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Cc: Planning Group, Fylde Council, The Town Hall,
St Annes Rd West, Lytham St Annes, FY8 1LW

Sent via e-mail

09/01/18

To whom it may concern,

Re: Appeal Reference Number APP/Q2371/W/15/3134385 to planning application Ref: LCC/2014/0101.

We, the School Governors of Inskip St Peter's C of E (Aided) Primary School, wish to object to the transport routes proposed by Cuadrilla in Appeal Reference Number APP/Q2371/W/15/3134385 for the following reasons:

1. One of the proposed transport routes utilises Preston Road in Inskip, on which our school is situated. Should this route be approved, it will result in a large increase in both the number and size of vehicles using this road and therefore passing our school.
2. This increase in traffic, particularly large vehicles such as heavy goods vehicles (HGVs), will have a negative impact on the safety of all attending the school, especially the children. The road is already busy, and any increase in the size / volume of the traffic will increase the hazard posed by the road. This, in turn, will decrease road safety and hence increase the risk of a child being injured or killed on the road.
3. The school has no car park for parents, therefore during school drop off and pick up times parents park on Preston Road. Although the school is small, this can lead to cars being parked on the school side of road for a considerable distance. Vehicles passing the school may then have to drive on the wrong side of the road, and there is not room for two-way traffic. This is already a hazardous situation for both parents and children, and will be made more dangerous by an increase in the size / volume of the traffic passing the school.
4. We understand that Cuadrilla have said that their vehicles will not drive past the school between 8am – 9am and 3pm – 4pm ('hours of exception'). The school currently has a daily breakfast club that starts at 8am and daily after school activities that regularly last until 5:15pm, with parents dropping off and picking up at various times depending on what their child is doing. As such, this proposal would not significantly reduce the risk to the children and their parents.
5. Even if Cuadrilla were to extend the 'hours of exception' (as detailed in Point 4) to reflect the actual school drop off and pick up times, it is hard to see how it could be monitored or enforced. Unless Cuadrilla are going to appoint a member of staff to ensure that their drivers do not pass the school at these times, it is unrealistic to expect that drivers will avoid the school, particularly if they feel under any form of time related pressure.
6. If drivers are forced to avoid going past the school at certain times, it is very likely to lead to speeding in order to get through before the 'hours of exception'. This will increase the risk to

parents and children at the school (and indeed anyone using the roads in the surrounding area) - it is proven that speed kills.

7. Cuadrilla has not given any details of where vehicles would wait during the 'hours of exception'. If they queue up either side of the school on Preston Road, or on any of the narrow roads nearby, they will block the roads causing additional hazards and decreasing road safety even further. It should be noted that the layby located on Preston Road between the main village and the school, even if empty, could not accommodate more than one or two HGVs.
8. Preston Road is a 'B' road. It has not been designed to accommodate this level of traffic, particularly HGV traffic.
9. Our school is lucky to have excellent facilities for outside play, and as such the children are encouraged to play outside every day. A significant increase in the volume of traffic (particularly HGVs, which run on diesel) on Preston Road will therefore increase the levels of traffic pollution that the children are exposed to. It is widely accepted that exposure to traffic pollution, particularly diesel fumes, is detrimental to health, particularly for vulnerable individuals such as young children.
10. The pavement along the side of St Peter's church is narrow (barely wide enough to fit a pram down) and is frequently the subject of near misses when cars/lorries coming from the Catforth direction go round the tight blind bend and end up on the wrong side of the road. The addition of large lorries will only increase the likelihood of a serious accident at this already dangerous corner.
11. Inskip is a small, rural village, and Inskip St Peter's is a small, close knit primary school with a very caring ethos. As governors, we are very proud of our school. We feel that, should this transport route past our school be approved, the increase in the size and volume of the traffic passing our school will have a negative impact on both the safety and the health and wellbeing of our children.

Yours faithfully,

Signed by The Governors of Inskip St Peter's C of E (Aided) Primary School as below