

DEVELOPMENT OF SHEAF MARKET SITE

Memorandum of meeting at the Town Hall on Thursday, 26th October, 1967 at 10.00am between Representatives of the Town Clerk, City Engineer, City Architect, Estates Surveyor and General Manager, Markets and Abattoir.

1. The new market development was regarded as urgent by the General Manager in view of unsatisfactory conditions in the existing premises.
2. Two schemes were at present under consideration by the appropriate Chief Officers and it was envisaged that an early decision would be taken to select one of these for recommendation to the City Council.
3. Whichever scheme is adopted it is estimated that the City Architect will require at least twelve months to plan the project, to which must be added a further two years for completion of the development.
4. Three basic pre-requisites are (a) a policy decision to proceed with a scheme (b) the obtaining of planning permission (it was thought a material departure was not involved) and (c) the obtaining of loan sanction.
5. The Corporation appeared to own by far the greater part of the land involved. It was not possible, however, to make documentary title to the whole, e.g. a half the width of Exchange Street. In so far as there were any outstanding ownerships it seemed these would almost certainly be vested either in the Duke of Norfolk or the successor to the now defunct Sheffield and South Yorkshire Canal Company (there was some doubt as to whether this was British Rail or British Waterways Board). It was agreed that it would be unsafe to proceed with a project of this magnitude without making further investigations as to the need for acquiring outstanding ownerships.

An approach to the Duke and to the Boards seems to be called for at an early date although there were certain dangers in taking such a course. The question of a compulsory purchase order was considered but this presented three obvious difficulties; (1) a precise definition of the lands to be included, (2) particulars of ownership (unknown owner procedure would probably be inevitable) and (3) this might well be a serious delaying factor.

6. It was clear that certain road closures would be necessary involving parts of Broad Street, Exchange Street (including the area known as the Setts), and Castlefoulds. As soon as planning permission has been granted and outstanding interests, if any, acquired, authority should be obtained to proceed under Section 153 of the Town and Country Planning Act, 1962 as the procedure can be lodged and an Inquiry held.

At best the machinery takes approximately six months to complete.

7. The development might affect the Woolworth Loading arrangements, A link between the two buildings was proposed. Negotiations with that Company appear to be required.
8. Certain commercial interests would be dispatched as a result of the scheme. Early thought would, therefore, have to be given to obtaining possession in due time and to the possibility of re-accommodation.
9. There were a number of technical problems involved in the development. The City Architect was aware of these and it was felt that none was insurmountable; the presence of mains and services, the possible presence of underground cellars and the river. Depending upon which scheme was adopted a culvert might also be built over.