

TEAM MANAGER, HIGHWAY RECORDS

REPORT TO HEAD OF STRATEGIC TRANSPORT AND INFRASTRUCTURE
17th May 2023

TOWN AND COUNTRY PLANNING ACT 1990 SECTION 247. PROPOSED STOPPING UP OF PART OF CORKER BOTTOMS LANE AND PART OF CYCLE PATH (NATIONAL CYCLE NETWORK NUMBER 627) OFF BEAUMONT ROAD NORTH, SHEFFIELD 2.

1.0 PURPOSE

- 1.1 To seek authority to make an application to the Department for Transport's National Casework Team (N.T.C.T), for the permanent closure of part of Corker Bottoms Lane and part of the cycle path (National Cycle Network No.627) off Beaumont Road North, Sheffield 2, as shown hatched black on the plan included as Appendix A, hereby referred to as 'the plan'.

2.0 BACKGROUND

- 2.1 Planning permission is currently being considered under reference 22/04509/REM for the erection of 13 dwellinghouses, formation of an access road, provision of car parking accommodation and associated hard and soft landscaping works (Application to approve access, appearance, landscaping, layout and scale as reserved under planning permission no. 21/01362/OUT) Site of Foundry Workers Club and Institute Beaumont Road North Sheffield S2 1RS. The latest proposed site layout is included as Appendix E.
- 2.2 To facilitate the approved development, the applicant contests that it is necessary to permanently stop up part of Corker Bottoms Lane and part of the cycle path (National Cycle Network No.627) off Beaumont Road North, Sheffield 2, as shown hatched black on the plan.
- 2.3 Subject to the approval of this report an application will be made to the Department for Transport (DFT), for the permanent Stopping-Up Order under Section 247 of the Town and Country Planning Act 1990.

3.0 CONSULTATIONS

- 3.1 Consultation with the Statutory Undertakers and other relevant bodies will be carried out by the DFT's National Transport Casework Team (N.T.C.T) as part of the application.

4.0 LEGAL IMPLICATIONS

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

5.0 HIGHWAY IMPLICATIONS

- 5.1 Corker Bottoms Lane is an adopted cycle path and part of the National Cycle Network No.627. The subject part forms an area of irregular widening that has been mostly subsumed into the adjoining woodland and appears to currently serve no purpose to highway users. The subject area is shown in the plan and photo included in Appendix B.
- 5.2 The cycle path (from Beaumont Road North to Prince of Wales Road) is adopted and part of National Cycle Network No.627. The subject area forms an area of irregular widening, which, in common with the affected part of Corker Bottoms Lane, has become part of the adjoining woodland. The subject area is shown in the plan and photo included in Appendix C.
- 5.3 Therefore, it is considered that these closures should not affect the public's enjoyment of the area. The closures are necessary for the proposed development, and it is considered that it will have no detrimental effect on the surrounding highway network and its users. A plan showing how the proposed development affects the subject areas of highway is included as Appendix D.

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 environmental implications arise from the proposal in this report.

8.0 FINANCIAL IMPLICATIONS

- 8.1 The costs associated with, and arising from, the permanent highway closure and consequent works to carry out the work on site, will be met by the developer.

9.0 CONCLUSION

9.1 Based on the above information, I have no objections to an application being made to the Department for Transport, under Section 247 of the Town and Country Planning Act 1990, for the areas shown hatched black on the plan.

10.0 RECOMMENDATIONS

10.1 Raise no objections to an application being made to the Department for Transport, under Section 247 of the Town and Country Planning Act 1990, for the permanent closure of part of Corker Bottoms Lane and part of the cycle path (National Cycle Network No.627) off Beaumont Road North, Sheffield 2, as shown hatched black on the plan.

10.2 Authorise the Director of Legal and Governance to take all necessary action on the matter under the powers contained within the Town and Country Planning Act 1990, Section 247, and to apply to the Department for Transport for an Order to close the said areas of highway.

Mark Reeder
Technical Officer
Highway Records
Highway Maintenance Division

17th May 2023

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

Signed

Date 17th May 2023

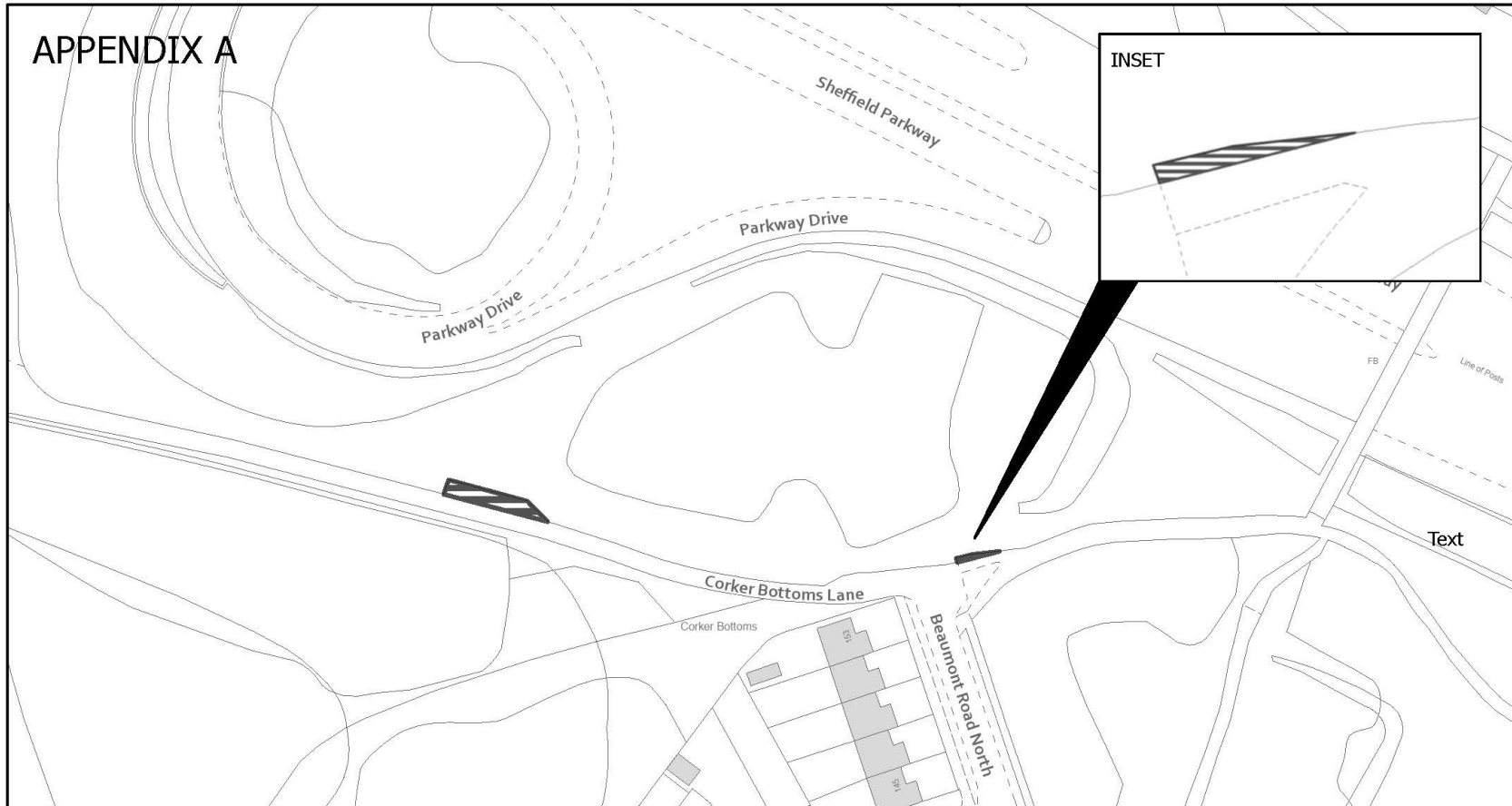


Highway Records
Operational Services
Howden House
Union Street
Sheffield
S1 2SH

Town & Country Planning Act 1990 Section 247
Stopping up of parts of Corker Bottoms Lane
and part of cycle path (National Cycle Network number 627)
off Beaumont Road North, Sheffield 2




APPENDIX A



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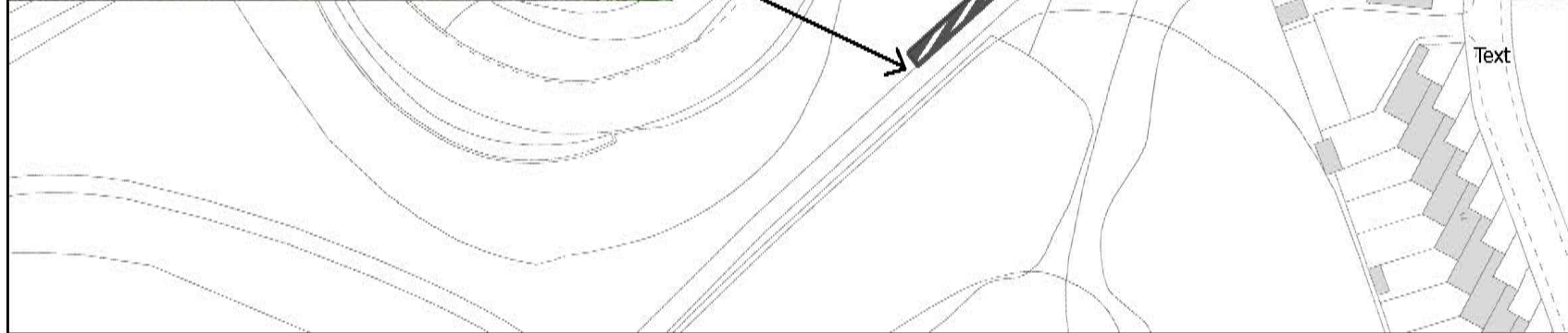


 Highway to be stopped up.



Highway Records
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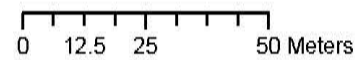
Town & Country Planning Act 1990 Section 247
Stopping up of parts of Corker Bottoms Lane
and part of cycle path (National Cycle Network number 627)
off Beaumont Road North, Sheffield 2




APPENDIX B

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 Highway to be stopped up.



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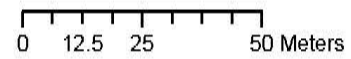


APPENDIX C



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 Highway to be stopped up.

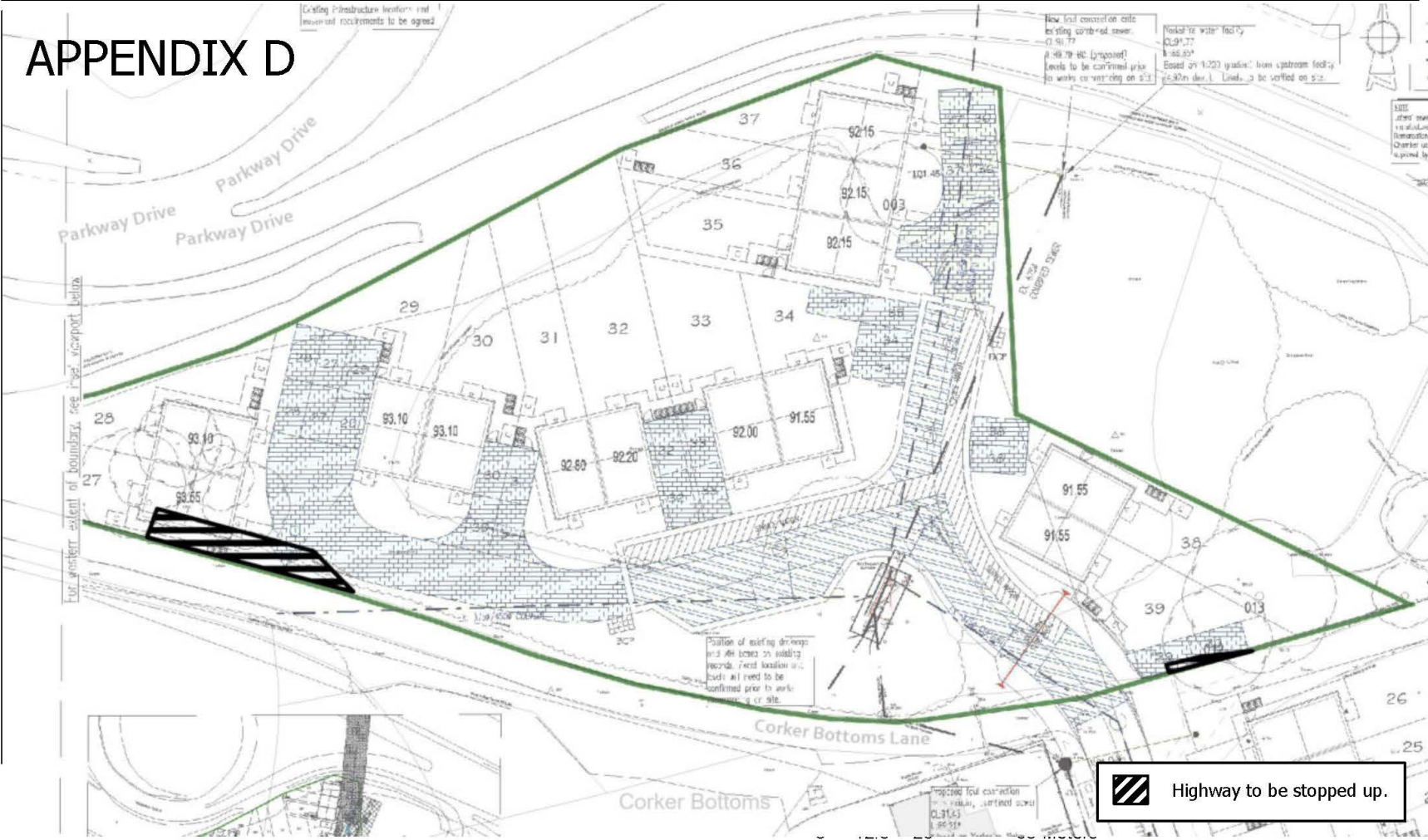


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APPENDIX D



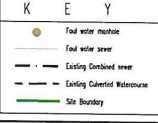
Highway to be stopped up.

APPENDIX E

Existing infrastructure locations and easement requirements to be agreed

New foul connection onto existing combined sewer.
 CL.91.77
 L.98.85°
 Based on 1:200 gradient from upstream facility (4.52m deep). Levels to be verified on site.

Yorkshire water facility
 CL.96.85°
 Based on 1:200 gradient from upstream facility (4.52m deep). Levels to be verified on site.



NOTES

- ATTENTION IS DRAWN TO THE REQUIREMENTS OF THE CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS 2015 AND THE DUTIES AND RESPONSIBILITIES CONTAINED THEREIN
- For longitudinal sections refer to drawing 2151/10/06.
 - No services are to be laid directly over, or within 1m of, an adoptable sewer or manhole.
 - Private drainage connections to adoptable sewers to be via 45° junction. All soil risers above foul must have street level checked prior to connection to the soil stack drainage.
 - Any connection to existing sewers/manholes are to be supervised by Yorkshire Water.
 - All connections to proposed public sewers to be minimum 150mm.
 - Any foul drains or water courses on site to be diverted or set to point under proposed buildings. Diversion to be approved and reported on site by the Local Authority.

- Yorkshire Water General Notes**
- All adoptable sewer works are required to be in accordance with 'Code for Adoption', the relevant British/European and Yorkshire Water's Standards/Requirements/Minimum to the Mechanical and Electrical Specification and Memorandum.
 - Manhole covers shall/need have a clear opening of 300mm and shall be cast in situ. They shall be fixed and consolidated under the surrounding, and to the cover shall meet the BS 6881 or shall be rejected by the Yorkshire Water Inspector. Where the clear opening of the manhole is different to that of the cover the latter, a locking device shall be fitted above the cover with a locking key to be 1000mm for the Yorkshire Water specified cover size. Please refer to the Concrete Pipe Systems Association (CPSA), Technical Bulletin issued October 2004 for information cover side opening sizes. The adoptable sewers should be a minimum of 1m and manholes 0.5m from kerb lines and service margins.
 - Sewers must have 2 metre clearance from trees and hedgerows. (Please also refer to Figure 2.2 on page 31 in 'Code for Adoption' for further information on tree planting adjacent to sewers).
 - Sewers to be laid in 'Open T' manholes (150mm granular bed and manhole). Where depth of cover to top of the sewer is less than 1.2m in highways and verges the bed shall be 300mm in open vertical access shafts then a concrete side should be provided above the granular bed and manhole.
 - Adoptable plastic sewer pipes to be BS 6881 (Certified to BS 10-120) and shall have a specific operational need to be agreed.
 - Plastic drainage manholes are to be laid in concrete and a satisfactory finish cannot be obtained on the bedding.
 - The clearance between manholes with manholes over connection to them may need to be increased to accommodate the connections and manholes.
 - Yorkshire Water policy is not to accept Type 'C' and 'D' manholes and 150mm dia manhole rings. Instead it is preferred that you use a Type 'B' manhole with 150mm dia or 100mm dia rings, with the opening shaft over the ground where depth of cover to pipe walls is 1-1.5m.
 - Surface water and foul rising mains to be provided with marker tape above the rising main.
 - If plastic pipes are to be used then the following should apply:
 - All adoptable sewers to be 225mm (Certified to BS 10-35-01).
 - Bedding and backfill material to conform to the requirements of Water Industry Specification 4-10-02 (Class A2).
 - Where plastic pipes are proposed for adoptable sewers, structural calculations for the plastic pipes are to be provided.
 - Where plastic pipes are provided then the ground prior to getting full technical approval, the developer must provide a CCTV survey of the prospectively adoptable sewer and a minimum level (Light-Line) of the plastic pipes.
 - Manhole chambers to be a min. 150mm diameter for 150mm dia and 150mm surface water pipes up to 1.2m deep. For depths greater than 1.2m, restricted access opening to 300mm is required for safety reasons.
 - Minimum depth of penetration chamber to be 2m, where depth exceeds 2m, manhole to be constructed as Type B manhole.
 - Where 300mm cover and frame has been approved, this must be installed in plastic and must have lifting eyes installed in accordance standard lifting ring. See cover covers and supports.
 - Yorkshire Water is not obliged to accept (due to foul drainage runoff into the public sewer network or adoptable drainage system (drains or ditches)) the alternative method of disposal of the road drainage used. All manholes to be required and set to have in place with the Local Drainage Authority/Local Drainage Inspector.
 - Sections with regard to the disposal of the first 600/900mm drainage runoff to be agreed.
 - Subsides requiring cement (20-25) and precast concrete products must be used or a laboratory report provided proving that such materials are not necessary.
 - Strength of solid city pipe (1) shall be as 400N/m for 1000, 420N/m for 1500, 450N/m for 2250 and 720N/m for 3000. All concrete pipes to be Class 120 concrete to BS 1186:2011-1:2002.
 - All levels of existing drainage to be confirmed prior to work commencing on site.
 - The contractor must allow for any field required for road or sewer opening permits, sewer connections and make the appropriate applications.
 - There should be enough clearance to accommodate the bedding for man pipes, approx 300mm if cover is near rather than the clearance needed may be increased.

For western extent of boundary, see inset viewpoint below



EXISTING CULVERTED WATERCOURSE STAND OFF AND YORKSHIRE WATER EASEMENT - 1:1000@ A1



Western Site Boundary Extent, near Plots 27 and 28

Proposed foul connection onto existing combined sewer.
 CL.91.43
 L.98.21°
 Based on Yorkshire Water records (2.21m deep).

Foul connection via section 106 agreement

SUBJECT TO THE APPROVAL OF ALL RELEVANT AUTHORITIES

1:200 @ A1
 Date APR 23
 Drawn PSC
 Check CNE
 Rev /

2151/10/03.01

ARPA ASSOCIATES
 Chartered Engineering Institution

TITLE: S106 LAYOUT

PROJECT: BEAUMONT ROAD SHEFFIELD - PHASE 2

CLIENT: HOOBER URBAN PARTNERSHIP

DRAWING STATUS: PRELIMINARY

Scale: 1:200 @ A1

Date: APR 23

Drawn: PSC

Check: CNE

Rev: /

Dwg No: 2151/10/03.01