

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Land South of the A259, Angmering
Applicant Organisation	i-Transport
Applicant Ref	ITB16357
Highway Authority Ref	
Applicant Contact Details	Dominic Smith i-Transport LLP The Square Basing View Basingstoke RG21 4EB [REDACTED]
Date Submitted	11/10/21

1) PROJECT DETAILS

A	Description	Development of circa 80 new homes
B	Location	Land South of the A259, Angmering
C	Road Category	TA 46/97 Rural Road
D	Road Type	D2AP
E	Design Speed	85B kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F	Speed Limit	50mph
G	Traffic Flows	A259 EB - 2687 (2026 AM Peak) & 2843 (2026 PM Peak)
H	NMU Flows	Infrequent

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	Carriageway Width
B	Relevant Standard(s)	CD127
	Clause	
C	Difference Between Standard(s) and proposed design	Carriageway width of 3.65m. Narrowing to 3.5m lane width over distance of circa 150m, with narrowing and widening to and from carriageway width over distances of 50m.
	Reason for Departure (overview)	Creation of a site access with diverge lane to provide access to a development of circa 80 residential units resulting in narrowing of the running lanes, overcoming the need to retain lane width by utilising central reservation that would result in the loss of established vegetation.
E	Associated Project Departures	Removal of 1m hard strip Retention of bus stop on approach to access (in the event it is not possible for the bus stop to be removed).
	Other Options Considered	Retention of lane width through use of central reservation. The associated widening would result in the relocation and set back of the central restraint barrier, causing the loss of established vegetation within the central reservation to the east of the site access.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	The narrowing would result in lane widths of 3.5m over a distance of circa 150m. The lane width will return to 3.65m on the approach to the roundabout junction located to the west of the site as not to affect the performance or safety of this junction. The A259 is not a trunk road, and 3.5m provides sufficient width to enable two vehicles to pass side-by-side unconstrained, accommodating all legally permissible vehicles up to the 'abornmal' threshold of 2.9m. The narrowing and widening of the lanes are tapered as not to create a sudden and unexpected deviation in vehicle path.
B	Congestion/ Delay	None
C	Environmental / sustainability	Use of the standard would result in the loss of established vegetation within the central reservation as a result of the repositioning of the central restraint barrier..
D	Capital and whole life cost/value	No cost to the County Council; works are to be delivered by the Developer through S278 Agreement.
E	Accessibility	N/A
F	Integration	N/A
G	Structural	N/A
H	Network resilience & Maintenance	N/A

4) COMPENSATORY MEASURES

A	Included Measures	None
B	Rejected Options	None

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

The Departure for Standard has been submitted pursuant to Design Audit ITB16367-010 and planning application A/168/21.

6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	ITB16357-GA-003 Rev £
B	Consultations	Planning Application A/168/21
C	Other Information	None

7) DECISION – (HIGHWAY AUTHORITY USE ONLY)

NAME 1						
ROLE						
SIGNED		DATE				
NAME 2						
ROLE						
SIGNED		DATE				
MARK ONE BOX:	1- APPROVED	☐	2-APPROVED WITH COMMENTS	☐	3- REJECTED	☐
COMMENTS						