Good morning Sir, good morning ladies & gentlemen. I am Dennis Pindar, Chairman of the Stocksbridge & Deepcar History Society, I am also a Trustee Director of the Stocksbridge Community Leisure Centre. I am an INCOMER, having only lived in Deepcar 52 years.

Stocksbridge is different!// Stocksbridge in the Little Don Valley is the northern gateway to the Peak District and also with the A616 the vital pathway to the Woodhead Pass to Manchester.

Deepcar & Stocksbridge people are proud of their heritage. Their industrial heritage, starting with the making of Bolsterstone Glass at Bate Green in early 1600s and of course Samuel Fox, who eventually lived at Deepcar, coming in 1842 to start his wire drawing business. The Samuel Fox and Co Ltd enterprise produced the world’s finest stainless and alloy steels and became the sole reason for the growth of Stocksbridge in the Valley, with schools, churches, houses all provided by the company.// Stocksbridge is different.

Hollin Busk & Hollin Busk Lane.

This is shown on the early OS maps as a continuation of Common Lane and Royd Lane linking farms on the south side of the Little Don Valley. It must also have been the lane where carts were transporting the finest siliceous rock from Townend that formed the basis os Bolsterstone Glass tableware.

It can be noted that there were or are 12 farms all situated within 50 ft of the same contour line, connected by footpaths and original wagon-ways, stretching from Hollin Edge Farm in the east thro the Royd Hamlet to Barnside Farm in the west, all with wells or springs supplying water,// a geological contour spring line.

Our focus today is on Hollin Busk and the protected open space between Carr Road - Royd and Hollin Busk Farm. //These farms, probably original built in the 1600s, were of course included in the Bolsterstone Enclosures Act of 1714 with the majority of this land going to the Lord of the Manor, Lord Melbourne, other areas of land were leased or sold to local worthies and yeomen, Hattersley; Ellis and Grayson, //this area of pasture land leads in a north-easterly direction to join The Clough

The Clough Dyche at Deepcar, now known as Fox Glen was acquired in the 1800s by Samuel Fox & Co. It was gifted to the people of Stocksbridge and Deepcar in 1911 to commemorate the Coronation of HM George V.// It was granted in trust, in perpetuity, for the enjoyment, and recreation of the Deepcar and Stocksbridge populous. It is now in trust with Sheffield City Council and its executive as trustees, and any access arrangement request by private developers, was not in its gift.

The Clough, now Fox Glen was used extensively after the Great War with the Peace Celebrations, Band concerts and entertainment with local choirs. //Samuel Fox and Co still took a keen interest in the Glen, employing workers who might otherwise have been on short time or layed off during the depression of the late 1920s and early 30s. Fox’s workmen built playground areas, swings and see-saws and a small swimming pool at the head of the Glen.

This natural green corridor, between Carr Rd, Deepcar and what was then Stubbin Farm, continued down, following the ravine from Fox Glen to Manchester Rd. The only industry to blight this green corridor from Manchester Rd to Hollin Busk Lane in the late 1800s, was Grayson Lowood’s entrance to their mine, of course underground, mining coal and more profitably ganister for furnace refractories. The only heritage evidence of these works above ground was the iconic historic Air Shaft Headgear, distressingly destroyed without reference and overnight, by the owner of the land above the corner of Hollin Busk Lane.

Hollin Busk Lane itself has always been the recreational and working route for generations of Deepcar people.// Pram pushers, walkers, wheelchair users and school children have for years enjoyed the view across to Hunshelf Bank and Isle of Skye, Park House and Low Laithe to the north-east // and of course Wharncliffe Crags to the east.

Councils, their planning officers and indeed Planning Inspectors have over the years, recognised and ratified the importance of this ‘protected open space’ and there has been no change in government or planning policy to alter their esteem decisions.

With a surfeit of ‘brownfield’ and infill sites in the Little Don valley, Deepcar does not need or want this development and Sheffield City Council’s decision not to grant permission to develop this area should be endorsed.

If I may Sir, as an adjunct and away from history now, one part of the unsustainability of the developers proposals, which seems to have been missed out or overlooked, is the matter of traffic on Carr Rd, outside the school and Coultas Ave and of course the exit from the proposed site. What thought has been given to the ‘perfect storm’ of parents & children coming UP Carr Rd to the infants & junior schools, from the Bloor’s Wharncliffe estate of 400 plus houses?// Surely even with a conservative estimate of 400 to 600 children at infant and junior age, they won’t be walking from their houses across Manchester Rd and up the steep gradient of Carr Rd, pushing prams whilst the children are hanging on, //they will be coming in cars, making return journeys at least twice a day at peak time. I am not just talking about the junction of Carr Rd and Manchester Rd, which is, of course, going to challenge any future traffic management system,// I am talking about the 200 -300 cars that could be coming UP Carr Rd, joining the already chaotic and sometimes dangerous melee outside school. All schools in Stocksbridge and Deepcar are up hills and Royd Infants & St Johns juniors are up one of the steeper hills.

For any developer to use weasily words about walking or cycling to shops and schools and into Stocksbridge, this is ‘horse-feathers’ it does not happen and will not happen. Any increase in traffic on Carr Rd due to this proposed development, joining traffic from ‘the Rookery; Town End; Ideal Homes; Pen Nook; Royd; ‘Bolsterstone; ‘Hollin Busk; Broomfield Lane; Stubbin Estate; is ill thought out, could be dangerous, and to hear that this is an ‘area of ‘common ground’, beggars belief. // I believe Sir, this is one of the primary reasons why this Proposal is unsustainable.

Thank you.