

Powys County Council

Departure from Standards Submission Form

DP115

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	Southern 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	85A kph TD9/93 – Highway Link Design (Para 1.7)
2.2	Speed limit	40mph
2.3	Options / Alternatives Rejected (constraints)	Options were constrained by the following considerations:- • Alignment of the existing road. • Buildability and the need to maintain operation of the existing road during construction. • The proximity to Lower Brimmon Farm.
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 Southern 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</i>

		<i>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 SSD for the departure, along with the corresponding constraints. <table><tr><th>SSD</th><th>Constraints</th></tr><tr><td><u>Proposed</u> SSD = 140m (1 design step)</td><td>Existing road alignment, buildability and Lower Brimmon Farm.</td></tr><tr><td><u>Compliant</u> SSD = 160m</td><td>N/A</td></tr></table>	SSD	Constraints	<u>Proposed</u> SSD = 140m (1 design step)	Existing road alignment, buildability and Lower Brimmon Farm.	<u>Compliant</u> SSD = 160m	N/A
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<u>Compliant</u> SSD = 160m	N/A							
2.8	Associated Departures & Relaxations	DP114 – Kerry Southern Link – Vertical Alignment DP116 – Kerry Southern Link – Visibility at Junction DP117 – Kerry Southern Link – Visibility at Access DP118 – Kerry Southern 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.	Supplied (Y/N)						
	Documentation to include:							
	Location plan typically at 1:10000 showing the scheme extent and existing/associated departures.	Y						
	Layout plans, including road markings typically 1:2500 for links and 1:500 for junctions	Y						

	• 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	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 be lit and junction capacity checks show that no significant queueing is predicted on this arm of the roundabout. The implementation of a gateway traffic calming feature incorporating signs and road markings will be considered at the downhill approach to the proposed 40mph speed limit location.
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 savings in cost and reduced environmental impact when compared to a fully compliant design. The provision of an alignment that would achieve the Desirable Minimum Stopping Sight Distance in this location would result in the need to widen the verges which would increase earthworks and associated environmental/landscape impacts. This would also result in the need to construct a retaining structure adjacent to Lower Brimmon Farm. 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 & Standards (Network Management)	Comments: Name: Signed: Date: