

My name is Gary Monaghan, I have lived in S20 since 1980 and watched the township's grow to what is it today

I intend to address the issue of **Travel Plan & Transport Assessments**

There are 270 houses currently under construct within 2500m of this site, (this number excluding future proposals on Site 'C' and 'D') The Transport Assessment does not take the cumulative effect of these into account. These will have a profound impact on already congested roads around Crystal Peaks.

The traffic assessment hasn't fully considered the junction on Donetsk Way and its right turn over the tram track to access Woodland Heights and plot E, there is no dedicated right turn lane, currently drivers heading in the direction to Crystal Peaks get frustrated at waiting on right turners and often squeeze through on the inside encroaching Stoneacre Avenue, this hazard **WILL GET WORSE** What is required is a dedicated right turn lane with traffic signal control but logistically that looks impossible but my view this issue needs further investigation.

Traffic accessing Woodland Heights and the Medical Centre the from the Westfield/Waterthorpe townships along Mossway generally turns left. This turn into Moorthorpe Way is at staggered cross roads and is an accident black spot, again this hazard **WILL GET WORSE**.

The applicant puts a lot emphasis on walking and cycling but the topography of the area and the distance of amenities from the site, mean people will inevitably drive. There are currently no suitable or sufficient cycle routes.

There is no definitive clarity regarding if or when the two halves of Moorthorpe Way will at some stage in the future be connected. This proposal in the 1960's plan was last considered in the 2013 Arup study. The lack of the link road was once stated by Sheffield City Council as a barrier to any further development on Owlthorpe Fields, it has not been fully explained why that view has changed.

If building on sites E, C & D does happen then that will create added weight to build the link road, which in the councils own words would be expensive, require compulsory purchase of land, it would have to cut through the local wildlife site and require an unsightly bridge and also greatly anger residents on the northern leg of Moorthorpe Way. The developers of site E will be marketing their properties as a quiet cul de sac development, however it seems almost certain that in time this plot E will have to be made into a busy through fare road, the owners of theses planned 74 houses will feel cheated.

If the link road was built then traffic traveling to and from Sheffield via the A6135 along Frechville en route to the city would likely at busy periods, rather than use Donetsk Way short cut along the residential Moorthorpe Way thus avoiding 5 sets of traffic lights, the tram tracks and the congested traffic which The design brief produced by SCC notes the traffic congestion in paragraph 5. "This development would generate significant levels of car, van and heavy goods vehicles".

Submissions by Avant Homes on this point do not match the experience of local people who endure the relentless increased traffic volume in the area, particularly with the new ASDA superstore and its badly planned access.

Currently, many residents on Woodland Heights do use the tram service which is great, however the majority actually drive their cars down the hill to the tram stop and these along with other local commuters and attendees to Peaks College inconsiderately leave their cars parked all day along Moorthorpe Way leaving no passing points, this is a hazard every working day and **WILL GET WORSE**

Although the Donetsk tram is `standing room only` at busy periods what is required before any further house building is undertaken is a Park & Ride facility, that would be a huge benefit to the area encouraging more use of the tram service and go a long way to help the green aspect of Sheffield City Councils declaration of Climate Emergency.

In winter periods of snow many residents of Woodland Heights are forced to leave their vehicles near to Moorthorpe Gate as their vehicles cannot make it up the hill onto the estate, so abandoned vehicles are left sometimes for a number of days. If building goes ahead on plot E this situation **WILL GET WORSE.**

There is one only access road for this development, there is concern if that during construction heavy plant and traffic incur an accident then the estate and access to the medical centre is cut off from emergency vehicles.

Owlthorpe Action Group do not want to go back to the pollution levels that existed before COVID-19.

If this proposal is NOT rejected today then it will have an unacceptable impact on highway safety.

Noise:

The Officer's report has NOT considered the impact of construction noise on existing properties in the immediate vicinity of the proposed development the nearest being just 10m away. Additionally, the applicant has asked if pile driving will be allowed. This will have a detrimental effect on existing residents. NPPF Paras 170 and 180 support this view.

Para 180 says planning decisions should "Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason."

UDP policy GE24 and Core Strategy Challenge 6 also say "Noise pollution is irritating and can cause stress for people living and working nearby."

We take issue with the noise monitoring period. They were carried out too close together to give any meaningful representation of background noise levels on which the report is based.

Air Quality:

Dispersion modelling has not been completed. This is unacceptable. The Site might be on the edge of a conurbation in a semi-rural area, but it's also close to major retail areas. The roads around the area are congested and cars often stand idling in busy periods. The distance to schools and shops mean car journeys will be inevitable. The impact on existing residents hasn't been assessed.

There are veteran and ancient trees and local wildlife sites bordering the development. These have not been considered in the assessment. Dust emissions during construction will have a profound and negative effect on these sensitive receptors.

The local PM 2.5 emissions have not been measured, so an assumption that the impact level is low is not valid. There are heavily trafficked areas near to the development and the applicant says that a further 394 road journeys a day will take place. Air quality of existing residents living in and around the development, but particularly those around Donetsk Way and Moss Way should have been considered.

The submitted AQA does not take into account the cumulative impacts from the new housing sites in the immediate local area. As stated above, the development will not improve local air quality, it will reduce it. There is no provision in the planning application for green infrastructure. There will be no enhancement, just increased urban sprawl.

The development does not conform to Core Strategy Policy CS66, NPPF 181

It is a human right to have clean air. It is not acceptable to offset emissions with money. Local people will suffer the long term consequences of this development.