

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	BEW Parcel SC1 - Form 2
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	Terance 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	At proposed Hanbury Roundabout Junction on existing Lidsey Road
C	Road Category	Urban Road
D	Road Type	S2 (Ref CD 109 table 2.3)
E	Design Speed	70A kph (determined by CD 109 Urban Road Speed Limit)
F	Speed Limit	40mph
G	Traffic Flows	104 AM - 97 PM
H	NMU Flows	

2) DEPARTURE DETAILS

A	Discipline	Road Geometry at proposed Hanbury Roundabout Junction on existing Lidsey Road
	Type	
B	Relevant Standard(s)	CD116 - Geometric design of roundabouts
	Clause	Section 3.36 - Visibility
C	Difference Between Standard(s) and proposed design	The standards for 70A kph design speed is 120m forward visibility on approach On northbound approach to proposed roundabout 120m is achieved. On southbound approach to proposed roundabout 65m is achieved.
D	Reason for Departure (overview)	Land ownership and maintaining visibility splay within either public highway or developer land
E	Associated Project Departures	
F	Other Options Considered	Moving roundabout. This is not considered possible because moving either north or south visibility and land ownership becomes even more problematic

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	As part of the development the introduction of this roundabout will naturally slow traffic. Traffic surveys show vehicle speeds to be around 40mph. It is considered with the introduction of the roundabout (and appropriate deflection) that the speeds will be further slowed.
B	Congestion/ Delay	Minimal delay with the introduction of the roundabout
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	Roundabout to be designed and constructed in line with WSCC and Specification for Highway Works standards

4) COMPENSATORY MEASURES

A	Included Measures	Additional signage and red markings proposed to be introduced to reinforce speeds. This is to be developed at Detailed Design Stage
B	Rejected Options	

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

The location of this roundabout has been considered optimum based upon the available frontage space along Lidsey Road. Various options and scenarios have been tested alongside the masterplan and its proposed location provides a balance of space and required space for visibility.

6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	A13394-PF-ZZ-SK-DR-CD-01001 - Departure clouded on drawing PF drawing A13394-SK035
B	Consultations	
C	Other Information	

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	Approved subject to the following: 1) An internally illuminated 'keep left' bollard shall be installed at the northern point of the northern splitter island such that it is visible from a point 120m north of the give way line. 2) A chevron sign to diagram 515 shall be mounted on the roundabout central island in a position such that it at least 2 chevrons are visible from a point 120m north of the give way line. 3) Either a pictorial ADS sign showing the form of the roundabout, or roundabout warning sign(s) sized and sited in accordance with Traffic Signs Manual Ch 4, shall be sited on the southbound approach to the roundabout such that it is viewable from a point at least 120m north of the give way line. If a warning sign is used consideration may also be given to the use of an accompanying 'SLOW' marking. If an ADS is used a warning sign will not be required unless it is deemed to be necessary through the road safety audit process.		