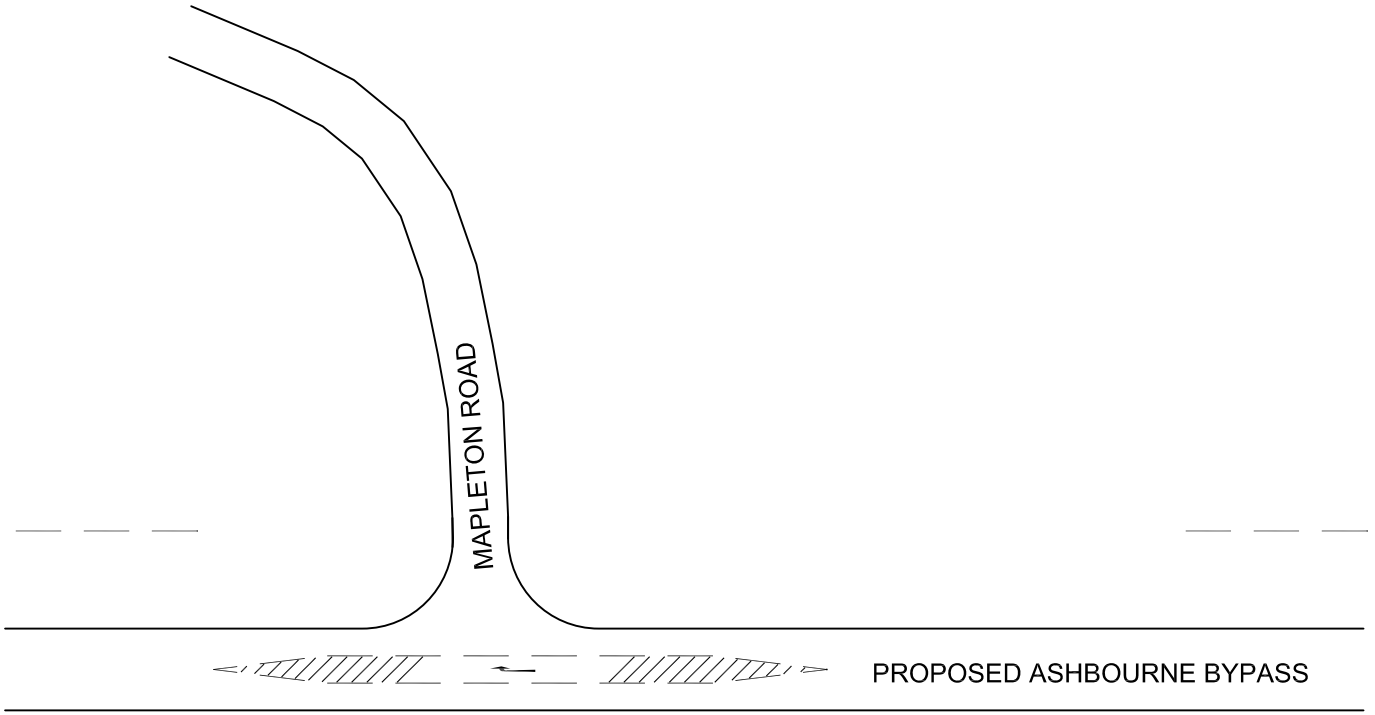


AutoCAD File Name :

CONSULTANT TO

IAN STEPHENSON
Strategic Director – Environmental Services

Project

PROPOSED ASHBOURNE BY-PASS

Drawing Title

MAPLETON ROAD / ASHBOURNE BY-PASS JUNCTION

Scale at A4 :

Drawn	Approved	Revision
RD		
Checked	Date 05/03/10	Date

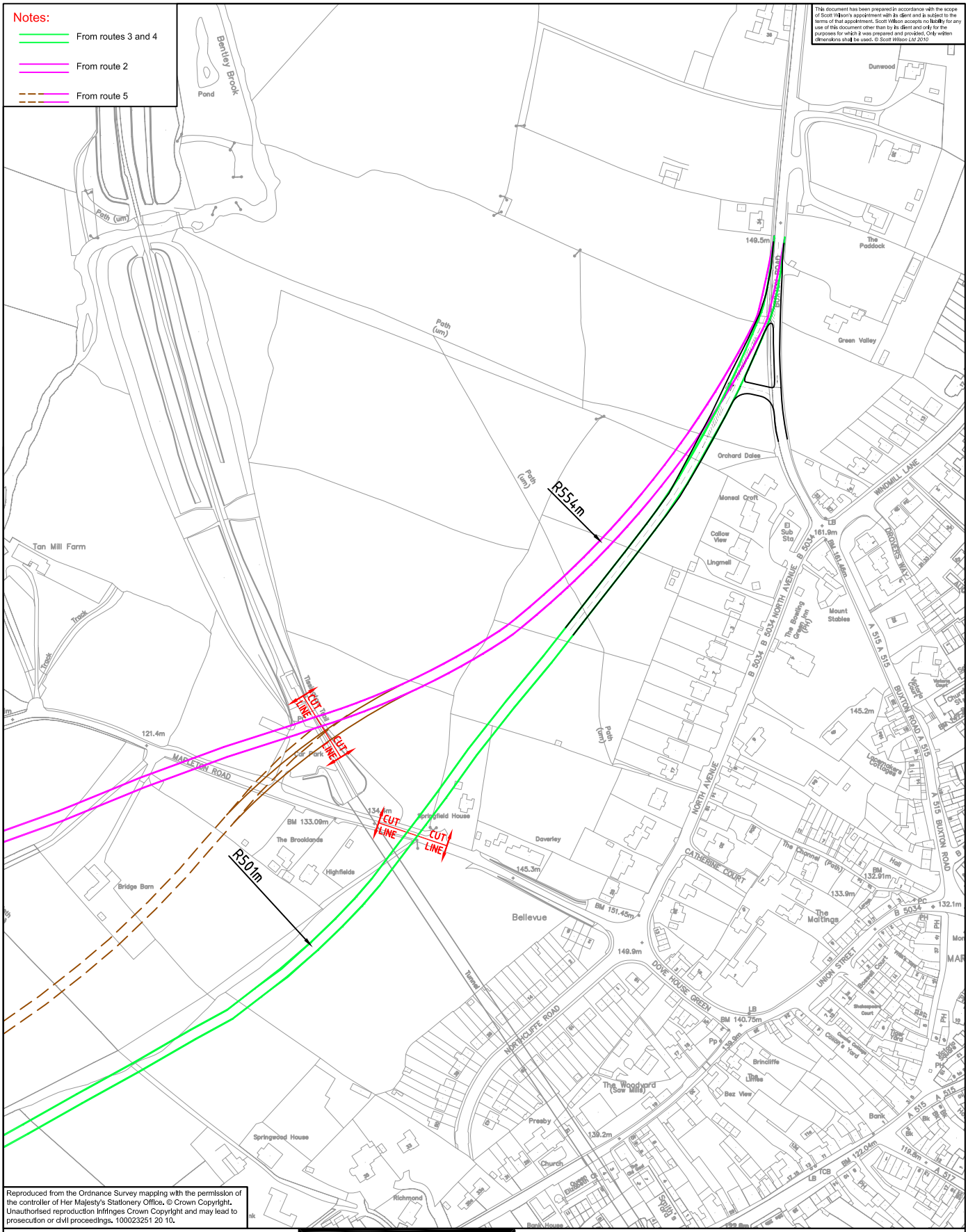
Scott Wilson

www.scottwilson.com

DCC-A4-L-H

Notes:

- From routes 3 and 4
- From route 2
- From route 5



DERBYSHIRE COUNTY COUNCIL

HIGHWAYS & TRANSPORTATION CONSULTANCY SERVICES

D130439/J1

Scale at A3 : 1:2500

Drw RD	App	Rev
Chk	Date 01/03/10	Date

Job Title

ASHBOURNE BY-PASS

CONSULTANT TO

DERBYSHIRE County Council Improving life for local people

IAN STEPHENSON
Strategic Director – Environmental Services

Scott Wilson

www.scottwilson.com

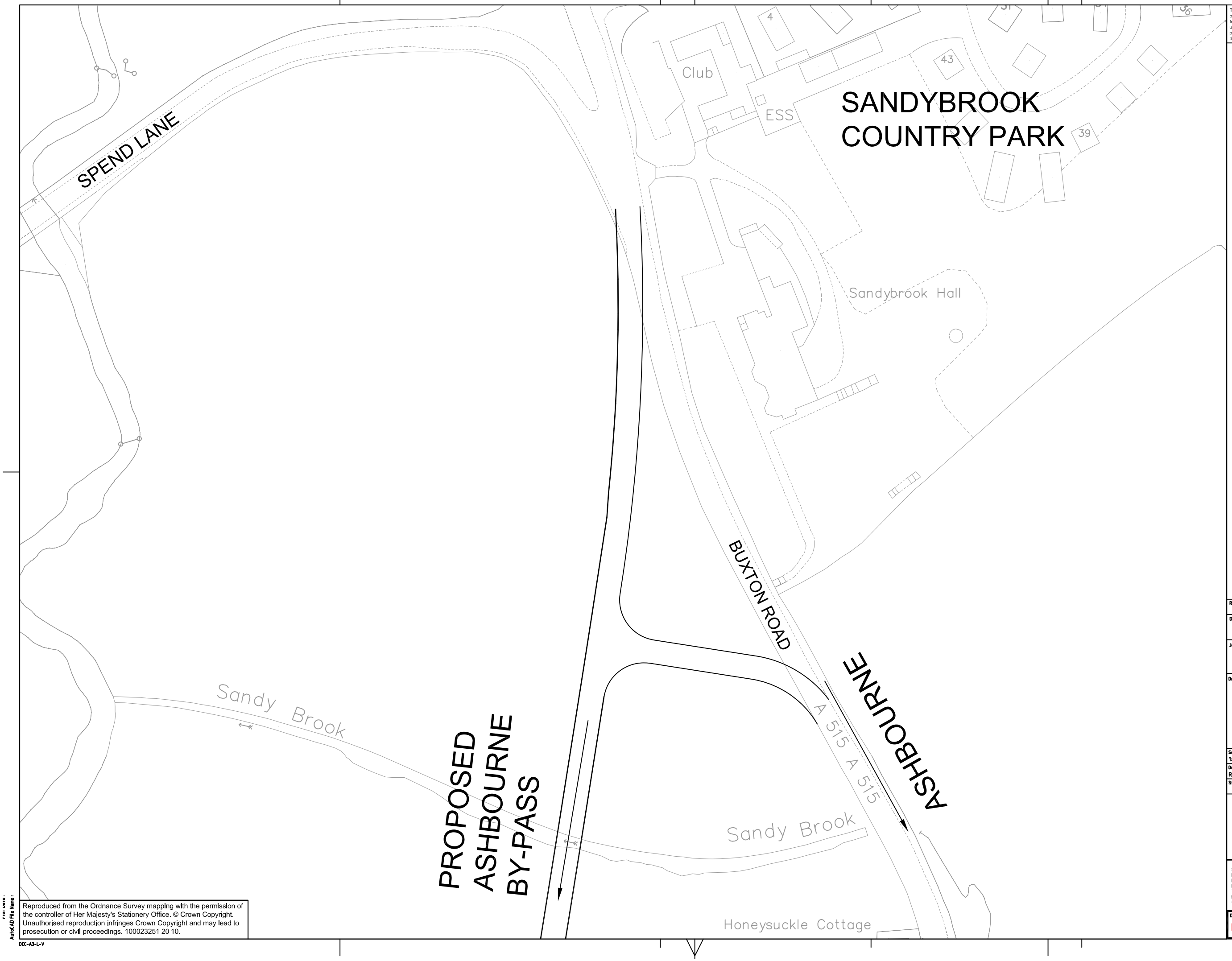
Drawing Title

ROUTES TO FIRST JUNCTION BUXTON ROAD NORTH OF B5034 NORTH AVENUE

Plot Date :

AutoCAD File Name :

DCC-A3-L-H



NOTES

Revision Details	By / Check	Date	Suffix

Drawing Status

Job Title
ASHBOURNE BY-PASS

Drawing Title
JUNCTION 2
BUXTON ROAD
SOUTH OF SPEND LANE
FROM ALL ROUTES

Scale at A3
1:1000

Drawn	Approved		
RD			
Stage 1 check	Stage 2 check	Originated	Date

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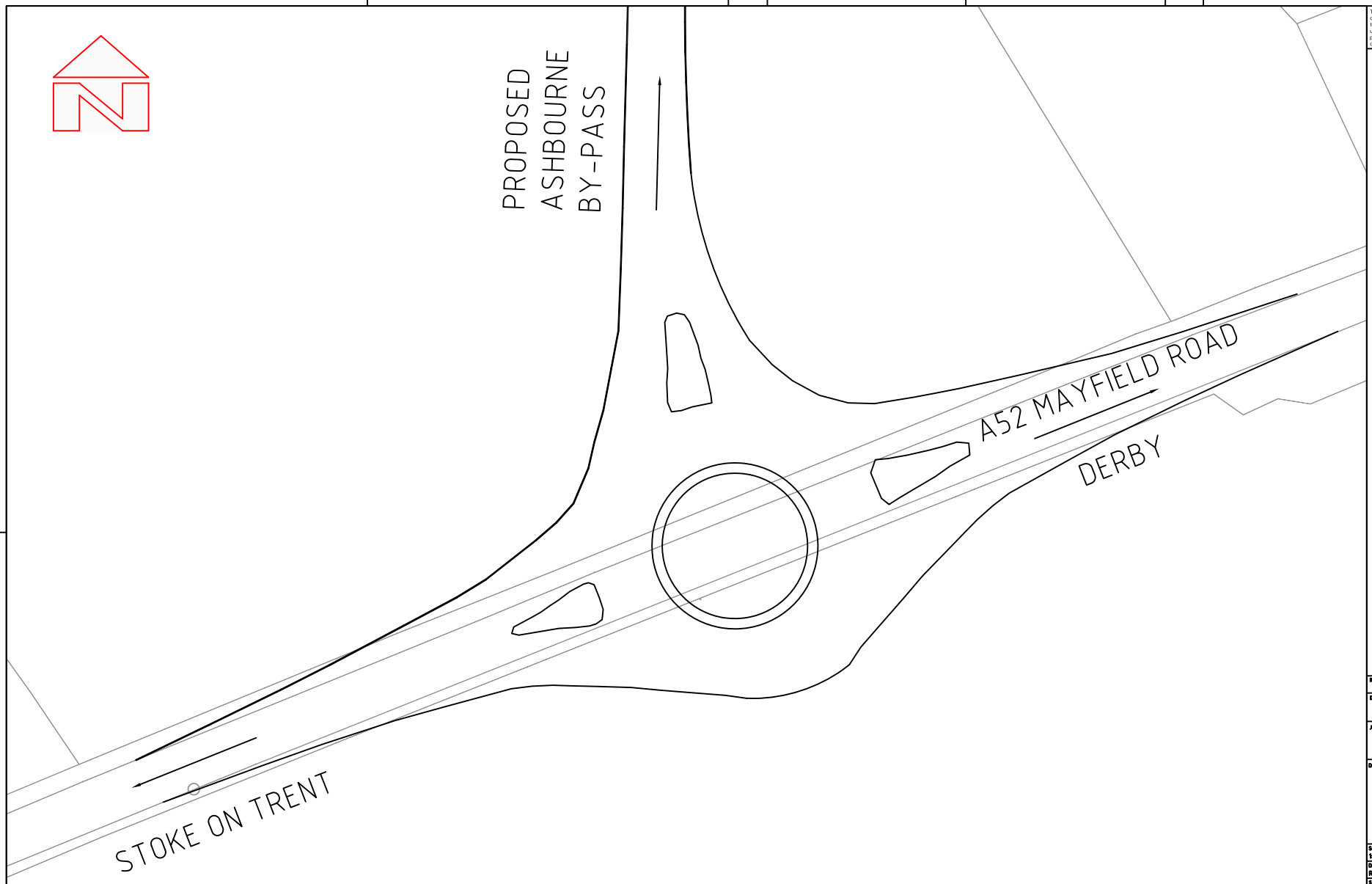
Drawing Number: D130439/J_2
Rev:

Plot Date :
AutoCAD File Name :
DCC-A3-L-V



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Revision Details	By / Check	Date	Suffix

Drawing Status: **PRELIMINARY**

Job Title: **ASHBOURNE BY PASS**

Drawing Title: **A52 MAYFIELD ROAD / PROPOSED ASHBOURNE BY-PASS ROUNDABOUT ROUTE 1 AND 5**

Scale at A3			
1:500			
Drawn		Approved	
RD			
Stage 1 check	Stage 2 check	Originated	Date
		02/03/10	

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Drawing Number: Rev

Plot Date :
AutoCAD File Name :
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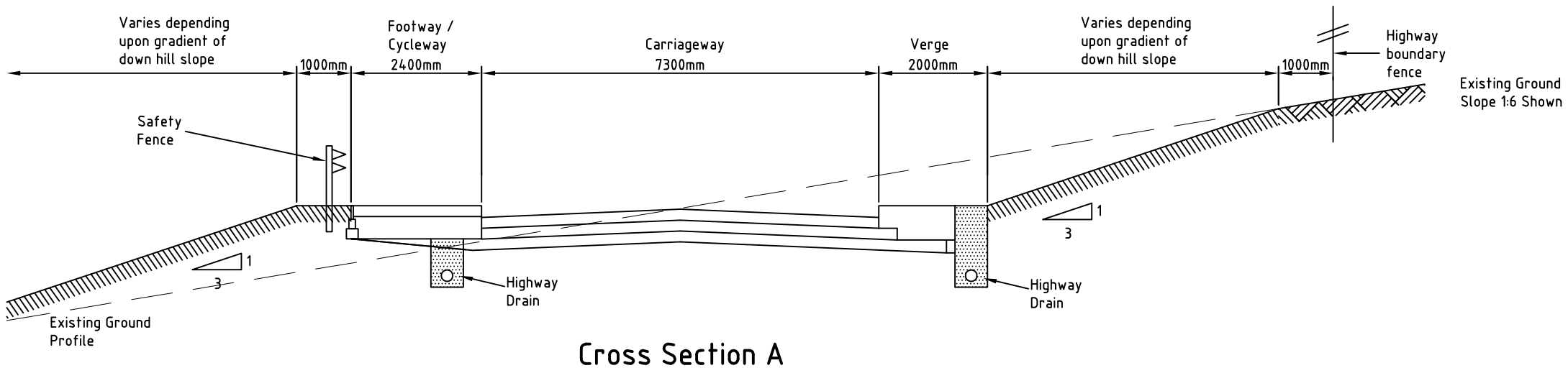
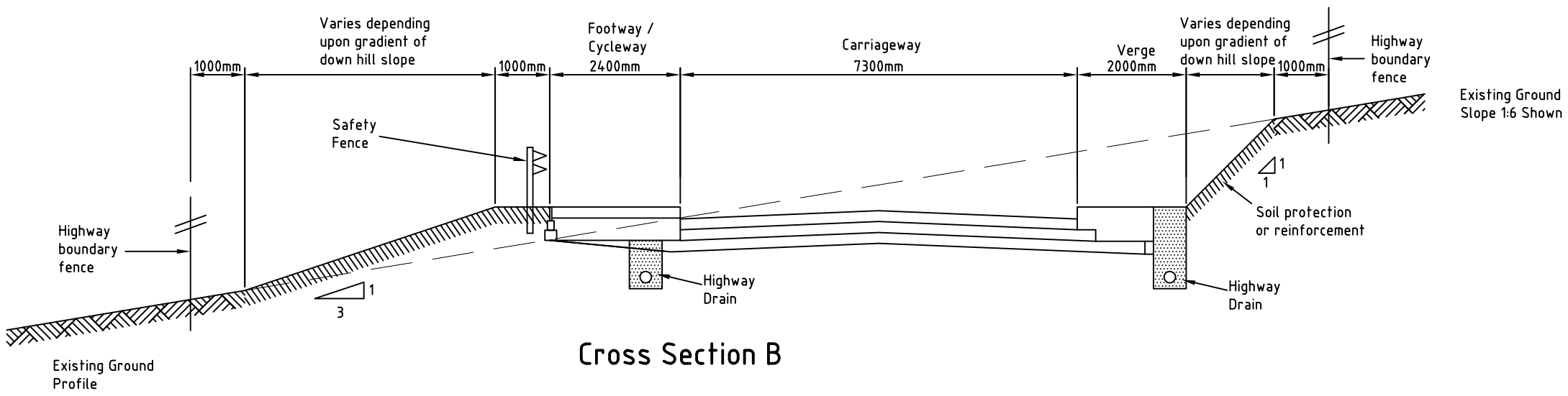


Cross Section A



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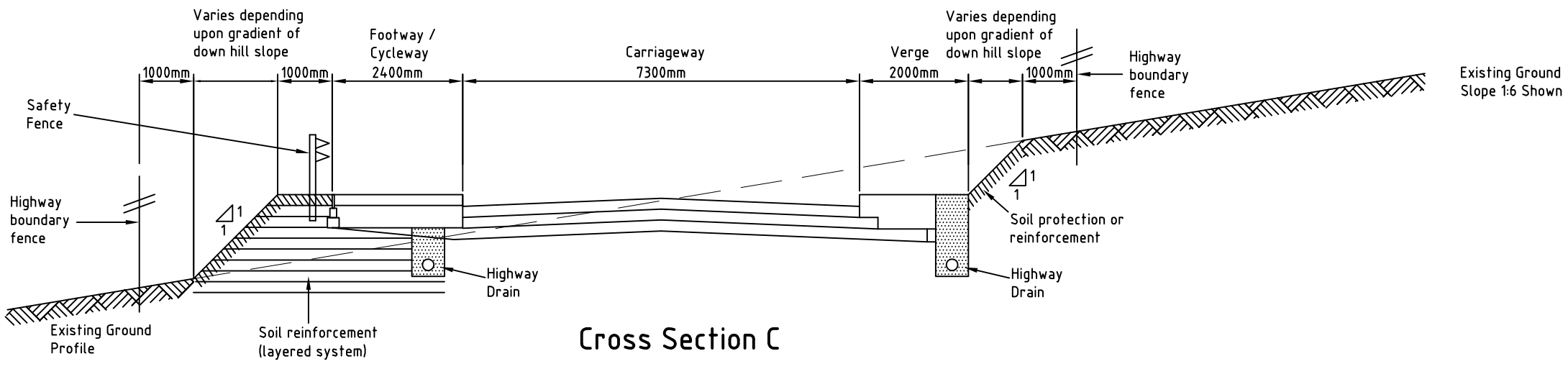

Cross Section C

NOTES

Revision Details	By / Check	Date	Suffix

Drawing Status
PRELIMINARY

Job Title
ASHBOURNE BY-PASS

Drawing Title
TYPICAL CROSS SECTIONS

Scale at A3
1:1000

Drawn		Approved	
RD			
Stage 1 check	Stage 2 check	Originated 01/03/10	Date

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Drawing Number **D130439/CS** Rev

Plot Date :
AutoCAD File Name :
DCC-A3-L-V

9.3 Appendix C – Client Brief

Insert .pdf of Client Brief here

Derbyshire County Council

Ashbourne Bypass: Feasibility Study

1 Introduction

1.1 Ashbourne is an attractive market town lying on the southern fringes of the Peak District National Park. The conservation area and local roads suffer greatly from congestion caused both by tourist traffic and by heavy lorries struggling up the steep and narrow A515. A bypass, linking the A52 with the A515, would potentially remove all but local traffic from the town, creating safer and healthier conditions for those who live in and visit it.

1.2 A number of alternative routes for a bypass scheme have been considered in the past, including using a former railway tunnel under the town. However, the current preference of the County Council is an outer western alignment between the A52 west of the town and the A515 to its north.

1.3 Derbyshire County Council are aware that the topography of the area will make it difficult to find an alignment that is both satisfactory in engineering terms and avoids a disproportionate environmental impact, although little in the way of investigation of the scheme is still has at this stage been undertaken.

2 Scope of Feasibility Study

2.1 Figure 1 (attached) shows corridor (shaded) through which a possible western bypass could be considered together with an Environmental Constraints Plan.

2.2 Derbyshire County Council wishes to undertake a feasibility exercise into the practicalities in providing a bypass for Ashbourne. This will need to cover engineering feasibility, costs, and constraints and, although it would not give us a definitive indication of the impacts of a scheme, it will help to establish its deliverability.

2.3 A comprehensive appraisal of planning constraints is not being requested at this time. There are though a number of constraints that need to be taken into account if a scheme were to be progressed in the corridor shown in Figure 1.

2.4 The shaded area is intended as a guide and not to be interpreted as a ‘do not cross’ line.

2.5 Initially, therefore, the commission requires the consultant to undertake the following specific tasks:

2.5.1 From the Constraints Plan in Figure 1, identify constraints likely to be encountered by a potential route, or routes and describe the scale of mitigation required to address the concerns.

2.5.2 Review the topography indicated within the shaded area against the Design Manual for Roads and Bridges TD 9/93 Highway Link Design against horizontal and vertical constraints.

2.5.3 Provide revised corridors consistent with TD 9/93, assuming a design speed of 85 KpH, carriageways width of 7.3 metres wide with metre running strips. No lighting would be required.

2.5.4 Similarly, any works related to the retention or diversion of side roads or public footpaths, or any other constraint identified in Figure 1, should be identified.

2.5.5 From the Geology Plans Figures 2 and 3[1], identify belowground constraints likely to be encountered by each of the potential routes. Describe where appropriate the scale of mitigation required to address the concerns. For example, are there any geological constraints entailing undue risks that need to be specified, together with likely engineering requirements such as piling, or other ground treatments.

2.5.6 Undertake a preliminary desk study of the areas geology, providing where appropriate advice regarding likely scope to any mitigation works.

2.5.7 Undertake preliminary design using MMX (or similar suitably appropriate data).

2.5.8 Describe the earthworks and structures likely to be required.

2.5.9 Record impacts of each alignment.

2.6 On the basis of the above, provide a preliminary estimate of the likely total cost of delivering each route option.

3 Reporting

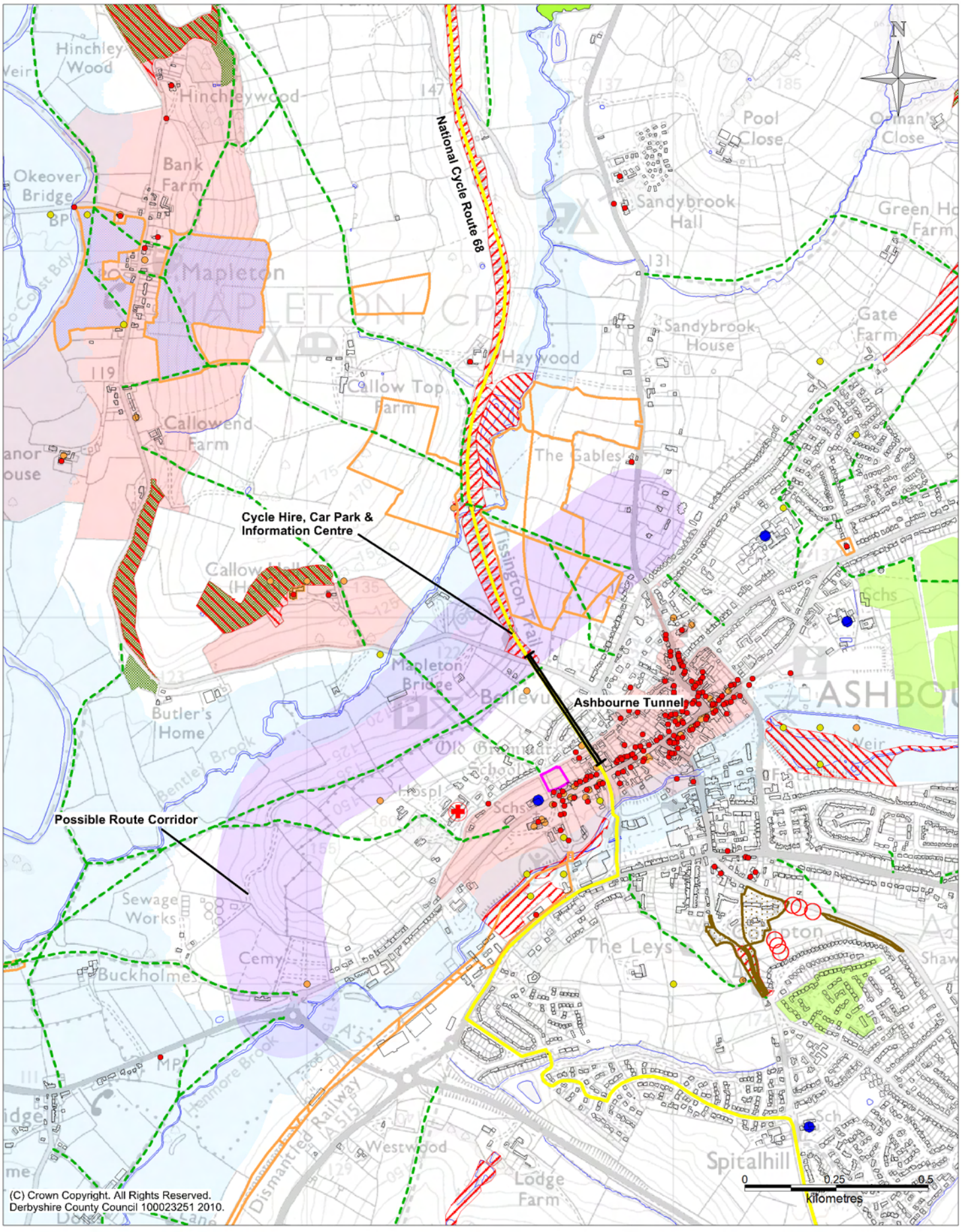
3.1 The report is intended for consideration by a wider ‘lay' audience. It is anticipated the report provide a commentary upon the constraints to the scheme. For example, a particular alignment may require cutting. Whilst it is not anticipated that the report be a detailed engineering appraisal, the reader would be informed as to the implications for example a cutting depth of X metres would be required, this would entail encompassing a swathe of land Z metres deep.

3.2 Whilst at this stage the scope of the feasibility study does not include a detailed Environmental Statement, it is anticipated that any obvious Environmental impacts would be pointed out for instance if extensive cutting is envisaged this is likely to be visible from a considerable distance. Similarly, and again as an example, a number of routes potentially could be severed; these should be identified together with a commentary upon their implications.

4 Budget

4.1 The maximum budget available for this work is £5,000.

[1] Figures 3 and 4 are derived from information provided by the British Geological Survey. Unfortunately, restrictions on the County Council’s licence prohibit placement of the data on the Internet in any non-queryable electronic format so it is not possible to provide the base information required to undertake this part of the exercise. The Consultant will therefore need to procure this information from the BGS or likewise source.



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Project Title:	Drawing Title:	Date:	Scale:
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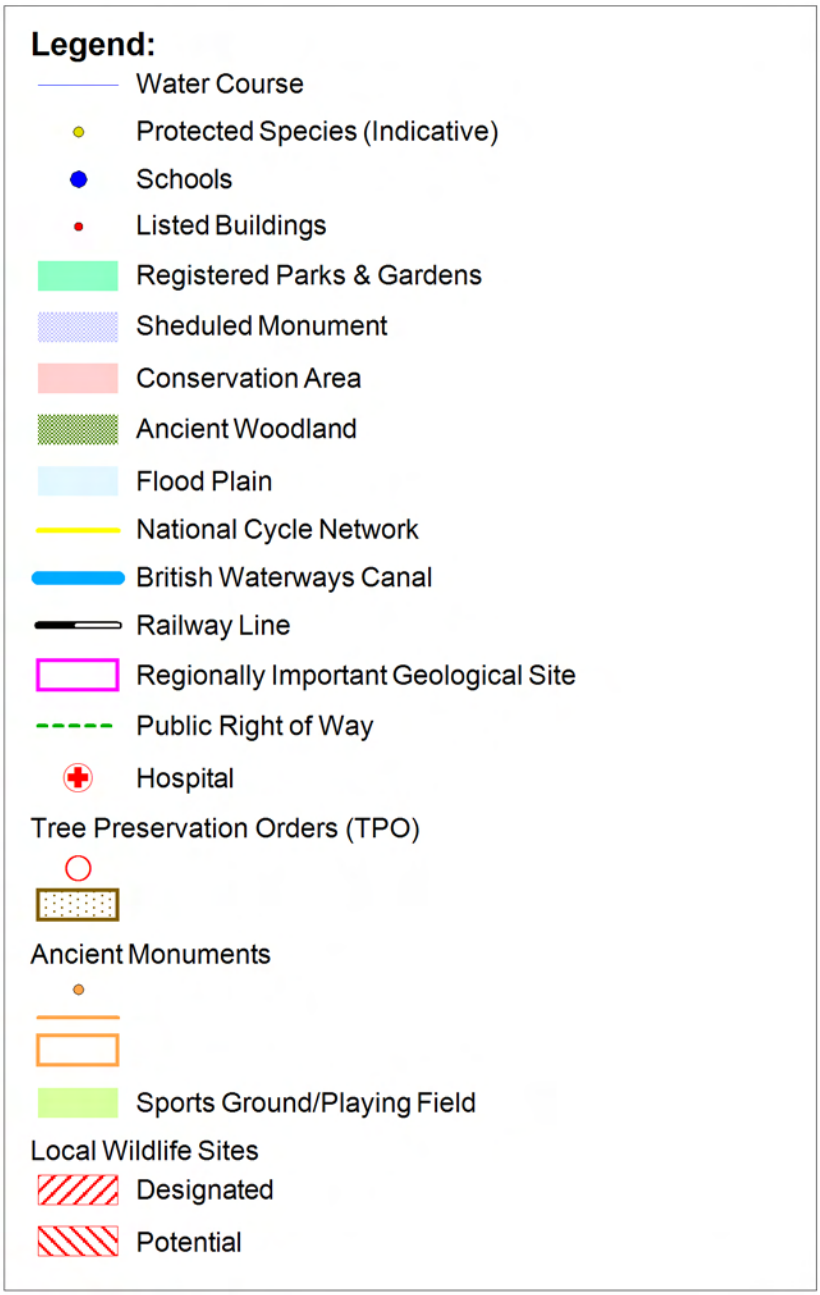
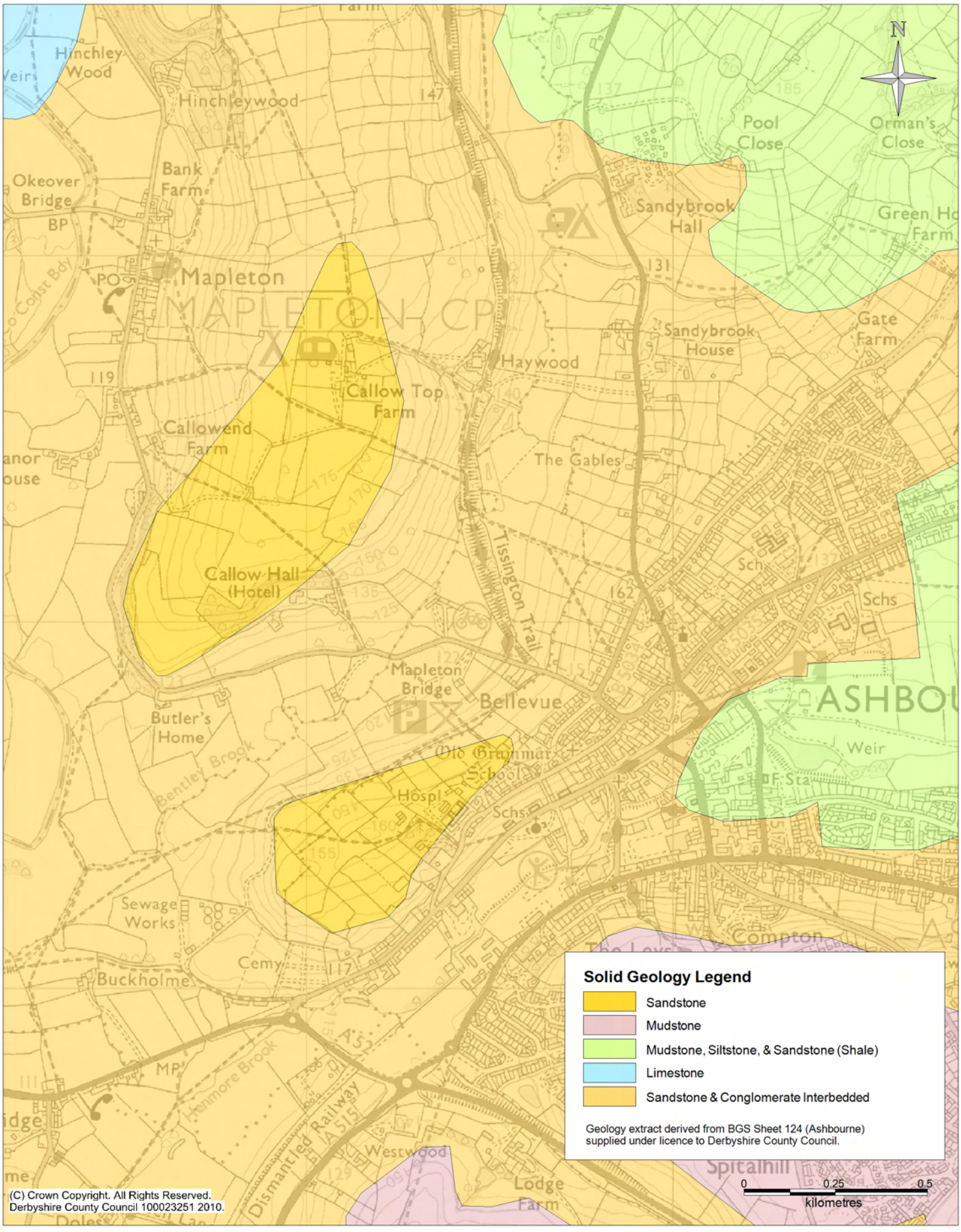
		Drawing No.	Figure 1


Legend:
Water Course
Protected Species (Indicative)
Schools
Listed Buildings
Registered Parks & Gardens
Sheduled Monument
Conservation Area
Ancient Woodland
Flood Plain
National Cycle Network
British Waterways Canal
Railway Line
Regionally Important Geological Site
Public Right of Way
Hospital
Tree Preservation Orders (TPO)
Ancient Monuments
Sports Ground/Playing Field
Local Wildlife Sites
Designated
Potential



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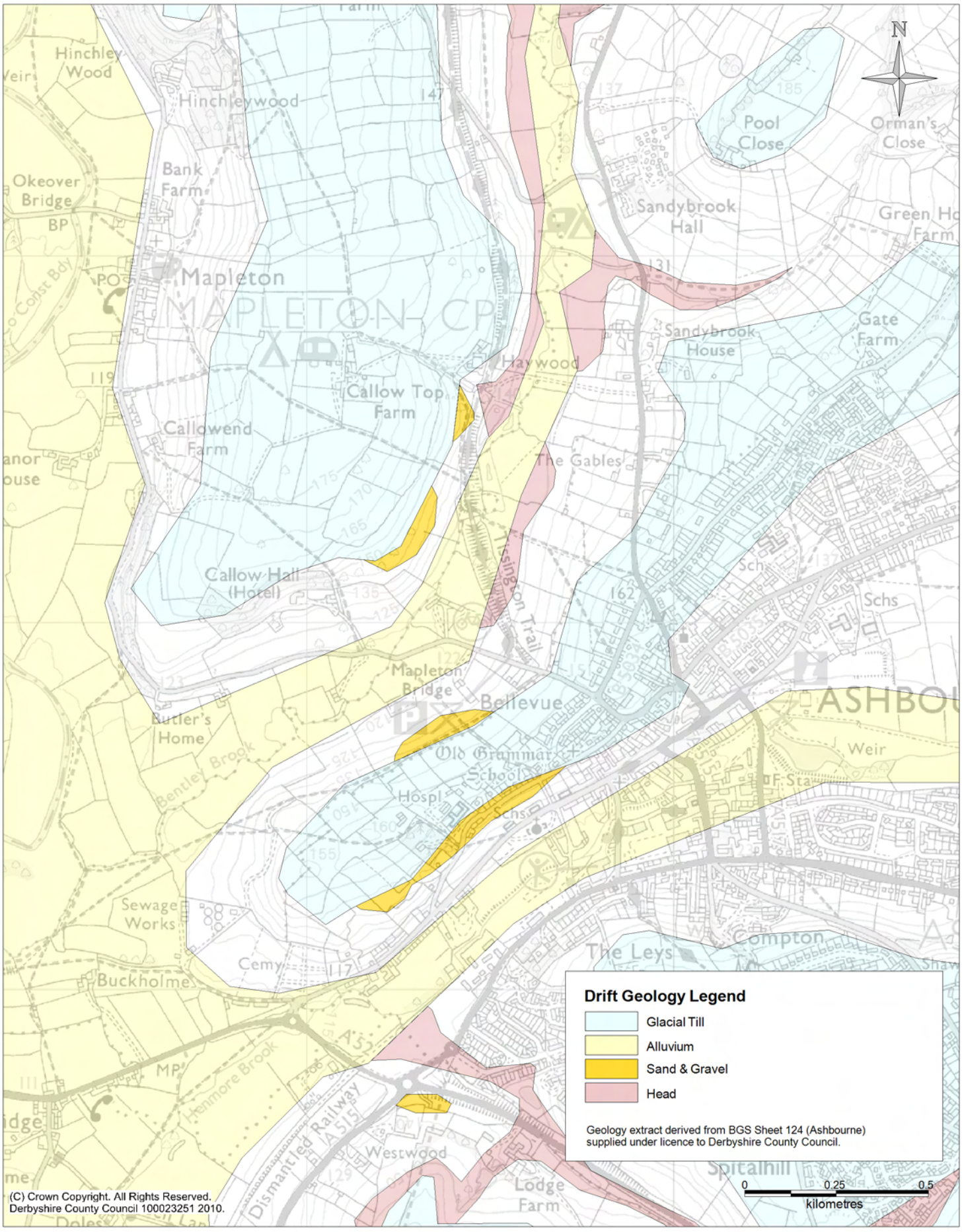
		Drawing No.	Figure 2



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Project Title:
A515 Ashbourne Bypass

Drawing Title:
Simplified Drift Geology

Date: February 2010

Scale: N.T.S.

Drawing No.
Figure 3