

Powys County Council

Departure from Standards Submission Form

DP113

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)	A fully compliant design with lighting extending to 1.5 times the Desirable Minimum Stopping Sight Distance from the roundabout give way lines was rejected as it was considered that this would introduce unjustifiable environmental impact and costs.
2.4	Relevant Standard	TD 34/07 Design of Road Lighting for the Strategic Motorway and All Purpose Trunk Road Network
2.5	Relevant Clause	Clause 3.18 – Extent of Lighting
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 extent of lighting required at any single level junction is set out in TD 34 clause 3.18. This states that a distance of 1.5 times SSD on the major road in advance of a major/minor priority junction or the peak traffic queuing distance on the approach to a give way or stop line should be lit. The lighting proposals include the lighting of the circulatory carriageway of the proposed Kerry Road Roundabout only. It is not proposed to light the Newtown link from Kerry

		Road Roundabout in order to minimise the environmental impact and costs of the proposed lighting. The proposed lighting is therefore considered a departure as it does not comply with TD 34 clause 3.18.
2.8	Associated Departures & Relaxations	DP110 – Newtown Link – Vertical Alignment DP111 – Newtown Link – Horizontal Alignment and SSD DP112 – Newtown Link – Visibility at Access
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. Refer to section 2.7 for lighting proposals.
3.3	Other relevant technical information such as vehicle restraint systems, proximity to junctions etc.	Omission of lighting on the link road would reduce the number of potential roadside hazards.
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 to tie in with the existing road.

		The proposed roundabout would have an imposed 30mph speed limit and be lit with LED lanterns. Junction capacity checks show that no significant queueing is predicted on this arm of the roundabout. Traffic speeds on approach to the proposed roundabout are anticipated to be low due to the existing vertical alignment of the road north of the scheme tie in.
4.2	Overall Justification. Summarise how the benefits of the proposal outweigh the disbenefits when compared with a fully compliant design.	The net benefits are derived from environmental benefits and savings in cost when compared to a fully compliant design. The proposals would significantly reduce energy consumption and future maintenance requirements whilst also minimising the ecological and landscape impact of lighting at this location. It is considered that the combination of lighting the circulatory carriageway of the roundabout and clear signing and road markings on approach to and exit from the roundabout would provide road users with adequate advance warning of the road layout ahead.
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:
5.4	Powys County Council Comments	Additional Comments from Powys County Council: Name: Date:
5.5	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 & Standards (Network Management)	Comments: Name: Signed: Date: