

Catherine Lewis
Development Planning Team
Leader
South Ribble Borough Council
Civic Centre
West Paddock
Leyland
PR25 1DH

info@sktransport.co.uk
www.sktransport.co.uk

1 December 2021

Dear Catherine,

RE: PLANNING APPLICATION 07/2020/0768/FUL – WINDMILL PUBLIC HOUSE

Following on from the meeting with representatives from the Local Planning Authority and Local Highway Authority on the 24th November 2021 we take the opportunity to reiterate the technical points that were set out in our letter of the 9th August 2021. We have had sight of Lancashire County Council's response to this letter, received two months later on the 14th October 2021, and it was useful to discuss the content of this with you, David Allen and Steven Brown at the meeting.

In summary we remain wholly of the opinion that the planning application, and the technical traffic and transport matters associated with the scheme have not been appropriately considered or evaluated by the Highway Authority. To evidence this in our meeting on the 24th November it was confirmed to all parties that:

- 1) the vehicular access onto the A677 Preston New Road was historically closed due to highway safety concerns
- 2) the Highway Authority has not requested from the applicant any swept path analysis for service vehicles/HGVs approaching the site from the east and turning right into the reopened access
- 3) there are no confirmed physical or legal measures proposed or agreed to stop these right-hand service vehicle movements into the site from taking place
- 4) no independently prepared Stage 1 Road Safety Audit has been requested, submitted or analysed by the applicant or the Highway Authority
- 5) the HGV swept path analysis onto Branch Road confirms that if any residential parking took place on the eastern (residential) side this would restrict the safe passage of service vehicles/HGVs egressing onto the public highway
- 6) if this parking did take place then HGVs would have to shunt in and out of the single exit point to travel south to the Branch Road/A677 Preston New Road junction, although no swept path analysis has been provided to demonstrate even this is possible
- 7) the Highway Authority has confirmed that the six-fold increase in daily traffic movements (303 existing vehicle daily movements to 1,966 proposed vehicle daily movements) has not been assessed in any shape or form – the additional traffic movements to/from the site access points on Branch Road or the A677 Preston New Road have not been considered, modelled or evaluated – it is entirely possible that this level of additional traffic and turning movements to and from the site could have a 'severe' impact, the test taken from the NPPF
- 8) a six-fold increase in traffic movements is clearly a material increase, and as such will be expected to lead to increased levels of noise and disturbance, which was the identified reason why the Planning Inspectorate dismissed the appeal

As a footnote the question was put to the Local Residents Group at the meeting that they would need to demonstrate to the Highway Authority that the development proposals would have a 'severe' impact for them (the Highway Authority) to change their position.

We reiterate that it is not for a local group to have to lead the detailed assessment of a scheme to demonstrate a severity of impact. It is for the Local Planning Authority and its consultee's (which includes the Local Highway Authority) to carefully and thoroughly assess the information presented, ask for additional information as required and then form a clear and robust position that will withstand scrutiny from third parties and if required be defensible at a Planning Appeal.

As demonstrated above the position is clear that in many areas the application is still deficient in numerous technical areas, meaning it is not possible for either the Planning or Highway Authorities to arrive at a positive recommendation for the development proposals.

My planning colleague, Sheila Wright will be submitting a separate, short letter this evening covering the relationship between the significant increase in traffic movements to/from the site and the air quality assessment, as well as planning matters.

If you do have any questions or queries relating to the content of this letter please do not hesitate to come back to me to discuss further.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'm. kitching', with a large, stylized flourish at the end.

MICHAEL KITCHING

Director