

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	BEW Parcel SC1 - Form 1
Applicant Organisation	CC Projects, Ashmarden Ltd, Hanbury (PM)
Applicant Ref	BEW Parcel SC1
Highway Authority Ref	ADC Ref BN/11/22/OUT
Applicant Contact Details	Terrance McLaughlin Pell Frischmann 07958039622
Date Submitted	17.07.2023 - Rev4

1) PROJECT DETAILS

A	Description	Outline application with all matters reserved (except for the A29 Realignment) for the demolition of existing structures and mixed use development to provide residential dwellings (Use Class C3), Care Home/Senior Living Accommodation (Use Class E/F2/Sui Generis), a Primary School plus open space, landscaping, drainage and all other associated ancillary works; and realignment of the A29 and early connection to existing A29 including construction of a new road carriageway, junctions and associated infrastructure. This application also lies within the parish of Aldingbourne, affects the setting of listed buildings, affects the character & appearance of the Eastergate Church Lane Conservation Area and affects a Public Right of Way. This application is the subject of an Environmental Statement.
B	Location	A29 element between Barnham Road and First Roundabout
C	Road Category	Urban Road
D	Road Type	S2 (Ref CD 109 table 2.3)
E	Design Speed	60 kph (determined by CD 109 Urban Road Speed Limit)
F	Speed Limit	30mph
G	Traffic Flows	The access roads off the A29 with Ghost Island Right Turns (near CB2 and P01, southern one) - 778 AM - 732 PM The access roads off the A29 with Ghost Island Right Turns (near CB2 and P01, northern one) - 778 AM - 687 PM
H	NMU Flows	

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	
B	Relevant Standard(s)	CD123 - Geometric design of at-grade priority and signal-controlled junctions
	Clause	Table 5.22
C	Difference Between Standard(s) and proposed design	The standards require (for 60kph) in accordance with table 5.22 a Deceleration Length of 25m (including a direct taper of 5m) and a Turning length of 10m. Total length 35m The design due to back to back right turns allows for approx 30 to 35m.
D	Reason for Departure (overview)	We have been tasked with ensuring accesses directly off of the A29 are reduced to a minimum to ensure vehicle flow. For the A29 Planning application we have allowed for back to back side road junctions. These junctions are ghost island and defined by the distance between junctions.
E	Associated Project Departures	

F	Other Options Considered	Increase spacing of junctions to allow for full deceleration (and associated) lengths. This can be further considered at detailed design stage when the Masterplan is further developed.
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3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	Minimal impact due to speed of proposed A29
B	Congestion/ Delay	None, capacity of side road traffic is not considered excessive
C	Environmental / sustainability	None
D	Capital and whole life cost/value	None
E	Accessibility	None
F	Integration	None
G	Structural	None
H	Network resilience & Maintenance	No issues on the basis that the only departure is the length of the right turn not the layout

4) COMPENSATORY MEASURES

A	Included Measures	None
B	Rejected Options	None

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

Previously the developer was planning for these junctions to be left-in/left-out but at the request of WSCC changed to an all movement junctions
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6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	A13394-PF-ZZ-SK-DR-CD-01000 - Departure clouded on drawing PF drawing A29 Full Layout A13394-PF-ZZ-XX-DR-CD-00100
B	Consultations	
C	Other Information	RSA1 Addendum already issued to WSCC

7) DECISION – (HIGHWAY AUTHORITY USE ONLY)

NAME 1	David Lambert		
ROLE	Lead Professional - Highway Design		
SIGNED		DATE	
NAME 2	Alex Sharkey		
ROLE	Improvements Team Manager		
SIGNED		DATE	
MARK ONE BOX:	1- APPROVED ☒	2-APPROVED WITH COMMENTS ☐	3- REJECTED ☐
COMMENTS			