

Powys County Council

Departure from Standards Submission Form

DP111

1.0	Basic Details	
1.1	Developer / Client	Welsh Government
1.2	Planning Application No.	
1.3	Scheme Name	A483/A489 Newtown Bypass
1.4	Road / Location / Grid Reference	Newtown link from Kerry Road Roundabout
1.5	Design Organisation	Atkins (Swansea) as designer to Alun Griffiths Contractors Ltd
2.0	Overall Justification	
2.1	Design Speed and method of assessment	70A kph TD9/93 – Highway Link Design (Para 1.8)
2.2	Speed limit	40mph
2.3	Options / Alternatives Rejected (constraints)	Options were constrained by the following considerations:- • Vertical alignment of the existing road. • Buildability and the need to maintain operation of the existing road during construction. • The location of the existing high pressure gas main. Diversion of this apparatus would be extremely costly and introduce additional programming constraints.
2.4	Relevant Standard	TD 9/93 Highway Link Design
2.5	Relevant Clause	Clause 1.26 - Relaxations on the Immediate Approach to Junctions
2.6	Existing Departures at the site	Unknown but likely to be similar in nature to those applied for in this submission.
2.7	Full Details of Proposed Departure	The proposed SSD at the Newtown link from Kerry Road Roundabout does not comply with TD9/93 Clause 1.26. TD9/93 Clause 1.26 states that ' <i>relaxations below Desirable Minimum in stopping sight distance and vertical curvature for crest curves and Absolute Minimum for sag curves are not permitted on the immediate approaches to junctions. For the purposes of this Standard the immediate approaches to a junction shall be:</i>

		<i>b. For roundabouts, those lengths of carriageway on the approach to the roundabout between a 1.5 times the Desirable Minimum Stopping Sight Distance from the Give Way line and the Give Way line itself.'</i> The Table below outlines details of the proposed and compliant horizontal curvature and SSD for the departure, along with the corresponding constraints. <table><tr><th>Horizontal Radii and SSD</th><th>Constraints</th></tr><tr><td><u>Proposed</u> Horizontal Radius = 127m (3 design steps - Ch 7 to 128m) SSD = 90m (1 design step)</td><td>Existing road alignment, buildability and the existing high pressure gas main.</td></tr><tr><td><u>Compliant</u> Horizontal Radius = 360 SSD = 120m</td><td>N/A</td></tr></table>	Horizontal Radii and SSD	Constraints	<u>Proposed</u> Horizontal Radius = 127m (3 design steps - Ch 7 to 128m) SSD = 90m (1 design step)	Existing road alignment, buildability and the existing high pressure gas main.	<u>Compliant</u> Horizontal Radius = 360 SSD = 120m	N/A
Horizontal Radii and SSD	Constraints							
<u>Proposed</u> Horizontal Radius = 127m (3 design steps - Ch 7 to 128m) SSD = 90m (1 design step)	Existing road alignment, buildability and the existing high pressure gas main.							
<u>Compliant</u> Horizontal Radius = 360 SSD = 120m	N/A							
2.8	Associated Departures & Relaxations	DP110 – Newtown Link – Vertical Alignment DP112 – Newtown Link – Visibility at Access DP113 – Newtown Link – Road Lighting						
3.0	Other Information							
3.1	Non-motorised users considerations (eg Active Travel (Wales) Act)	Existing connectivity for non-motorised users will be maintained by the re-provision/diversion of any public rights of way bisected by the proposed scheme.						
3.2	Street Lighting provision: Existing and Proposed	There is no existing street lighting at this location. The proposed street lighting scheme at this location will illuminate the circulatory carriageway of the roundabout only. This proposal will be subject to approval of a Departure from Standards						
3.3	Other relevant technical information such as vehicle restraint systems, proximity to junctions etc.	None						

3.4	Supporting Documentation associated with the departure. Documentation to include: • Location plan typically at 1:10000 showing the scheme extent and existing/associated departures. • Layout plans, including road markings typically 1:2500 for links and 1:500 for junctions • Junction Capacity Checks where relevant including design year queue lengths • Visibility Graphs for SSD departures. • Swept Path Plots where relevant • Risk Assessment associated with the proposed departure when compared with a fully compliant design (including a designer's risk assessment) • Road Safety Audit	Supplied (Y/N) Y Y Y N N Y Y
4.0	Summary	
4.1	Summary of mitigation measures proposed as part of the design solution	Retroreflective signs would be used on approach to the proposed roundabout and edge line markings are also proposed along this length of link road. The proposed roundabout would be lit and junction capacity checks show that no significant queueing is predicted on this arm of the roundabout.
4.2	Overall Justification. Summarise how the benefits of the proposal outweigh the disbenefits when compared with a fully compliant design.	The net benefit is derived from savings in cost, as well as reduced environmental impact when compared to a fully compliant design. The provision of an alignment that would achieve the desirable minimum SSD in this location would result in the need to widen verges and cut into the existing bank between Ch 0 to 30m where the existing gas main is located. This would result in the need to divert the existing high pressure gas main which would introduce significant additional scheme costs and programme constraints. Alternatively, a straighter alignment would involve locating the proposed roundabout to the east which would increase the impact on Lower Brimmon Farm and cause greater buildability issues. This would also necessitate the use of smaller radii on the southern link to the Kerry Road roundabout. Additionally the achievable SSD is also constrained by the proposed vertical alignment and this horizontal alignment

		solution provides a consistent balance with the standard proposed in the vertical alignment. It is considered that this level of improvement would provide a balance of consistency with the existing road standard while offering improvement on the immediate approach to the roundabout.
5.0	Declarations	
5.1	Name of Designer Proposing Departure Submission.	N.J.R Bebb
5.2	Title of Designer Proposing Departure Submission.	Divisional Director
5.3	Declaration of Designer Proposing Departure Submission.	I confirm that in completing the attached departure submission I have used reasonable professional skill and care. I hereby recommend approval of the attached departure from standard submission  Signed: Date: 27th March 2015
5.4	Declaration of Welsh Government - Overseeing Organisation	Additional Comments from Welsh Government: Name: Signed: Date:
5.5	Powys County Council Comments	Additional Comments from Powys County Council: Name: Date:
5.6	Declaration of Powys County Council - Departure Owner.	I hereby recommend approval of the attached departure from standard submission Name:

		Position/Responsibility : Signed: Date:
6.0	Departure Endorsement	
6.1	Endorsement of Head of Service	Comments: Name: Signed: Date:
7.0	Technical Review Panel Recommendations	
7.1	Recommendations of Infrastructure Delivery Project Director	Recommendations: Name: Signed: Date:
7.2	Recommendations of Network Management Delivery Team Leader	Recommendations: Name: Signed: Date:
7.3	Recommendations of Standards, DC & Streetworks Team Leader (Chair)	Recommendations: Name: Signed: Date:
7.4	Endorsement of Deputy Director (Infrastructure Delivery) or Head of Asset Management &	Comments:

	Standards (Network Management)	Name: Signed: Date:
--	--------------------------------	-----------------------------------