

# **BRADWAY: PAST, PRESENT AND FUTURE**

## **Introduction**

The Planning Department of Sheffield City Council is currently in the process of replacing the Structure Plan with a new overall planning document for the city called the Sheffield Development Framework (SDF). Bradway Action Group has already made some comments on the Council's draft proposals for the Core Strategy of the SDF, but wishes to ensure these and any future responses that may be made have the widest support in the community.

Some areas of the city have produced a "Village Design Statement" as formal Supplementary Planning Guidance. However, this is more appropriate to a self-contained community than to a suburb. Instead, it is proposed that a less-formal statement be produced for Bradway, outlining the views of local people on how its character and amenities should be safeguarded and improved. Any future responses to the SDF would then be made on the basis of this statement.

In the context of the above paragraph, this document aims:

- to define the boundaries of Bradway;
- to identify the character of the area;
- to highlight development pressures;
- to propose supplementary planning guidance for future development.

## **Contemporary Bradway**

### ***1. Historical and Geographical Identity***

(map to be inserted here)

#### **History**

Bradway is a suburb of Sheffield lying some 6 miles to the south-south-west of the city centre. Various descriptions in old documents as BRADWEI, BRADWEY, BROADWAY, the names appear as far back as 1200 to 1300. Originally in Derbyshire, it was taken into Sheffield in 1934.

The Broadway was an ancient highway following the ridge of high land through the ancient villages of Holmesfield, Woodhouse, Greenhill, Norton, Gleadless, Ridgeway and on to the east. The settlement known as Bradway was an agricultural and early industrial area. There were eight farms close to Bradway Road and three (possibly four) water mills down the River Sheaf within the boundaries of Bradway.

Historically, Bradway was in the Parish of Norton, part of which was taken in the early 1870s to form part of the new Parish of St. John. This new parish initially included only a small part of Bradway, in the vicinity of Queen Victoria Road. Another new parish, of St. Peter, was formed in 1959, to which Lower Bradway and a part of Central Bradway were transferred. The remainder of Bradway was transferred to the Parish of Abbeydale (St John's). These changes took place in the early 1960s. In 1974, the whole area was transferred from the Diocese of Derby to the Diocese of Sheffield and so from the Province of Canterbury to the Province of York.

In the early 1890s, there was a major reorganisation of local government throughout the country, and civil parishes were formed. In this area, the boundaries of the civil parishes mainly followed the old ecclesiastical boundaries. The parishes of Norton, Beauchief, Holmesfield, Dore and Totley became part of a new parent body, Norton Rural District Council. Each parish had a parish council, which sent representatives to the Rural District Council. This in turn sent one representative to Derbyshire

County Council. Then in 1933 the Sheffield Act transferred Norton, Bradway, Dore and Totley into Sheffield. The Act came into force on 1 April 1934.

The first significant housing development in what had traditionally been an area of scattered farmsteads and cottages, was the building of Queen Victoria Road from about 1870. New housing was built during the 40 years before the Second World War: ribbon developments along Bradway Road and Twentywell Lane, Edmund Avenue, four or five houses on Bradway Grange Road, and some on Totley Lane. The result is that Bradway has a wide variety of housing styles, mostly dating from different periods in the twentieth century.

## **Geography**

Bradway's boundary with Derbyshire is marked by the county/city boundary. The boundary with Totley is marked by the Totley Brook, and its tributary, the Lumb, which joins the Totley Brook at the bottom of Queen Victoria Road. The north-eastern boundary of the oldest part of Bradway, Lower Bradway, has never been clearly defined. The next village in that direction was Greenhill, and as both Bradway and Greenhill were parts of the Parish of Norton, there was no need for a boundary to be drawn between them. However, the boundary is now taken as the line along Beauchief Drive, Fox Lane and Edmund Avenue to its junction with Bradway Road. There is then a conveniently clear boundary where Bradway Road joins the Greenhill Parkway. To the north-east the boundary ran approximately up Twentywell Lane, although the central, level part was originally within the Liberty of Beauchief.

In 2008 Bradway consists essentially of a spinal road with several housing developments attached to it. The spine consists of Bradway Road, turning right at Tinker's Corner to continue down the hill via Prospect Road to Woodland Place then Queen Victoria Road until its junction with Mickley Lane. The pattern of housing along the spine is extremely varied, and dates from different periods in the development of Bradway. The housing developments are:

- Elwood Road,
- Edmund Avenue / Drive / Close plus Fox Lane
- Birchitt Road / Place / Close
- Bradway Grange Road plus Conalan Avenue
- Totley Lane / Oxclose Avenue
- Bradway Close / Drive
- St Quentin Drive / Rise / Mount / View / Close plus Twentywell Road / View / Drive plus Castle Row and Castlerow Drive / Close.
- Celandine Gardens and Court
- Wollaton Road / Avenue / Drive and Longford Road / Drive / Spinney / Crescent.
- Everard Drive / Avenue / Close / Glade and Rosamond Drive / Avenue / Close and Poynton Wood Crescent / Glade.

In addition to these, there are houses on Twentywell Lane / Rise, a few houses on the spur of Bradway Road heading towards Rod Moor Road, and on Prospect Place and Prospect Drive running off Prospect Road. Technically, the flats in West View Lane, below Prospect Place, are also part of Bradway because they lie on the Bradway side of the Totley Brook.

The housing is set in a context of open spaces, fields and woodland that are described elsewhere, but which are as essential as the buildings to any definition of Bradway.

## **2. Buildings**

Bradway has a few Grade 2 Listed Buildings. These are:

- The Lodge at the junction of Beauchief Drive and Bradway Road, Lower Bradway.
- The row of cottages at 46-52 Bradway Road, Lower Bradway.
- "The Cottage", number 55 Bradway Road.
- Bradway Grange.
- Hall Farm.

In addition to being listed buildings, Bradway Grange and Hall Farm lie within a conservation area.

Public buildings consist of :

- Sir Harold Jackson School, a large infant and junior school;
- Bradway Scout Centre, in the grounds of the school;
- Bradway Annexe on Bradway Road opposite the junction with Twentywell Lane;
- Bradway Community Hall, further along Bradway Road next to the Dore and Totley Golf Club. The older of the two linked buildings at Bradway Community Hall was constructed in 1866 and has been described by Tony Goff of the Hallamshire Historic Buildings Society as of considerable historical interest.

## **3. Sports and Social Facilities**

- Dore and Totley Golf Club has its club house in Bradway, and is accessed from Bradway Road.
- Abbeydale Golf Club is approached from Twentywell Rise, although the club house and course lie just outside the boundary in Beauchief.
- The Moor View Golf Centre is on Bradway Road in Lower Bradway.
- Bradway Bowling Club is on Bradway Road, opposite the entrance to the Dore and Totley Golf Club.
- On the Bradway Recreation Ground there is a football pitch that is maintained by the Sheffield City Council and is the home pitch for Bradway F.C.
- On the Old School Field there is an all-weather five-a-side pitch and cricket pitch.
- There are two badminton courts at the Scout Centre.
- The Scout Centre, Bradway Annexe and Bradway Community Hall are used for a range of community and social activities.

Social facilities for members are available at the golf clubs, the bowling club, and the golf driving range.

There are three public houses: the Bradway on Bradway Road, the Castle Inn on Twentywell Road, and the Old Mother Redcap on Prospect Road.

There is also a café, S17, in the centre of Bradway on Bradway Road.

## **4. Open Space**

Bradway has a lot of open space within the boundary, and this is a feature of the character of the area that helps to make it an attractive location. The main *public* open spaces are:

- The Bradway Recreation Ground, in the area bounded by Twentywell Lane, Bradway Road, Beauchief Drive, and the Abbeydale Golf Course. The area running north-west down the hill from the Recreation Ground to the boundary of the golf course is known as Little Wood Bank.
- Woodland running from Twentywell Rise around the edge of the Abbeydale Golf Club, above Twentywell Lane. This is known as Twentywell Sick Wood, then

becomes Nether Wood. As it swings north and then east from Twentywell Lane, the same woodland becomes Ladies' Spring Wood, which is a site of special scientific interest (SSSI); but this is beyond the Bradway boundary.

- Clay Wood, which runs alongside Queen Victoria Road.
- Poynton Wood, which runs from behind the Castle Inn on Twentywell Road round to Mill Dale Road in Totley, passing between Prospect Place and West View Lane.
- The Old School Field, on Bradway Road next to the Bradway Annexe and opposite the junction with Twentywell Lane. This is an area that has been developed recently as a community facility by the people of Bradway, the Bradway Action Group, and the former Sheffield Education Department (now the Children and Young People's Directorate).
- A green way and designated bridleway, the old Totley Lane, runs from Totley Lane / Ox Close Avenue to Longford Road, and then continues alongside Longford Drive, where it is impassable, before becoming a tarmaced footpath with accompanying bridleway down to Mickley Lane at Totley.

Open spaces that are privately owned but contribute significantly to the character and environmental quality of Bradway are:

- An agricultural field (Ox Close Field) between Totley Lane, Ox Close Avenue, Longford Road / Crescent and the Derbyshire boundary. This is designated Green Belt land and provides an open aspect to the many people who walk along Totley Lane and Ox Close Avenue.
- The grounds surrounding Sir Harold Jackson School are available for children to use as a play area at designated times.
- The Dore and Totley Golf Club golf course is criss-crossed with public rights of way.
- At the bottom of Twentywell Lane, between the Midland railway line and the Hope Valley line, there is a large triangle of open space that is crossed by a public right of way.
- There are smaller areas of open space on Bradway Road in Lower Bradway (adjacent to the Lodge), at the junction of Bradway Grange Road with Bradway Road, on Prospect Road between Bradway Close and Bradway Drive, between the old Totley Lane and the new Totley Lane / Ox Close Avenue, outside the Old Mother Redcap, at the junction of St Quentin Drive and St Quentin Rise, and in various parts of the Everard / Rosamond estate.

## **5. Shops**

There are shops on Wollaton Road, at the top of Twentywell Lane, and just around the corner on Bradway Road. On Wollaton Road there is a hairdressers, an ironing shop, and the Bradway Convenience Store. Key facilities at the Twentywell Lane / Bradway Road location include a bank, a newsagent and Post Office, a delicatessen, a butcher, a greengrocer, two hairdressers, a chemist, a pet shop, and a Chinese take-away. A little further east along Bradway Road is a petrol station / garage.

## **6. Public Transport**

Public transport into Sheffield is provided by First Mainline, Stagecoach, and TM Travel. First Mainline operate the 25A service from the terminus at the Old Mother Redcap, up Prospect Road, and along Bradway Road, leaving Bradway along the Greenhill Parkway. Stagecoach operate the 25 service on the same route, but where the 25A from the city turns round at the Old Mother Redcap, the 25 turns off Prospect Road down Wollaton Road and completes a circuit of Wollaton Road / Longford Road before returning to the same route back into the city as the 25A. Between them, they provide an approximately 10-minute service.

TM Travel operate to and from Dronfield, hourly during the day but more frequently at peak hours. Some services run to and from Chesterfield via Dronfield. On the journey into Sheffield, the bus enters the boundary at Tinker's Corner, then passes through Bradway on the same route as the 25 and 25A, although this service subsequently takes a different route into the city centre.

All these services finish in the early evening. The last 25A departs the Old Mother Redcap at 18.42. From 19.00, the 20-minute 53 service is available from the Old Mother Redcap, travelling into the city centre via Lowedges, and on Sundays this is the only service for the main part of Bradway.

Lower Bradway is served by the 76 route, which runs into the city centre from Lowedges via Greenhill shops, Woodseats and Abbeydale Road. There is also a small bus operated by Sheffield Community Transport (M17), which runs hourly both ways between Dore and Batemoor via Bradway (Queen Victoria Road, Prospect Road, St Quentin Drive, Twentywell Lane), Lowedges, and Greenhill.

### ***7. Traffic Issues***

In common with most similar areas, Bradway has seen increasing volumes of traffic in the last two decades. This has generated problems for parking at the shops on Twentywell Lane, and problems for pedestrians. Crossings have been provided by Sheffield City Council across the top of Twentywell Lane and across Bradway Road, but there are still problems for children and parents crossing Prospect Road.

A ban implemented by North East Derbyshire Council in 2006 on heavy lorries travelling through Holmesfield on the B6054 has significantly reduced the number of HGVs passing through Bradway.

## **The Future of Bradway**

### ***Development Principles***

In terms of the built and natural environment, the overriding concern is to preserve the "character" of Bradway. That is not to say that no new development should be permitted: all communities have evolved over time to what they are today, and will continue to evolve in the future. But change should occur at a rate with which people can feel comfortable. It is important, therefore, that any new development is in keeping with what already exists, and that any proposals for more contemporary buildings are subjected to particular scrutiny to ensure that they can be regarded as a natural progression of architectural style, with the same attention to quality of design and materials as would be the case with traditional buildings. In particular, the vast majority of buildings in Bradway are low-rise, only two or three stories high, and future development should follow this established pattern.

There is a presumption against any development of the Green Belt or potential infill on existing greenfield sites. The district's character includes surrounding fields / golf courses etc. Their preservation within the Sheffield and North East Derbyshire boundaries is an important development principle.

The development of brownfield sites should not be discounted entirely; indeed a few modest developments of relatively high density would enable older people in particular to remain in the area when they become unable to maintain the family home. But generally, maintaining existing low densities is essential to preserving the character of the area.

Residents are sympathetic to the need to provide "affordable housing", provided that the design features and densities conform with the general principles outlined here.

### **Local Amenities**

The amenities of Bradway should be preserved and enhanced. This is essential if the sense of community is to be fostered and extended.

Facilities available for local meetings and events need to be improved. Although several potential venues currently exist, none is of a suitable standard to be regarded as a Community Centre. This is an important issue that speaks to the sense of identity of the neighbourhood as a community.

The continued viability of the local “neighbourhood centre” shops must be safeguarded. These provide, in particular, a vital service for the less-mobile members of the community. Closure would also reduce employment in the suburb, part-time and full-time. Bradway mainly houses those who work elsewhere, but some local employment should be seen as highly desirable. It is considered that the City Council should be prepared to intervene if there is any danger of the neighbourhood shops becoming uneconomic.

### **Open Spaces**

The existence of several open spaces is central to the character of the area, and preservation of open space is essential to the maintenance of that character. Protection of the Green Belt is an extremely important part of the preservation of open space.

*The Bradway Recreation Ground* is a valued and much-used facility not only for residents of Bradway, but also for residents of Lowedges, Greenhill and Beauchief. It provides a space for walking, and is particularly well used for walking dogs. Recreational walking takes place throughout the year, and provides a social outlet for many elderly residents. Bench seats have been provided by the Beauchief Environment Group, which also manages Little Wood Bank under a management plan agreed with the Woodlands and Trees section of the Parks and Woodlands Service of Sheffield City Council. The Recreation Ground is used by young people as a gathering point, particularly in summer. It is also the location of the football pitch used by Bradway F.C. Preservation of this open space for social and environmental reasons is considered to be essential to the well-being of residents. There appear to have been attempts in the recent past by the Council’s Estates Department to offer parts of the Recreation Ground to both the Moorview Golf Driving Range and Bradway Bowling Club. In both cases the approach met with a negative response. It should be understood very clearly that this land is held in trust for the people of Bradway and area by the City Council, and no attempt to erode its extent or change its use in whole or part would be tolerated by local people.

Similar strong feelings would be invoked by any attempt to change the use of the *Old School Field*. This is the location of a children’s playground and an all-weather five-a-side pitch. While the Children and Young People’s Directorate provided the five-a-side pitch at the request of the Bradway Action Group, the money for the playground was raised entirely by the people of Bradway through donations and grants. This is a facility that was long overdue, and children and young people from Bradway, Lowedges, and Greenhill make very good use of it. Development of the field has so far proceeded in full consultation with the Bradway Action Group and the people of Bradway, and we would wish to see this continue.

*Smaller green spaces* are cherished by residents and have been the location for the planting of thousands of bulbs provided over several years by Sheffield City Council. Threats to these spaces are not anticipated, as they are generally too small to accommodate housing or other development. However, proposals have occasionally surfaced for the green space on Prospect Road between Bradway Close and

Bradway Drive to be turned into a car park for the residents of the flats on Bradway Close. This would destroy a facility that currently provides a welcome splash of green where otherwise all is tarmac, and which in spring is a colourful testament to bulb planting by children from Sir Harold Jackson School. To tarmac over the fruits of the children's efforts would be unthinkable.

The large gardens and small open spaces are major factors in Bradway bucking the national trend of declining bird populations. They contain an ecologically productive mix of grass, flowers, and shrubs and trees both coniferous and deciduous. The resulting food supplies and nesting sites mean that birds on the British Trust for Ornithology's red and amber alert lists are locally (and unusually) stable: bullfinch, chaffinch, song thrush, mistle thrush, dunnock, starling, house sparrow. The species on the list are one of the government's measures of sustainable government, so any threats of infilling, tree-felling and garden-paving should be resisted as contrary to national as well as local objectives.

**Preserving open space is essential to maintaining the character of Bradway. No attempt should be made to change the land use of existing open spaces. This is the most important planning priority of Bradway residents. Protection of the Green Belt is an important part of preserving open space.**

### ***Traffic and Transport***

Regarding traffic generally, the B6054 Bradway Road should be deleted from the strategic network, making it more compatible with the section in Derbyshire where a weight limit is now in force. To complement this, traffic on Bradway Road and the main links to it from Abbeydale Road South (Twentywell Lane and Prospect Road / Queen Victoria Road) should be monitored to see whether further weight restrictions are necessary. A local road hierarchy should be identified and enforced. In addition, improved access should be provided from the local area to the strategic network.

Car parking at the top of Twentywell Lane needs to be addressed. The possibility of introducing limited-stay parking should be investigated. Although communities would be more environmentally sustainable without high levels of local traffic such as those currently experienced in Bradway, it is a fact of contemporary life that people, and especially elderly people, wish to use their cars to access facilities such as shops. If they cannot find parking outside the shops on Twentywell Lane, they will drive further to do their shopping, thereby jeopardising the viability of the local shops. If the local shops were to close, many other local residents who currently shop on foot would be deprived of the opportunity to do so, and would themselves be forced into their cars, so adding to traffic congestion.

To ease traffic congestion and to improve Bradway's position as a commuter suburb, better local rail services from Dore station should be provided, together with better park and ride, but not at the expense of regional / national rail services.

Pedestrian safety needs further consideration. The zebra crossings over the top of Twentywell Lane and from the top of Twentywell Lane across Bradway Road have been the scene of one serious accident and a series of near misses. It is widely felt locally that sight-lines for approaching motorists are inadequate, and that pedestrian lights would be safer than zebra crossings. There is also a serious problem about safety on Prospect Road, especially the safety of young children attending Sir Harold Jackson School. One of the "walking buses" to the school comes up Prospect Road, but it is often very difficult to get the line of children safely across Prospect Road. A crossing has been promised for the 2008-9 financial year.