authority be minded to approve the application, notwithstanding the concerns outlined above, the Local Highway Authority and Lead Local Flood Authority strongly recommend that conditions are imposed to secure the bridge, highway and drainage matters identified.

3.7 National Highways: No objection.

3.8 Environment Agency: No comments.

3.9 Lake District National Park Authority Trees and Woodland Advisor: The Officer is comfortable with the extent of the loss of low-grade trees and replacement planting as part of these proposals subject to a condition securing tree protection of existing trees and planting and maintenance of replacement trees.

3.10 Friends of the Lake District: Support the principle of the extension which will provide health and well-being benefits for users and opportunities for improving awareness of local heritage and landscape. Overall FLD object to application due to the use of tarmac and the proposed fencing along the railway bridge.

3.11 British Horse Society: The BHS supports the proposed extension of the Keswick to Threlkeld Railway Trail (K2T) however must object to elements of the application as some of the project is not fully inclusive. These include:

- Equestrian use is excluded from the extension to the path, resulting in an users still needing to cross the A66 as currently.
- Rather than tarmac, BHS strongly recommend sealed surfaces for example Flexipave or Nu-Flex which are both mixed rubber compounds.

3.12 North Lancashire Bridleways Society: Object to the planning proposal because is it not inclusive for all users. The current proposal for Phase 1 only includes walkers, cyclists and disabled users but does not include horse riders. NLBS welcomes the proposal that phase 2 and 3 will be bridleway and fully inclusive of all vulnerable road users, we ask that this is extended to Phase 1. This planning proposal is a timely opportunity for LDNP to lift the ban on horse riders using the existing K2T. There is no practical reason why horse riders should be excluded from the K2T.

3.13 Cumbria Bridleways Society: It does not support the addition of the extension to the K2T if all vulnerable road users cannot benefit from the safe crossing of the A66. Observations are made on the overly complicated road crossings proposed.

3.14 42 letters of representation have been received across the two public consultation exercises that have been carried out. 39 letters of objection and three letters of support.

3.15 The letters objection raise the following concerns:

Principle of development and its benefits:

- There is no need for the development as a right of way already exists between Burns Road and the K2T.

- The whole section would not be suitable for all and should be improved.
- The existing route is well used by locals but not by tourists. The proposals would change this encouraging greater use by tourists, commercialising the route further.
- The National Park is thinking of its own interests before the interests of local people. There is a conflict of interest.
- There is no reason to seek a formal designation on the route.
- The whole route should be accessible for horse riders.

Parking and highways:

- There is insufficient parking available to deal with the influx of tourists that would result from the proposals. The 22 spaces in the LDNPA car park is insufficient.
- The roads and car parks would be unable to cope with the increased footfall that would result.
- Parking associated with the existing route already obstructs the road and the proposals will attract greater numbers.
- The proposals would result in parking along Quarry Road and outside houses in Threlkeld Quarry.
- Increased traffic on Quarry Road would cause wear and tear of the road which is privately owned.
- The intention is to increase the use of the cricket club car park, however doing so would require users to cross the A66.
- The crossing of Burns Road proposed is unsafe because of the number of parked vehicles on the road.
- Free parking should be offered at the LDNPA car park.
- There is potential that the proposed new bridge would obstruct traffic and views down the road.
- Instead of the proposals a 40mph speed limit on the A66 should be considered.
- The transport and traffic reports are flawed and data presented is questionable.

Impacts on the area and residents:

- The proposals would impact on the peace and tranquillity of this section of line.
- There are no toilets available in the local area and insufficient number of bins.
- The path is well used by dog walkers and increased visitors, and bike users would conflict with these users.
- The view from the bridge would be obstructed by the proposed new railings.
- There is no need for railings because the route is not well used by horse riders.
- The increased activity would impact on the amenity of nearby residents, including increased noise and disturbance.
- Antisocial behaviour already takes place along the line and the proposals would only exacerbate this.

Ecology:

- There is an active red squirrel population on the route which would be impacted by the proposals.
- The resultant tree loss is unacceptable and would harm local habitats and species.

Other concerns:

- Section 1 should be finished in crushed stone not tarmac. Tarmac has shown to be slippery in wet and icy conditions.
- The public consultation events conducted before submission of the application were poorly conducted and any data gathered should not be relied upon.
- The route is tree-lined and adopting the route as a recognised right of way would increase the risk of closure due to fallen trees.
- Instead of the crossing of Burns Road, an underpass should be created.

- Access from section 1 down onto the riverbank should be created.
- The works on section 1 are within a flood zone and any construction removes capacity for flood water and pushes it downstream.
- The existing railway line is used for the droving of livestock and the access proposed as part of the application is inadequate. The proposals would therefore impact on the working o the nearby agricultural business.

3.16 The letters of support outline the benefits that an improved route would offer users of the trail and agree with the ambition to create a car free trail through the lakes.

4 Development plan policies and other relevant guidance

4.1 The relevant Development Plan comprises:

- The Lake District National Park Local Plan 2020-2035

4.2 The following Lake District National Park Local Plan policies are relevant to this application:

- Policy 01: National and international significance of the Lake District
- Policy 02: Spatial strategy
- Policy 03: Development and flooding
- Policy 04: Biodiversity and geodiversity
- Policy 05: Protecting the spectacular landscape
- Policy 06: Design and development
- Policy 07: Historic environment
- Policy 21: Sustainable access and travel

4.3 The policies in the National Planning Policy Framework (NPPF) are material considerations which must be taken into account in decision-making. Development plan policies materially inconsistent with NPPF

policies should be given very little weight. The following NPPF decision-making policies are relevant to the determination of this application:

- DM3: Determining development proposals
- DM6: Use of planning conditions and obligations
- S5: Principle of development outside settlements
- TR4: Street design, access and parking
- TR8: Public rights of way
- N2: Improving the natural environment
- N4: Protected Landscapes
- N6: Areas of particular importance for biodiversity and geodiversity
- HE5: Assessing effects on heritage assets
- HE6: Proposals affecting designated heritage assets
- HE8: World Heritage Sites

4.4 There is no community plan in this area.

5 Main issues and assessment

5.1 The main issues in this assessment are:

- Principle
- Character and appearance of the area
- Impact on amenity of nearby residents
- Highways
- Flood risk
- Ecology
- Trees
- BNG

Principle of development

5.2 The site is located within an open countryside location. Policy 02 (Spatial Strategy) only supports development in open countryside locations in

exceptional circumstances where the development can demonstrate amongst other things:

- An essential need for a rural location; or
- The location is necessary for the provision of public utilities and infrastructure.

5.3 Policy 21 (Sustainable access and travel) supports development of sustainable transport infrastructure. We will achieve this by, amongst other things, supporting proposals for sustainable transport infrastructure and facilities which improve the connectivity of existing and new sustainable transport infrastructure, services and networks.

5.4 NPPF Policy S5 (Principle of development outside settlements) specifies the types of development that are considered acceptable to be approved outside of settlements. This, amongst other things, includes infrastructure for tourism and transport.

5.5 NPPF Policy TR8 (Public rights of way) sets out that development proposals should protect and enhance the network of public rights of way and should take opportunities to extend, link or improve the quality of existing routes.

5.6 The proposals seek to improve the connectivity of the existing multi-user trail through the linking extension and bridge over station road together with improvements to the existing permitted path. The principle of the works is therefore acceptable.

Benefits of the scheme

5.7 The primary benefits of the scheme are the improvements being proposed to the right of way network in the local area, which allow for increased and improved recreational activity. This would provide improved walking and cycle infrastructure for both locals and visitors.

5.8 More specifically the proposals would resolve two local issues for users of the K2T trail. The first is that those travelling between the zig zags and the section of trail to the east are required to cross the A66, a busy 60mph trunk road, thereby posing a highway safety concern. The proposed new section of route would address this issue allowing users to avoid crossing the A66 (by passing underneath it instead), facilitating the safer crossing of the slower and quieter Burns Road.

5.9 The second main benefit is the installation of the bridge which would avoid the requirement for users to cross Station Road, again a well-used and 40mph limit road. The resultant bridge would provide a direct link for those living or working in Threlkeld Quarry, or parking within the car park at the Authority's Northern Depot, onto the trail.

5.10 In addition to providing for walkers and some cyclists (the unbound surface unlikely to be attractive to some on a narrow-tyre bicycle), section 2 of the trail has been designed with a surface finish and bridge that would allow continued use by horse riders. Whilst the proposed section 1 (and the remainder of the route westwards) remains unavailable to horse riders the proposed works to section 2 would offer minor benefits to this user group.

5.11 Both the new section of trail and the bridge would facilitate safer travel and recreation along the route. Furthermore, the wider improvement works to the track upgrade this section of the route. Overall, the alterations proposed would result in an improved and safer route, increasing opportunities for active travel and recreation. This weighs significantly in favour of the application.

Landscape and visual impact

5.12 The importance of the National Park landscape is established through statute and legal duty, Development Plan policy and national planning policy as a material consideration.

5.13 The National Parks and Access to the Countryside Act 1949 set out the two statutory purposes of National Parks as being:

a) conserving and enhancing the natural beauty, wildlife and cultural heritage of the area; and
b) promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public.

5.14 Section 11A of the same act (and as amended by both the 1995 Environment Act and Levelling Up and Regeneration Act 2023) sets out that in exercising or performing any functions in relation to, or so as to affect, land in any National Park a relevant authority must seek to further the statutory purposes and if it appears that there is a conflict between those purposes, must attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park. This is commonly referred to as the Sandford Principle.

5.15 NPPF Policy N4 states that substantial weight should be given to conserving and enhancing the natural beauty, wildlife and cultural heritage in National Parks. NPPF Policy DP3 outlines that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings.

5.16 The Development Plan reflects the legal framework and affords great weight to the conservation and enhancement of the natural beauty and landscape of the National Park. Local Plan Policy 01 indicates that

development proposals will only be supported where they are consistent with National Park purposes and duty and that they conserve and enhance the special qualities of the Lake District National Park. Policy 05 expects that 'the type, design, scale and level of activity maintains local distinctiveness, sense of place and, where appropriate, tranquillity' and seeks to 'ensure the highest level of protection is given to the landscape'. Policy 02 similarly expects development to be (amongst other things) "of a scale and nature appropriate to the character and function of the location in which it is proposed" and Policy 06 requires development to 'be inspired by the natural environment and use innovative design and local materials to reflect local distinctiveness'.

5.17 When considering the effect of development on landscape character and visual amenity we use the Landscape Character Assessment (LCA) for the Lake District that has been adopted as a Supplementary Planning Document. In the Landscape Character Assessment SPD the National Park is divided into Areas of Distinctive Character. This land is just within the Glenderamackin Valley Area of Distinctive Character. Amongst the distinctive characteristics are the heavily wooded River Greta Gorge to the west of Threlkeld with a series of railway bridges now forming part of a popular cycle/walk way from Keswick to Threlkeld. Recognised within the document is the strong influence on the landscape from the linear east-west running A66 and old Keswick to Cockermouth Railway line.

5.18 There are three main strands of the application, the new bridge, the improvements to the existing path and the new section of path.

5.19 The most significant alteration proposed would be the creation of the new stretch of path, referred to in the documentation as Section 1. Connecting onto the existing trail at the bottom of the zig zag section, the new trail would be cut into the existing green field and extend eastwards through the field, underneath the A66 flyover. After this a set of switchbacks would contour the path up towards the level of Burns Road where it would spur into two. The northern spur would lead towards a

new crossing linking onto the pavement towards the A66. The southern spur would link onto the existing trail eastwards.

5.20 The new path would comprise a 3m wide surfaced trail, with surrounding land graded to create a level surface. A post and wire fence would be installed either side of the route.

5.21 Visually the new section of path would be a notable man-made intervention into the area, visible from the nearby roads and surrounding trails. The path however would be viewed in the context of the existing K2T trail, nearby minor roads and the A66 flyover, the latter of which is a significant landscape detractor. Though the works associated with Section 1 would in my opinion result in an adverse visual and landscape impact, I consider the impacts to be minor in nature taking into account the existing structures in place.

5.22 Works associated with Section 2 would largely result in minor alterations to the existing trail with a new surface and shallower graded ramp. The new safety barriers on Glenderamackin Bridge originally proposed have been omitted on the amended scheme, directly addressing concerns raised during the initial consultation.

5.23 The most significant alteration proposed is the creation of the new bridge across Station Road. The structure would measure 17.8m wide spanning over the road and would be built off new concrete abutments. The bridge would be built of unpainted Corten steel (a weathering steel with a rust-like finish which protects it from deterioration) with 1.8m parapets featuring infill panels. The design of the bridge is utilitarian in appearance, but this reflects the approach taken on the other bridges on the trail as such is acceptable for its context.

5.24 I consider the changes proposed under Section 2 would be noteworthy but not necessarily harmful given the works would be taking place to an existing raised former track bed. The loss of the trees is regrettable

however this is required to bring forward a wider and more accessible trail. The reintroduction of a bridge arguably would offer an enhancement to the character of the route. The other changes such as the agricultural ramp and alterations to the ramped access onto Burns Road would in my view have a neutral impact.

5.25 In summary the proposed works would result in a minor to negligible adverse landscape impact and a minor adverse visual impact..

Heritage assets

5.26 The site lies in the English Lake District World Heritage Site, a designated heritage asset. There are no other designated heritage assets likely to be impacted upon by the proposals. Given the nature of the application site and its location, in my view the extent to which the proposals would impact on the Attributes of Outstanding Universal Value are mainly a product of the landscape impacts of the proposals and the minor loss of in-bye land. My conclusions on landscape and visual effects are therefore directly applicable to impacts on the World Heritage Site.

5.27 The railway line does not in my view directly contribute to attributes of the WHS, however it is a non-designated heritage asset in its own right (and identified in the Heritage Environment Record).

5.28 Policy 07 states that we will seek to conserve and enhance the significance of heritage assets, including the character, authenticity, integrity, setting and views of the internationally acclaimed historic environment of the Lake District and its heritage assets.

5.29 Policy HE8 (World Heritage Sites) outlines that where a development proposal would result in the loss of a building or other element which contributes to the significance or Outstanding Universal Value of a World Heritage Site, the assessment of impact should take into account the

significance and the contribution made to Outstanding Universal Value by the element affected and its contribution to the significance of the World Heritage Site as a whole, and the effects of this considered in accordance with policies HE5 and HE6.

5.30 The adverse landscape and visual effects identified constitute harm to the World Heritage Site. The physical works to the former track in my view would have a neutral impact, with a minor enhancement resulting from the reintroduction of the bridge. Policy HE6 (Proposals affecting designated heritage assets) of the NPPF outlines that where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal.

5.31 The overall harm in my view is low level and would result in only a minor loss of in-bye land and a minor landscape impact. As set out above, I consider that the public benefits arising from the proposal are sufficient to outweigh the impacts identified.

Highways and parking

5.32 Policy 08 (Infrastructure and developer contributions) seeks to ensure that new development is adequately supported by infrastructure, and ensure that developments can be made acceptable in the context of conserving and enhancing the Special Qualities and attributes of Outstanding Universal Value.

5.33 NPPF Policy TR4 outlines that to contribute to creating well-designed places, transport considerations should be integral to the design of development. Proposals should amongst other things give priority first to walking and cycling movements. Proposals should provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development.

5.34 NPPF Policy TR6 outlines that Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety.

5.35 The proposals have the potential to have both direct and indirect impacts on the local highway network. Direct impacts relate to the physical works, and whether the extensions and alterations would affect the highway. Indirect impacts relate to any movements, activity and parking associated with users of the trail and whether these affect local highway conditions. The assessment should consider not only vehicles but also other users such as cyclists, horse riders and pedestrians.

5.36 The application site area extends across the boundary between the two Unitary Authorities, as such both Local Highway Authorities have been consulted on the application and have provided separate consultation responses tailored to their respective areas.

5.37 The only two direct impacts proposed are the crossings of Burns Road and Station Road. The crossing of Burns Road is at the eastern end of section 1. Users would cross onto either the pavement leading northwards, or onto the K2T trail leading east. A broad design is proposed as part of the application however the final design would be subject to a Section 278 application under the Highways Act (to the relevant Local Highway Authority) given the works would be taking place to the highway.

5.38 Several of the representations received raised concerns about the overly complex nature of the Burns Road crossing, particular for horse riders, given that the road is relatively quiet, with little traffic.

5.39 The Westmorland Highways team have considered this aspect of the proposals and raise no objections subject to the finalised design of the crossing being agreed. As set out above the mechanism for this would

be through a section 278 process whereby the Local Highway Authority would be able to finalise the design specification.

5.40 Though I acknowledge the points raised in the representations I am satisfied that a crossing of this nature across Burns Road is acceptable for planning purposes, and the final technical design can be agreed through work with the Local Highway Authority.

5.41 The other crossing comprises the creation of a new bridge over Station Road together with improvements to Station Road in the form of a build-out and give-way arrangement. This offers a direct benefit by providing a safer crossing of Station Road and a reduction in speed. In their consultation response Cumberland Highways had reservations about the lack of detail submitted as part of the application, which they felt fell short of what was required. Nonetheless they concluded that the required detail could be dealt with by way of a condition and raised no objections. I agree. A suite of conditions is recommended to secure the final details of bridge design, calming measures, drainage works and a construction management plan.

5.42 The final direct impact is the surfacing proposed, both for the new section but also for the existing route. Two approaches are proposed, a bound surface on section 1 to match the existing K2T route, and an unbound surface for section 2. The surface for section 1, which is designed 'for all', has been chosen because the route allows for a shallower gradient and an adequate width for all users. Section 2 in comparison is more constrained with a more elevated gradient in parts and a narrower 2m section. The result is a design that is 'for many' and a surface to reflect this. Each surface brings its own benefits and disbenefits, and greater or lesser suitability for different users. However, I am satisfied that the chosen surfacing in both instances is appropriate.

5.43 The remaining matter is whether or not the proposed alterations and extensions would have any indirect impacts on local highway conditions.

This primarily relates to the potential for the displacement of parking, and issue raised as part of representations from both local residents and the Cumberland Local Highway Authority. The popularity of the existing K2T trail has grown, especially since being reopened following flood damage. This has resulted in localised on street parking issues especially at the eastern end, most notably on Burns Road and the roads up into Threlkeld village. Poor parking in these locations leads to both highway safety concerns and impacts on the amenity of nearby residents.

5.44 There is a potential that as a result of the improvements proposed the eastern end of the route would become more attractive to visitors which together with the presence of the car park at the Northern Depot Office would displace existing parking issues to this area, notably towards Station Road, Quarry Road and closer to those resident in Threlkeld Quarry. Displaced parking issues in these locations could result in an adverse impact on local highway conditions, but also the amenity of residents and businesses in Threlkeld Quarry.

5.45 A Transport Note has been produced as part of the application which attempts to predict movements setting out that the additional trips generated by the proposals is estimated at 60 per day (30 arriving, 30 departing). These visitor and trip generation assumptions have however been questioned by Cumberland Highways. In reality there is no meaningful way of predicting the popularity of the proposed route and impacts of the proposals on visitor behaviour and any assumptions presented are best guesses at best.

5.46 My assessment therefore considers different scenarios. On one end of the scale is the outcome whereby the proposals have little to no material effect on user behaviour. In this eventuality there would be no resultant impacts on local highway conditions or the amenity of nearby residents or businesses that would need to be addressed.

5.47 At the other end of the scale would be the scenario whereby parking issues on Burns Road and in Threlkeld are displaced eastwards, or additional issues created in new areas. Users would look to park in the car park at the Northern Depot Office, which has limited capacity, after which they may seek to park on surrounding roads, such as Quarry Road and Station Road. Were this to occur at a notable scale then in my view the adverse impacts on local highway conditions and the amenity of residents and businesses would be unacceptable. Examples of potential impacts include obstruction preventing access to multiple homes and businesses in Threlkeld Quarry (there is no alternative access), and inconvenience to local residents as a result of parking pressure and competition for parking which is not currently experienced.

5.48 I have to therefore consider whether any mitigation measures or mechanisms of control are available to address these impacts were they to occur.

5.49 Parking on Station Road (the B5322, St-Johns-in-the-Vale road) is in my view unlikely. The road is well used with limited availability of safe spaces to park. Furthermore, Station Road is part of the highway network and Cumberland Council would be able to take direct action to address impacts, such as through a Traffic Regulation Order (TRO).

5.50 Quarry Road (which leads from the B5322 into Threlkeld Quarry) is a private road, managed by the Quarry Road Management group on which sit residents, businesses and the National Park Authority. Supporting information presented as part of the application has set out a suite of measures to monitor and address parking problems should they arise. These range from additional signage through to physical works to Quarry Road. Crucially however the information sets out that whilst Quarry Road is private the Local Highway Authority would still have the ability to bring forward a TRO to address any problems should they arise (through regulation and enforcement). Cumberland Highways in their response have agreed that this is an option.

5.51 A reoccurring concern raised by the representations is the ongoing impacts that parking and traffic is already having in and around Threlkeld. The concern is that left unresolved this would continue to impact the community and would be aggravated by the proposed development.

5.52 I acknowledge these impacts occur. As outlined above however I consider that adequate controls exist through Local Highways Authorities being able to take action if required. Such actions have already been taken including the setting out of double yellows lines in Threlkeld Village.

5.53 In summary I have identified that the proposals could result in parking eastwards of current locations, a change that could have an unacceptable impact on local highway conditions, residents and business. I am however satisfied that adequate control mechanisms exist that could address these issues should they occur, in particular Traffic Regulation Orders which would be available for implementation on both roads.

5.54 I am therefore satisfied that any potential impacts surrounding movements and parking can be adequately managed.

Impact on amenity of nearby residents and businesses

5.55 Policy 06 (Design and development) requires that development not have an unacceptable impact on the amenity of adjoining residents and users of the proposed development, due to visual intrusion, overlooking, overshadowing, overbearing effect, noise, light pollution or other adverse impacts.

5.56 The proposed physical alterations are a sufficient distant from any neighbouring properties to not result in any adverse impacts. The only

potential impacts relate to activity of users, predominantly parking though some of the representations raise concerns surrounding anti-social behaviour. The impacts surrounding parking have been addressed at length above. There is a potential for the proposals to result in the displacement of parking closer to the residents and businesses in Threlkeld Quarry. As previously discussed, I am satisfied that should these impacts rise to an unacceptable level that adequate control mechanisms exist to address any impacts.

5.57 I do acknowledge the concerns raised surrounding anti-social behaviour which may occur from a small number of individuals. I however do not consider the proposals before me would significantly increase the numbers of users on the trail. Though displacement of parking may occur I consider the majority of users would then move onto the trail, westwards, away from the closest residents.

5.58 I am satisfied that the proposals would not have an unacceptable impact on the amenity of local residents or businesses, in compliance with Local Plan Policy 06.

Flood risk

5.59 The existing railway line is elevated above the flood zone therefore works proposed under Section 2 are acceptable in respect of flood risk.

5.60 In comparison the new section of trail proposed under Section 1 is entirely within Flood Zone 3. The application has been accompanied by a flood risk assessment which outlines that, because the new section of path is water compatible and the scheme is not significantly modifying the existing ground levels, then the proposals do not pose a risk to flooding.

5.61 The Environment Agency have been consulted on the application and raised no objections. I am therefore satisfied that the proposals are acceptable in terms of flood risk in compliance with Local Plan Policy 03.

Ecology

Designated sites:

5.62 The Glenderamackin River flows beneath the existing bridge on the route and flows into the River Greta, which is situated below section 1 of the proposals. Both form part of the River Derwent and Bassenthwaite Lake SAC and River Derwent and Tributaries SSSI.

5.63 The only part of the works that has the potential to impact on a designated site would be the formation of the trail on section 1 given it is located 20m to the north of the river. The application has been accompanied by a Shadow HRA which outlines the primary impacts associated with the construction and post construction phases. It concludes the Likely Significant Impacts cannot be ruled out from the construction phase.

5.64 An Appropriate Assessment is therefore required to determine whether it can be concluded that the project (either alone or in combination with other plans or projects) will not adversely affect the integrity of the European site, in view of its conservation objectives.

5.65 The Shadow HRA contains an Appropriate Assessment which sets out a range of mitigation measures that are required to avoid or mitigate impacts on the designated site, primarily the production and implementation of a Construction Environmental Management Plan (CEMP).

5.66 A CEMP has been submitted as part of the application. Natural England have considered the details of the application and raise no objections to

the proposal, subject to conditions. Subject to the works being undertaken in accordance with an agreed CEMP any impacts can be avoided or mitigated for.

5.67 Taking these matters into account, in exercise of my duty to undertake an appropriate assessment as Competent Authority, I conclude that the development, alone and in combination with other plans or projects, and subject to the mitigation measures proposed, would avoid an adverse effect on the integrity of the River Derwent and Bassenthwaite Lake Special Area of Conservation in accordance with Policies 01 and 04, NPPF policies N2 and N6, and the Conservation of Habitats and Species Regulations 2017.

Protected species:

5.68 Several of the representations raise concerns about the impacts of the proposals on local habitats and species.

5.69 A Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) Assessment accompanies the application. Some of the headline findings of which were that a total of five broad habitat types were recorded in the application site and immediate area. Two of these habitats would be directly impacted by the proposals – a small area of deciduous woodland (priority habitat) and a linear section of neutral grassland.

5.70 Numerous records of notable and protected species were collected. Those of importance in the context of this project include nesting birds, terrestrial mammals and bats.

5.71 Several of the representations raise concerns about the impacts on the local red squirrel populations. The ecological appraisal notes that red squirrels are likely to be present in the mature and ancient woodland at the western end of the site alongside River Greta and they could use the

railway line woodland as a habitat link. The survey concludes that no impacts on red squirrels are likely from the current proposals as no significant impacts on trees or dispersal routes are proposed.

5.72 The survey identifies that no significant impacts are likely on any identified animal groups, provided that avoidance measures detailed in the report are followed, principally the felling of trees and removal of vegetation outside of nesting seasons. Subject to such a condition I am satisfied that the proposals would have an acceptable impact on protected species and associated habitats.

Trees

5.73 An arboricultural report has been produced covering the whole length of the proposed new route and is included in the application pack.

5.74 In Section 1 the impact is limited with the proposed removal of two trees, a Sycamore and Goat Willow (both Category C) located at the connection point with the K2T and on the edge of a group of trees immediately south of the A66 bridge respectively. These trees are on the alignment of the multi-user trail. In addition, some pruning will be required of trees close to the A66 pier and along the western boundary of Burns Road which will interfere with and overhang the adjacent route sections.

5.75 Along Section 2 there are also some tree impacts including the loss of one tree on the footprint of the proposed new ramp up to Burns Road; elsewhere a number of trees will also require pruning back.

5.76 Elsewhere in Section 2, the principal impacts are around the Station Road bridge crossing point, where trees need to be cleared from the old bridge abutments, the location of the proposed new abutments and new bridge approaches. On the western side of Station Road five mature Goat Willows (Category C) would need to be felled as they are impacted

by the approach ramp footprint. In this same group of trees, it is also recommended that a further five early mature Ash trees are felled having been identified as severely infected with Ash Dieback. A limited amount of pruning in this area is also required in order to achieve satisfactory clearance height.

5.77 On the eastern side of Station Road the scheme impacts two further Category C trees which need to be removed plus additional pruning along the route alignment is also required.

5.78 None of the trees to be lost are above Category C quality and compensation for the unavoidable losses will be provided within the field adjacent to Section 1. The total number of losses (excluding the Category U Ash trees) is 10 and the number of new native species tree to be planted totals 48 which provides for a replacement rate of 4.8 to one. A condition is recommended to secure the exact replanting details.

5.79 In addition to replanting a method statement is set out that would secure the protection of reaming trees along the route. A condition to secure the implementation and retention of such protective fencing is recommended.

5.80 The Trees and Woodland Officer has considered the submitted information and is comfortable with the proposals.

5.81 I am therefore satisfied that the proposals represent an acceptable impact on trees, and that (taking into account the public benefits of the scheme) no unacceptable ecological, landscape or visual impacts would arise as a result of tree loss, subject to the recommended conditions.

BNG

5.82 The proposed development will result in the permanent loss of a linear section of good quality neutral grassland (a medium quality habitat), and

loss of a small area of establishing woodland at the east end of the route. A BNG assessment and calculation was made using DEFRA's statutory metric, which is included as part of the application.

5.83 To offset the habitat losses three key planting areas are proposed. Suitable parts of the neutral grassland will be enhanced though management changes and seeding to create lowland meadow priority habitat. A new species rich hedgerow is also proposed to buffer the meadow and cycleway from the busy A66, as well as some planting of native trees.

5.84 The proposed grassland enhancements will create 3.64 units of habitat, and the planting of trees will add a further 0.82 habitat units – resulting in a net gain of 1.12 units of habitat (10.32% above baseline). There are no losses of hedgerow (or other linear habitats), so the new hedgerow will create an additional 0.97 linear habitat units (equating to a substantial gain of 808% hedgerow units). These measures ensure suitable uplift in biodiversity value of the site, and all trading rules have been followed.

5.85 Subject to a condition requiring the submission of a BNG plan I consider the proposals would comply with the BNG requirements.

Other matters

Toilets and bins:

5.86 Several of the representations raise concerns about the absence of toilets and bins on the existing and proposed route. This they set out leads to littering and other antisocial behaviour.

5.87 Whilst these concerns are noted I do not consider that given the scale of proposals in the context of the existing activity that it would be reasonable to require provision of toilets or bins. The proposals would not in my view be likely to generate a significant increase in number of visitors to the trail overall, rather I consider the most likely impacts are

displacement. The primary area of displacement would be towards the Authority's North Depot car park where the applicant would have the powers to install additional bins or even explore toilet provision. As it stands however I do not consider the impacts are sufficiently evidenced to require the provision of bin or toilet provision.

Agricultural access:

5.88 One representation questions the effectiveness of the proposed ramp to allow for access between agricultural fields either side of the application site.

5.89 The applicant maintains that the ramp is designed adequately to provide access to agricultural land either side. The detailed design can be finalised with the relevant farmer on whose land the ramp would be built. I am satisfied that the proposed farm access would not unacceptably impact on the operation of the adjacent agricultural fields.

5.90 The ramp shown on the plans is 7m wide with a gradient providing access to fields either side of the. Gates either side allow separation from users of the trail. The size and layout in my view appears reasonable for the required use.

6 Conditions

6.1 Beyond the standard conditions the following conditions would be required:

- Implementation of construction traffic management plan
- Submission and approval of full technical details of new highway structures and in-highway works
- Implementation of sustainable drainage systems (SUDS)
- Construction compound details
- Schedule of tree replanting

- Tree protection measures
- Implementation of Construction Environmental Management Plan
- Protected species mitigation
- BNG condition.

7 Planning balance and conclusion

7.1 The proposals before me would bring about improvements to an existing, well used multi-user trail. The works would enhance connectivity, user experience and bring about highway safety improvements by removing users from the surrounding road network. Overall, the alterations proposed would result in an improved and safer route, increasing opportunities for active travel and recreation. This weighs significantly in favour of the application.

7.2 My assessment has identified minor adverse impacts to the character of the area (changes to landscape character and visual effects) and harm to the World Heritage Site. However, I also find that in each instance the impacts are minor and highly localised. There would be minor tree loss, but this has been minimised. Potential for associated impacts arising from movements and parking have been identified, though adequate controls exist to address these matters were these to result in unacceptable adverse impacts.

7.3 I recognise my legal duty under S11A of the National Parks and Access to the Countryside Act 1949 to seek to further national park purposes. I consider that the development substantially furthers opportunities for open-air recreation locally (the second purpose), but at the cost of some unavoidable minor impacts upon natural beauty and cultural heritage (the first purpose). Having found harm to natural beauty and cultural heritage, but benefits in respect of opportunities for open air recreation (a tension between national park purposes), I am obliged to give greater weight to the purpose of conserving and enhancing the natural beauty,

wildlife and cultural heritage of the National Park (S11A(1A) of the 1949 Act) in my assessment.

7.4 I also recognise the expectation of the National Planning Policy Framework that I give substantial weight to: the importance of conserving and enhancing the natural beauty of the National Park (N4); conserving and enhancing the wildlife and cultural heritage of the National Park (N4); and the conservation of the World Heritage Site (HE6). The heritage impacts, landscape and visual effects I have identified are weighted accordingly. But I also find those harms to be limited (and in the case of heritage assets less than substantial for the purposes of the NPPF).

7.5 When weighting as set out above I am satisfied the public benefits arising from the scheme are sufficient to overcome the limited impacts identified.

7.6 Having regard to the provisions of the development plan, in particular Lake District National Park Local Plan Policies 01, 02, 03, 04, 05, 06, 07 and 21, the Design Code SPD, and other material considerations (including the provisions of the NPPF principally policies S5, TR4, TR6, TR8, N2, N4, N6, HE5, HE6 and HE8), the development is considered to be acceptable, subject to the conditions recommended.

Recommendation: APPROVE with conditions

Conditions/Reasons

1 The development hereby permitted shall be commenced before the expiration of THREE years from the date hereof.

REASON: Imposed in accordance with the provisions of Section 91

of the Town and Country Planning Act, 1990.

2 The development hereby permitted shall not be carried out otherwise than in conformity with the following submitted plans and details:
- Location Plan - Drawing no. NH615098-WSP-GEN-A66-DR-CH-0100-02_(P01)
- General Arrangement – Sheet 1 of 2 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-01 (P02)
- General Arrangement – Sheet 2 of 2 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-02 (P02)
- Long Section – Sheet 1 of 3 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-03 (P01)
- Long Section – Sheet 2 of 3 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-04 (P02)
- Long Section – Sheet 3 of 3 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-05 (P02)
- Typical Cross Section – Sheet 1 of 3 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-06 (P02)
- Typical Cross Section – Sheet 2 of 3 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-07 (P02)
- Typical Cross Section – Sheet 3 of 3 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-08 (P02)
- General Arrangement Site Compound 1 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-09 (P02)
- General Arrangement Site Compound 2 - Drawing no. NH615098-WSP-HGN-A66-DR-CH-0100-10 (P02)
- Planning, Design and Access Statement
- Pre-development Arboricultural Report ref: AH/AIA/190624-2.1
- Flood Risk Assessment
- Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment ref: 0424/5
- Outline Ecological Construction Environmental Management Plan
- Transport note
- Supplementary Statement

REASON: For the avoidance of doubt.

HIGHWAYS CONDITIONS:

3 Development shall not commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of:

- Details of proposed crossings of the highway verge and associated protection measures;
- Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
- Cleaning of site entrances and the adjacent public highway;
- Details of proposed wheel washing facilities;
- The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- Construction vehicle routing, including any restrictions on routes to and from the site;
- The management of junctions to and crossings of the public highway and other public rights of way/footway;
- Details of any proposed temporary access points (vehicular / pedestrian)
- Temporary surface water drainage and pollution prevention measures during the construction period;
- The proposed hours of construction activity and delivery times;
- Site-specific mitigation measures necessary to minimise the impact of construction activities on highway users, pedestrians, cyclists, neighbouring occupiers and other sensitive receptors.

Development shall thereafter only take place in accordance with such Construction Traffic Management Plan as is approved by the Local Planning Authority

Reason: To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety.

4 No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include:
- details of the collection, management and disposal of surface water runoff;
- bridge drainage arrangements;
- highway drainage interfaces;
- exceedance flow routing;
- future maintenance arrangements.

The approved scheme shall be implemented prior to first use of the development and retained thereafter.

Reason: To ensure satisfactory drainage of the site and to prevent adverse impacts arising from surface water runoff.

5 No development shall commence until a detailed scheme for the build-out and give-way calming measure within Station Road, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

The scheme shall include:
• detailed layout drawings;
• visibility assessments where required;
• signing, lining and surfacing details;
• details of any traffic management measures;

• a Stage 1 Road Safety Audit;
• a Designer's Response to the Road Safety Audit;
• details of any highway works requiring approval under Section 278 of the Highways Act 1980.

The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of highway safety and to ensure the satisfactory design of infrastructure affecting the public highway.

6 The development shall not be brought into use until any the approved build-out and give way calming measures approved pursuant to Condition 5 have been completed and made available for use.

Reason: To ensure that necessary highway infrastructure is provided in the interests of highway safety.

7 No development shall commence on the construction of the bridge crossing of the B5322 Station Road hereby approved until details of the following have been submitted to and approved in writing by the Local Planning Authority:
a) the structural design and specification of the bridge and associated infrastructure;
b) the proposed technical approval process, including submission of an Approval in Principle (AIP) and any subsequent approvals required by the Local Highway Authority;
c) the construction methodology, including any temporary traffic management, lifting operations, road closures, scaffolding or other works affecting the public highway;
d) future ownership, inspection, maintenance and replacement responsibilities;
e) details of any highway licences, agreements or consents required where the bridge over sails or otherwise affects the public highway.

The bridge shall thereafter be constructed, inspected and maintained in accordance with the approved details.

Reason: To ensure the safe design, construction and long-term management of infrastructure affecting the public highway.

OTHER CONDITIONS:

8 The development hereby approved shall be carried out in strict accordance with Mitigation Measures, Methods and Procedures set out in the Outline Ecological Construction Environmental Management Plan submitted as part of the application. Such methods shall remain in situ for the duration of the works.

REASON: To avoid adverse impacts on the nearby ecologically designated sites in accordance with the Policy 04 of the Lake District National Park Local Plan 2020-2035.

9 The development hereby approved shall be carried out in strict accordance with the avoidance and mitigation measures for ecological impacts set out in the Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment.

REASON: To minimise adverse impacts on protected species and their habitats in accordance with the Policy 04 of the Lake District National Park Local Plan 2020-2035.

10 Prior to the commencement of development the trees on the site which are shown to be retained on the approved plans shall be protected in accordance with the measures set out in the submitted Tree Protection Plan alongside the recommendations as set out in BS5837:2012. Such

measures shall be retained in situ during all site clearance, demolition or building works.

In the event that works cease and required tree protection measures are removed, development shall not resume until the tree protection measures detailed above have been reinstalled.

Three days' notice shall be given to the Local Planning Authority when tree protection measures are in situ, prior to commencement (or recommencement) of works. All tree protection measures shall be retained for the duration of works.

REASON: To safeguard trees and natural features which are important to the visual amenities of the area.

11 Within 12 months from the substantial completion of the development hereby approved a schedule of tree replanting shall be submitted to the Authority for agreement. Such schedule shall set out the number, location and species of trees to be planted.

Thereafter replanting shall take place in accordance with the agreed details. Any trees or plants which, within a period of five years thereafter, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar sizes and species unless the Local Planning Authority gives written consent to any variation.

REASON: To mitigate for the loss of trees and to safeguard the visual amenities of the area in accordance with Policies 05 and 06 of the Lake District National Park Local Plan 2020-2035.

12 The development may not be begun unless—

(a) a biodiversity gain plan has been submitted to the planning authority,

and

(b) the planning authority has approved the plan.

REASON: In accordance with the provisions of Schedule 7A of the Town & Country Planning Act 1990 and for the avoidance of doubt.

NPPF decision notice requirements

Any works within or near the highway must be authorised by the Council and no works shall be permitted or carried out on any part of the highway, including verges, until the appropriate permit or licence has been obtained from the Local Highway Authority Streetworks Team.

Please be advised that the highway adjacent to the proposal must be kept clear and accessible at all times throughout the construction period
The applicant is advised that construction of the proposed bridge and any associated works affecting the public highway may require separate technical approval from the Local
Highway Authority, including submission of an Approval in Principle (AIP), technical approval documentation and any relevant licences, permits or agreements. The grant of
planning permission does not remove the requirement to obtain all necessary highway approvals prior to commencement of such works.

Town and Country Planning (Development Management Procedure) (England) Order 2015 Article 35(2) statement.

The Local Planning Authority have worked with the applicant in a positive and proactive manner by seeking solutions to problems arising in relation to dealing with the application by requesting additional information.

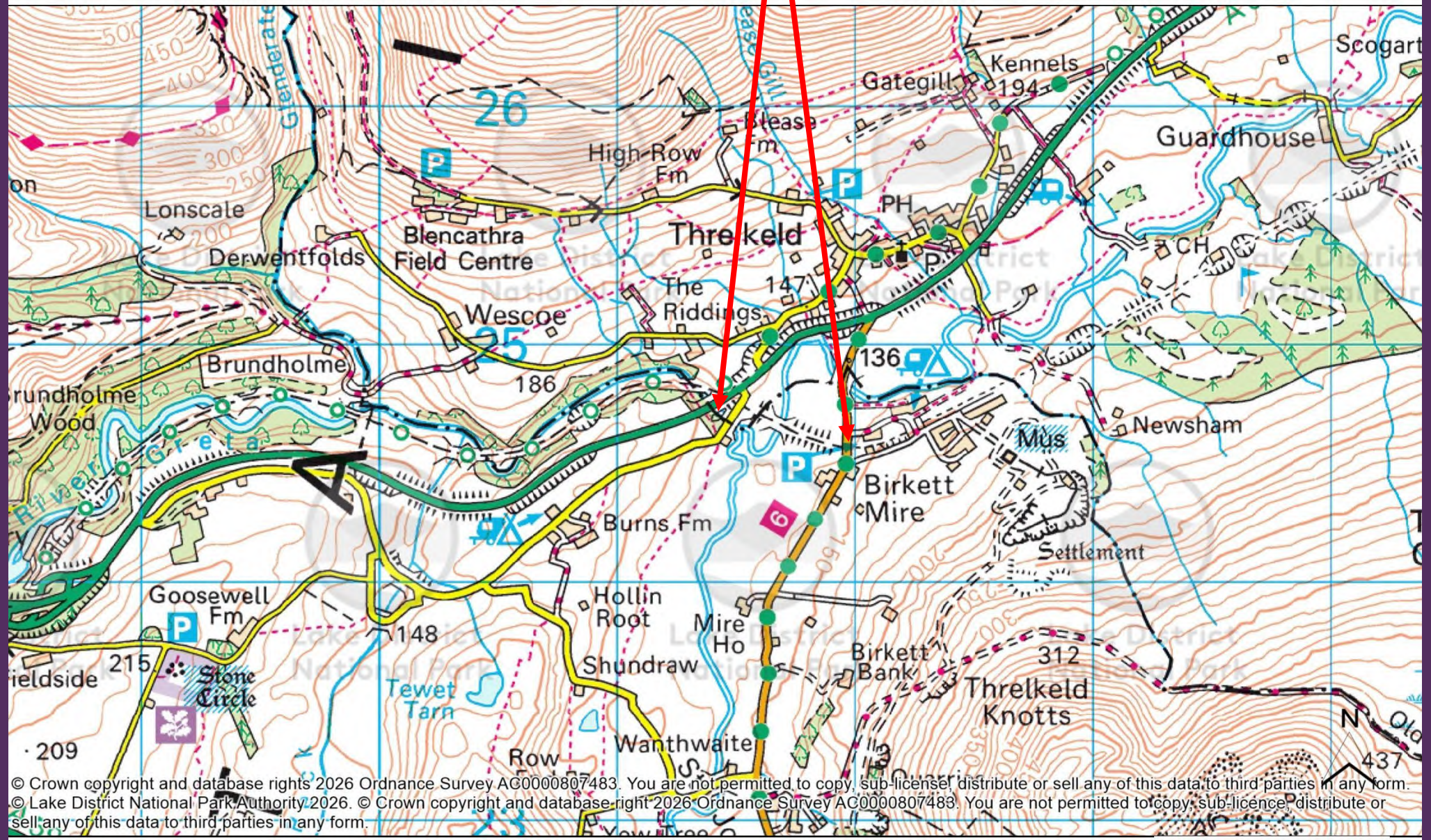
Background papers

Background papers are available for inspection on the planning application file unless otherwise specified on that file as confidential by reasons of financial/personal circumstances in accordance with the Local Government (Access to Information) Act 1985.

7/2025/2184

Land between existing K2T trail and Burns Road, and between Burns Road and Station Road/Lake District National Park Authority offices, Threlkeld Quarry

Creation of a traffic-free, Multi-User Trail link between Threlkeld Quarry and existing Keswick to Threlkeld Trail (K2T), consisting of new and improved tracks, a new bridge over Station Road plus associated works, including earthworks, accommodation works and landscaping



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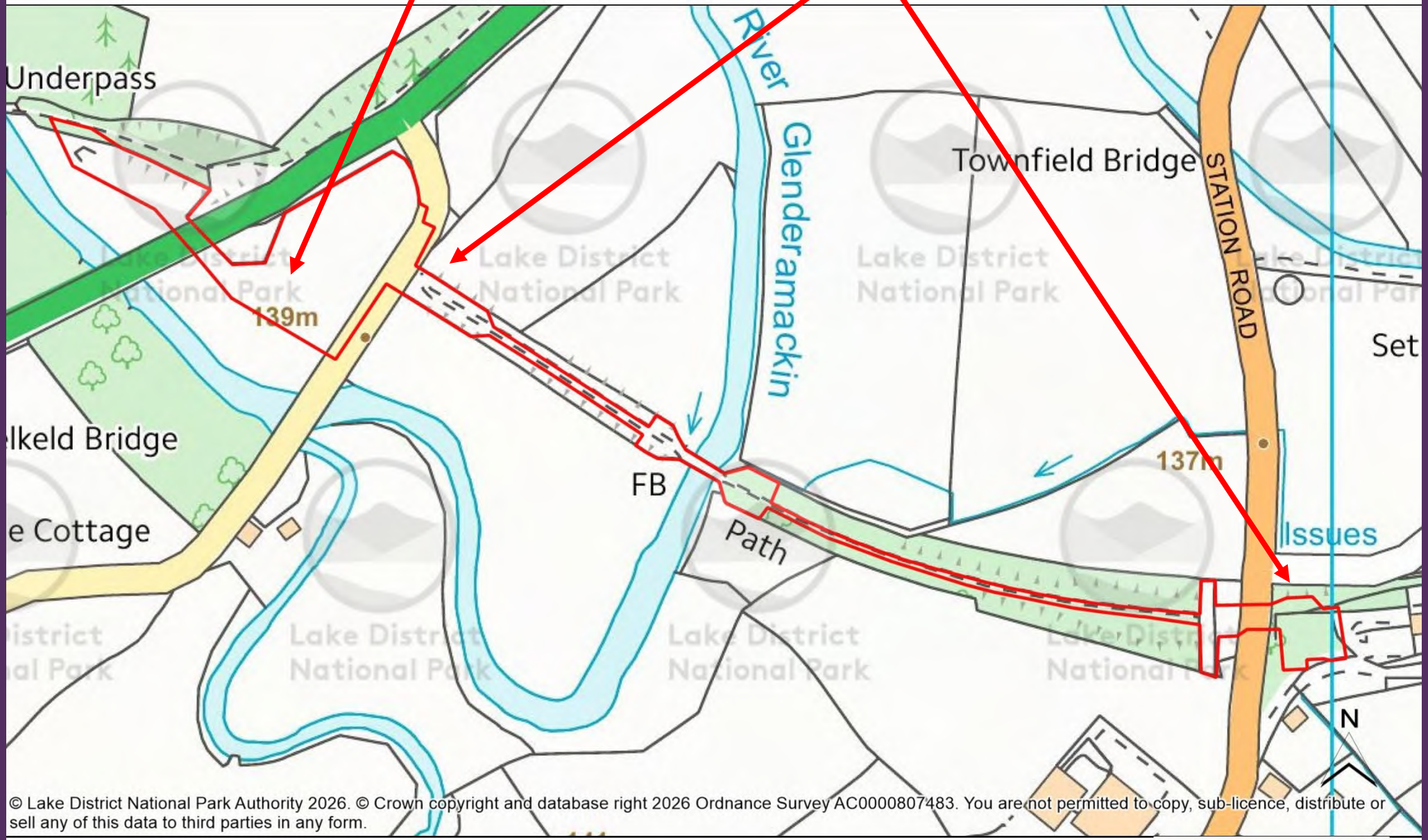
Lake District National Park Authority



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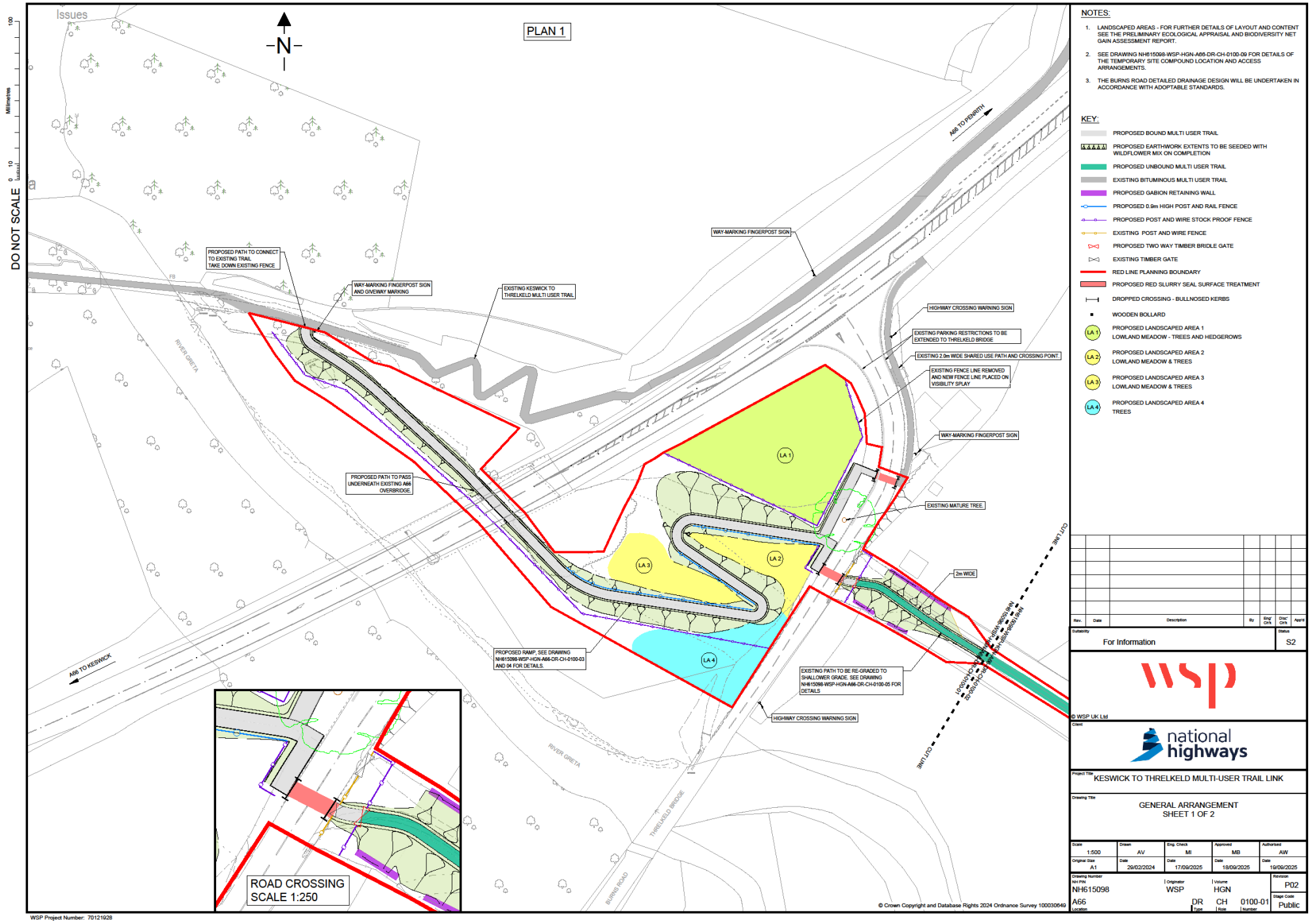
Lake District National Park Authority

Section 1 Works



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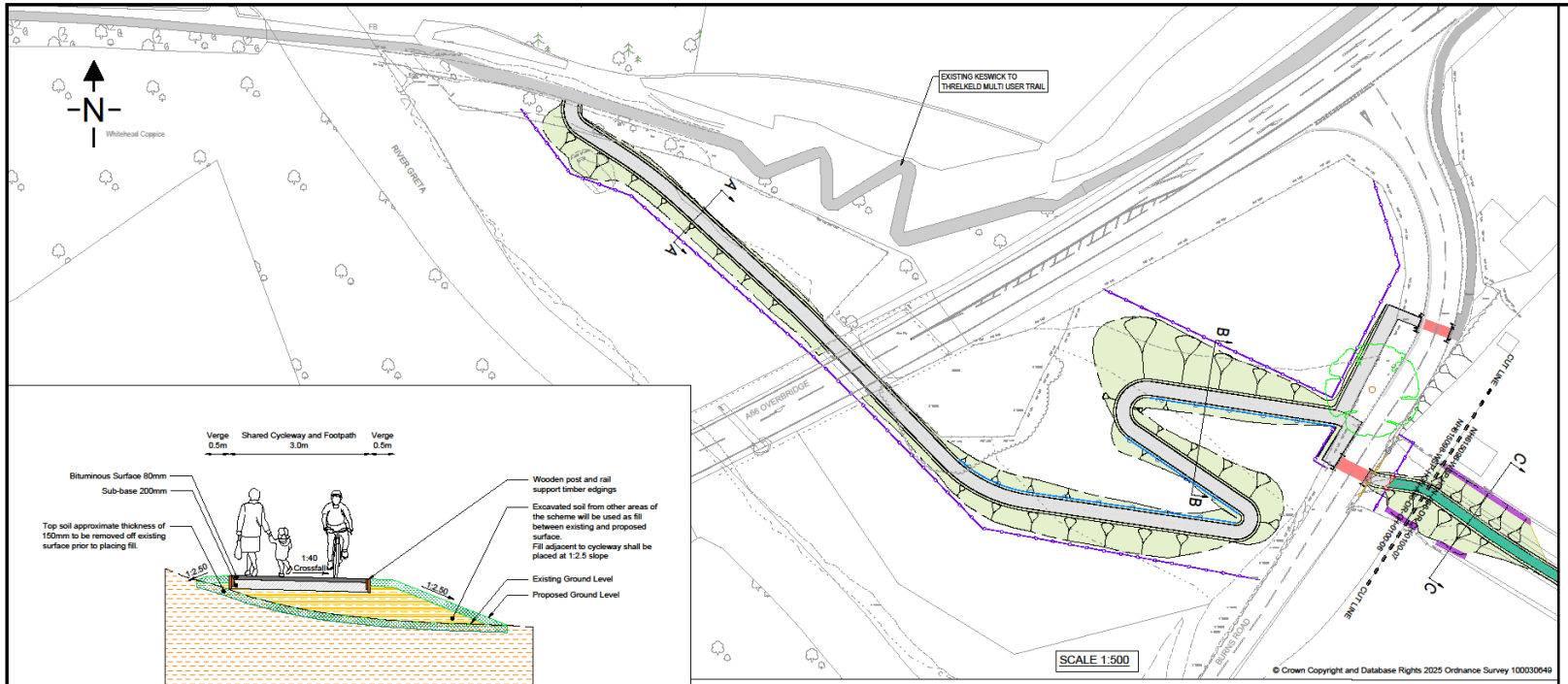

KEY:

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- PROPOSED EARTHWORK EXTENTS TO BE SEEDED WITH WILDFLOWER MIX ON COMPLETION
- PROPOSED UNBOUND MULTI USER TRAIL
- EXISTING BITUMINOUS MULTI USER TRAIL
- PROPOSED GABION RETAINING WALL
- PROPOSED 0.9m HIGH POST AND RAIL FENCE
- PROPOSED POST AND WIRE STOCK PROOF FENCE
- EXISTING POST AND WIRE FENCE
- PROPOSED TWO WAY TIMBER BRIDLE GATE
- EXISTING TIMBER GATE
- PROPOSED RED SLURRY SEAL SURFACE TREATMENT
- DROPPED CROSSING - BULLNOSED KERBS
- WOODEN BOLLARD

Typical Cross-section A-A

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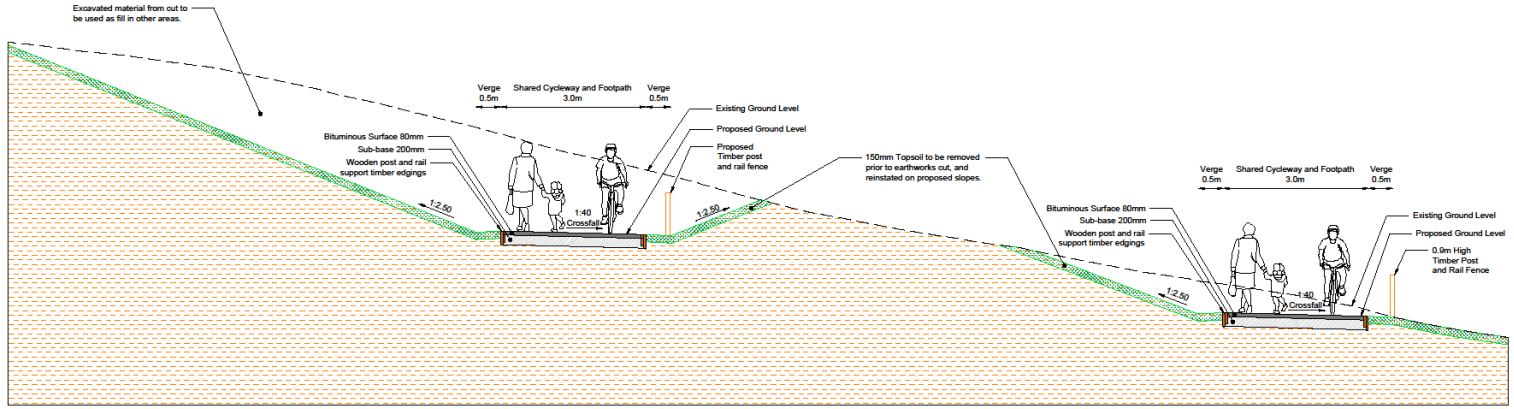

Typical Cross-section B-B

SCALE 1:50

Rev.	Date	Description	By	Eng' Ch'k	Dsn' Ch'k	Appd

Suitability: For Information

Status: S2

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Client: national highways

Project Title: KESWICK TO THRELKELD MULTI-USER TRAIL LINK

Drawing Title: TYPICAL CROSS SECTION SHEET 1 OF 3

Scale	Drawn	Eng. Check	Approved	Authorised
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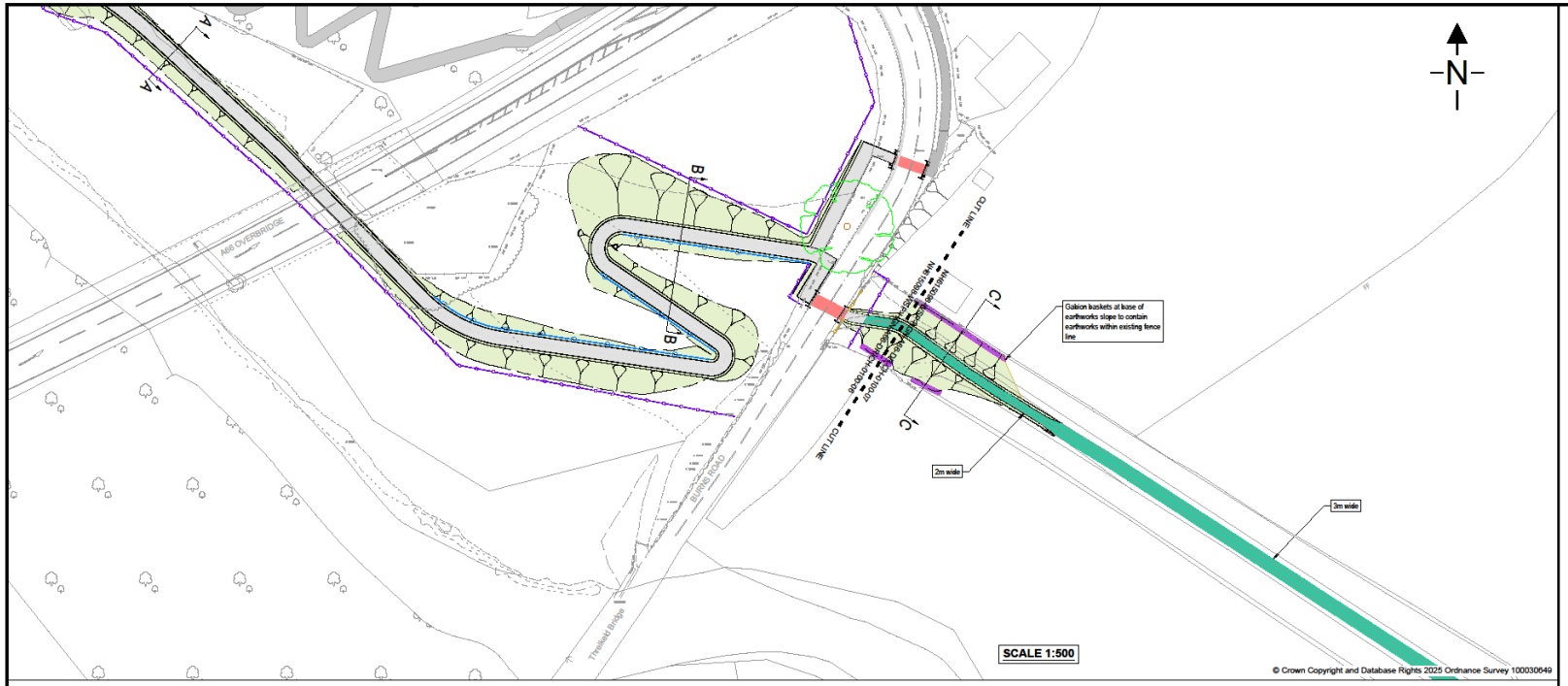
Original Size	Date	Date	Date	Date
A1	29/02/2024	17/09/2025	18/09/2025	19/09/2025

Drawing Number NH PIN	Originator	Volume	Revision
NH615098	WSP	HGN	P02
A66 Location	DR Type	CH Role	0100-06 Number

Stage Code: Public

WSP Project Number: 70121928



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Millimetres 0 10 100

KEY:

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- PROPOSED EARTHWORK EXTENTS TO BE SEEDED WITH WILDFLOWER MIX ON COMPLETION
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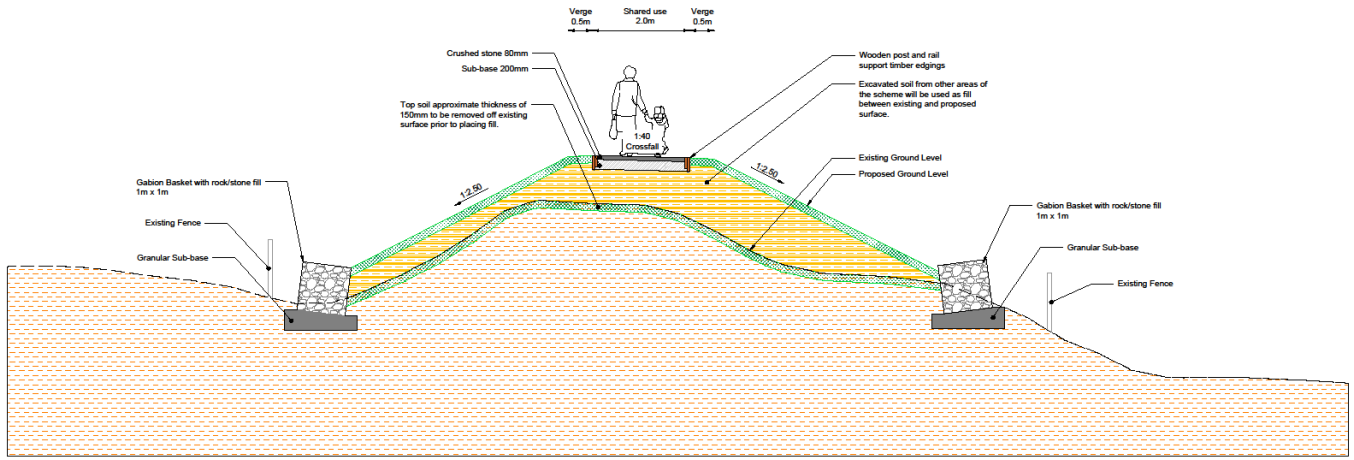
- WOODEN BOLLARD



Typical Cross-section C-C

SCALE 1:50

Rev.	Date	Description	By	Eng' Ch'k	Dsn' Ch'k	Apprd

Suitability: For Information

Status: S2

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Client: national highways

Project Title: KESWICK TO THRELKELD MULTI-USER TRAIL LINK

Drawing Title: TYPICAL CROSS SECTION SHEET 2 OF 3

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Drawing Number NH PIN	Originator	Volume	Revision
NH615098	WSP	HGN	P02
A66 Location	DR Type	CH Role	0100-07 Number
			Stage Code: Public

WSP Project Number: 70121928

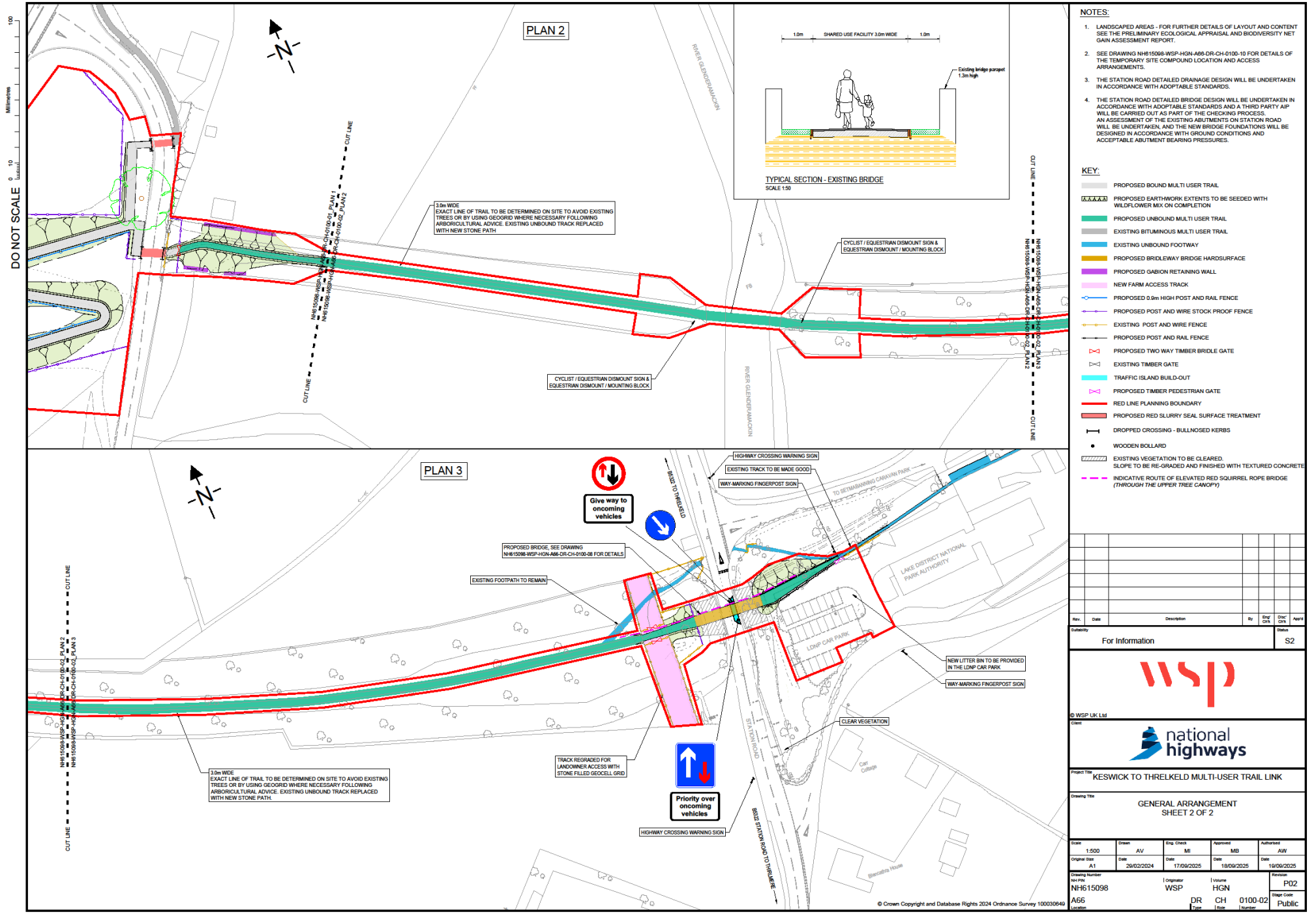








Section 2 Works



NOTES:

1. LANDSCAPED AREAS - FOR FURTHER DETAILS OF LAYOUT AND CONTENT SEE THE PRELIMINARY ECOLOGICAL APPRAISAL AND BIODIVERSITY NET GAIN ASSESSMENT REPORT.
2. SEE DRAWING NH615098-WSP-HGN-A66-DR-CH-0100-10 FOR DETAILS OF THE TEMPORARY SITE COMPOUND LOCATION AND ACCESS ARRANGEMENTS.
3. THE STATION ROAD DETAILED DRAINAGE DESIGN WILL BE UNDERTAKEN IN ACCORDANCE WITH ADOPTABLE STANDARDS.
4. THE STATION ROAD DETAILED BRIDGE DESIGN WILL BE UNDERTAKEN IN ACCORDANCE WITH ADOPTABLE STANDARDS AND A THIRD PARTY AIP WILL BE CARRIED OUT AS PART OF THE CHECKING PROCESS. AN ASSESSMENT OF THE EXISTING ABUTMENTS ON STATION ROAD WILL BE UNDERTAKEN, AND THE NEW BRIDGE FOUNDATIONS WILL BE DESIGNED IN ACCORDANCE WITH GROUND CONDITIONS AND ACCEPTABLE ABUTMENT BEARING PRESSURES.

KEY:

- PROPOSED BOUND MULTI USER TRAIL
- PROPOSED EARTHWORK EXTENTS TO BE SEEDED WITH WILDFLOWER MIX ON COMPLETION
- PROPOSED UNBOUND MULTI USER TRAIL
- EXISTING BITUMINOUS MULTI USER TRAIL
- EXISTING UNBOUND FOOTWAY
- PROPOSED BRIDLEWAY BRIDGE HARDSURFACE
- PROPOSED GABION RETAINING WALL
- NEW FARM ACCESS TRACK
- PROPOSED 0.9m HIGH POST AND RAIL FENCE
- PROPOSED POST AND WIRE STOCK PROOF FENCE
- EXISTING POST AND WIRE FENCE
- PROPOSED POST AND RAIL FENCE
- PROPOSED TWO WAY TIMBER BRIDLE GATE
- EXISTING TIMBER GATE
- TRAFFIC ISLAND BUILD-OUT
- PROPOSED TIMBER PEDESTRIAN GATE
- RED LINE PLANNING BOUNDARY
- PROPOSED RED SLURRY SEAL SURFACE TREATMENT
- DROPPED CROSSING - BULLNOSED KERBS
- WOODEN BOLLARD
- EXISTING VEGETATION TO BE CLEARED. SLOPE TO BE RE-GRADED AND FINISHED WITH TEXTURED CONCRETE
- INDICATIVE ROUTE OF ELEVATED RED SQUIRREL ROPE BRIDGE *(THROUGH THE UPPER TREE CANOPY)*

Rev.	Date	Description	By	Eng/ Ch'k	Disc/ Ch'k	Appr'd

Suitability: For Information
Status: S2

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Client: national highways

Project Title: KESWICK TO THRELKELD MULTI-USER TRAIL LINK

Drawing Title: GENERAL ARRANGEMENT SHEET 2 OF 2

Scale	Drawn	Eng. Check	Approved	Authorised
1:500	AV	MI	MB	AW
Original Size: A1	Date: 29/02/2024	Date: 17/09/2025	Date: 18/09/2025	Date: 19/09/2025

Drawing Number: NH615098 | Originator: WSP | Volume: HGN | Revision: P02
Location: A66 | Type: DR | Role: CH | Number: 0100-02 | Stage Code: Public

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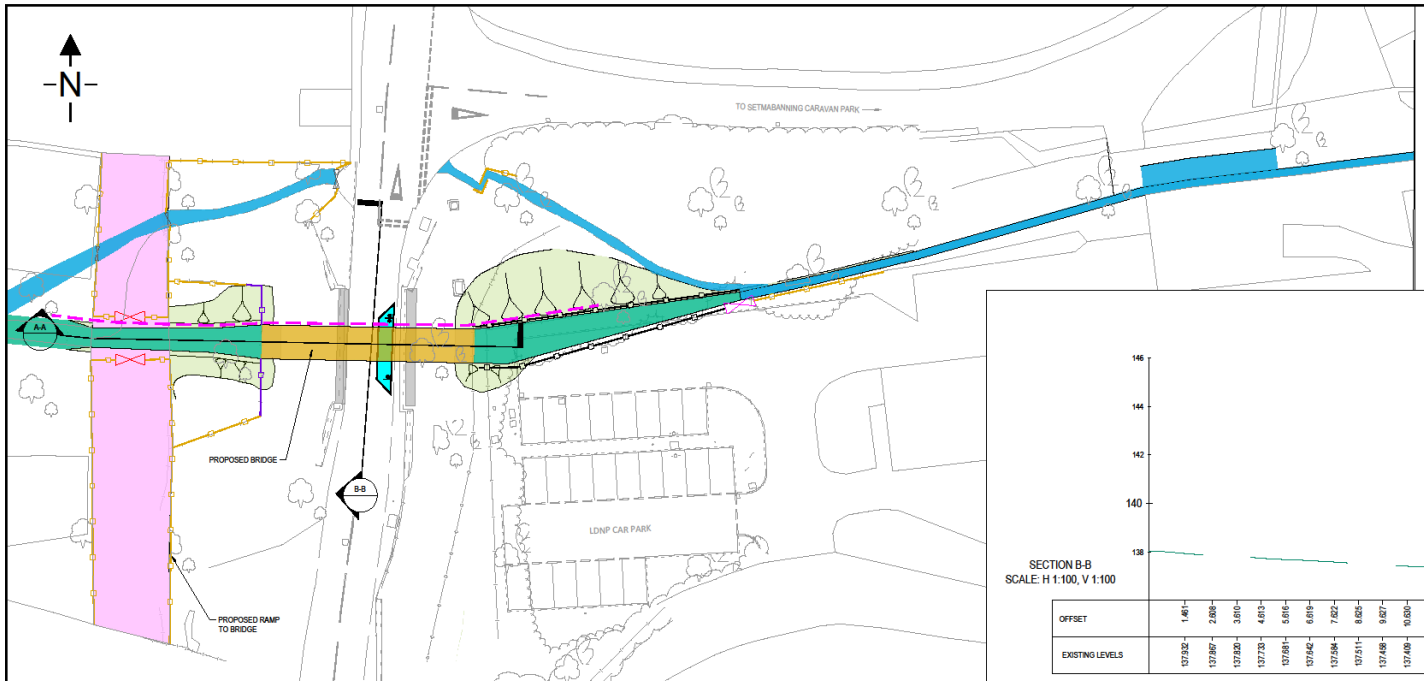
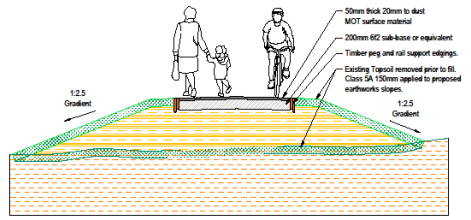
WSP Project Number: 70121928

DO NOT SCALE

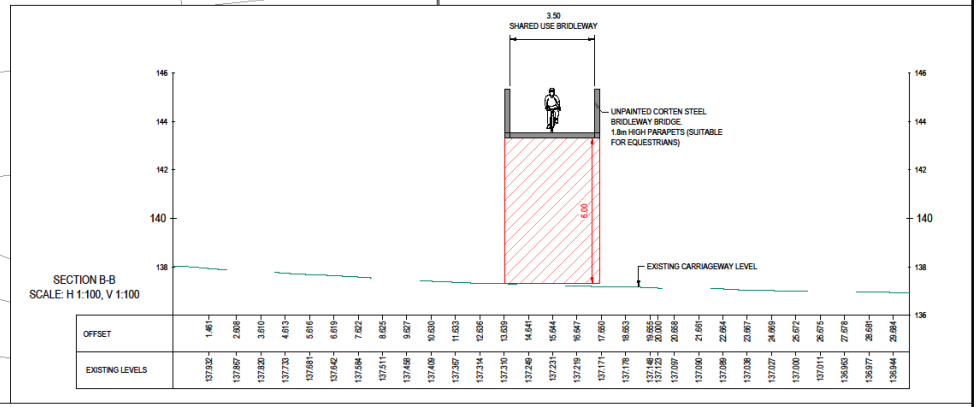
Millimetres 0 10 100



TYPICAL SECTION THROUGH PROPOSED RAMP
SCALE 1:50

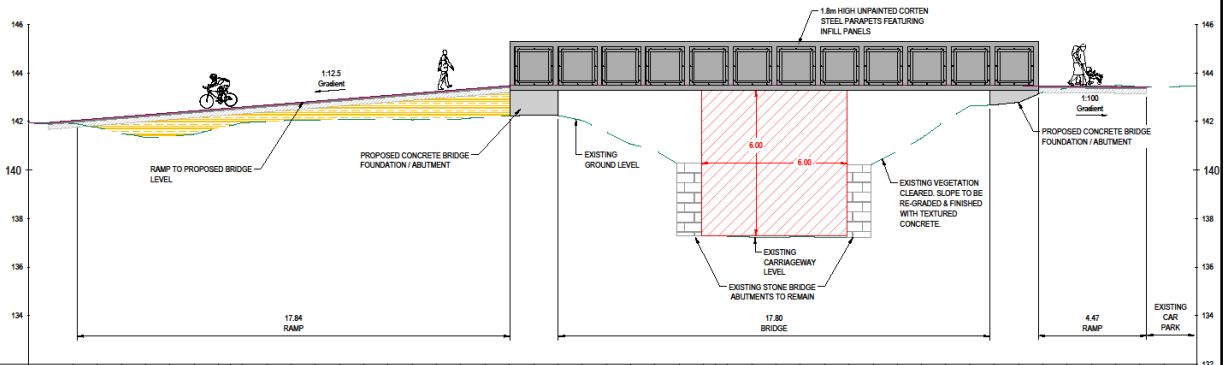


SECTION B-B
SCALE: H 1:100, V 1:100



OFFSET	1.461	2.808	3.610	4.613	5.616	6.619	7.622	8.625	9.627	10.630	11.633	12.636	13.639	14.641	15.644	16.647	17.650	18.653	19.655 / 20.000	20.658	21.661	22.664	23.667	24.669	25.672	26.675	27.678	28.681	29.684
EXISTING LEVELS	137.932	137.867	137.820	137.733	137.681	137.642	137.594	137.511	137.438	137.409	137.367	137.314	137.310	137.246	137.231	137.219	137.171	137.178	137.148 / 137.123	137.097	137.090	137.089	137.038	137.027	137.000	137.011	136.993	136.977	136.944

SECTION A-A
SCALE: H 1:100, V 1:100



OFFSET	13.488	14.488	15.488	16.488	17.488	18.488	19.488	20.000	20.488	21.488	22.003	23.003	24.003	25.003	26.003	27.003	28.003	29.003	30.491	31.491	32.492	33.492	34.492	35.492	36.493	37.493	38.493	39.493	40.000	40.493	41.494	42.494	43.494	44.494	45.494	46.495	47.495	48.495	49.495	50.495	51.495	52.495	53.496	54.496	55.497	56.497	57.497	58.497
EXISTING LEVELS	141.935	141.752	141.491	141.346	141.375	141.467	141.739	141.825	141.946	141.988	142.044	142.052	142.088	142.086	142.087	142.086	142.086	142.097	142.171	142.226	142.251	142.246	142.205	141.570	141.065	140.821	139.975	137.466	137.383	137.260	137.231	137.229	137.241	137.369	138.342	139.965	140.795	141.320	142.057	142.620	142.676	142.789	143.215	143.373	143.403	143.486	143.427	143.402

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NOTES:

1. BRIDGE CLEARANCE REQUIREMENT:
   - DMRB CD127 MINIMUM STANDARD HEADROOM FOR FOOTBRIDGE = 5.7m + ALLOWANCE FOR CARRIAGEWAY SAG CURVE RADIUS.
   - SAG CURVE RADIUS OF CARRIAGEWAY = 477m
   - ADDITIONAL CLEARANCE REQUIRED = 80mm
   - TOTAL HEIGHT CLEARANCE = 5.78m
2. THE STATION ROAD DETAILED BRIDGE DESIGN WILL BE UNDERTAKEN IN ACCORDANCE WITH ADOPTABLE STANDARDS AND A THIRD PARTY AIP WILL BE CARRIED OUT AS PART OF THE CHECKING PROCESS.
   AN ASSESSMENT OF THE EXISTING ABUTMENTS ON STATION ROAD WILL BE UNDERTAKEN, AND THE NEW BRIDGE FOUNDATIONS WILL BE DESIGNED IN ACCORDANCE WITH GROUND CONDITIONS AND ACCEPTABLE ABUTMENT BEARING PRESSURES.

KEY:

- PROPOSED EARTHWORK EXTENTS TOP SOILED & SEEDED WITH WILDFLOWER MIX
- EXISTING UNBOUND FOOTWAY
- PROPOSED UNBOUND MULTI USER TRAIL
- PROPOSED BRIDLEWAY BRIDGE HARDSURFACE
- NEW FARM ACCESS TRACK
- PROPOSED POST AND STOCK PROOF WIRE FENCE
- EXISTING POST AND WIRE FENCE
- PROPOSED POST AND RAIL FENCE
- EXISTING TIMBER GATE

KEY:

- TRAFFIC ISLAND BUILD-OUT
- PROPOSED TWO WAY TIMBER BRIDLE GATE
- INDICATIVE ROUTE OF ELEVATED RED SQUIRREL ROPE BRIDGE *(THROUGH THE UPPER TREE CANOPY)*
- PROPOSED TIMBER PEDESTRIAN GATE

Rev.	Date	Description	By	Eng/ Ck'k	Disc/ Ck'k	Appr'd

WSP Project Number:

Suitability: Issued for Information — Suitability: S2

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Client: national highways

Project Title: KESWICK TO THRELKELD MULTI-USER TRAIL LINK

Drawing Title: Proposed Station Road Bridleway Bridge
Typical Cross Section
Sheet 3 of 3

Scale	Drawn	Eng. Check	Approved	Authorised
1 : 250	MS	MI	MB	AW
Original Size: A1	Date: 25/03/2024	Date: 17/09/2025	Date: 18/09/2025	Date: 19/09/2025

Drawing Number NH PIN	Originator	Volume	Revision
615098	WSP	HGN	P02
A66 Location	DR Type	CH Role	0100-08 Number
			Stage Code: Public















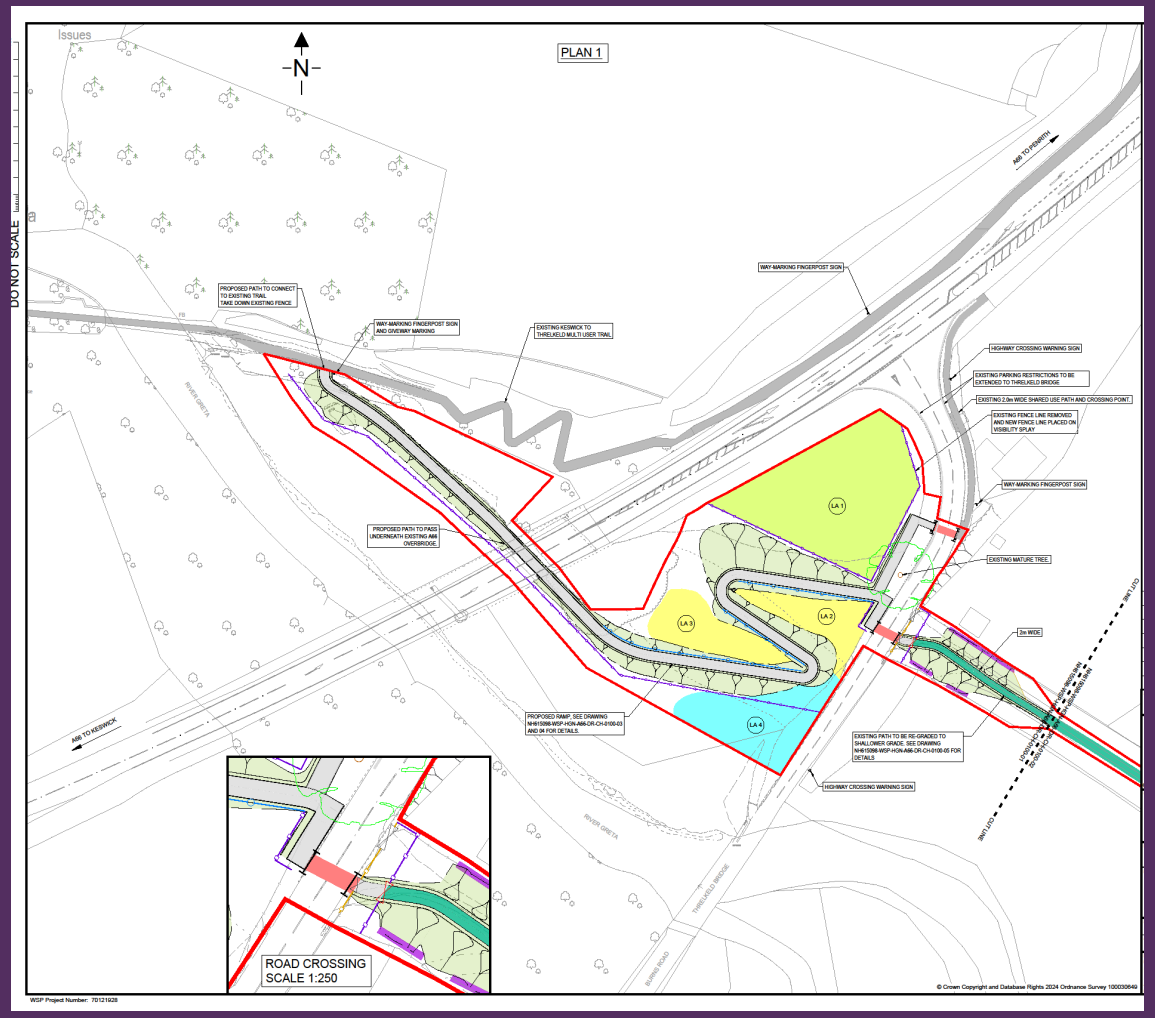
PLAN 1
N
DO NOT SCALE
Issues
A66 TO PENRITH
A66 TO KESWICK
WAY-MARKING FINGERPOST SIGN
PROPOSED PATH TO CONNECT TO EXISTING TRAIL TAKE DOWN EXISTING FENCE
WAY-MARKING FINGERPOST SIGN AND GIVEWAY MARKING
EXISTING KESWICK TO THRELKELD MULTI USER TRAIL
HIGHWAY CROSSING WARNING SIGN
EXISTING PARKING RESTRICTIONS TO BE EXTENDED TO THRELKELD BRIDGE
EXISTING 2.0m WIDE SHARED USE PATH AND CROSSING POINT
EXISTING FENCE LINE REMOVED AND NEW FENCE LINE PLACED ON VISIBILITY SPLAY
WAY-MARKING FINGERPOST SIGN
PROPOSED PATH TO PASS UNDERNEATH EXISTING A66 OVERBRIDGE
EXISTING MATURE TREE
2m WIDE
PROPOSED RAMP, SEE DRAWING NH615096-WSP-HGN-A66-DR-CH-0100-03 AND 04 FOR DETAILS.
EXISTING PATH TO BE RE-GRADED TO SHALLOWER GRADE. SEE DRAWING NH615096-WSP-HGN-A66-DR-CH-0100-05 FOR DETAILS
HIGHWAY CROSSING WARNING SIGN
LA 1
LA 2
LA 3
LA 4
RIVER GRETA
THRELKELD BRIDGE
BURNS ROAD
CUT LINE
ROAD CROSSING
SCALE 1:250
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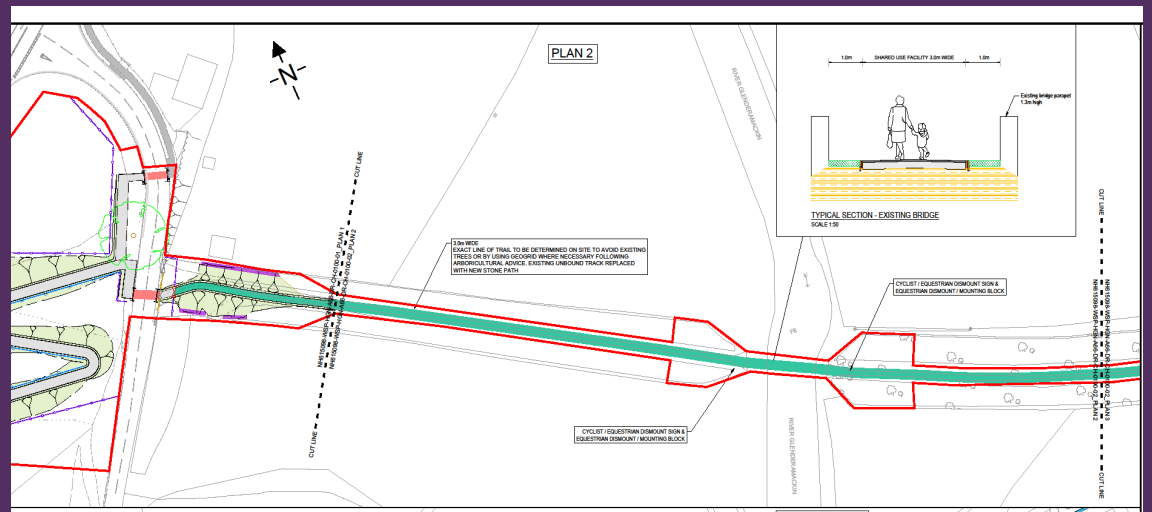
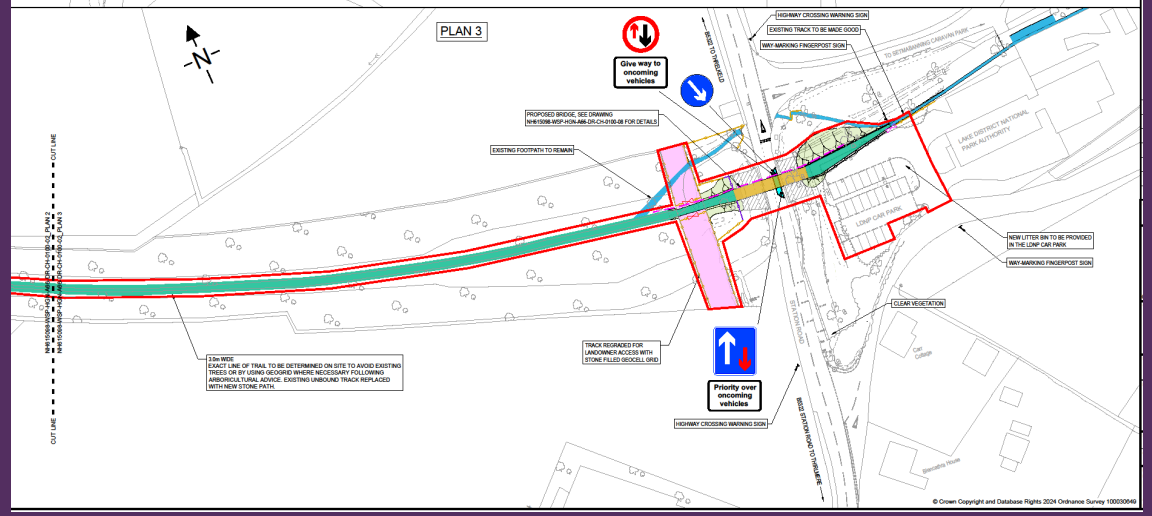
WSP Project Number: 70121928


PLAN 2
N
TYPICAL SECTION - EXISTING BRIDGE
SCALE 1:50
SHARED USE FACILITY 3.0m WIDE
Existing bridge parapet 1.3m high
3.0m WIDE
EXACT LINE OF TRAIL TO BE DETERMINED ON SITE TO AVOID EXISTING TREES OR BY USING GEOGRID WHERE NECESSARY FOLLOWING ARBORICULTURAL ADVICE. EXISTING UNBOUND TRACK REPLACED WITH NEW STONE PATH
CYCLIST / EQUESTRIAN DISMOUNT SIGN & EQUESTRIAN DISMOUNT / MOUNTING BLOCK
CUT LINE
RIVER GLENDERAMACKIN


PLAN 3
N
Give way to oncoming vehicles
Priority over oncoming vehicles
HIGHWAY CROSSING WARNING SIGN
EXISTING TRACK TO BE MADE GOOD
WAY-MARKING FINGERPOST SIGN
PROPOSED BRIDGE, SEE DRAWING NH615096-WSP-HGN-A66-DR-CH-0100-08 FOR DETAILS
EXISTING FOOTPATH TO REMAIN
NEW LITTER BIN TO BE PROVIDED IN THE LDNP CAR PARK
WAY-MARKING FINGERPOST SIGN
CLEAR VEGETATION
TRACK REGRADED FOR LANDOWNER ACCESS WITH STONE FILLED GEOCELL GRID
3.0m WIDE
EXACT LINE OF TRAIL TO BE DETERMINED ON SITE TO AVOID EXISTING TREES OR BY USING GEOGRID WHERE NECESSARY FOLLOWING ARBORICULTURAL ADVICE. EXISTING UNBOUND TRACK REPLACED WITH NEW STONE PATH.
HIGHWAY CROSSING WARNING SIGN
LAKE DISTRICT NATIONAL PARK AUTHORITY
LDNP CAR PARK
STATION ROAD
CUT LINE
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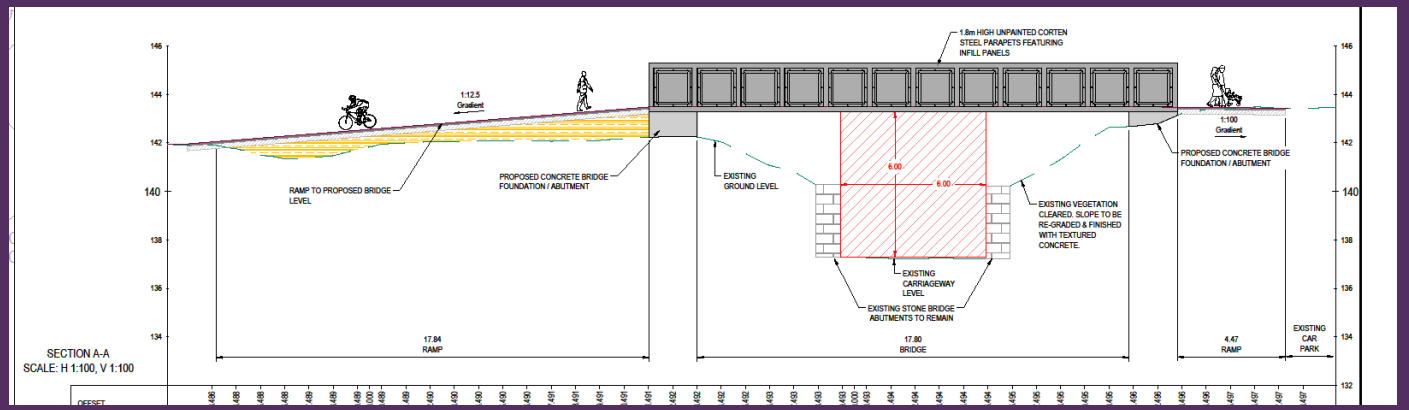
1.8m HIGH UNPAINTED CORTEN STEEL PARAPETS FEATURING INFILL PANELS
1:12.5 Gradient
1:100 Gradient
RAMP TO PROPOSED BRIDGE LEVEL
PROPOSED CONCRETE BRIDGE FOUNDATION / ABUTMENT
EXISTING GROUND LEVEL
6.00
6.00
EXISTING VEGETATION CLEARED. SLOPE TO BE RE-GRADED & FINISHED WITH TEXTURED CONCRETE.
EXISTING CARRIAGEWAY LEVEL
EXISTING STONE BRIDGE ABUTMENTS TO REMAIN
PROPOSED CONCRETE BRIDGE FOUNDATION / ABUTMENT
17.84 RAMP
17.80 BRIDGE
4.47 RAMP
EXISTING CAR PARK
SECTION A-A
SCALE: H 1:100, V 1:100
OFFSET