

Powys County Council

Departure from Standards Submission Form

DP119

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	Wern Ddu Lane
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	50A kph TD9/93 – Highway Link Design (Para 1.7) Calculated Ac and Lc values fall well below the values in Figure 1 and we have therefore interpolated the design speed.
2.2	Speed limit	Derestricted
2.3	Options / Alternatives Rejected (constraints)	Options were constrained by the following considerations:- • Alignment of the existing road. • Alignment of the bypass and need to re-provide access to severed fields. • Existing landscape features including native hedgebanks.
2.4	Relevant Standard	TD 41/95 Vehicular Access to All Purpose Trunk Roads
2.5	Relevant Clause	Clause 2.22 - 'Y' Visibility Distances Required Clause 2.24 – Desirable Minimum Stopping Sight Distance on the approaches to the access
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 accesses do not comply with the standard TD 41/95 Para 2.22 which for a Design Speed of 50 kph states 'The sightline requirement at X = 2.4m the Y distance from the access looking upstream and downstream to the edge of the carriageway shall be 70m. <u>Access 119A</u> The visibility standard achieved 'for X' = 2.4m 'Y' = 50m (to

	north and south) In addition the sight lines from the carriageway to the accesses do not comply with TD 41/95 Para 2.24 which refers to TD 9/93 Para 1.26 'Relaxations below Desirable Minimum Stopping Sight Distance (SSD) are not permitted on the immediate approaches to junctions and shall apply to direct accesses.' The Table below outlines details of the proposed and compliant SSD for the departure, along with the corresponding constraints. <table><tr><th>SSD (m)</th><th>Constraints</th></tr><tr><td><u>Proposed</u> 50m (1 design step - N/B and S/B approaches)</td><td>Existing road, severed land and hedgebanks.</td></tr><tr><td><u>Compliant</u> 70m (DMSSD)</td><td></td></tr></table> <u>Access 119B</u> The visibility standard achieved 'for X' = 2.4m 'Y' = 50m (to the north and south) In addition the sight lines from the carriageway to the accesses do not comply with TD 41/95 Para 2.24 as above. The Table below outlines details of the proposed and compliant SSD for the departure, along with the corresponding constraints. <table><tr><th>SSD (m)</th><th>Constraints</th></tr><tr><td><u>Proposed</u> 50m (1 design step - N/B and S/B approaches)</td><td>Existing road, severed land, hedgebanks, road restraint systems and proposed vertical alignment.</td></tr><tr><td><u>Compliant</u> 70m (DMSSD)</td><td></td></tr></table> <u>Access 119C</u> The visibility standard achieved 'for X' = 2.4m 'Y' = 50m (to the north and south) In addition the sight lines from the carriageway to the	SSD (m)	Constraints	<u>Proposed</u> 50m (1 design step - N/B and S/B approaches)	Existing road, severed land and hedgebanks.	<u>Compliant</u> 70m (DMSSD)		SSD (m)	Constraints	<u>Proposed</u> 50m (1 design step - N/B and S/B approaches)	Existing road, severed land, hedgebanks, road restraint systems and proposed vertical alignment.	<u>Compliant</u> 70m (DMSSD)	
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2.8	Associated Departures & Relaxations	DP120 – Wern Ddu Lane – Vertical Alignment DP121 – Wern Ddu Lane – Horizontal Alignment R = 120m and 100m (2 Step Relaxations)						
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. No street lighting is proposed at this location.						
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	Supplied (Y/N) Y Y Y N N						

	compared with a fully compliant design (including a designer's risk assessment) Road Safety Audit	Y Y
4.0	Summary	
4.1	Summary of mitigation measures proposed as part of the design solution	The existing alignment of Wern-Ddu Lane combined with the narrow carriageway and verge widths result in low traffic speeds. The alignment has been designed to maintain a degree of consistency with the existing layout and it is therefore anticipated that vehicle speeds will be low on approach to these proposed accesses.
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 visibility requirements in this location would result in the need to widen the verges which would increase earthworks and associated environmental/landscape impacts. Alternatively, a straighter alignment would increase the skew angle of the proposed bridge. It is intended to provide a standard which maintains a degree of consistency to the contiguous sections either side of this length of new highway. Access 119A is for the northern portion of fields severed from the existing access south of the bypass and is likely to have low usage. Access 119B is for an existing access with the gate set back to suit the new highway fenceline. Access 119C is for fields south of the bypass and maintenance access for Network Rail and the Welsh Government. This access is also likely to have low usage.
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: