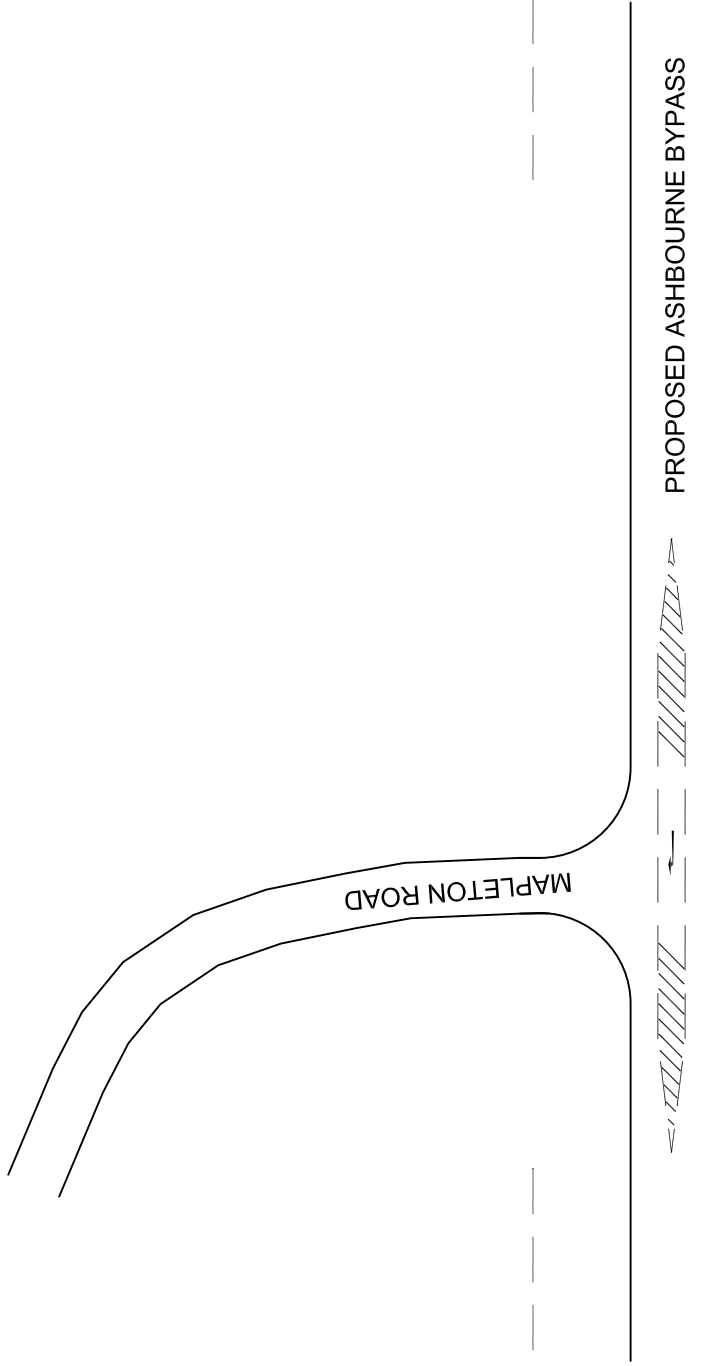


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AutoCAD File Name :

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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<br>RD   | Approved         |
| Checked       | Date<br>05/03/10 |
|               | Revision         |
|               | Date             |

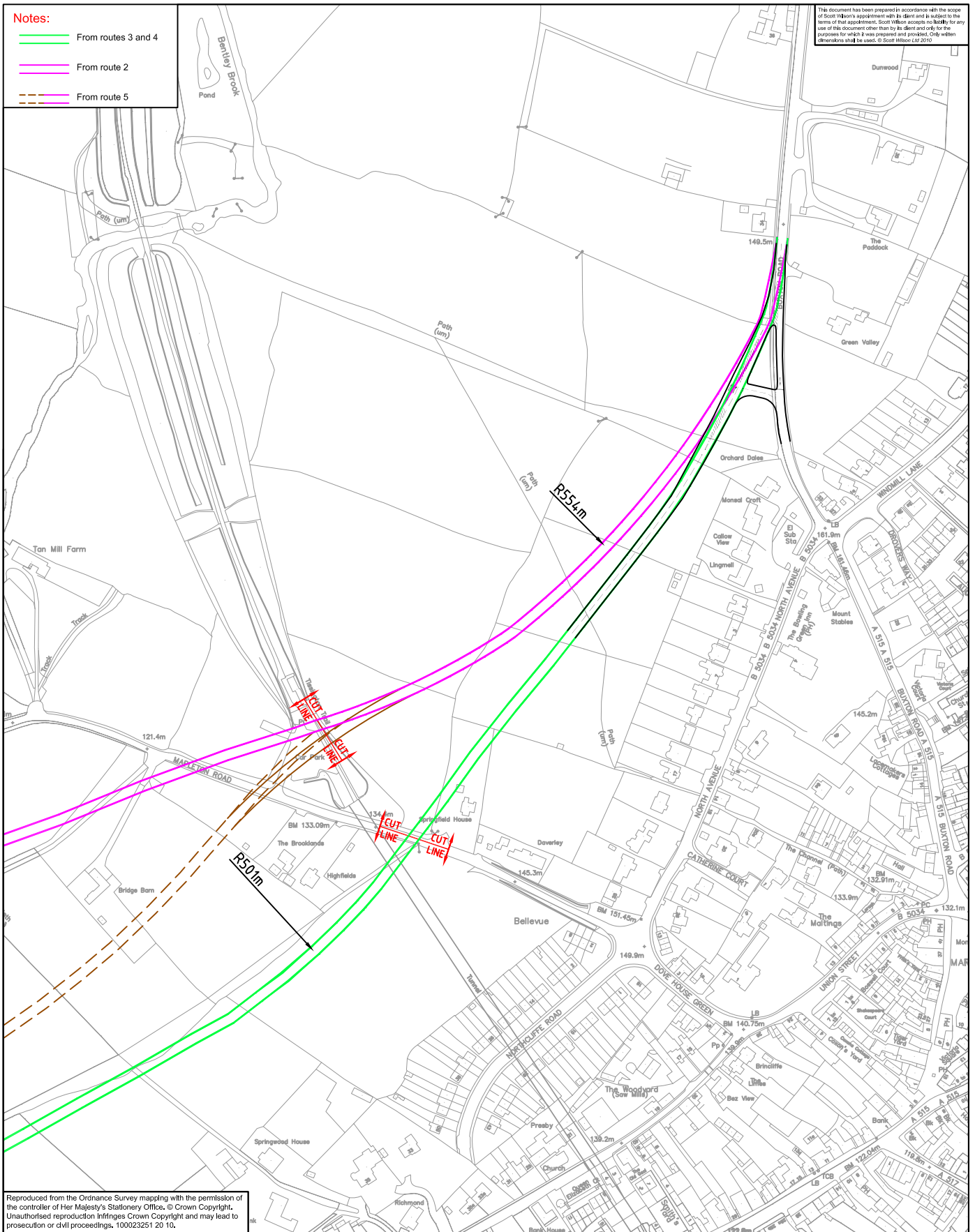


DCC-A4-L-H

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**Notes:**

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



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**DERBYSHIRE COUNTY COUNCIL**  
**HIGHWAYS & TRANSPORTATION CONSULTANCY SERVICES**

|                      |               |      |
|----------------------|---------------|------|
| <b>D130439/J1</b>    |               |      |
| Scale at A3 : 1:2500 |               |      |
| Drw RD               | App           | Rev  |
| Chk                  | Date 01/03/10 | Date |

Job Title  
**ASHBOURNE BY-PASS**

CONSULTANT TO



**IAN STEPHENSON**  
 Strategic Director – Environmental Services



www.scottwilson.com

Drawing Title  
**ROUTES TO FIRST JUNCTION  
 BUXTON ROAD  
 NORTH OF B5034 NORTH AVENUE**

Plot Date :  
 AutoCAD File Name :

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**NOTES**

**SANDYBROOK COUNTRY PARK**

Sandybrook Hall

BUXTON ROAD

**ASHBOURNE**

**PROPOSED  
ASHBOURNE  
BY-PASS**

Sandy Brook

SPEND LANE

Sandy Brook

Honeysuckle Cottage

| Revision Details | By | Date | Surfite |
|------------------|----|------|---------|
|                  |    |      |         |
|                  |    |      |         |
|                  |    |      |         |

Job Title  
**ASHBOURNE BY-PASS**

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

|                       |               |          |
|-----------------------|---------------|----------|
| Scale of A3<br>1:1000 | Drawn<br>RD   | Approved |
| Stage 1 check         | Stage 2 check | Original |
|                       |               |          |
|                       |               |          |

CONSULTANT TO

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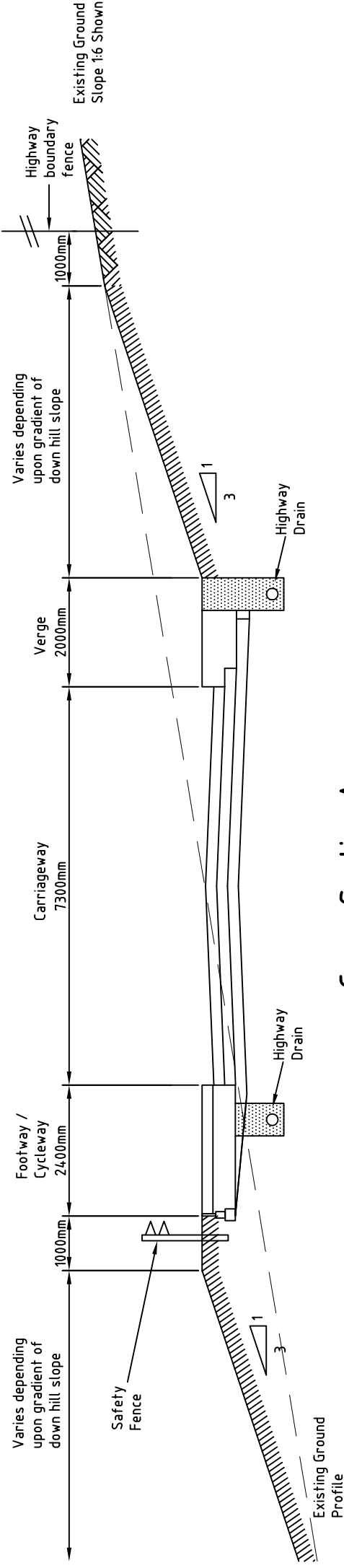
Drawing Number  
**DT30439/J\_2**

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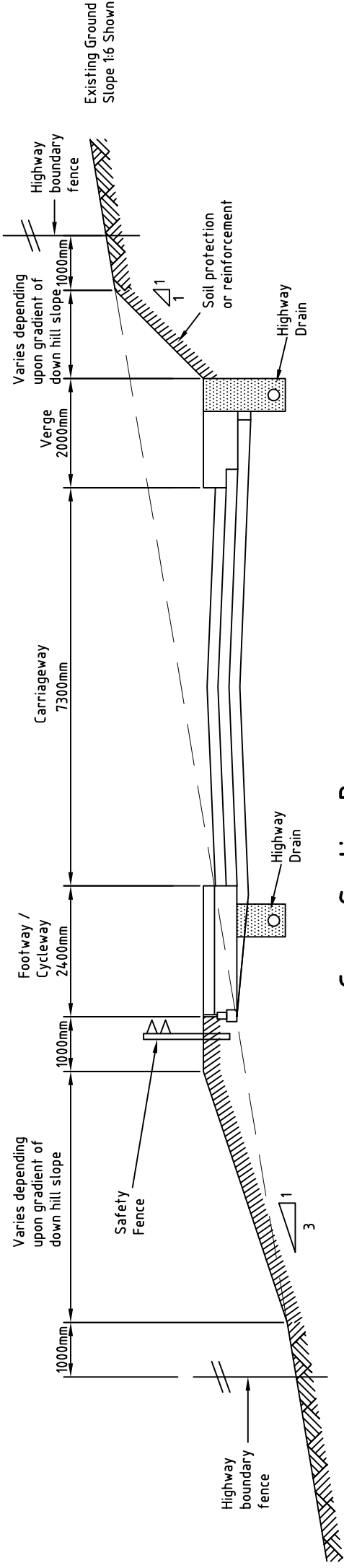


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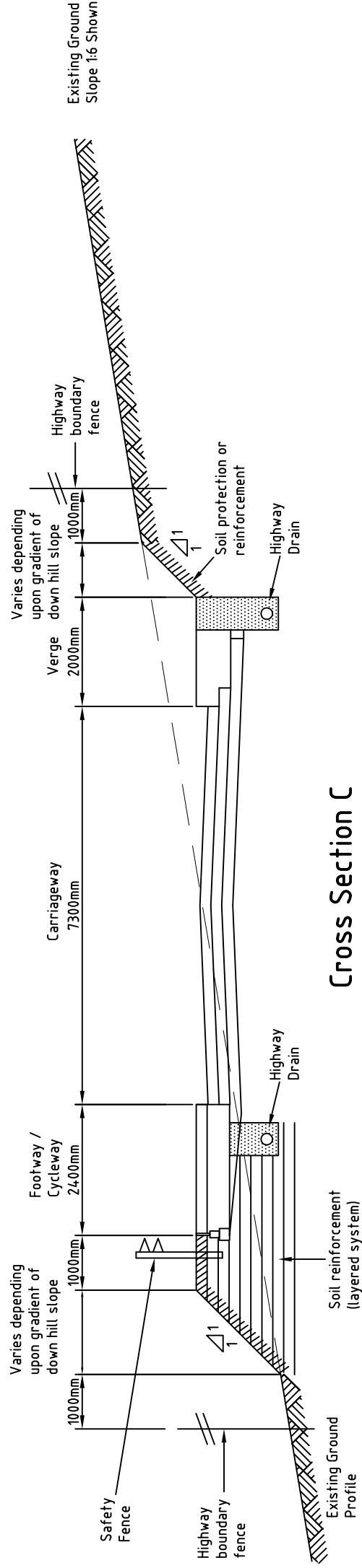
**NOTES**



**Cross Section A**



**Cross Section B**



**Cross Section C**

| Revision Details | By | Check | Date | Surfix |
|------------------|----|-------|------|--------|
|                  |    |       |      |        |

Drawing Status  
**PRELIMINARY**

Job Title  
**ASHBOURNE BY-PASS**

Drawing Title  
**TYPICAL CROSS SECTIONS**

|                       |               |          |
|-----------------------|---------------|----------|
| Scale of A3<br>1:1000 | Drawn<br>RD   | Approved |
| Stage 1 check         | Stage 2 check | Date     |
|                       |               | 07/03/10 |
| CONSULTANT TO         |               |          |



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Drawing Number  
**DT30439/CS**

## 9.3 Appendix C – Client Brief

Insert .pdf of Client Brief here

Ashbourne Bypass: Feasibility Study

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<sup>1</sup>, 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**

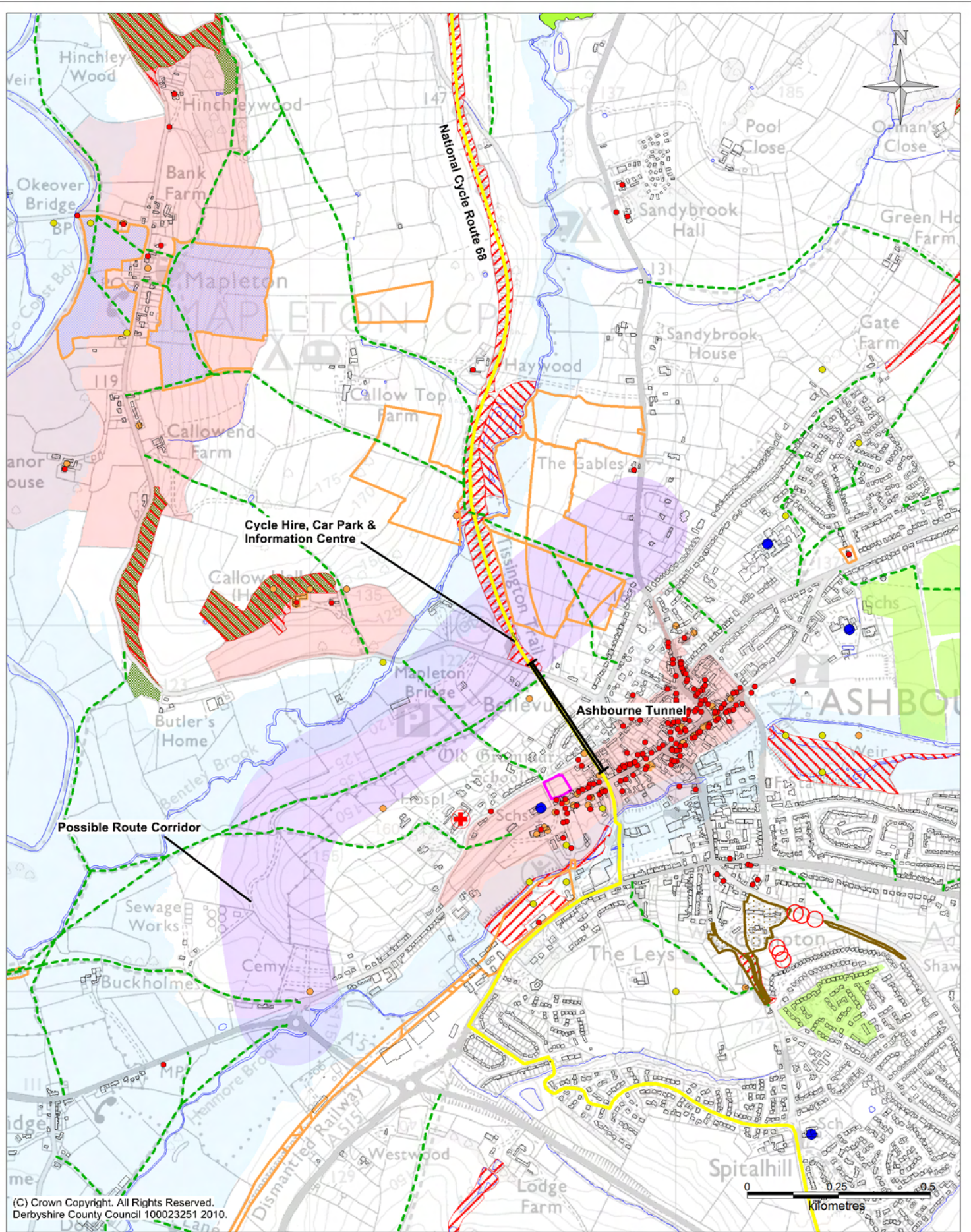
- 3.1 The report is intended for consideration by a wider 'lay' audience. It is anticipated the report provide a commentary upon the constraints to the scheme. For example, a particular alignment may require cutting. Whilst it is not anticipated that the report be a detailed engineering appraisal, the 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.
























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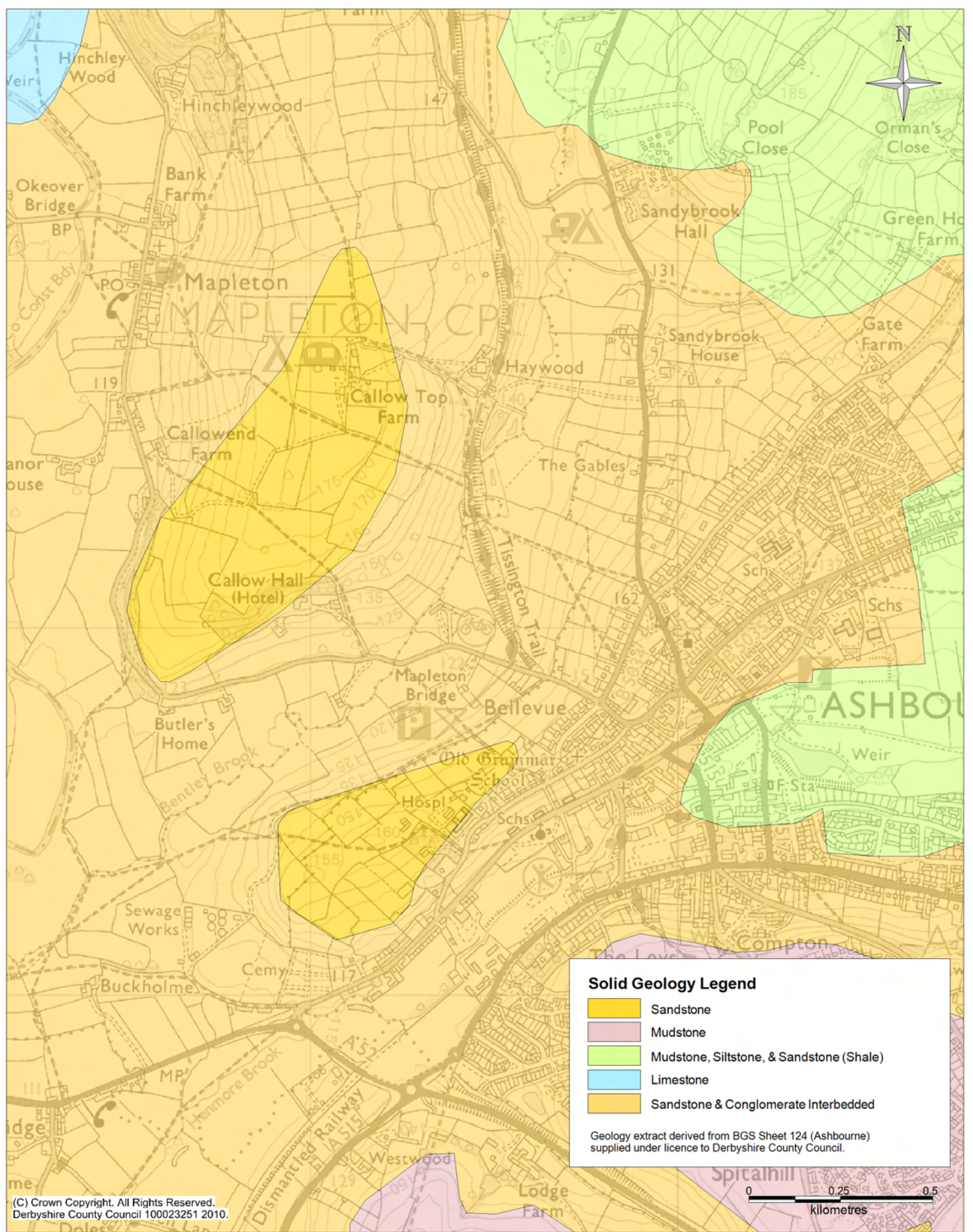
<sup>1</sup> Figures 3 and 4 are derived from information provided by the British Geological Survey. Unfortunately, restrictions on the County Council's licence prohibit placement of the data on the Internet in any non-queryable electronic format so it is not possible to provide the base information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



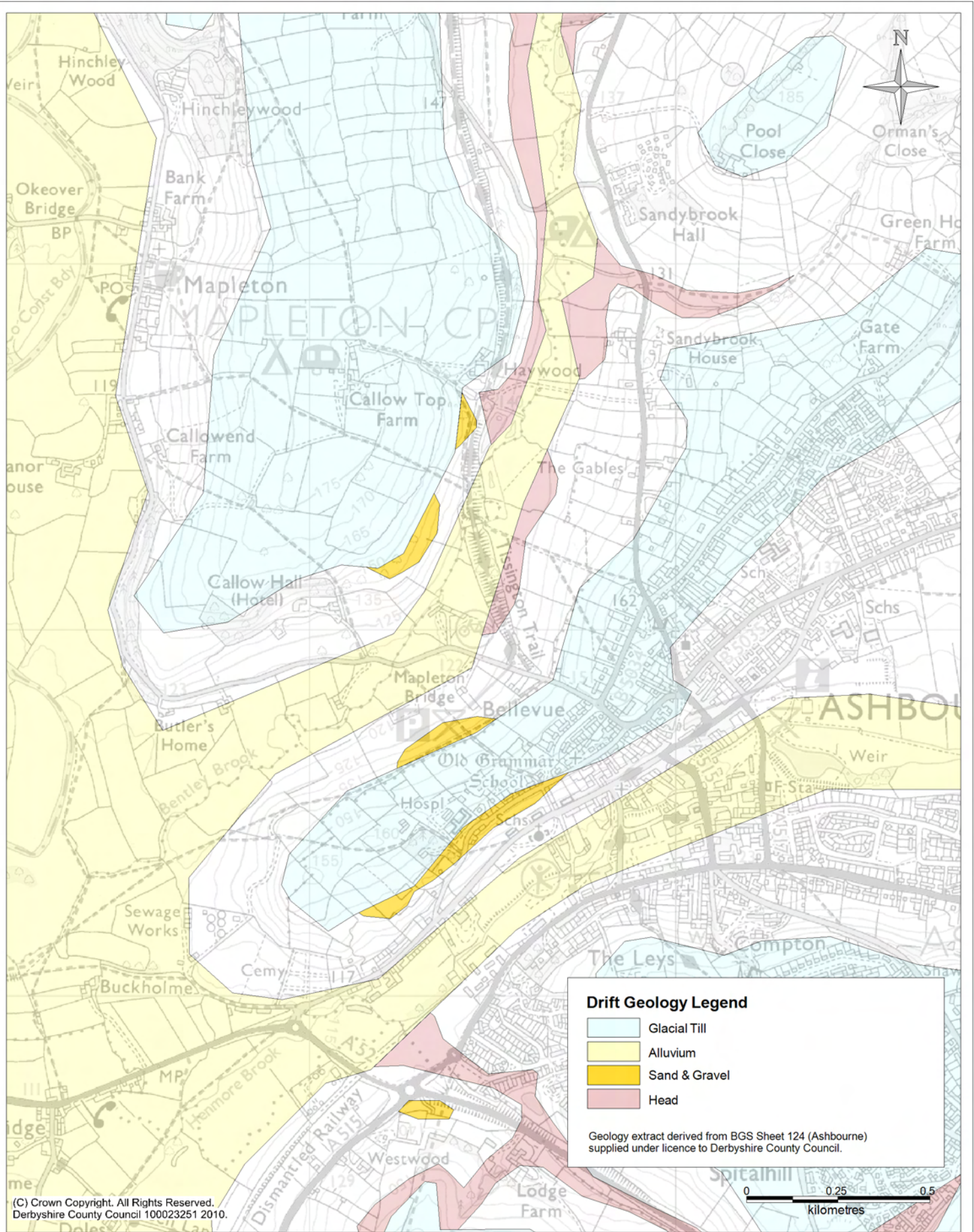
|   |  |                                   |                             |
|---|--|-----------------------------------|-----------------------------|
| <p>Project Title:</p> <p><b>A515 Ashbourne Bypass</b></p> | <p>Drawing Title:</p> <p><b>Constraints Plan</b></p> | <p>Date:</p> <p>February 2010</p> | <p>Scale:</p> <p>N.T.S.</p> |
|   |  | <p>Drawing No.</p>                | <p>Figure 1</p>             |

## Legend:

-  Water Course
-  Protected Species (Indicative)
-  Schools
-  Listed Buildings
-  Registered Parks & Gardens
-  Scheduled 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



|   |  |                                    |                             |
|---|--|------------------------------------|-----------------------------|
| <p>Project Title:</p> <p><b>A515 Ashbourne Bypass</b></p> | <p>Drawing Title:</p> <p><b>Simplified Solid Geology</b></p> | <p>Date:</p> <p>February 2010</p>  | <p>Scale:</p> <p>N.T.S.</p> |
|   |  | <p>Drawing No.</p> <p>Figure 2</p> |                             |



Project Title:

**A515 Ashbourne Bypass**

Drawing Title:

**Simplified Drift Geology**

Date:

February 2010

Scale:

N.T.S.

Drawing No.

Figure 3