
Job name: Land West of Arundel Road, Angmering

Job No: C86473

Note No: C86473-JNP-66-XX-RP-T-1002

Date: 07/09/2021

Prepared by: EL

Subject: Section 73 Application – Supporting Technical Note

1. Introduction

- 1.1 JNP Group have been appointed by Redrow Homes to provide highways and transportation assistance for a residential development to the east of Arundel Road in Angmering, West Sussex. The Local Planning Authority is Arun District Council (ADC), and the Local Highway Authority is West Sussex County Council (WSCC).
- 1.2 A reserved matters application is to be submitted to ADC and a pre-application process for planning matters is underway with the district council. This Technical Note forms part of a separate Section 73 application to amend the plans which were approved under the outline consent (ref: A/122/19/OUT), specifically for the secondary commercial access point.

2. Planning History

- 2.1 Outline planning permission was granted on 17th March 2020 for the construction of up to 160 dwellings with public open space, landscaping, sustainable drainage systems and 1,393sqm of B1/B2 units. The application reference is A/122/19/OUT. Some matters were reserved, however the two access points which will serve the site were agreed as part of the outline application.
- 2.2 The development will be served by two vehicular access points along Arundel Road. The northernmost access will serve the residential portion of the site and is shown on drawing '202-F01 Rev D – Proposed Access Arrangement'. The drawing was prepared by CTS and approved as part of the outline submission.
- 2.3 The second vehicle access point will be located further south, forming an upgrade to an existing simple priority junction with Arundel Road and carriageway which extends west into the development site. The access, as approved within the outline permission, is shown on drawing '202-F03 Rev B – Proposed Secondary Access Arrangement' by CTS. The drawing is provided at the rear of this report.
- 2.4 The construction of the secondary vehicle access in accordance with this plan is secured under Condition 16 of the outline planning consent.

3. Secondary Vehicular Access Arrangements - 'Commercial Access'

- 3.1 As stated previously, the site will be served by two vehicular access points. The secondary vehicular access point, also referred to as the commercial access, will form an upgrade of an existing junction and access road on Arundel Road. An aerial view of the existing road and junction is shown below as Figure 1.

Figure 1 - Existing Access Road to Commercial Properties from Arundel Road



- 3.2 The access road is to serve the commercial element of the development, with permission granted for 1,393sqm of B1/B2 land use. The existing road serves several existing commercial premises. The premises are currently operational but will be demolished and replaced by B1/B2 land use in the approved quantity.
- 3.3 A general arrangement drawing for the commercial access was approved as part of the outline scheme and is shown on drawing '202-F03 Rev B – Proposed Secondary Access Arrangement', which is provided at the rear of this report. The approved geometry comprises the following:
- 5.5m wide access road;
 - 6m kerb radii; and
 - 2no footways with a width of 2m, tying into the existing footway provision on Arundel Road.
- 3.4 The access drawing which was approved within the outline submission was drawn against OS mapping. During the process of updating all drawings for the pre-application and reserved matters submission, all drawings were updated onto a recent topographical survey of the site which was carried out in February 2021.
- 3.5 Upon updating the drawings to the topographical mapping as a base, rather than OS, it was identified that the general arrangement of the commercial access as approved is not viable or deliverable

within the constraints of the land ownership. This was not accurately reflected on the OS mapping, which shows a more generous geometry between the land ownership extents than what exists in reality.

- 3.6 On this basis, it is necessary to revise the commercial access general arrangement to provide a deliverable solution.
- 3.7 A revised access design has been prepared and is provided at the rear of this Technical Note as drawing **C86473-JNP-66-XX-SK-T-7007-P01**. It is proposed that the access is amended to provide the following:
- 5.5m carriageway;
 - 6m kerb radii;
 - 1no footway on the north side of the carriageway, 2m wide;
 - 0.5m wide service strip on the south side of the carriageway;
 - Dropped kerbs and tactile paving at the bellmouth, forming an uncontrolled crossing.
- 3.8 The primary changes is the omission of the footway on the south side of the road. It is also proposed that tactile paving is provided at the bellmouth, which was not provided in the previously approved general arrangement. There are no changes to the achievable visibility splays from the junction, which remain as approved (2.4m x 59m).
- 3.9 The removal of the southern footway is necessary in order to accommodate the bellmouth of the junction within the land ownership. The provision of two footways means that the kerb radii of one footway falls outside of the site's red line boundary.
- 3.10 The provision of one footway along the commercial access is not expected to have a detrimental impact on highway safety or discourage pedestrian trips. Pedestrians who are entering the site from the south will be able to cross the bellmouth at the proposed uncontrolled crossing and continue into the site using the footway on the north side. The arrangements can be completed in reverse for those egressing the site and travelling south.

4. Summary

- 4.1 This Technical Note has been prepared to support a Section 73 application to West Sussex County Council, as Local Highway Authority for Arun District Council. The Section 73 application is seeking a variation to the plans which were secured by condition under the online consent for application A/122/19/OUT, specifically for the secondary commercial access.
- 4.2 The previously approved design for the commercial access it not a viable or deliverable design due to it being based on OS mapping, which has been proven as inaccurate following a recent topographical survey.
- 4.3 In order to address the issues regarding viability, a revised design has been prepared and the footway on the south side of the road has been omitted. Dropped kerbs and tactile paving will be provided at the bellmouth to facilitate pedestrians crossing in this location, which is considered a betterment of

the previous design.

Document Issue Record

Technical Note No	Rev	Date	Prepared	Reviewed	Approved
C86473-JNP-66-XX-RP-T-1002		24/08/2021	EL	SW	SW
C86473-JNP-66-XX-RP-T-1002	P01	07/09/2021	EL	SW	SW

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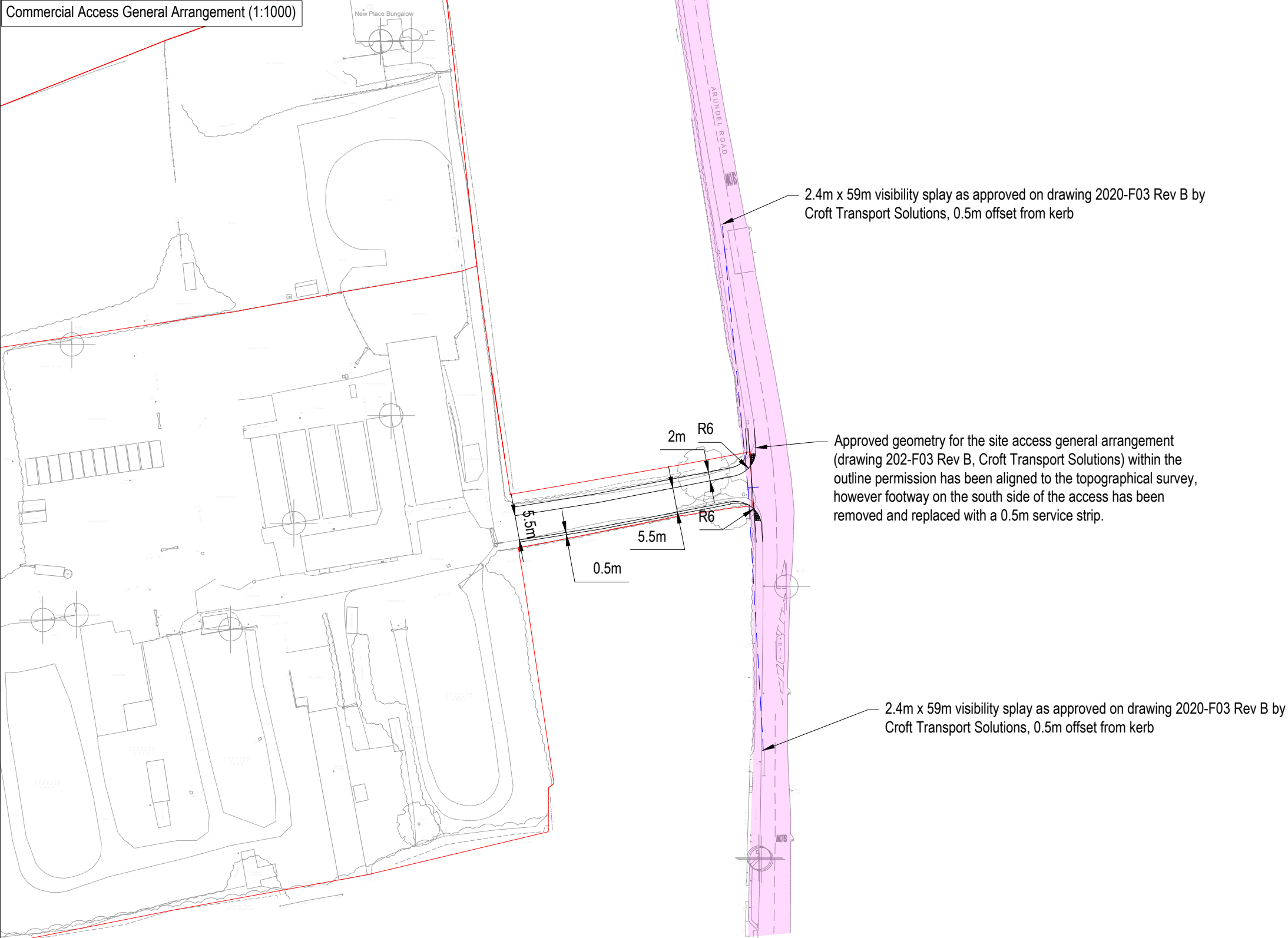
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Figures and Drawings

Commercial Access General Arrangement (1:1000)



P02	06/10/2021	Minor Wording Change to Annotation	EL/SW/SW
P01	19/08/2021	Second Issue	EL/SW/SW
-	12/08/2021	First Issue	EL/SW/SW
Rev.	Date	Description	Dm / Chk'd / App'd
Suitability: S2 - Suitable for Information			

Client:
Redrow

Job:
Arundel Road, Angmering

Title:
**Commercial Access - General Arrangement
1no Footway, North Side**

Classification:
FI_60_20

Scale @ A3:
1:1000

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Project - Originator - Volume/System - Level/Location - Type - Discipline - Number
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