

Re Planning Application HPK/2022/0456

A L F W

Tue 29/11/2022 15:41

To: **Dinting C of E Primary School**

Dear Madam

I write in reference to the above planning application for 100 new dwellings to be accessed from a new road to be connected to the A57 very close to your school.

I oppose the application for numerous reasons, but I thought it would be of assistance to you if I shared my thoughts on one element with you -

Highways

Further to my highway survey conducted today re the A57 Dinting Vale, Glossop.

I can confirm that the entrance school, the bus stop shelter, and set down zone on the north side of the A57, and a freezone to facilitate the parking of circa 5 vehicles is omitted from the applicants extremely limited in detail plan.

The above parking area is between the speed camera and the school keep clear zone.

In addition, a disabled parking bay on the south side of the A57 is also omitted.

The pedestrian pelican crossing is entered off plan and therefore not shown in relationship to the above.

The additional zigzag no parking zone for the crossing virtually abuts the school keep clear zone.

An existing driveway abuts the crossing clear zone and cars from it merge onto the A57 at that point.

The A57 south side bus shelter is to be relocated 15mtrs to the east and is 3mtrs wide. When relocated the easterly end of it will be level with the **left-hand gate post of the school entrance**. I have marked its exact location on the stone wall at the rear of the pavement with pink chalk lines. It will stand above the water culvert which runs under the A57.

The relocated bus stop set down zone is 21mtrs long and covers 90% of the width of that side of the carriageway and will also restrict access to the electricity sub-station when buses are parked there.

When remarked in thermoplastic on the road surface it will cover circa 90% of a no parking white line zone protecting the entrance to the Guide HQ and the driveway to the adjacent property.

Inevitably those access points will be blocked/obstructed on several occasions throughout the day and evening.

In consideration of all of the above, the interface of all items will cause severely restricted safety sight lines in both directions on the A57.

The interface of the new access road with the A57 in close proximity will inevitably exacerbate the situation. Uninterrupted sight lines from the new access road do not achieve the required standard of 2.4mtrs measured from the rear edge of the A57 pavement and longitudinally over a distance of 54mtrs as required by DCC Highways Dept.

The applicants own transport assessment plan page 40, appendix B only achieves 43mtrs when measured 0.5mtrs into the A57 carriageway which is not the correct datum point to measure from.

Interface of all of the above will inevitably encourage dangerous vehicle manoeuvres and travel direction on the wrong side of the road.

No vehicle hierarchy is proposed and no traffic control from the new access road by way of new traffic lights is included in the scheme.

The new development will accommodate circa 250 additional vehicles contributing up to 1000 extra vehicle movements per day to access and egress the development site.

In my opinion, it is a formula for a serious accident waiting to happen.

It will be interesting to read the DCC Highways report on the above, on which we can make further comment if made available before the end of the public consultation period (7/12/2022). However, I believe DCC will reserve their comments until a more technically and comprehensive support document is made available by the applicant. If not, this may lead to the avoidance of highway conditions being applied to the any consent awarded and simple notation guidance applied is not legally enforceable.

I trust the above is of assistance to you for reference.

Kind regards

Mr L Wilcox



No photo description available.