

Parish Council of St Johns Castlerigg & Wythburn Minutes

Minutes of the meeting of the St John's Castlerigg & Wythburn Parish Council held at Thirlmere Recreational Hall on Thursday 27th July 2017 at 19:00

Present: Mr I Hartland (Chairman), Mrs C Archbold, Mr M Cockbain, Mrs P Darrall, Mrs S Hope, Mr B Vidler, Ms B Carter (Clerk), Mr N Morriarty & Mr M Turner (Treetop Treks), Mr C Saunders (United Utilities), Mr J Tyson (Cumbria County Council Highways), Ms D Marsh (United Utilities), Mr M Hornby (United Utilities)

44/17 Apologies for Absence.

Apologies were received from Cllr D Lamb & Cllr L Walton, C/Cllr T Lywood.

45/17 Approval of meeting minutes held on 18th May 2017

Resolved by all present that the minutes of the bi-monthly Parish Council meeting held on the 18th May 2017 as a true and accurate record and the Chair be authorised to sign a copy.

Action: Clerk to upload the minutes to the website & circulate to all.

46/17 Declarations of Interest & Requests for dispensations

None received

47/17 Public Participation

None

48/17 United Utilities Updates

Carl Saunders- West Cumbria Supplies (Pipeline) Project Update

Mr C Saunders attended to provide an update on this project with a particular focus on the access track for the tunnelling compound.

Following on from the May meeting of St John's Castlerigg & Wythburn Parish Council when a query was raised as to why the access route for the tunnelling compound was coming out below Low Nest on to the A591 with traffic then turning right towards Keswick to access the A66, as opposed to going the other way down the Naddle Valley with traffic exiting on to the old A66, and directly on to the A66.

Mr C Saunders confirmed that over the past 2 months working in conjunction with Cumbria County Council as the Highways Authority that the various access route options have been considered. Following consideration of all factors, the current position of United Utilities is that the planning application that will be submitted to the LDNPA in Mid August will be for the access track to exit on to the A591 below Low Nest as per the presentation in May.

Mr C Saunders confirmed that the reasons for this decision was based on a combination of factors including length (UU confirm that the route to the A66 is 500m longer than the route to the A591), that the route to the A66 involves an additional 5 water crossings compared to the A591 route. That the A66 route would be more visible from the ancient monument at Castlerigg Stone Circle and on the unspoilt Naddle Valley. From a Highways point of view the route to the A66 would involve putting HGV sized lorries onto an un-classified road (which is not viable).

Q: When the vehicles leave the access track which way will they be turning? South towards Ambleside, or North towards Keswick?

A: The traffic management plan hasn't yet been finalised but the expectation is that the HGV's carrying the tunnel spoil will turn right towards Keswick and then right on to the Hawthorns to access the A66.

Resolved that it be noted by the majority of those present that local residents and councillors feel that this is the wrong choice, and is a serious concern to the health & safety of road users with vehicles turning right across both the A591 at Low Nest and again in the top of Keswick. This stretch of A591 is already recognised locally as being dangerous, compounded by the large number of cyclists that use this route, and localised weather conditions (road has a lot of flowing water in bad weather, and is prone to ice). 1 Councillor opposed this view.

Q: Will Spoil be coming out of both ends of the tunnel?

A: No the spoil will all be coming out from the Low Nest end of the tunnel.

Q: How much traffic is expected when the tunnel is being bored?

A: Circa 4 wagons a day. These will be 20 tonne maximum wagons.

Q: Will vehicles be using the access track 24 hours a day?

A: Carl is not anticipating that spoil will be removed during the night (but the tunnel machine will be boring 24 hours a day). But that other vehicles e.g. staff will be using the route 24 hours a day.

Q: What happened to the curfew of no movements between 6pm at night and 8am in the morning?

A: Mr C Saunders confirmed that this applies to the majority of the tunnel route, but that this tunnelling project needs to run 24 hours a day as once the machine is running it needs to continue.

Action: Mr C Saunders confirmed that where possible he would look to minimise traffic movements on that access track during the night period.

Q: How can UU use the length & number of river crossings as a reason not to take the access track out via the Naddle Valley to the Old A66. This was the route of the original pipeline (prior to the Storm Desmond damage) so permission is already in place for works on this route? In addition it was noted by members of the public that the measuring of the routes is disproportionate, as the A591 route has only been measured when not on the pipe easement, where as the A66 route has been measured in its entirety therefore is longer (yet majorly is on the existing pipe easement).

This query was noted as received by United Utilities.

Q: Can United Utilities confirm which route they have chosen for the access track

A: It is not their choice, it is up to CCC as the highways body (to agree the most appropriate planning route, and also any particular restrictions that the Highways Authority require) and the LDNPA planning authority.

Q: Are UU submitting an application for both routes (A66 and A591)

A: No, the planning application is only being submitted for the tunnel route, and the access route to the A591. This application will be submitted in Mid August and will be for council consideration in September.

A local resident raised concern that the A591 route whilst it may not be longer in 'green field' it is longer in total, with vehicles having to travel into Keswick and back on the A66.

This was noted by UU but the length they were specifically looking at is the 'green field' length.

Q: Local Landowners don't know which way the route is going e.g. which of their land/fields the route will pass through.

A: Mr C Saunders confirmed that he thought all landowners had been contacted and consulted on the detailed mapping of the route.

Q: To Mr J Tyson (Highways) do CCC have concerns about the access track existing on to the A591 and then turning right on Chestnut Hill to access the A66, given the known bottle neck this junction already causes.

A: No the Highways team don't have any concerns about this. There are no reported bottlenecks/issues at this junction.

Mr M Hornby- Wave Wall update

The works that are being undertaken currently are works to the wave structure and not to the dam itself. The works are being done for maintenance purposes and to strengthen the wall.

The wall is being strengthened by a similar style of wall being constructed on the road side of the wave wall to create a chamfered edge, the new wall will be back filled with concrete to strengthen the wave wall. The aim is to have these works completed and the road reopened by the end of September.

These works are only being done on the upstream side.

United Utilities confirmed that the works are only being done for strengthening purposes, the intention is not to enable greater capacity of water to be stored in the reservoir.

49/17 Thirlmere Activity Hub (Mike Turner & Nick Morrairy)

Mike presented an overview of this project by first giving a background to his business (Tree Top Treks) based at Brockhole.

The Thirlmere site has been selected with a view to bringing adventure activities to this valley. Mike & Nick informed the meeting that they were attending the meeting as a start to a public consultation. The first consultation event will be held on Tuesday 1st August 2017 3-7pm in the Thirlmere Recreational Hall.

The project is not yet at the planning stage and there is no timescale for this to happen, but Mike & Nick confirmed they were looking to get community feedback prior to the project moving to planning. Mike & Nick recognised that any formal consultation with the Parish would be during the planning process.

The aim is to develop a year round world class attraction, attracting a wide spread of demographics to visit it. The project is a cross lake zip wire experience supplemented by an 18km off road family cycle track (on the same route that the current cycle route is). The zip wire is a commercial attraction which has a premium value which will help fund the cycleway. As part of any possible agreement with the land owner (UU) the agreement is that Nick & Mike will deliver the cycleway (regrading/surfacing etc).

Thirlmere has been selected for its topography (high point/low point with a valley between) and its location e.g. on good road links (A591) and between the tourism hot spots of Keswick & Grasmere. In addition the vegetation (managed woodland) means that the ecological impacts are low. Following research many sites have been ruled out due to land issues e.g. open fell, common land, project disrupting the skyline.

This project would not noticeably increase traffic on the road (circa 50/60 cars per day) on a road that carries 6000 people. The advantage of the A591 is that the road noise will mask any noise made by the zip wire. The project will only operate during daylight hours.

The cycleway it is hoped in the future will link in with other cycle tracks that are being developed, and into the existing cycle network.

The zip wire proposal is for two zip line journeys (4 wires each way) from Swirls across to Fisher Crag Shore, then using vehicles participants will be driven back up to just below the summit of Fisher Crag to take off again back to Swirls. There will be no 'towers' for the zip wire take offs, as they will be built into the landscape, so won't be visible. The cables are 16mm cables, and the take off is below the top of Fishers Crag so as not to break the skyline. The zip wire will be 1200m long, and at its highest point 130m above the water.

The cost for an experience on the wires would be circa £50 per person.

A public consultation event is being held on Tuesday 1st August 2017 between 15-19:00 at Thirlmere Recreation Hall.

Cllr P Darrall spoke on behalf of Parish Councillors with a prepared speech of objection. The reasons for objection detailed were:

- The scheme is very insensitive in the most rural parish in the Lake District.

- One of the key attractions for people visiting the Parish is the peace and tranquillity of the valley which would be disturbed by this scheme.
- The Lake area has NO commercial development and is one of the few in the Lake District to not have any large scale developments.
- It is a haven for wildlife.
- The Thirlmere Valley is an Island of Peace between the busier tourist hubs of Keswick & Grasmere/Ambleside.
- It is felt that this project is collusion between UU and Treetop Treks. UU already have a cycle way and underpasses under the A591 no further development is needed.
- This is another example of the deep insensitivity of United Utilities.
- The Parish Council have a responsibility to protect the Thirlmere Valley from commercial violation.
- This project would be a serious health and safety concern with riders crossing the A591.
- If this project were to go ahead it would likely be the start of a creep of commercialisation/expansion within the area e.g. to a shop/café/cyclehire etc.

Mike confirmed that United Utilities would not be attending the scheduled consultation event on the 1st August 2017.

Mike confirmed that baseline ecological surveys had commenced, and confirmed that it wasn't anticipated that this project would have any impact on Count Solanski's Summer house.

Resolved by all present that the Clerk submit a letter to Mr M Turner and Mr N Morriarty laying out in the strongest possible terms the objection to this proposed development on behalf of the Parish Council as representatives of the Parish as a whole, including reference to the matters raised by Cllr P Darrall in her speech.

Action: Clerk to undertake this action.

50/17 Update from visiting councillors/other bodies.

None received

51/17 Report on Matters Arising/Clerks Report

Resolved that the Clerks written report be noted as received and unless mentioned below no further actions were required/or updates received.

52/17 Highways & Transport matters

Keswick-Barrow Charity Walk – The Clerk informed those present that photos were required of the damage to this fingerpost so that the organisers can look to address it.

Action: Cllr I Hartland to provide photos to the Clerk.

A66 Signage Review- The Clerk informed the meeting that Highways England are preparing to undertake a signage review of the A66 stretch at Threlkeld to review the appropriateness of the signage. Once this review is completed the Parish Council will be consulted.

Repairs to Castle Lonnin

It was noted by all present that the recent repairs undertaken were substandard and using only cold tar resulting in the repairs deteriorating rapidly.

53/17 Planning Applications for Consideration

Ref: 7/2017/2144
Location: Stybeck Farm, Thirlmere
Proposal: Siting of Sheperds Huts

Resolved by all present that the Council had no comments or objections relating to this application.

Action: Clerk to submit this comment.

54/17 Planning Decisions

Resolved that the below decision be noted:

Planning Ref	Location	Proposal	Decision
7/2017/2066	Castlerigg Farm, Castlerigg	Use of existing caravan and camping site for 12 months of the year	Withdrawn
7/2016/2157	Threlkeld Quarry & Mining Museum	Proposed new mining & quarry museum and associated railway link to upper areas	Approved with Conditions
7/2016/2053	Land to east of A591 & south of Thirlspot Farm, Thilrmere	Construction of replacement access bridge following damage caused by Storm Desmond	Approved with Conditions.

55/17 Correspondence received

Resolved that all correspondence be noted as received unless otherwise mentioned below.

- 1) Letter from Keswick Climbing Wall re Summer Solstice.

Resolved that the letter from Ms D Beaumont of Keswick Climbing Wall be noted as received, raising serious concerns about the Summer Solstice at Castlerigg Stone Circle. Which is now turning into a multi day event with no response for the site, or the neighbours including attendees urinating/defacating on and near the site, fires being lit on the site and on the neighbouring roads, loud noise throughout the night, parking and damage to grass verges.

Action: Clerk to contact the National Trust (as land owner), English Heritage (as guardians of the ancient monument), the Environment Agency, Police, Cumbria County Council and the PCC.

Action: Clerk to separately raise the issue of the parking/highways in the vicinity of this site.

56/17 Finance & Accounts

- I. Invoices for Approval*

Resolved by all present that the below invoices be approved & the cheques signed by two signatories (Cllr S Hope & Cllr M Cockburn).

Invoice Received from	Works/Services undertaken	Amount
G Darrall	Newsletter Expenses	£59.01

Action: Clerk to process the above invoices for payment.

- ii. Approval of Bank Reconciliation & Spend Against Budget Report.*

Resolved by all present that the bank reconciliation for July be approved as a true and accurate record and was signed as such by Cllr B Vidler.

57/17 Consideration & Approval of Governance Documents

- 1) Planning Sub Committee

Resolved by all present that a planning sub committee be formed as per the Terms of Reference circulated to all, The members to be appointed to this committee are Cllr I Hartland, Cllr S Hope, Cllr B Vidler, Cllr C Archbold.

Action: Clerk to update the website.

2) Asset Register

Resolved by all present that this be adopted as a true record.

Action: Clerk to update the website

3) Standing Orders & Financial Orders

Resolved by all present that these be re-adopted with no changes (other than the time of the meeting being varied to 19:00).

Action: Clerk to update the website.

58/17 Councillor Matters

None

59/17 Date of Next meeting

Resolved that the next meeting time be 21st September 2017 at 19:00

Meeting Closed 20:30

Signed..... Cllr I Hartland (Chairman)