

## Representation on the Sheffield Plan Publication (Pre-Submission) Draft

### Respondent details

**Comment ID number:** PDSP.101.001

**What is your Name:** Don Valley Railway

**If you are making this representation as a member of an organisation, what is the name of your organisation:**

Don Valley Railway

**If you or your organisation are making a representation on behalf of another person, organisation or group, please tell us who it is and its role:**

N/A

### Document

**Which document to you wish to make a representation on:**

Part 1: Vision, Spatial Strategy, Sub-Area Policies and Site Allocations

**Which section of the document is your representation on:**

Chapter 3: Growth Plan and Spatial Strategy

**Which paragraph/site/map layer of the document is representation on:**

N/A

### Representation

**Do you consider the Local Plan is legally compliant:** Yes

**Do you consider the Local Plan is sound:** Yes

**Do you consider the Local Plan complies with the duty to co-operate:** Yes

**Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate:**

NO comment

**Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above:**

Comments on Sheffield's Draft Local Plan by Don Valley Railway  
Don Valley Railway is a registered charity and campaign with the aim of opening the freight-only railway line between Sheffield and Stocksbridge to passenger rail services.

Don Valley Railway have campaigned since 2004 for the introduction of passenger services.

In 2009 we submitted a failed lottery bid towards opening a heritage rail facility at Deepcar.

In 2010 we commissioned Arup to undertake an Engineering Feasibility Study to investigate the opportunity to run passenger services on the line. This found that the project was totally practical in engineering terms.

In 2014 a Petition of nearly 3000 signatures was handed in to Sheffield City Council.

In 2019 A bid was submitted to the Department for Transport's Restoring Your Railway Fund. Following a second submission in 2020 the bid was successfully taken to the Strategic Outline Business Case stage.

Alongside this the Barrow Hill Line Strategic Outline Business Case was successful in 2020 and is being developed further. Where the Don Valley Line Bid deals largely with services heading north west from the city being re-instated to run into Sheffield's former station at Victoria, the Barrow Hill Line proposal has the possibility of offering services from Victoria South and East towards Chesterfield.

Don Valley Railway currently await news of the progress of the bid. As part of the bid 3 options have been considered:

- Deepcar and Sheffield
- Stocksbridge and Sheffield and
- Stocksbridge and Nunnery Main Line Junction (connecting with a potential Barrow Hill Bid and the wider Rail and Tram network)

In promoting the Local Plan we believe that Don Valley Railway will make an important contribution to the sustainable development of the City and its region and would ask that as part of the Local Plan that this aim is considered.

Don Valley Railway offers an affordable opportunity to develop a sustainable transport links to the Upper Don Valley. This is an area with significant development (mainly housing) and currently poor transport links resulting in high levels of car usage. A railway on this commuter corridor would significantly help create lower carbon and more sustainable travel choices in this corridor.

The line will also address exclusion in the Upper Don Valley and increase sustainable tourism access, and could assist with Stocksbridge's transformation by increasing access to visitors and with this the tourism economy of the area.

In combination with the Barrow Hill Line Restoring Your Railway Bid, we believe that the result could be that the rail capacity of central Sheffield could be greatly increased by creating a new passenger rail station serving the city centre at Victoria.

In combination with the Barrow Hill Line bid we believe that a service pattern creating a high frequency rail corridor from Wadsley Bridge across the City to Woodhouse could be created in effect replicating a Supertram style service with Wadsley Bridge serving the North of the City, a station at Bridgehouses serving the North of the City Centre and Kelham Island areas, Victoria for the City, Nunnery for a tram connection, Darnall and the new planned station at Advanced Manufacturing Park create a vital commuter link into a jobs and housing growth area.

We therefore very much believe that the Sheffield Plan should support the aspirations of both the Don Valley Line and Barrow Hill Line Bids.]

Looking at Station sites we would make these comments:

We welcome a suitable site or sites being found for stations in the Deepcar and Stocksbridge Area. We consider a station site near Deepcar to be very important (as the possible difficulties of extending into Stocksbridge may turn this into a main rail head for the route should the line to Fox Valley site not be possible. This needs to

have the necessary facilities to operate as an effective rail station including onward journey options. This needs to work effectively alongside plans by Bloors to build c 420 homes on the More Hall site adjacent to the station.

We would welcome a suitable re-use of Oughtibridge Station or an alternative site being identified. This should aim to serve the adjacent Oughtibridge Mill development and others and land needs to be identified which enables this.

The former Wadsley Bridge station offers a good opportunity for the line, and future plans should incorporate a re-opening of a station at or near the existing site.

Our preference for a station at Kelham Island is at Bridgehouses and sufficient land should be retained such that this can be used.

Land should also be allocated at Victoria and near Nunnery to enable the establishment of these station sites.

**If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s):**

Yes, I wish to participate in hearing session(s)

**If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:**

To ensure aspects of the plan are considered in line with Don Valley Railway aspirations