

CG 300 - NYCAA

North Yorkshire Council Application Annex for Technical Approval of Highway Structures

Version 1

Summary

This Application Annex gives the North Yorkshire Council specific requirements for the technical approval procedures of highway structures in North Yorkshire.

Feedback and Enquiries

Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to North Yorkshire Council. The email address for all enquiries is: bridges@northyorks.gov.uk

Document Control

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1	-

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Introduction

Background

This Application Annex gives the North Yorkshire Council specific requirements and advice for the technical approval procedures of highway structures in North Yorkshire.

It is to be read in conjunction with CG 300 Version 0.2.2, a copy of which can be obtain for free on the Standards for Highways website: www.standardsforhighways.co.uk.

NYC/1. Scope (CG 300, 1)

- NYC/1.1 For the purposes of this document, North Yorkshire Council (NYC) shall be considered as the Technical Approval Authority (TAA) and the Overseeing Organisation.
- NYC/1.2 A structure outside of the highway boundary would be deemed to have an impact on the highway if it intercepts an influence line at 45° up or down from the nearest point on the highway boundary.
- NYC/1.3 The following clauses of CG 300 have been modified by this document:
- 2.44
 - 2.61.1
 - 2.78
 - 3.3
 - 3.6
 - 3.7
 - 3.10

NYC/2. General requirements and principles (CG 300, 2)

- NYC/2.1 Clause 2.44 shall be amended so that the Principal Designer shall submit the AIP for the whole structure and ensure that elements designed by others are compatible, unless agreed otherwise with the TAA.
- NYC/2.2 In addition to Clause 2.61.1, the Works Examiner shall be agreed with the TAA before any work commences. Details of their relevant experience and competence may be requested to substantiate their appointment.
- NYC/2.3 Clause 2.78 shall be amended so that the responsibility for the overall design of the structure remains with the Principal Designer, including the coordination of and interface between elements designed by others, unless agreed otherwise with the TAA.
- NYC/2.4 For Category 0 structures, the Design, Assessment or Check Team Leader shall be an engineer with appropriate qualifications and experience.
- NYC/2.5 For Category 1, 2 & 3 structures, the Design, Assessment or Check Team Leader shall be an engineer with appropriate qualifications, experience and CEng MICE or equivalent.
- NYC/2.6 For Category 3 structures, the Designer, Assessor or Checker shall be agreed with the TAA before any work commences. Details of their relevant experience and competence may be requested to substantiate their appointment.
- NYC/2.7 For Category 0 & 1 structures, the Works Examiner shall be an engineer with appropriate qualifications and experience.
- NYC/2.8 For Category 2 & 3 structures, the Works Examiner shall be an engineer with appropriate qualifications, experience and CEng MICE or equivalent.

NYC/3. Bridges and other highway structures (CG 300, 3)

NYC/3.1 In addition to Clause 3.3, the following types of structure shall also be considered as highway structures:

- 14) Any structure with a clear span or internal diameter greater than 0.90m, including:
 - a) Buried Pipes.
 - b) Sheep or Cattle Creeps.
 - c) Aqueducts.
 - d) Cattle Grids.
 - e) Cellars and Basements.
 - f) Mineshafts and Mineshaft Caps.
 - g) Soakaways, Drainage Attenuation Systems and Buried Tanks.
- 15) Multiple pipes laid adjacent to each other, where the spacing between the pipes is less than the diameter of the largest pipe and the total overall width exceeds 0.90m.
- 16) Chambers (oversized manholes) with an internal diameter greater than 1.25m.
- 17) Culvert and drainage outfall headwalls, that act as earth retaining structures. (To be categorised as per earth retaining structures.)
- 18) Earth retaining structures with an effective retained height of greater than 0.50m, where the effective retained height is greater than the thickness of the wall.
- 19) Masonry arches with a clear span greater than 0.50m.
- 20) Single and multi-span stone slab (clapper) structures, with an overall span between the abutments of greater than 0.50m.

NYC/3.2 In addition to Clause 3.3 8), the following shall also be considered as a minor structure:

- j) Structures that are 0.90m or less in clear span or internal diameter, which have been identified by the TAA as requiring technical approval and/or that are not covered by a specific DMRB design standard.

- NYC/3.3 In addition to Clause 3.6, the following shall also be considered as Category 0 structures:
- 10) Chambers (oversized manholes) with an internal diameter of less than 3.00m.
 - 11) Earth retaining structures with an effective retained height of greater than 0.50m, where the effective retained height is greater than the thickness of the wall.
 - 12) Buried tanks and pipes that are less than 3.00m in clear span/internal diameter and have more than 1.00m of cover.
 - 13) Multiple pipes laid adjacent to each other, which are less than 3.00m in overall width and have more than 1.00m of cover.
- NYC/3.4 Clause 3.6 8) shall be amended to apply to single-span masonry arches with a span less than 3.00m, for both design and assessment.
- NYC/3.5 In addition to Clause 3.7, the following shall also be considered as Category 1 structures:
- 8) Chambers (Oversized Manholes) with an internal diameter of 3.00m or greater.
 - 9) Single-span masonry arches with a span of 3.00m or greater, but less than 6.50m, for both design and assessment.
 - 10) Multi-span masonry arches with individual spans less than 6.50m, for both design and assessment.
 - 11) Buried tanks and pipes that are 8.00m or less in clear span/internal diameter.
 - 12) Multiple pipes laid adjacent to each other, which are less than 8.00m in overall width.
 - 13) Cattle grids.
- NYC/3.6 In addition to Clause 3.10, the following shall also be considered as Category 3 structures:
- 16) Ground anchors, which are designed as post-tensioned active anchors.
 - 17) Rock bolts, including any associated rockfall netting.