

**PARISH COUNCIL OF NEWTON-WITH-CLIFTON**

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23<sup>rd</sup> February 2018

APP/Q2371/W/15/3134385

The Planning Inspectorate c/o Leanne Palmer  
Rm 3/26 Hawk Wing  
Temple Quay House 2 The Square  
Temple Quay, Bristol  
BS1 6PN

Dear Ms Palmer

Planning application LCC /2014/0101 - Construction and operation of a site for drilling up to four exploratory wells, hydraulic fracturing of the wells, testing for hydrocarbons, abandonment of the wells and restoration, including provision of access roads and improvement of accesses onto the highway, security fencing, lighting and other uses ancillary to the exploration activities, including the construction of a pipeline and a connection to the gas grid network and associated infrastructure to land west, north and east of "Roseacre Wood" and between Roseacre Road, Roseacre and Inskip Road, Wharles on agricultural land that forms part of "Roseacre Hall", to the west, north and east of "Roseacre Wood", and land that forms part of the Defence High Frequency Communications Service (DHFCS) site between Roseacre Road and Inskip Road, off Roseacre Road and Inskip Road, Roseacre and Wharles, Preston Lancashire.

Thank you for recent communications and I now refer specifically to the letter dated 29<sup>th</sup> November 2017, circulated by Lancashire County Council, relating to the above matter. The letter together with other related communications were considered at Council meetings held on Thursday 7<sup>th</sup> December 2017 and Thursday 4<sup>th</sup> January 2018.

Members understand that;

- i) Following the Secretary of State decision on 6th October 2016, providing an opportunity for all parties to submit additional highway safety evidence, Cuadrilla had appointed an independent traffic consultant who commissioned Site route assessment traffic surveys in summer and autumn 2017. Based on the consultant's report Cuadrilla is now proposing that three Heavy Goods Vehicles (HGVs) routes be used to provide access to/egress from the Site between the A583 and the A585.
- ii) At the original Inquiry it was submitted that the Cuadrilla transport assessment was deficient. Consequently, a comprehensive and thoroughly methodical appraisal was and, in the Council's opinion, still is required to comply with planning policy by identifying an operationally effective and efficient transportation route that will access/egress to/from the Strategic Road Network (SRN) by a suitable route. In the Fylde the SRN comprises the A585 and M55. The original route to/from the Site proposed by Cuadrilla affected Station Road, Salwick, Clifton Lane and Lodge Lane, Clifton through Clifton Village and the A583/Blackpool Road/Preston New Road and then, from Clifton village, turns right and continues to the "Ribby Hall" roundabout following directions to the M55. At c.11 miles (18 kilometres) this is clearly not a direct route to the SRN.

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Council consider Cuadrilla's revised transport proposals remain incomplete in that they have not adequately addressed the issue of safety of vulnerable road users.

The construction of passing places would not only be a loss of amenity, but also result in a loss of places of sanctuary for vulnerable road users; it would also lead to vehicles travelling at greater speed and impacting more on the safety of vulnerable road users.

The red and green routes have been previously discounted by the applicants as unsuitable, and remain so.

iii) Members of Newton with Clifton Parish Council are fully conversant with the revised transport proposals and remain of the opinion that:

- None of the countryside roads that form the proposed routes are suitable for the additional HGV traffic.
- The Blue Route already accommodates significant traffic movement generated by Westinghouse Springfields site.
- The revised proposals will impact the villages of Newton with Clifton, Crossmoor, Elswick, Esprick, Greenhalgh, Inskip, Roseacre, Thistleton, Treales and Wharles.

I shall be grateful if you will ensure the Council's observations are duly recorded.

Yours sincerely



Clerk to the Council