

Submission for a Departure/Relaxation from Standard

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DEPARTURE REF:	DP007	
PROJECT NAME:	Dunsbury Hill	
DEVELOPERS DETAILS:	Name:	Portsmouth City Council
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CONSULTANTS DETAILS:	Name:	Atkins
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DATE SUBMITTED:	02/03/2012	
STAGE: PRELIMINARY DESIGN CHECK		

1.1 SITE LOCATION (inc plan):

The site is located between Havant and Waterlooville in Hampshire. The western extent of the site is located on the B2150 Hulbert Road which links Havant and Waterlooville via a gyratory at Junction 3 of the A3(M). The site encompasses a 'green field' area to the east of Hulbert Road with the eastern extents of the site connecting to Woolston Road.

1.2 BRIEF DESCRIPTION OF SCHEME:

The works involve the construction of a new development within the 'green field' area of the site with a main alignment linking Hulbert Road to Woolston Road. A new roundabout is to be constructed on Hulbert Road to provide a link to the new development area. This will involve re-alignment of Hulbert Road to provide suitable highway geometry for the approaches to the proposed roundabout location. A smaller compact roundabout is to be constructed at the 'gateway' to the development which will form an access hub for the main alignment and future development phases to the north and south.

2.1 RELEVANT STANDARD(S):

TD 16/07

2.2 CLAUSE(S):

Clause 8.16

2.3 DETAILS OF DEPARTURE / RELAXATION FROM STANDARD

MCE1 Vertical Alignment – TD 16/07 of Volume 6, Section 2, Part 3 of the DMRB states that steep gradients should be avoided at roundabout approaches or flattened to a maximum 2% before entry. Centre line MCE1 climbs steeply at 6% to reach the proposed roundabout location due to the existing topography on the alignment. Between Chainages 34m and 155m a level difference of approximately 6.5m is negotiated. The length of the ramp has been minimised to mitigate against excessive earthworks, for which the necessary embankments would encroach into the SINC zones immediately south of the alignment. As such an entry gradient of 2.5% is only achievable into the roundabout due to meeting K value requirements and minimising earthwork requirements.

2.4 REASON FOR DEPARTURE / RELAXATION

As such a departure to this standard is requested to allow a 2.5% entry gradient.

2.5 RELATED DEPARTURES:

Departure ref:	Effects on this departure
Your references	No related departure

3. JUSTIFICATION FOR DEPARTURE (INCLUDE POSITIVE AND NEGATIVE IMPACTS)

3.1 SAFETY: Road Safety Audits comments to be included

The main concern here is for users approaching the roundabout. Speeds should be controlled by the upstream speed limit and warning of the presence of the roundabout ahead. The primary concern relating to this gradient (and the gradient/crest curve at the approach to the Give Way line) relates to forward visibility to the Give Way line and circulatory carriageway. It should therefore be ensured at the detailed design stage that visibility is adequate and additional warning signs and road markings should be used where necessary.

3.2 ENVIRONMENTAL/SUSTAINABILITY:

The departure will ensure that the embankment does not encroach into the SINC to the south and thus will preserve the mature trees along the northern edge of the SINC.

3.3 ACCESSIBILITY:

N/A

3.4 MAINTENANCE:

N/A

3.5 CONSTRUCTION PROGRAMME:

The design is for planning approval so a construction programme has not been considered at this stage.

3.6 COST:

A comparable design has not been undertaken, but fill quantities for the embankment would probably increase.

3.7 CONSULTANTS MITIGATION

The vertical alignment for MCE1 has been designed to provide a ramp between the level differentials that is as short as possible, thus minimising the amount of earthworks required and mitigating encroachment of the highway embankments onto SINC zones. The full 70m SSD is available along the approach to the give way line.

4.0 SUPPORTING DOCUMENTATION

Reference	Title

5.1 DESIGN CHECK APPROVERS COMMENTS & RECOMMENDATIONS

Office Use only

5.2 HEAD OF ENGINEERING CONSULTANCY COMMENTS

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APPROVED ☐ APPROVED WITH COMMENTS ☐ REJECTED ☐

Signed

Signed

Print

Print

Job Title

Job Title

Date

Date