

## TEAM MANAGER, HIGHWAY RECORDS

REPORT TO HEAD OF STRATEGIC TRANSPORT AND INFRASTRUCTURE  
24th JUNE 2019

### PROPOSED STOPPING UP OF PART OF THE HIGHWAY FOOTWAY OUTSIDE 50 HIGH STREET, SHEFFIELD CITY CENTRE

#### 1.0 PURPOSE

- 1.1 To seek authority to approve the proposed Stopping-Up Order for part of the public highway footway outside 50 High Street (currently Sports Direct), Sheffield city centre.

#### 2.0 BACKGROUND

- 2.1 An application to make a Highway Stopping-Up Order, under Section 247 of the Town and Country Planning Act 1990, has been made to the Department for Transport's National Transport Casework Team (N.T.C.T.).
- 2.2 N.T.C.T. has contacted the City Council, as a statutory consultee, in respect of the proposed closure.
- 2.3 The applicant is seeking the permanent closure of part of the footway of the public highway which runs through the covered area outside 50 High Street in Sheffield city centre, as indicated in the photos included as Appendix A. Planning permission has been granted under application 18/00858/FUL for the retention of existing retail space at lower ground and upper ground floor levels, part demolition of upper floor levels (retaining façade), an additional 1 and 2 storeys and alterations to elevations to accommodate the creation of student accommodation comprising 330 bed spaces, and granted conditionally, under planning application 19/00689/FUL, for the erection of a glazed entrance lobby.
- 2.4 The applicant contends that, in order to facilitate the development, it will be necessary to permanently stop up the area of highway footway shown by hatching on the closure plan included as Appendix B.

#### 3.0 CONSULTATIONS

- 3.1 In this particular case, it is not the role of the City Council to consult the statutory organisations and other relevant bodies. However, as part of the process of making the application to N.T.C.T., the applicant should have consulted the usual sources and been in discussion with affected parties concerning the resiting and protection of their equipment. It is understood that the N.T.C.T. also make their own consultations as appropriate. At the time of writing this report the Council had not received notification of any objections.

#### 4.0 LEGAL IMPLICATIONS

4.1 The Director of Legal Services has been consulted and has advised that, assuming the subject area of highway needs to be stopped up to facilitate the development, and that planning consent has been granted, it will be appropriate to process the closure using the powers contained within Section 247 of the Town & Country Planning Act 1990.

#### 5.0 HIGHWAY IMPLICATIONS

5.1 High Street is a classified all-purpose adopted public highway (C706).

5.2 In order to facilitate the proposed glazed entrance lobby to the ground floor of the building, the developer seeks to enclose the covered footway on the current frontage of the building (as shown in Appendix A, fig.2), thus necessitating its closure as highway.

5.3 In assessing the highway implications of the planning application, Officers in the Council's Highway Development Management team considered that the public highway footway width which would remain (outside the covered area) would be adequate for current and all likely future pedestrian use, therefore did not raise any objection to the application.

5.4 The proposal only affects the frontage shown in Appendix A, fig.2. The eastern part is unaffected by the proposed development, and the covered footway along that part of the frontage will remain Adopted Public Highway.

5.5 On that basis, the Council is satisfied that:

- it will be necessary to close the existing highway shown hatched on the plan attached as Appendix A in order to facilitate the planning consent;
- the removal of that land from the highway will not have a detrimental effect on users of the surrounding highway network, or affect the public's enjoyment of the area.

#### 6.0 EQUAL OPPORTUNITY IMPLICATIONS

6.1 No particular equal opportunity implications arise from the proposal in this report.

#### 7.0 ENVIRONMENTAL IMPLICATIONS

7.1 No particular environmental implications arise from the proposal in this report.

#### 8.0 FINANCIAL IMPLICATIONS

8.1 There will be no increase in financial liability on the Council as a result of this proposed Stopping Up Order.

8.2 The costs associated with, and arising from, the permanent highway closure and consequent works to build the development on site, will all be met by the applicant.

## 9.0 CONCLUSION

9.1 Based on the above information, I have no objections to the proposed Order, as shown on the plan included at Appendix A.

## 10.0 RECOMMENDATIONS

10.1 Raise no objection to the proposed stopping up of part of the public highway footway outside 50 High Street, Sheffield city centre, as shown by hatching on the plan included as Appendix B.

10.2 Authorise the Director of Legal Services to notify N.T.C.T. of this decision.

Mark Reeder  
Engineer  
Highway Records  
Highway Maintenance Division

24 June 2019

REPORT APPROVED BY TOM FINNEGAN-SMITH  
HEAD OF STRATEGIC TRANSPORT AND INFRASTRUCTURE



**A3**  
ORIGINAL  
PLOT SIZE

T LD N TH TY LD

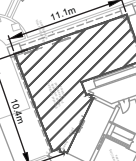
**APPENDIX B**

35 37


HIGH STREET

MULBERRY STREET

ARUNDEL GATE



Key Scale 1:500 @ A3

Highway to be stopped up 

National Transport Casework Team

Department for Transport

Plan No:  
NATTRAN/Y&H/S247/3825

Signed by Authority of the Secretary of State

on.....2019

Signature.....

**DAVE CANDLISH**  
An Official in the  
National Transport Casework Team  
Department for Transport



INDICATIVE

RESERVED COPYRIGHT

## Appendix A



*Fig.1. Current situation*



*Fig.2. Proposed*