

Great Yarmouth Third River Crossing

Application for Development Consent Order

Document 7.4b: Design Report: Appendix B - Departure from Standards Report

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (“APFP”)

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Foreword

This document accompanies an application ('the Application') submitted by Norfolk County Council ('the Council' / 'the Applicant') to the Secretary of State for a Development Consent Order ('DCO') under the Planning Act 2008.

If made by the Secretary of State, the DCO would grant development consent for construction, operation and maintenance of a new bascule bridge highway crossing of the River Yare in Great Yarmouth, and which is referred to in the Application as the Great Yarmouth Third River Crossing (or 'the Scheme').

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) require that an application for a DCO be accompanied by the documents specified at Regulation 5(2)(a) to (r). This is one of those documents and is specified at Regulation 5(2)[state which of (a) to (r) applies].

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1 Departures from Standard

1.1 Introduction

- 1.1.1** The Great Yarmouth Third River Crossing (GYTRC) scheme has been designed using current standards contained in the Design Manual for Roads and Bridges (DMRB). The DMRB sets a standard of good practice that has been developed principally for Trunk Roads and motorways. It is for the local highway authority to decide on the extent to which the documents in the manual are appropriate when used for local road schemes.
- 1.1.2** Departures from Standard are not uncommon and are part of the design hierarchy used in circumstances where desirable minimum standards cannot be achieved. There may be situations where features on site, innovation of design, construction methods or materials may make it advantageous to depart from standards. Where a Departure from standard is proposed, it should ensure safety, value for money and maintainability despite not following the requirements from the design manual.
- 1.1.3** Where it has not been possible to comply with the DMRB on the GYTRC scheme, the departures have been considered through the road safety audit process. This is to ensure that consideration has been given to the safety implication of the departures on all road users and the resulting design is safe.
- 1.1.4** This report provides information on the highway geometric departures.

1.2 Summary of Highway Geometric Departures

1.2.1 Table 1.1 provides a summary of the highway geometric departures identified on the design considered in this report.

Table 1.1: Summary of Highway Geometric Departures

Reference	Location	Description	Standard	Required Standard	Proposed Standard	Comments
DEP 1	North side of River Yare bridge adjacent to viewing platform	Discontinuous provision of parapets at access steps.	TD19	Chapter 3: 3.15 Where practicable, gaps between two safety barrier installations must be closed.	Break/gap in vehicle parapet to provide access via steps	The departure to provide a gap in vehicles parapet is required at this location to provide steps to the viewing platform on the bridge.

Reference	Location	Description	Standard	Required Standard	Proposed Standard	Comments
DEP 2	River Yare Bridge	Sub-standard provision of central reserve width.	TD27	Chapter 4: 4.6.2 Figure 4-4a 1.8m wide central reserve width	0.8m wide central reserve width	Provision of a 1.8m minimum central reserve width in accordance with Figure 4-4a of TD 27 would require additional land take resulting in additional costs and environmental impact.
DEP 3	William Adams Way approach to A47 roundabout	Roundabout entry path radius	TD16	Chapter 7 Para 7.56 - Entry path radius must not exceed 100m	253m	There is an existing departure relating to a sub-standard entry path radius on the westbound approach to the existing Harfrey's Roundabout from William Adam's Way. The existing entry path radius is approximately 326m. The reference design proposes an entry path radius of approximately 253m. Designing out the existing departure would require additional land take resulting in additional costs.

1.3 Location of Highway Geometric Departures

1.3.1 Figure 1.1 shows the locations of highway geometric departures on the design considered in this report.

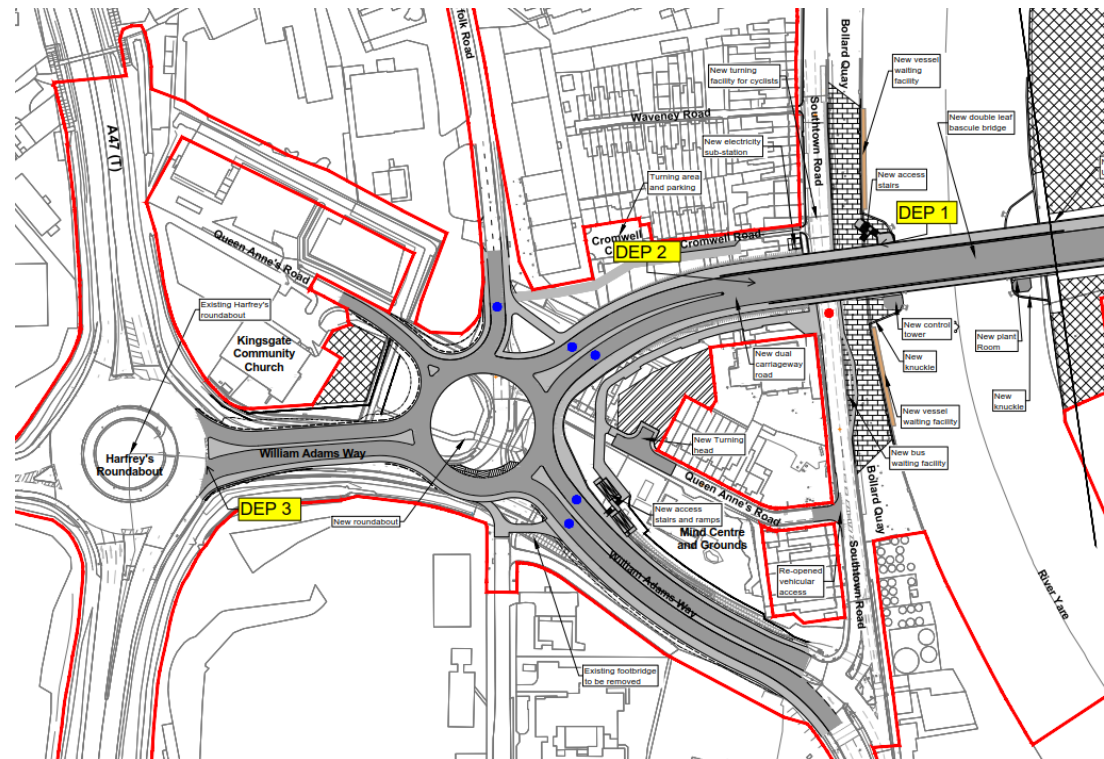


Figure 1.1 – Location of Highway Geometric Departures