



## □ore Neighbourhood Plan

### Engagement and consultation workshops 1<sup>st</sup> October 2016



Mandy Wilson

## **1 Introduction and general comments made**

This is a record of the second public consultation event as part of the development of Dore Neighbourhood Plan.

Two workshops of around two hours each ran consecutively over the course of an afternoon and just over 60 people participated - commenting and discussing in detail the draft plan.

### **General comments and feedback:**

- Could do with a glossary of terms e.g. sustainability, does it mean longevity or is it about environmental sustainability
- Layout of document – need to put themes together i.e. all things relating to transport together
- Pagination/numbering and format of whole policy document is not logical or easy to follow.
- Most people support most of the policies. Need to listen to where there might be some dissension / other ideas
- Can the vision be turned into a reality?
- Some different views about residents' needs.
- Need to remain positive to the advantages of technology developments in the future. Where are those changes reflected in the plan – local energy etc.
- Need to develop impact statements. Planning impact needs to take account of sustainable transport - more trains, buses.
- Need for ongoing engagement and consultation
- What are the critical issues the plan is trying to address? (can't be everything to everyone)
- Need young families – young people. Engage different groups.

## 2 The spirit of the plan: the vision and the objectives

### **A Vision And Objectives For Dore Neighbourhood**

Dore Neighbourhood Forum has developed a clear vision of a sustainable future for all sections of the community in Dore Neighbourhood:

- Dore Neighbourhood, as part of Sheffield, benefits from the natural beauty of and public access to the Eastern Moorland Fringe of the Peak District National Park.
- Dore Village has a separate and unique village character enclosed by the Sheffield Green Belt which protects the environmentally sensitive countryside between Sheffield's south-western suburbs and the Peak District National Park
- Village housing areas provide a variety of diverse, quiet, safe and attractive and desirable low-density residential environments
- A large number of local open spaces are demonstrably special and valued by the community.
- The village centre is a valuable economic and community facility.
- Buildings and areas of special architectural or historic importance and archaeological assets are valued.
- The community values good public transport provision and appropriate traffic and car parking management necessary for a sustainable community.

Based on this vision, our proposed objectives are:

- protection and enhancement of the natural beauty of and access to Eastern Moorland Fringe of the Peak District National Park,
- protection and enhancement of the Sheffield Green Belt and its environmentally sensitive countryside between Sheffield's south-western suburbs and the Peak District National Park,
- protection of the character of housing areas by controlling the development and design of housing infill and house extensions,
- protection and enhancement of local open spaces,
- support the vitality and viability of the shops and community facilities and the environment of the Dore Neighbourhood Centre,
- protection and enhancement of buildings and areas of architectural or historic interest and archaeological assets,
- improve public transport provision and appropriate traffic and car parking management necessary for a sustainable community.

## Observations, comments and feedback

There was broad support for the vision and objectives, albeit with a recognition that the vision in particular is a bit 'motherhood and apple pie'. Most of the comments related to terminology (and interpretations of it) and to the 'smartening' of objectives.

*Liked the vision re buildings of architectural interest.*

Understanding the language used in the plan:

- Is the village the conservation area?
- What is the boundary of the neighbourhood, of the village centre?
- *Neighbourhood / Village* – need to understand 'the community' and 'the neighbourhood' as a geographical community with different interests within it. There are diverse parts of Dore – different communities and therefore there should be acknowledgement of potential conflict of interests.
- The term '*appropriate*' needs defining and spelling out, what does it mean, who defines what is and isn't appropriate - can be judgmental
- *Sustainable* – what does it mean?
- *Low density* – need to be clear what this means. (E.g. less than 30 houses per hectare)
- Need clear language to ensure that don't give the local authorities scope / discretion to reinterpret and override the plan
- '*Within the village centre*' .....centre = shops, pubs, houses etc

The objectives:

- should they be made more specific – with timeframes
- can they follow more directly from the vision e.g. safety is included in the vision but there is no follow on in the objectives.

Suggested addition:

- Creating opportunities for people – employment / start ups / entrepreneurship – add in to the vision and lead to an objective regarding resource provision.

<p><b>In the light of the above, a suggestion was made that a glossary be added to the plan to clarify and explain the terms used.</b></p>
--

### 3 Policies

**Policy 1:** Development will not be permitted on open access land that prevents or restricts the rights of walkers

**Policy 2:** New housing will be permitted on long line only where there is a substantially developed road frontage on long line between properties numbered 1-19, 57-63 and 139-175. Opportunities will be sought in any new infill development to enhance the green belt, area of high landscape value and views to and from the peak district national park.

**Policy 3:** Infill and replacement housing development will be permitted in housing areas;

- a) If it is not sited in the rear garden area of an existing or former dwelling,
- b) If it respects the existing housing area density,
- c) If it respects the character of the housing area,
- d) If it respects the local building line, and
- e) If boundary walls on street frontages follow the local pattern, normally built in stone.

**Policy 4:** Tandem development will not be permitted in housing areas

**Policy 5:** Local significant open spaces will be designated local green spaces with scope for enhancement.

**Policy 6:** An additional area of open space will be added to the Totley Brook local green space for recreation purposes

**Policy 7:** New allotments will be provided at limb lane recreation ground

**Policy 8:** The vitality and viability of Dore neighbourhood centre will be supported by retaining and encouraging development of important shopping or community roles

**Policy 9:** environmental improvements will be approved in Dore neighbourhood centre as part of a comprehensive improvement scheme.

**Policy 10:** The sites and settings of archaeological heritage significance at Cooperas house, Whirlow Wheel and Ryecroft mills will be protected from development that may harm their significance

**Policy 11:** The council will resist proposals for the demolition of, or alteration to boundary walls, gate piers, fences and gates that make a positive contribution to the character and appearance of the conservation area.

**Policy 12:** any proposed substantial development within the Dore conservation area will require a desk appraisal of potential heritage assets of archaeological significance. Applicants will be required to provide an assessment of the need for a field evaluation and conditions requiring protection, excavation or recording of archaeological remains prior to development taking place.

**Policy 13:** Additional park and ride provision should be made at Dore and Totley station to promote the use of public transport.

## Observations, comments and feedback

<p><b>Moorland Fringe and Green Belt</b></p> <p><b>Housing</b></p> <p>Policies 1-4</p>	<ul style="list-style-type: none"> <li>• Need to reinforce support for existing green belt policies in the council</li> <li>• Generally felt to be the right policies</li> <li>• Policy 3 – f) if the infrastructure is there. E.g. schools etc</li> </ul>
<p><b>Open Spaces</b></p> <p>Policies 5-7</p>	<ul style="list-style-type: none"> <li>• What does scope for enhancement mean? Agreed it is about both improvement and maintenance</li> </ul> <p>Maintenance of Whirlow Brook and Beauchief Gardens - need a better level of maintenance and support now. Need a management plan in pace for open spaces.</p> <ul style="list-style-type: none"> <li>• Landlords need to be taken to task about the state of land</li> <li>• Is there scope for using Community Infrastructure Levy?</li> <li>• Open spaces – impact on the value of privately owned areas to be designated as an open space</li> <li>• Cross Lane Pavilion land is not linked as an open space</li> </ul>
<p><b>Dore Neighbourhood Centre</b></p> <p>Policies 8 and 9</p>	<ul style="list-style-type: none"> <li>• Strong support for the two policies <i>Support the policy – needs good range and choice of shops to keep going.</i></li> <li>• <b>DN8</b> does not refer to the needs and interests of residents in the village centre.</li> <li>• Need to consider residents who live in the village centre and parking.</li> <li>• Need Dore Village Centre Association.</li> <li>• Development – can sometimes be good</li> <li>• Support for viability / vitality Range of goods needs to offer something more with regard to changing needs.</li> <li>• Protect from development? How? How can it be enforced?</li> </ul>

	<ul style="list-style-type: none"> <li>• If right business / shop is in the centre, it will do well.</li> <li>• Discussion re viability of the shops / businesses – need for a meeting place (e.g. corner of Church Lane and Townhead Road)</li> <li>• Suggestion of a meeting place - a good idea but what for what purpose?</li> <li>• Needs of different sectors of the community – needs of later life (ref Dwell Project) often same as young mums with pushchairs and toddlers</li> <li>• Need safe pedestrian crossings in village centre</li> <li>• General support for environmental improvements. Some views that this is more important than parking restrictions.</li> </ul>
<p><b>Conservation and heritage</b></p> <p>Policies 10 - 12</p>	<ul style="list-style-type: none"> <li>• General agreement of the policy to conserve and enhance the heritage assets as set out in the Neighbourhood Plan</li> <li>• General Agreement with the Policy of Preserving and Enhancing the existing Dore Conservation Area. As part of a separate discussion the failure of the SCC to require reinstatement of stone boundary walls which had been demolished within the Conservation Area was noted. The view was expressed that the Council should be encouraged to enforce the regulation more rigorously.</li> <li>• Need to get the views of people who live around the Dore Road / Abbeydale Road intersection</li> <li>• Tension between preservation and development. There can be a view that DVS is against all development. Try not to be so prescriptive that prevent any development.</li> <li>• Inappropriate development – need to catch up</li> <li>• Need for maintenance programme e.g. land in front of the Almshouses</li> <li>• DVS/residents should press for enforcement of conservation area planning rules</li> <li>• Allow development as long as it is appropriate and using quality materials.</li> <li>• Archeological sites need preserving. Need to make more of King Egbert history.</li> </ul>

	<ul style="list-style-type: none"> <li>• There was a need to clarify what was meant by housing density – clarification is needed throughout the Neighbourhood Plan.</li> <li>• One participant expressed the strong opinion that there was a need to provide facilities to enable and encourage the development of small businesses.</li> </ul>
<p><b>Sustainable Transport</b></p> <p>Policy 13</p> <p><i>Policy on D&amp;T station as the only sustainable policy is limiting.</i></p> <p><i>Too narrow – and need to understand demographics and usage – how do we integrate other services re Dore and Totley Station?</i></p>	<ul style="list-style-type: none"> <li>• Too much demand at Dore and Totley station. Will create too much demand at Dore Worry that ‘promotion’ will create too much demand for over subscribed facility</li> <li>• Need survey of who is using Dore Station and where are they going?</li> <li>• Where would the parking go?</li> <li>• Expand Park and Ride at Tesco and Millhouses Park</li> <li>• A Park and Ride hub will also risk housing density increase</li> <li>• Cost of parking – charge in city centre, free at Dore</li> <li>• New train stop between Sainsburys and Tesco</li> <li>• What influence do we have over bus services?</li> <li>• Transport issues should be a theme in the plan design.</li> <li>• Need to look at the links between housing, transport and planning</li> <li>• Has to be completely integrated with bus/rail/bike and other stations. Oyster card’ system – integrated transport There should be a regular shuttle bus service to avoid people parking at the station Bus between village centre and station, and review bus routes and new terminus for village bus Train/tram needed Dore to Sheffield to spread access points</li> </ul>
<p><b>Traffic management and transport issues</b> – added as a separate section because many comments and proposals related to this. But note the comments that:</p> <p><b>Risk that parking challenges and issues dominate and drive inertia in the plan.</b></p> <ul style="list-style-type: none"> <li>• Car parking policy in centre – use areas already available to take cars away</li> </ul>	



from in front of shops e.g. Dore Club offering spaces

- Parking congestion at top of Furness Avenue, particularly at schools drop-off and pick up time. More resident parking
- Parking restrictions - greater emphasis on safety and sustainability – using all parking capacity in the village.
- Need good parking; either car park or time limited parking.
- Lack of parking permits a problem for residents. Time limited restrictions e.g. a.m. only may help. Could be more creative use of capacity e.g. frontages etc.
- Traffic and speed restrictions on Dore Road – timed restriction in the morning
- Review parking restrictions in the village
- Car parking – designated areas appropriate!! E.g. Dore Club!
- Who will police the parking?
- Problem with transport to hospital.
- Concern about congestion around Furness Avenue at school closing times.
- Delays in buses in Devonshire Terrace due to congestion around co-op in town.
- Provide a safe environment for all. Children to old people. E.g. crossings, traffic calming etc.
- Pedestrians – crossings
- Isolation question i.e. the bus interchange links to another question.
- Buses need influencing, not consistent, routing not good for users.
- Pedestrian crossing needed on Church Lane between greengrocer and Hare and Hounds pub, for safety of children going to school. It is not possible to get a lollipop person – the last one resigned because of abuse.
- Traffic chicanes on all roads e.g. Dore Road, Townhead Road etc  
In and out of village – Bushey Wood, Devonshire
- Need a bus service up Brocco Bank to the hospital throughout the day and frequent
- Traffic – one way system around centre of the village
- Traffic management – reduce speed for safety and environment

- How are buses organized – or are they? They must play a part in sustainable transport.
- Where do all the drivers on Dore Road and at the station come from? Should we do a survey?
- Alternative parking elsewhere – linked to buses may be possible?
- Zebra – newsagent to Co-op? Ask the question.
- Accessible safer centre – no one parking place for people visiting the shops – need crossings



## 4 Proposals

<p><b>Proposal 1:</b> A scheme of reclamation should be prepared to demolish the Cross Lane Pavilion.</p>	<p><b>Agreed by all</b> but may not be a priority</p>
<p><b>Proposal 2:</b> Local green spaces should be managed in a manner appropriate to their use and character</p>	<p><b>Agreed by all</b></p>
<p><b>Proposal 3:</b> The public spaces in Dore Neighbourhood Centre should be improved as part of a comprehensive improvement plan.</p>	<p>Depends on the improvement</p> <p>Funding of improvement and acquisition of new open spaces</p>
<p><b>Proposal 4:</b> A controlled car parking zone should be created in the Dore village neighbourhood centre to provide time limited car parking. Further traffic management measures be considered to improve traffic congestion in and adjacent to the village neighbourhood centre.</p>	<p>Is this necessary as a proposal?</p> <p>Where is the detail – moves the problem from one place to another</p> <p>Need to consider residents as well as businesses</p>
<p><b>Proposal 5:</b> The council should amend the boundary of Dore conservation area to include the entire curtilage of Townhead Farm</p>	<p><b>Agreed by all</b></p> <p>Agreement with the proposed extension of the existing Conservation Area in the centre of the village but concern that there already had been some inappropriate development. Townhead Farm picture windows installed and removal of stone boundary walls fronting the road were two examples mentioned.</p>
<p><b>Proposal 6:</b> The council should make an article 4(2) direction with regards to the replacement of existing traditional roof materials, doors and windows and the installation of solar panels.</p>	<p><b>Agreed by all</b></p>
<p><b>Proposal 7:</b> The council should designate a conservation area at Dore road and Abbeydale Road South</p>	<p>Not as important as some of the others</p> <p>Not specific enough</p> <p>General Agreement with the proposal to designate a new Conservation Area at</p>

	the lower end of Dore Road at its junction with Abbeydale Road South. Important that the residents living within the proposed new conservation area are consulted.
<b>Proposal 8:</b> Dore and Totley station should be developed to provide adequate facilities for all users in sympathy with its historic character and natural setting	Comment that already oversubscribed. Friends of Dore and Totley station – should be consulted. Fb
<b>Proposal 9:</b> Parking restrictions should be imposed on highways in the vicinity of Dore and Totley station and park and ride facility to prevent highway congestion and danger.	Concern re more problems if develop the station  Will spread into other streets
<b>Proposal 10:</b> The area of land in front of the licensed victuallers' almshouses should be appropriately landscaped	Would prevent car parking – displace cars. 'Appropriate'?  Parking vs landscaping
<b>Proposal 11:</b> A traffic management scheme should be developed to improve highway safety in the Dore village neighbourhood centre and existing housing areas including the introduction of a 20mph zone	<b>Agreed by all</b>
<b>Proposal 12:</b> Consider traffic management measures on Long Line to reduce excessive speed and improve pedestrian and vehicular safety.	Restrictions already in place?
<b>Proposal 13:</b> Heavy vehicle restrictions should be retained within the built up village area to protect highway safety and the environment of the village	Better signage
<b>Proposal 14:</b> Bus services should be improved to serve particular locations	<b>Agreed by all</b>
<b>Additions?</b>	No proposals to support the objective of protecting and enhancing the Green belt

## 5 Other comments and questions noted during the two workshops:

*How realistic is this – legal position?*

*How will the plan be revised over its life?*

*There are lots of inconsistencies in the plan i.e. managing demand and supply (why promote car park that is already oversubscribed?)*

*Consultation based on data from 2011?*

*Development: I would be happy to develop the old sports fields and the fields adjacent and on the other side of the road. That should be the limit of the expansion of Dore.*

*Sewage capacity*

*Turn boggy part of rec into a car park?*

*How realistic is it in applying this – legal position*

*Any development supporting the expansion of the community must be supported by evidence of existing facilities to accommodate such expansion e.g. schools, drainage, transport etc*

*The village cannot cope with expansion as the infrastructure e.g. schools. Is not available. Also traffic congestion and parking provision is already a problem.*

*Affordable housing in the Mercia development*

*Like mix of styles of housing*

*Different views on 'new' eco houses on Dore Road*

*Need commercial premises in the village centre.*

