

Powys County Council

Departure from Standards Submission Form

DP122

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 A483 Pool 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	30mph
2.3	Options / Alternatives Rejected (constraints)	Options were constrained by the following considerations:- • Alignment of the existing road. • Alignment of the existing railway line. • Adjacent properties.
2.4	Relevant Standard	TD 9/93 Highway Link Design
2.5	Relevant Clause	Clause 3.12 – Radii less than 90m
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 Horizontal Alignment at Wern Ddu Lane does not comply with TD9/93 Clause 3.12. TD9/93 Clause 3.12 states that '<i>radii less than 90m on the mainline are Departures from standard.</i>' The Table below outlines details of the proposed and compliant horizontal curvature for the departure, along with the corresponding constraints.

		<table><tr><th>Radii</th><th>Constraints</th></tr><tr><td><u>Proposed</u> Horizontal Radius = 65m (Ch 176 to 270m)</td><td>Existing road and railway line alignment and adjacent properties.</td></tr><tr><td><u>Compliant</u> Horizontal Radius = 90m</td><td>N/A</td></tr></table>	Radii	Constraints	<u>Proposed</u> Horizontal Radius = 65m (Ch 176 to 270m)	Existing road and railway line alignment and adjacent properties.	<u>Compliant</u> Horizontal Radius = 90m	N/A
Radii	Constraints							
<u>Proposed</u> Horizontal Radius = 65m (Ch 176 to 270m)	Existing road and railway line alignment and adjacent properties.							
<u>Compliant</u> Horizontal Radius = 90m	N/A							
2.8	Associated Departures & Relaxations	None						
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. A street lighting system is proposed from the A483 Pool Road Roundabout to the Pool Road Underbridge.						
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	The verge would be widened so that a minimum of 70m visibility (desirable minimum SSD) is achieved over the length of the proposed 65m radius and the immediate approach to the junction. 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. Speed reduction features such as chevron signs and yellow band markings will also be considered on approach to the proposed 65m radius and junction. The roundabout and this length of the link road 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 impact on adjacent properties/land when compared to a fully compliant design. This alignment was selected to minimise the impact of the route on the railway line. It will also enable continued access to the existing railway bridge and level crossing. The provision of an alignment that would achieve the standard horizontal alignment curves in this location would result in the link becoming very close to the railway line. Additionally, the route would impact upon the existing railway crossings and future access to land.
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: 27 th 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: