

PROPOSED STOPPING-UP OF FORD LANE, PARTS OF HUNSHelf ROAD AND LENGTHS OF TWO ASSOCIATED PUBLIC RIGHTS OF WAY AND THE CREATION OF NEW AREAS OF HIGHWAY, STOCKSBRIDGE, SHEFFIELD.

1.0 PURPOSE

- 1.1 To seek authority to support the proposed Stopping-Order required for Ford Lane, parts of Hunshelf Road and lengths of two associated Public Rights of Way in the Stocksbridge area of Sheffield.

2.0 BACKGROUND

- 2.1 An application to make a Highways Stopping-Up Order, under Section 247 of the Town and Country Planning Act 1990, has been made to the Department for Transport 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 referred to below.
- 2.3 The applicant is seeking the closure of Ford Lane (numbered as 1 on the plan attached as Appendix A) and part of Hunshelf Road (numbered as 4,5 and 6 on the plan) and lengths of two Public Rights of Way, Ref STO/13 and STO/12 (numbered as 2 and 3 on the plan) in the Stocksbridge district of Sheffield. Full detailed planning permission was granted by the City Council on 16<sup>th</sup> November 2011 under REF 11/02480/FUL for a mixed use development within the area outlined in red on the plan included as Appendix C.
- 2.4 Public Right of Way Ref STO/12 currently links Ford Lane with and utilizes part of the existing un-named private road. Public Right of Way Ref STO/13 connects with Ford Lane and continues generally eastwards, eventually terminating on Manchester Road.
- 2.5 In order to facilitate the approved development, it is necessary to permanently stop up the areas of highway shown by hatching on the closure plan included as Appendix A.

### 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.C.T.C, the applicant should have consulted the usual sources and been in discussion with affected parties concerning the resiting and protection of their equipment. 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 areas of highway need to be stopped up to facilitate the approved development, it would be appropriate to process the closure using powers contained within the Town & Country Planning Act 1990, Section 247.

### 5.0 HIGHWAY IMPLICATIONS

- 5.1 Ford Lane and Hunshelf Road are unclassified all-purpose adopted highways. Public Right of Way Ref STO/12 emanates from the north of Stocksbridge and connects to Ford Lane via an un-named private road. Public Right of Way Ref STO/13 connects Ford Lane with the Public Right of Way network in the area and onward to Manchester Road. All form part of the highway network in the area.
- 5.2 The subject highways are not needed for public use because adjoining routes provide reasonable alternatives and new highway routes are to be constructed as illustrated. The loss of these sections of highway should not therefore affect the public's enjoyment of this area and will have no detrimental effect on the surrounding highway network and its users.
- 5.3 The residual highways, together with the proposed highway improvements (traffic signal control at selected junctions, new pedestrian links, revisions to bus stops and shelters and provision of improved street lighting along Hunshelf Road) are considered suitable to accommodate the projected increase in traffic. A new bridleway/cycle track (with right of way on foot) is also to be provided to compensate for the closure of Ford Lane and the part of Public Right of Way Ref STO/12 that is the subject of this stopping-up application. A new Cycle Track (with right of way on foot) will also be provided commencing at Hunshelf Road and linking with Footpath STO/13. The proposed road layout, bridleway/cycle track and highway improvement and creation works are identified on the plan attached as Appendix B.
- 5.4 The Council is satisfied that it is necessary to close the existing highways as shown on the plans attached as Appendix A & B and create new highways to enable the development to proceed.

## 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 The cost of the accrual of the new length of highway into the Highway Maintenance Contract will be offset by the saving from the de-accrual of the length of highway that is to be closed. The overall effect on the Highway Maintenance Revenue Budget will, therefore, be neutral.

8.2 All costs associated with, and arising from, the application for the permanent highway closure, and consequent works on site, will be met by the applicant.

## 9.0 CONCLUSION

9.1 Based on the above information, I have no objections to the proposed closure of Ford Lane, parts of Hunshelf Road and lengths of Public Rights of Way Ref STO/12 and STO/13, as shown by hatching and numbered 1-6 on the plan included as Appendix A.

## 10.0 RECOMMENDATIONS

10.1 No objections are raised to the proposed stopping-up of Ford Lane, parts of Hunshelf Road and lengths of Public Right of Way Ref STO/12 and STO/13 as shown by hatching and numbered 1-6 on the plan included as Appendix A, subject to satisfactory arrangements being made with the Statutory Undertakers with regards to such of their mains and services that may be affected.

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

Highway Records.

24th September 2012