

Dore Neighbourhood Plan

Report on Consultation with Long Line Residents

May-June 2016

1 Introduction

Long Line is a road in Dore which runs in a north westerly direction from the A625, Hathersage Road, at its junction with Cross Lane to Sheephill Road, a distance of approximately 1 mile. It rises steadily with an average gradient of about 1 in 15. All the route passes through the Green Belt and Area of High Landscape Value between Dore and Whirlow and the Peak District National Park, the boundary of which runs along Sheephill Road. There are views from Long Line across this Green Belt land towards the National Park.

Long Line has three groups of dwellings on the south-western side of the road, numbers 1-19, 57-63 and 139-175, There are green gaps between these existing dwellings which have been the subject of several applications for planning permission in the past, all of which have been refused. In addition, there are several individual farms and other dwellings, largely on the north-eastern side of the road.

Traffic using Long Line is permitted to travel in both directions, although there was an experiment some years ago to limit it to one direction. The speed limit is 30 mph and there is a ban on heavy vehicles over 7.5 te, except for access. As one of the few roads which joins Dore and Whirlow with Fulwood and Lodge Moor, Long Line is used by many vehicles as a “western outer ring road” or “rat run” for this part of Sheffield.

2 Consultation with Residents

As part of the development of the Dore Neighbourhood Plan, the Dore Neighbourhood Forum undertook a consultation with the residents of Long Line. On 18th May 2016, a consultation letter (Appendix 1) was delivered to every household, a total of about 55 properties, inviting responses by 3rd June 2016

The issues raised for consultation were:

- In order to protect this environmentally-sensitive landscape, **the Forum is considering making a Policy to define the built-up area of Long Line as comprising the three groups of properties nos. 1-19, 57-63 and 147-175.** This would mean that development would only be possible within each of these groups of built-up areas and would not be permitted between these areas. The Policy would also include the requirement for any new development to improve the design and landscape of the area and to improve views both of Long Line from the Peak District National Park, and of the Peak District National Park from Long Line.
- **The Forum is also considering a Proposal to introduce traffic management measures on Long Line to reduce traffic speeds in order to increase safety for pedestrians, cyclists, riders and vehicles.** The Forum would promote this Proposal through the City Council Highways Department.

The options offered for making a response were:

- Coming to the Dore Neighbourhood Plan Drop-In Consultation Event on Wed May 25th at the Methodist Church Hall, High Street, Dore.
- E mail to Geoff Wilson, Chairman of the Dore Neighbourhood Plan, Green Belt Working Group, and also a resident of Long Line.
- Writing to Geoff Wilson at his home address.

This report records the results of this consultation.

3 Results

3.1 Response Rate: Responses were received by Mr Geoff Wilson from people representing 10 of the dwellings in Long Line. As Mr Geoff Wilson's comments were already included within the proposed Draft Neighbourhood Plan as part of the work of the Green Belt Working Group, there was a total response from 11 households out of a total of about 55, a 20% response rate, which is considered to be good.

All the responses are recorded in Appendix 2 to this report.

3.2 Policy to define the built-up area of Long Line: There was virtually universal support for the defining of the three groups of dwellings on the south-western side of the road as "substantially developed frontages", so that the green gaps between these groups are protected by green belt legislation and are not available for development. It was, however, pointed out that the house numbers for the third group of dwellings was incorrect and the correct grouping should be numbers 1-19, 57-63 and 139-175 (not 147-175). The key issues mentioned were:

- Maintaining the rural feel of Long Line
- Maintaining the views from Long Line into the Peak District National Park and vice versa.
- Concern at the adequacy of the current sewerage and surface drainage systems which are already under pressure in times of heavy rainfall.
- Additional housing resulting in additional traffic when the road is already busy.

3.3 Proposal to introduce traffic management measures on Long Line to reduce traffic speeds in order to increase safety for pedestrians, cyclists, riders and vehicles: There was strong support for more traffic management measures on Long Line. The key issues raised were:

- The 30mph speed limit is not observed with many instances of excessive and unsafe speeds being noted.
- The heavy vehicle ban (>7.5te) is not being adhered to with instances being quoted of overweight vehicles regularly using Long Line as a through route.
- There are large numbers of walkers, runners, cyclists and horse riders who use the road.
- The lack of a footpath means people have to contend with fast-moving vehicles. One family with a disabled child found great difficulty in walking on the road. One resident mows the grass verge to enable children to readily walk up and down on the verge without walking on the road.

- Excessive traffic speeds make it difficult for many to reverse out of their drives safely.
- The preference to reduce excessive speeds is to provide road narrowing gates or chicanes with the use of speed cameras. Speed bumps are not suitable due to the large number of rural vehicles (tractors etc) which use the road).
- One proposal is that a leisure footpath is developed along the north-eastern side of Long Line by restructuring the grass verge which is suitable for use by walkers, cyclists and horse riders, etc.

By Geoff R Wilson, Chairman, Dore Neighbourhood Plan, Green Belt Working Group

Date 22nd June 2017

Issue 2 - Final

Appendix 1 Letter to Long Line Residents

DORE NEIGHBOURHOOD FORUM

Dore Village Society
The Old School
Dore

18th May 2016

Dear Long Line Resident

DORE NEIGHBOURHOOD PLAN – Consultation with all Long Line Residents

An opportunity to make your views known!

Dore Neighbourhood Forum, comprising 1000 members of the local community, is preparing a Neighbourhood Plan lasting until 2034.

Long Line is located within the Sheffield Green Belt and is also in an Area of High Landscape Value. The current Draft Sheffield Plan, with which the Neighbourhood Plan must comply, includes a policy to permit infilling of the built-up frontage of Long Line with individual dwellings.

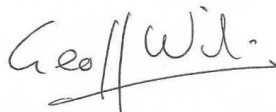
In order to protect this environmentally-sensitive landscape, **the Forum is considering making a Policy to define the built-up area of Long Line as comprising the three groups of properties nos. 1-19, 57-63 and 147-175.** This would mean that development would only be possible within each of these groups of built-up areas and would not be permitted between these areas. The Policy would also include the requirement for any new development to improve the design and landscape of the area and to improve views both of Long Line from the Peak District National Park, and of the Peak District National Park from Long Line.

The Forum is also considering a Proposal to introduce traffic management measures on Long Line to reduce traffic speeds in order to increase safety for pedestrians, cyclists, riders and vehicles. The Forum would promote this Proposal through the City Council Highways Department.

The Forum would welcome your views and comments on these proposals by 3rd June 2016. You can respond in one or more of the following ways:

- Come to the Dore Neighbourhood Plan Drop-In Consultation Event on Wed May 25th, 6.00-8.30pm at the Methodist Church Hall, High Street, Dore
- E mail your comments to Geoff Wilson at gandhw@psmail.net
- Write to Geoff Wilson at 9 Long Line, Sheffield, S11 7TX

Yours sincerely



Geoff Wilson – Chairman of the Dore Neighbourhood Plan, Green Belt Working Group

Appendix 2 Responses

1 By E Mail

Response 1 Wed 18th May 2016

Dear Geoff,

Thank you for your letter and for representing the views of Long Line residents.

We live at 175 and would wholeheartedly support the notion of limiting development to the three groups of properties as outlined. From a selfish point of view, it would be lovely to know that the land next to us would not be built upon, especially as the piece of land immediately adjacent is quite narrow and any buildings would inevitably be very close to our house. I think it would also be positive for the rest of the area- maintaining Long Line's rural character.

We would fully support any traffic management measures. We have a child with disabilities and the absence of footpath combined with the dangerously fast speeds of many passing cars means that we are unable to walk or cycle out from our house to access the lovely countryside. As you know, the road is used by many runners, cyclists, walkers and horse riders and any traffic management would benefit the wider community, not just the residents.

We would love to feel more connected to our neighbourhood and are happy to help in any way!

Thanks again

Stephanie and Andy Irvine

Response 2 Fri 20th May 2016

Peter visited me on Wed 18th to discuss matters before writing the following letter

Dear Geoff

I have sent this via my own email as well. I wasn't sure if it would go into your spam. This is from my work email. Both are fine to use.

Thank you for taking the time to update me on the Dore neighbourhood plan and seek my views.

I have set out a number of points and would ask that they are represented to the forum. If there are other opportunities to put forward my views directly to the forum I would be more than pleased to do so.

- The government attaches great significance to the greenbelt. The fundamental aim of Green belt policy is to prevent urban sprawl and most importantly to keep land permanently open. Openness is an essential characteristic of green belt land and by including a policy in the Sheffield Plan to allow infilling of the built up frontage of Long Line this will certainly compromise the openness of the frontage and affect the fundamental landscape of the area. It would restrict the views from Long Line to the Peak District national park and also

fundamentally change the unique Long Line profile which attracts huge numbers of walkers/cyclists etc

- A key purpose of the greenbelt is to safeguard the countryside from encroachment and to preserve the setting and its unique character. By allowing infilling along the built up frontage of Long Line these principles will be compromised and this inappropriate development is by definition harmful and may well be the next step to unrestricted building work and development which planning regulations will not be able to manage.
- Any further infilling on Long Line will affect the natural breaks in the built up frontage and as such compromise the distinctiveness of Long Line which is unique to the area.
- Infilling of the built up frontage of Long Line will not afford an increase in affordable housing. Any properties which are developed will be in the highest cost bands and only affordable to very few prospective home owners. We have already seen in Dore how building companies will look to exploit planning to develop higher rise building/apartment blocks.
- The loss of the frontage through infill will mean the potential loss of access for horse riders to a local community facility, that being Hallamshire Riding club. It would mean riders having to access the site from the busy Hathersage Road which would undoubtedly present safety issues to both riders and traffic
- The open frontage on Long Line hosts a range of wildlife which if infill was agreed would be lost to the area. This includes rare birds, wetlands amphibians etc
- Long Line already has problems with heavy traffic usage. By significantly increasing the housing development this will be made significantly worse and present more dangers to residents and their children but also to the community who use Long Line for walking and cycling. Long Line is used to support a number of local events including cycling races and running races and further traffic will make these events less safe and attractive to participants.
- Long Line has already seen a number of new homes built in the past two or three years which have undoubtedly had an impact on the unique look and feel to the road. Further infill will add to the problem.
- As a resident of Long Line I am very familiar with the challenges of water drainage. Long Line has a pattern of historical culverts built into the valley and any building work causes significant changes to the water drainage. Long Line already has problems with the movement of water which causes flooding.
- Building work on the frontage of Long Line will undoubtedly mean the loss of historical culverts. The recent development of new houses on Long Line required extensive water drainage to be built with tanks having to be used to pump water from the sites.

In order to protect this extremely sensitive and historic landscape I would fully support Dore Neighbourhood Forum making a policy to define the built up area of Long Line as comprising the three groups of properties that already exist.

I would also support the forum introducing traffic management measures on Long Line to reduce traffic speeds in order to increase safety to walkers/runners/cyclists/riders etc

I feel very strongly about the policy to allow infilling on Long Line and the fundamental threat this poses to the greenbelt and the unique nature of Long Line. I will of course be taking legal advice on the proposal in the Sheffield plan but would hope that through local representation and decision making the Forum will ensure the impact of the overall plan is not detrimental to Dore neighbourhood as a whole.

Your sincerely

Peter Liver (19 Long Line)

Response 3 Sat 21st May 2016

Hello Geoff, and thanks for the leaflet through the door recently about Long Line. Jane and I are at no 153, opposite Barberfields Farm.

In general I think the ideas put forward in the note are good. However the group of houses which we're in start at no 125 - the first house in the small lane leading off the main road, and the group is complicated by the inclusion of the rather large plot owned by Sue and Mike Jealous at no 147. They have in the past rescued horses and donkeys and kept them on this land, but Mike is very ill at the moment and they are down to just three donkeys. I believe they have in the past applied for permission to develop this plot, although I do not know the details.

As regards speed restrictions, again in principle I'm all for it, but I regret the proliferation of speed bumps! There are other means such as road narrowing or chicanes of some sort, and speed cameras, which are much easier on the car. It might be possible to encourage the police to put in an occasional presence to make the regular 'rat-runners' more cautious.

Thanks again for the initiative you've taken

Regards

Peter Inchley

Response 4 **Mon 30th May 2016**

From: Joanne Meaney

Sent: 30 May 2016 11:44

To: 'gandhw@psmail.net' <gandhw@psmail.net>

Subject: Long Line Action

Hello

I wanted to let you know that we were unable to make the meeting on Wednesday 25th May, but wanted you to know that we are very much in support of the actions to calm/control traffic on Long Line, and take a balanced view to further housing development.

I did try a number of years ago, as did neighbours before me to gather support, including local councillors, it all fell on deaf ears.

I have attached what we proposed then.

Let us know what support you need, and we will help where we can, we do have busy lives which take us out of town each week, but are willing.

Have you had general support from neighbours, and how does all this fit in with the general expansion plans for Sheffield Tigers, which despite all opposition at all stages was still passed.

Happy to meet up and chat this through

Best wishes

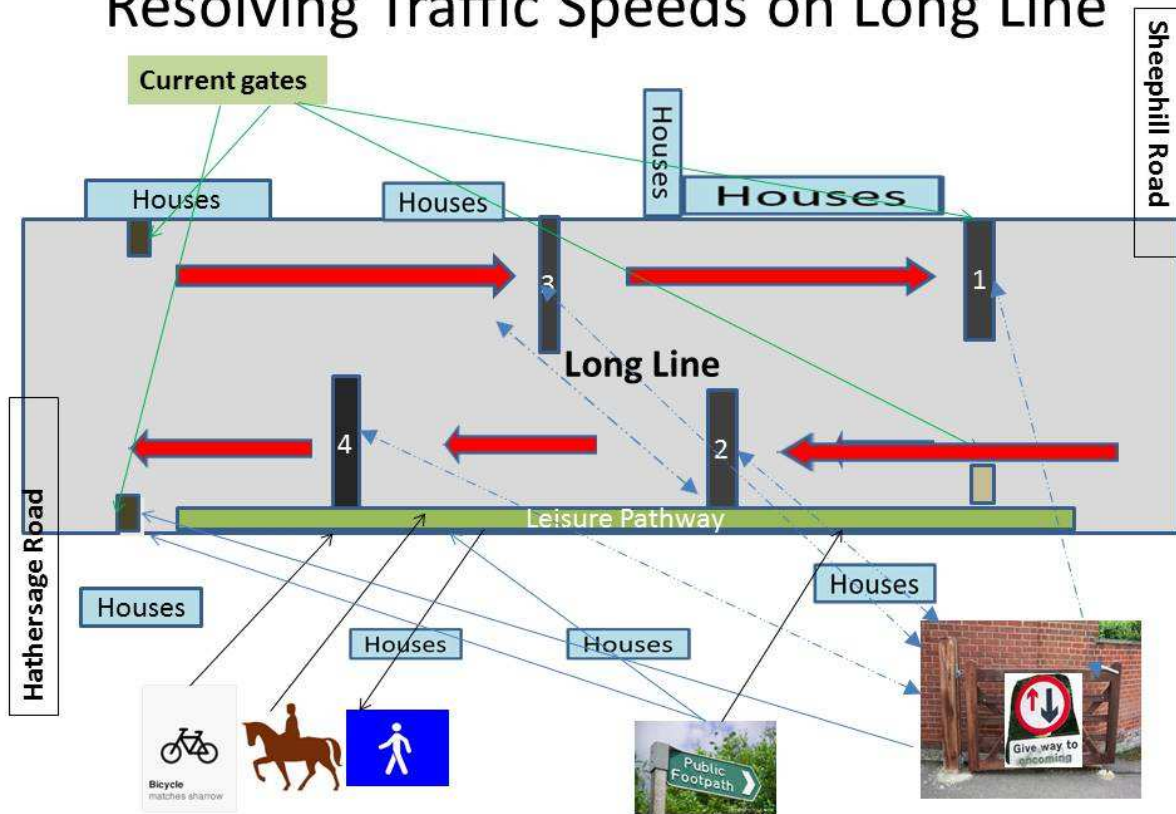
Joanne and Con Meaney

61 Long Line

m. 07730981862

Attached Powerpoint slides

Resolving Traffic Speeds on Long Line



- Old gates to remain in place but signage installed to demonstrate the road narrows in places
- New gates to be placed to restrict the traffic flow, via stop and priority flows.
- The grass verge to be restructured – but not significantly widened, to enable a leisure footpath for horses, bicycles, walkers etc.
- A reduction to 20mph would also be helpful
- Discounted – speed bumps, as these would hinder agricultural traffic and trailers including horse trailers, and snow ploughs in winter.

Response 5 Weds 1st June 2016

Neil Sprot attended the Drop In and then sent me these comments.

From: Neil Sprot [mailto:neil.sprot@sky.com]
Sent: 01 June 2016 09:37
To: gandhw@psmail.net
Subject: Dore Neighbourhood Plan - Long Line

Geoff

As promised, attached are views on the above. As I have prepared this on an iMac, I have also sent a Word version. Please let me know if you cannot access either of these.

Neil

DORE NEIGHBOURHOOD PLAN - LONG LINE

DEFINITION OF BUILT-UP AREA OF LONG LINE

- * The open space between the current three groups of properties should be maintained, not only as a crucial part of the green belt but also as a vital corridor for wildlife and for the continued uninterrupted views both to and from the Peak District.
- * The type and value of the properties on Long Line would in no way be in keeping with the type of affordable properties required by Sheffield Council over the coming years and the few properties which could potentially be built on Long Line would do nothing to alleviate any future housing shortages.
- * Main sewage pipework currently passes directly underneath some of the properties on Long Line and any extra pressure on this system would be of concern.
- * Drainage and water run off is already a serious issue on Long Line. Creating further solid constructions with extensive foundations would exacerbate this problem.
- * Although within a 30mph limit, the straight road on Long Line encourages traffic to travel too fast and is dangerous for people entering and exiting their drives. Extra housing would make this situation even worse.

TRAFFIC MANAGEMENT MEASURES

- * Although a 7.5 ton weight limit was recently introduced on Long Line, this is regularly flouted by heavy traffic and there would appear to be no oversight of this law.
- * Traffic uses this road as a 'rat run' from the Mayfield valley and the west of Sheffield. The 30mph limit is ignored by many and is dangerous, particularly during the morning and evening rush hours.
- * As Long Line leads out in to the Peak District - on to Burbage and Stanage Edge - there are a great many walkers, runners, cyclists and horse riders using the road on a daily basis, more so at weekends. The current lack of traffic management makes everyone much more vulnerable to the danger of speeding traffic.
- * The crossroads at the bottom of Long Line have been the scene of quite a few accidents, some of which have been caused by traffic entering or exiting Long Line.
- * All of the above lead to the conclusion that traffic management measures need to be considered and introduced as a matter of urgency.

Neil and Sheila Sprot

Moor Edge Lodge
1 Long Line

2 Conversations with Long Line Residents

Response 6 Mr Andrew Mackreal, 3A Long Line, 18th May 2016

Concerned about high speeds on Long Line which make it difficult to reverse safely out of drives.

Concerned about the recent felling of about 12 mature trees in the front garden at No 5 which has significantly changed the landscape. These trees did not have TPOs so the Council could do nothing.

Concerned about infill development. Apparently No 3 (which has a big plot) put in a planning application for an additional building on the plot for a granny, which was turned down.

Response 7 Mrs Rachel Bowen, 57 Long Line, 25th May 2016 at the Drop In (on behalf of herself and husband Mark)

Visited with Mr and Mrs Sherlock (below) and similar comments were made in the joint discussion.

They generally support proposals outlined in the letter to Long Line Residents and in the draft Neighbourhood Plan. They have a particular concern about development of open fields between current built-up areas. (They have an open field on one side of their property). Also, they are concerned about the lack of response from Sheffield City Council to their objection to the development of the artificial pitch and lighting on the Sheffield Tigers ground (at the back of their house). The planning application was passed without taking full account of their comments.

Fully supports measures to reduce traffic speeds (Mark regularly mows the verge on the right hand side of the road when looking up the hill to allow the children of Long Line residents to use it as a footpath rather than walk in the road).

Response 8 Jill and Derek Sherlock, 59 Long Line, 25th May 2016 at the Drop In

Visited with Mrs Rachel Bowen (above) and similar comments were made in the joint discussion.

They generally support proposals outlined in the letter to Long Line Residents and in the draft Neighbourhood Plan.

They have been living on Long Line for a long time and are concerned that Sheffield City Council has shown little interest in the past for measures to reduce traffic speed, so therefore doubt if anything would be done this time.

They have been bothered by the current floodlights on the Sheffield Tigers ground, which apparently were not installed to the approved plan and shine into their upstairs bedroom. Also, they are concerned about the lack of response from Sheffield City Council to their objection to the development of the artificial pitch and lighting on the Sheffield Tigers ground (at the back of their house). The planning application was passed without taking full account of their comments.

Response 9 Mr Spencer Pitfield, Holt House Farm, Long Line, 25th May 2016 at the Drop In

Fully supports the proposals in the letter to Long Line residents, but doubts whether Sheffield City Council will do anything about reducing the excessive traffic speed.

Response 10 Mr Bert and Mrs Irene Saville, 11 Long Line, 7th June 2015

Support the proposal in the letter to Long Line residents. They advised that there had been many attempts over the 33 years they have lived on Long Line to improve management of traffic. The original request for a pavement was rejected and a 30mph speed limit imposed instead. They have on-going concern about the excessive speed of traffic on Long Line.