
From: planningcomments@highpeak.gov.uk
Sent: 01 December 2022 19:04
To: Planning Comments (HPBC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : HPK/2022/0456 Site Address: Land At Dinting Vale Dinting Glossop Derbyshire
Comments by: Joanna Heywood

From:

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Simmondley
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Submission: Objection

Comments: Re: Planning application A57 Dinting Vale, Glossop.

The plans submitted for consideration are incomplete.

The following points have been discussed amongst residents and I would like to add my objection to the many others you have already received.

The entire school, the bus stop shelter, and set down zone on the north side of the A57 are omitted from the applicants extremely limited plan.

The freezone to facilitate the parking of circa 5 vehicles is between the speed camera and the school keep clear zone is omitted.

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

The pedestrian pelican crossing is entirely 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. Another resident has 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 (35 Dinting Vale). 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 from which to measure from.

Interface of all of the above will inevitably encourage dangerous vehicle maneuvers 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.

The provisional interface proposal between the new access road and Adderley Road, forming a crossroad with no traffic control is equally dangerous.

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