

This is a brand new application following the previous one in 2019 . There is a completely different point of access which has profound implications for the village in many ways. I therefore feel that a full public consultation should have been mandatory, but this has not been done. It has not been possible to leaflet residents of Emley in view of Covid restrictions, or to hold public meetings, and many residents do not know what is being proposed, and particularly the implications for Traffic and the Millennium Green. One can be forgiven for thinking that the applicant has lodged this application at this time simply to avoid excessive public awareness and opposition. There has been lack of transparency and I feel no decision should be made by the planning department until this has been rectified when daily life is more normal.

No traffic survey has been done relating to the proposed site of entry to the site from Wentworth Drive, and more importantly, the exit from Wentworth Drive to Beaumont St. The traffic survey provided by the applicant relates to the previous application, with access via Warburton. Why is this, when this access point was rejected for safety reasons in 2019? There was also a Geotech survey on March 25th of Greenacres close and Warburton. Why was this done, especially when operatives doing this survey when challenged said it was related to the proposed development? Is there a hidden agenda? If so, the planning department should say what is going on.

Millennium Green

There has been no ecological survey of the site nor of the Millennium Green. The implications of the latter are many. This site has been created in the last few years by Emley residents, and is now regarded as a beautiful place with outstanding views. It is very popular with many local residents, particularly those who do not have gardens, and with the disabled , who are able to use the available car parking at the entrance to set off round the green in a wheelchair or electric scooter. The fact that the developer has the right to dig drains etc across the Green will undo much of the work done by the MG committee, and will destroy and change the amenity of the site for some years when building goes on. It is questionable whether it could ever be restored to its present state at completion. It represents a considerable benefit for local people, which I feel could be lost. It also is a site for rehabilitation and release of injured animals such as hedgehogs, which excavations by the developer would make impossible. The fact that personnel conducting a survey on behalf of the developer entered the MG in March without permission, put in some posts and spray painted markers, adds to the feeling that the developer is using whatever means possible to achieve its desired result.

Traffic

Apart from the above points, my major objection is related to the increase in traffic which would follow this development and the chaos which would result around the Wentworth drive junction with Beaumont St. extending into Upper Lane, the main thoroughfare of the village. One must remember that when Wentworth drive was built in the mid seventies, there were approximately 40 houses, with car ownership much lower than today. Since then, Wentworth Avenue has been increased substantially, and there are 44 to 50 houses proposed on the new development. With 2 cars per household now being the norm in all the houses which would use this access, it is clear that the number of vehicle transits of this junction would be far in excess of what it was originally designed for. A traffic survey has not been done by the developer, so I shall describe in some detail the problems which exist. I shall begin at Tyburn Lane, , and move East to

upper lane which is the area most affected.

The White Horse Pub is directly opposite Tyburn Lane at its junction with Beaumont Street. When open in Non Covid days, there were always cars parked directly opposite Tyburn Lane. Traffic travelling East from Emley Moor, which more often than not is travelling in excess of the speed limit, has to negotiate the parked cars, by swinging on to the West bound lane. In this situation, visibility is seriously hampered by the parked cars and West bound traffic from the village is difficult to see due to the blind incline, necessitating the need for East bound traffic to stop and wait if there is oncoming traffic, or to proceed to overtake the parked cars and hope nothing arrives from Emley village. I have on many occasions seen a line of cars to the west of the parked cars unable to move, or to have to stop when passing the parked cars when a vehicle approaches fast from Emley village. Emley has no traffic calming, and appears to be the exception in surrounding villages regarding this, and traffic approaches very fast from Emley Moor. Turning right from Tyburn Lane is also problematical due to parked cars as it is impossible to see if traffic is travelling West, which either means that the car exiting from Tyburn Lane has to stop for the oncoming traffic, or the West bound traffic has to do likewise, both manoeuvres potentially dangerous on a main road.

The Northern end of Wentworth Drive just before the junction with Beaumont St. on the left has become a well established 'car park' for 4 to 5 cars, owned by neighbouring residents who have no off street parking. These cars extend beyond the first few houses up to the bend in the road. This has 2 effects. Firstly the cars are parked well on to the pavement, contrary to the highway code, blocking pavement access for walkers, push chairs, scooters for the disabled, necessitating either walking on the roadway being used by vehicles, which is dangerous, or giving up and turning round. Although these cars are pulled well on to the pavement, Wentworth drive at this point comprises a 'single lane', causing traffic to build up both on Wentworth drive, waiting to leave, or a build up on Beaumont St. waiting to enter or leave Wentworth, a chaotic situation for traffic trying to pass through Emley. In addition, the bus stop on the west bound lane of Beaumont St has been moved to a point 10 yards or so from this junction on the village side. This adds to the traffic problems already described in that it is impossible for West bound traffic to see beyond the bus, and similarly impossible for East bound traffic to know if it is safe to continue. Traffic from Wentworth Drive turning right has to negotiate the parked cars opposite in the face of oncoming west bound traffic. (

Additional problems at this junction are the close proximity of Church St with its complicated bifurcation on to upper Lane, which causes confusion and hesitancy for many drivers, and the many cars parked outside Londis. There is also directly opposite the blind exit to the Wentworth and Emley AFC, which necessitates coming right out on to the road in the path of oncoming traffic, to see if the way is clear or not. This has frequently led to near accidents.

Upper lane itself generally has cars parked down its length on the East bound side, making it a single Lane road as far as Ellmont Ave., impossible for cars to continue in the face of west bound traffic, which is generally the case, with a resulting stationary queue from the White cross until the way is

clear. Down the length of Upper Lane, if any spaces exist between the parked vehicles, East bound traffic moves down leap-frog style. This is quite chaotic and dangerous. West bound traffic when passing the entrance to Wentworth Drive frequently has to divert to the left into Wentworth to avoid oncoming traffic which is attempting to overtake the cars parked in Beaumont St. previously mentioned.). This manoeuvre is dangerous for all.

There are also no pavements on upper Lane south side for pedestrians from the Band hut for the next 100 yards or so. This is clearly dangerous and means that for safety, one has to cross to the other side where there is no safe way to do so.

In summary, the traffic situation in Emley around Wentworth Drive and the White Cross is so busy and dangerous at the moment, especially at morning and evening rush hour, that to increase it by the building of 50 additional houses with potentially 2 cars each would make the situation substantially worse and more dangerous. It is worth remembering that Emley is now largely a commuter village, and that the new development would add to this. It is laughable that the developer suggests that walking and cycling to places such as Skelmanthorpe and Denby Dale would be a possibility. In view of the local topography, and infrequent local transport, this is pie in the sky. Residents would be dependent on cars with ensuing increased traffic congestion.

My comments are designed to tell what traffic problems Emley residents are currently facing every day. The problem with the types of traffic surveys that developers produce is that they are full of 'scientific gobble de gook', which fails to give a true picture of what is happening on the ground, and what local residents are already putting up with. Had this application not been presented during Covid, photographs would have been presented demonstrating all the points I have made, and the seriousness of the current traffic situation, without the addition of the proposed estate.

I have not mentioned the undoubted effect of additional traffic within Wentworth Drive, but no doubt residents will.

For the reasons given, I feel strongly that the proposed development would be very deleterious for the amenity and safety of the village and should be rejected.