

Submission for a Departure/Relaxation from Standard

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DEPARTURE REF:	DP008	
PROJECT NAME:	Dunsbury Hill	
DEVELOPERS DETAILS:	Name:	Portsmouth City Council
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	Telephone No:	02392 822251
CONSULTANTS DETAILS:	Name:	Atkins Global
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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 also 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 and TD 9/93

2.2 CLAUSE(S):

TD16/07 - Clause 8.3

TD 9/93 - Clauses 1.26, 2.1, 2.13, and Table 3

2.3 DETAILS OF DEPARTURE / RELAXATION FROM STANDARD

SSD to A3(M) Gyratory – The design speed for this section of Hulbert Road is taken from 85thile speeds measured on site of 43mph, therefore requiring a design speed of 70kph in line with Table 3 of TD 9/93. The desirable minimum SSD required for 70kph is 120m. This is not achievable without excessive clearance of existing vegetation.

2.4 REASON FOR DEPARTURE / RELAXATION

Departure submission 5 covers the request for the horizontal radius of the centre line to be 75m, which is below the minimum radius of the 50kph design speed in Table 3 and would therefore require a reduced desirable SSD of 70m. However, a compromise solution can be achieved with an SSD of 90m and therefore a departure is requested to one step below the desirable minimum, for an SSD of 90m. A standard 120m SSD is not achievable as this would mean the replacement parking for the lay-bys would not be viable.

2.5 RELATED DEPARTURES:

Departure ref: Effects on this departure
DP005 The 75m horizontal radius in DP005 is to maintain the existing alignment and effects this departure in that it is the maximum SSD achievable without excessive vegetation clearance..

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

3.1 SAFETY: Road Safety Audits comments to be included

The Design Speed is based upon existing speeds with no roundabout on Hulbert Road. With the introduction of the proposed roundabout lower speeds would be anticipated and thus the use of a lower Design Speed would seem reasonable. It is recommended that measures to ensure driver awareness of the presence of the gyratory and to encourage reduced speed be included as mitigations.

3.2 ENVIRONMENTAL/SUSTAINABILITY:

An increase in SSD to provide 120m would require excessive clearance of vegetation.

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:

Removal of more vegetation would result in a marginal increase in cost.

3.7 CONSULTANTS MITIGATION

It is expected that northbound vehicle speeds will be low between the proposed roundabout and the A3(M) junction 3 due to the proximity of the junctions and the uphill gradient 4.2%.

Mitigating measures to reinforce the need for vehicles approaching the proposed roundabout to decelerate may include signage to warn drivers of the proximity of the roundabout and appropriate road markings to TSRGD 2002, in conjunction with anti-skid surfacing. Such measures will be explored further at the detailed design stage. Also some vegetation clearance within the verge along with earthworks will be required to allow visibility through the 90m SSD envelope.

4.0 SUPPORTING DOCUMENTATION

Reference	Title

5.1 DESIGN CHECK APPROVERS COMMENTS & RECOMMENDATIONS

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5.2 HEAD OF ENGINEERING CONSULTANCY COMMENTS

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APPROVED ☐ APPROVED WITH COMMENTS ☐ REJECTED ☐

Signed

Signed

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Job Title

Job Title

Date

Date