Powys County Council

Departure from Standards Submission Form		**DP120**
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 suitable crossing point where the bypass is in cutting. • 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 Vertical Alignment at Wern Ddu Lane does not comply with TD9/93 Clause 1.26. TD9/93 Clause 1.26 states that '*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*

<table>
<tr><td></td><td></td><td>the purposes of this Standard the immediate approaches to a junction shall be:
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.’

The Table below outlines details of the proposed and compliant vertical curvature for the departure, along with the corresponding constraints.

<table>
<tr><td>K Value</td><td>Constraints</td></tr>
<tr><td><u>Proposed</u>
Crest Curve K = 6.5 (1 design step)

Sag Curve K = 5</td><td>Existing road and bypass alignment and existing high pressure gas main.</td></tr>
<tr><td><u>Compliant</u>
Crest Curve K = 10

Sag Curve K = 9</td><td>

N/A</td></tr>
</table>
.</td></tr>
<tr><td>2.8</td><td>Associated Departures & Relaxations</td><td>DP119 – Wern Ddu Lane – Visibility at Accesses
DP121 – Wern Ddu Lane – Horizontal Alignment
R = 120m and 100m (2 Step Relaxations)</td></tr>
<tr><td>3.0</td><td colspan="2">Other Information</td></tr>
<tr><td>3.1</td><td>Non-motorised users considerations (eg Active Travel (Wales) Act)</td><td>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.</td></tr>
<tr><td>3.2</td><td>Street Lighting provision: Existing and Proposed</td><td>There is no existing street lighting at this location.

No street lighting is proposed at this location.</td></tr>
<tr><td>3.3</td><td>Other relevant technical information such as vehicle restraint systems, proximity to junctions etc.</td><td>None</td></tr>
<tr><td>3.4</td><td colspan="2">Supporting Documentation associated with the departure.

Documentation to include:
• Location plan typically at 1:10000 showing the scheme extent and existing/associated departures.</td><td>Supplied (Y/N)

Y</td></tr>
</table>

	• 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	Y Y N N 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. 2 No. passing bays to be provided either side of the proposed bridge with passing bay signs to discourage parking.
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. This alignment was selected to minimise earthworks and the associated environmental impact of the route. It will also eliminate the need to divert an existing Wales and West Utilities high pressure gas main whilst maintaining a degree of consistency to the contiguous sections either side of this length of new highway. The provision of an alignment that would achieve the standard vertical alignment curves in this location would result in the need to increase earthworks and associated environmental/landscape impacts. Additionally, the route would impact upon the existing high pressure gas main.
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: