

# Arun District Council

<b>REPORT TO:</b>	<b>Planning Policy Committee - 24 November 2022</b>
<b>SUBJECT:</b>	<b>Arun Transport Apportionment Methodology Update</b>
<b>LEAD OFFICER:</b>	<b>Neil Crowther - Group Head of Planning</b>
<b>LEAD MEMBER:</b>	Councillor Richard Bower
<b>WARDS:</b>	<b>All</b>
<b>CORPORATE PRIORITY / POLICY CONTEXT / CORPORATE VISION:</b>	
The recommendations supports: - <ul style="list-style-type: none"><li>• Improve the Wellbeing of Arun e.g. ensuring safe accessible and sustainable transport network serves communities.</li><li>• Delivering the right homes in the right places e.g. ensuring placemaking is supported by a sustainable transport network.</li><li>• Supporting our Environment to help us e.g. make low carbon transport including walking and cycling and travel by public transport etc.</li></ul>	
<b>DIRECTORATE POLICY CONTEXT:</b>	
The proposals will help to support delivery of sustainable transport infrastructure e.g. more opportunities for cycling and walking and easily accessible green space.	
<b>FINANCIAL SUMMARY:</b> There are no financial implications arising from the Arun Transport Apportionment Study.	

## 1. PURPOSE OF REPORT

- 1.1. The report seeks to update the Arun Transport Apportionment Methodology prepared jointly with West Sussex County Council (WSCC) and obtain the Committee's agreement that it be endorsed and be uploaded to the Councils evidence base website. This will help to ensure that the development of Arun provided for in the Adopted Arun Local Plan 2018 is sustainable and supported by necessary transport contributions that mitigate the impact of development.

## 2. RECOMMENDATIONS

- Planning Policy Committee resolve that:-
- 2.1. The Arun Transport Apportionment Study Report (ATS) is updated taking into account the revised cost of transport mitigation schemes, deducting secured s.106 contributions and apportioning the residual costs according to the ATS methodology;
  - 2.2. The updated ATS 2022 is published on the Council's web site.

### **3. EXECUTIVE SUMMARY**

- 3.1. This report updates the Committee on the updated Arun Transport Apportionment Study Report which includes West Sussex County Council's revised cost estimates for various highway mitigation schemes and a necessary re-apportionment of developer s.106 contributions to be secured from the Strategic Site Allocations. The updated report also takes account of contributions already secured from sites that have come forward.

### **4. DETAIL**

- 4.1. The Arun Transport Apportionment Study Report (ASR) agreed with West Sussex County Council (WSCC) was first reported to the Committee in June 2020 (Background Paper 1). The ASR provides an initial basis for apportioning the cost of highway infrastructure to strategic sites on a proportionate basis, based on their forecast highway impacts. This report updates the ASR in supporting the delivery of the Arun Local Plan 2018 Strategic Allocations and specifically the major highway schemes and junction mitigation measures set out in the Arun Transport Study. These measures are needed in addition to sustainable transport infrastructure and services to ensure the impacts of development are acceptable in planning terms.
- 4.2. The ASR needs to reflect the progress that has been made and accommodate updated scheme cost estimates. The report invites the Committee to consider and agree the updated apportionment of costs in the ASR and for the updated ASR to be posted on the Council's website as the basis for negotiating future s.106 contributions.
- 4.3. The ASR recognises the need to deliver safety improvements to Comet Corner and Oystercatcher Junctions along the A259 between Bognor Regis and Littlehampton to mitigate the impacts of strategic developments. However, the ASR also highlighted the fact that WSCC was also undertaking work to investigate more strategic options for improving the full stretch of the A259 between Bognor Regis and Littlehampton.
- 4.4. The A259 between Bognor Regis and Littlehampton was recognised, through the Local Plan Examination, as a stretch of road that would require enhancement, because of background traffic growth in the district alongside planned strategic development.
- 4.5. Subsequently, this part of the A259 was defined, by the Department for Transport (DfT) as part of the Major Road Network (MRN) because it is a strategically important local road, and its improvement was identified as a top-ten priority scheme by Transport for the South East. In 2020 WSCC included the A259 Bognor Regis to Littlehampton Corridor Enhancement scheme within its capital programme on the basis that the capital cost will be largely externally funded. WSCC have been working up the Business Case since July 2019 and in line with other Major Road Network improvements, there is expected to be a DfT minimum requirement for local contributions of 15% of the scheme cost. It is expected that this will come from developer contributions from the strategic

site allocations in the district, including Climping, Ford, West Bersted and West Bank.

4.6. The ASR is there to ensure that contributions are collected commensurate with the impacts of development as sites come forward. The cost estimates in the ASR are based on the proximity and level of traffic impact. The ASR will need updating (as a 'live document') as planning permissions and s.106 contributions are secured, as well as to reflect latest scheme cost estimates and their apportionment.

4.7. Table 1 shows the change in cost estimates for schemes in the ASR: -

**Table 1 Scheme Costs Update ASR 2022**

<b>Scheme</b>	<b>Lead Development</b>	<b>2019 Cost estimate (£m) (unless stated)</b>	<b>2022 Cost estimate (£m) (unless stated)</b>	<b>Change (£m)</b>
A27-B2145 Whyke Roundabout	West of Bersted	2.961	3.700	0.739
A27-A259 Bognor Road Roundabout	West of Bersted	0.915	12.000	11.085
A27-B2233 Nyton Road Junction	BEW	0.300	0.400	0.100
A27-A29 Fontwell West Roundabout	BEW	0.595	2.300	1.705
A27-A29 Fontwell East Roundabout	BEW	0.595	1.100	0.505
A27-A284 Ford Road Roundabout	Ford	0.301	0.600	0.299
A27-The Causeway Junction	Angmering N	0.015	0.043	0.028
A27-A280 Northern Roundabout	Angmering N	0.040	0.600	0.560
A29-A259 Rowan Way Junction	West of Bersted	0.620	2.500	1.880
A29-A259 Felpham Relief Road Junction	West of Bersted	0.638	1.300	0.662
A259-Church Lane Junction	Climping	1.200	1.200	0.000
A259-B2187 Bridge Rd Roundabout	Littlehampton Westbank	0.334	1.100	0.766
Ford Road Level Crossing	Ford	9.150*	3.200*	-5.950
Barnham Village Centre Enhancement	BEW	0.500	0.700	0.200
A259-Oystercatcher Junction	Littlehampton Westbank	1.200	5.800	4.600
A259-Comet Corner Junction	West of Bersted	2.200	0.740	-1.460
A29 Realignment	BEW	30.000*	47.965*	17.965

A259 Widening Oystercatcher to Littlehampton (now A259 Bognor Regis to Littlehampton Corridor Enhancement)	Littlehampton Westbank	11.100*	4.400*	-6.700
A259 East Arun Widening (Lyminster Bypass to Body Shop and Station Road to A280)	Littlehampton Westbank	3.000*	3.000*	0.000
<b>Total</b>		<b>65.664</b>	<b>90.943</b>	<b>26.984</b>

\* Indicates where the stated amount is the expected developer contribution, not the cost estimate

4.8. The key points to be noted include: -

- Overall increase in scheme cost estimates from £66m to £91m (rounded);
- This is largely driven by inflation in the construction industry which has increased the cost of materials since the 2019 estimates were produced;
- The cost of the A27 Bognor Rd and Whyke junctions in Chichester District will be shared with strategic sites in Chichester, taking account of secured contributions with the contribution from sites in Arun to be determined at the application stage;
- The 'A259 widening Oystercatcher to Littlehampton' scheme has been renamed as 'A259 Bognor Regis to Littlehampton Corridor Enhancement' for consistency with the WSCC project;
- The developer contribution to the A259 Bognor Regis to Littlehampton Corridor Enhancement scheme is £4.4m (i.e. the business case West Sussex County Council prepared to Department of Transport reported to members in December 2020); and
- The developer contribution to the A29 Realignment has increased to £48m in line with latest estimates.

4.9. The next step after assessing the changes to mitigation scheme costs, is to account for those developments that have secured planning permission and signed s.106 contributions towards a mitigation scheme - these are to be deducted.

4.10. Appendix A sets out the current secured s.106 development contributions towards mitigation schemes as at end of September 2022. Overall, based on the information in Appendix A, £12m (rounded) has been secured up to September 2022. In some cases, contributions have been secured that are shared between more than one scheme so to avoid double counting, assumptions have been made about how these contributions will be distributed between schemes. In practice this may mean that the actual contributions from strategic sites to schemes may vary from the amounts shown in Appendix A.

4.11. The ASR apportionment methodology (net of the secured s.106 contributions) will apportion the scheme mitigation costs that remain to be collected. The apportionment methodology is based on assumptions about the scale of development at the strategic site allocations, e.g. West of Bersted and BEW are assumed to be 2,500 and 3,000 dwellings respectively. Any uplift in housing yields in BEW with the endorsed Masterplan will need to be the subject of the

Transport Impact Assessment allied to a planning application to determine the mitigation scheme required and associated costs.

- 4.12. However, where mitigation schemes are yet to be implemented, or planning permissions (and s.106 contributions) lapse, any costs arising from additional inflation (note: all s.106 include inflation provision) or changes to design requirements, will be apportioned according to the ASR methodology to the remaining developments that have a material impact on the junction and in proportion with their impact. These additional residual costs will have to be apportioned equitably using the ASR methodology to the remaining developments in order to reduce uncertainty and to minimise any gap between contributions and scheme costs as far as possible.
- 4.13. The residual scheme contributions that will be necessary for collection will be calculated in accordance with the existing ASR methodology which takes into account the proportion of trip generation and proximity of the development impact on the mitigation scheme. If the proposed number of dwelling units varies from the assumptions made as part of the apportionment methodology (for example the BEW masterplan proposes 4,300 units instead of the assumed 3,000), then the cumulative impacts of the development will need to be assessed through the development management process (using evidence from transport assessments) before this can be taken into account in calculating the developer contribution.
- 4.14. Overall, based on the information in Table 1 and Appendix A, there is a sum of £84m (rounded) which remains to be secured to deliver the infrastructure package in full. If contributions from strategic developments do not achieve the levels expected in the ASR, this will represent a budget shortfall for the respective scheme that will need to be funded from other sources (e.g. Government funding programmes; the Local Enterprise Partnership; CIL etc.).

#### **A259 Bognor Regis to Littlehampton scheme A259 ECEBR**

- 4.15. Strategic Allocations impacting on the A259 corridor were shown in the ASR 2019 as only making contributions towards the specific Oyster Catcher and Comet Corner safety schemes and not the wider A259 Bognor Regis to Littlehampton Corridor Enhancement scheme. These safety schemes are needed if the A259 Bognor Regis to Littlehampton Corridor Enhancement does not proceed, but the contributions secured could also be utilised to support delivery of the overall A259 Bognor Regis to Littlehampton Corridor Enhancement scheme if this, in effect, replaces the safety schemes. The ASR 2022 therefore, apportions the cost of each of these schemes to the relevant strategic site allocations that are still to come forward. The timing and detailed arrangements for contributions, including the steps that should be taken if any of these schemes do not proceed or if planning permissions lapse, will be agreed through the development management process (using evidence from transport assessments) with reference to the ASR.
- 4.16. The legal agreement for the Fontwell Strategic Development includes a requirement for the developer to deliver an A27/A29 Fontwell (west) scheme and pay the remainder of the contribution towards A29 Realignment. Therefore,

the contribution to A29 Realignment depends on the cost of A27/A29 Fontwell (west) improvements. The latest cost estimate for the A27/A29 Fontwell (west) mitigation is £2.3m. Therefore, there is unlikely to be a contribution from the Fontwell Strategic Development to A29 Realignment. This is likely to mean that there will be a funding gap on A29 Realignment that will need to be funded from CIL and/or other sources.

- 4.17. The ASR 2019 report (Background Paper 2) which currently sits on the website alongside the ASR Excel tables, will need to be updated to the ASR 2022 (with draft supporting apportionment tables) and placed on the web site subject to Committee agreeing the costs and sum to be apportioned in this report.
- 4.18. The ASR is a live document and will be updated and reported to this committee as mitigation schemes are worked up in design and revised or amended taking into account prices, risk, optimism bias, construction costs and an allowance for inflation.

### **Next Steps**

- 4.19. The amended scheme costs and apportionment figures be used to update and amend the Apportionment Study to be dated September 2022 and posted on the Council's web site and be used as a basis for infrastructure planning and development management negotiations.

## **5. CONSULTATION**

- 5.1. Consultations have been undertaken with Transport officers of West Sussex County Council.

## **6. OPTIONS / ALTERNATIVES CONSIDERED**

- 6.1. To agree the ASR update to reflect transport mitigation costs and apportionment; or not to agree the report.

## **7. COMMENTS BY THE GROUP HEAD OF CORPORATE SUPPORT/SECTION 151 OFFICER**

- 7.1. There are no direct budget implications for Arun District Council.

## **8. RISK ASSESSMENT CONSIDERATIONS**

- 8.1. Implementing the recommendation will minimise the risk that the Council will fail to secure funding towards transport mitigation costs.

## **9. COMMENTS OF THE GROUP HEAD OF LAW AND GOVERNANCE & MONITORING OFFICER**

- 9.1. There are no Governance or legal implications arising.

## **10. HUMAN RESOURCES IMPACT**

10.1. There are no implications arising.

## **11. HEALTH & SAFETY IMPACT**

11.1. There are no direct implications arising although securing transport mitigation, including safety improvements, will benefit the health and safety performance of transport infrastructure delivered in Arun.

## **12. PROPERTY & ESTATES IMPACT**

12.1. There may not be implications for Council property arising from highway improvements but these will be managed through normal Development Management consultation and transport legal procedures and decisions operated by both WSCC as Highway Authority, and Arun District Council.

## **13. EQUALITIES IMPACT ASSESSMENT (EIA) / SOCIAL VALUE**

13.1. The proposals may help to improve access to services and facilities and improve amenity, reducing pollution, having a positive impact on community health and wellbeing.

## **14. CLIMATE CHANGE & ENVIRONMENTAL IMPACT/SOCIAL VALUE**

14.1. There proposals may help to secure transport mitigation and sustainable transport measures leading to carbon reduction and help to mitigate the extremes of for Climate Change.

## **15. CRIME AND DISORDER REDUCTION IMPACT**

15.1. There are no direct adverse implications for crime and disorder.

## **16. HUMAN RIGHTS IMPACT**

16.1. There are no direct adverse implications for human rights.

## **17. FREEDOM OF INFORMATION / DATA PROTECTION CONSIDERATIONS**

17.1. There are no implications.

---

### **CONTACT OFFICER:**

Name:	Kevin Owen
Job Title:	Planning Policy & Conservation Manager
Contact Number:	01903 787853

## **BACKGROUND DOCUMENTS:**

Background Paper 1 (Urgent Item) A259 Bognor Regis to Littlehampton Corridor Enhancement: -

<https://democracy.arun.gov.uk/documents/s4606/Transport%20Evidence%20Update%20Report%20PPSC%2030%20June%202020v1.pdf>

Background Paper 2: Final ASR Report 2019 accessed on the Council's Web Site:

<https://www.arun.gov.uk/download.cfm?doc=docm93ijim4n15799.pdf&ver=16302>

# Arun District Council

## Appendix A - Contributions secured as of September 2022 (£m)

Table 1: Contributions Secured (expected*) as of end of Sept 2022													
Intervention	Pagham South	Pagham North	West of Bersted	BREZ Oldlands Farm	Barnham / Eastergate / Westerg	Fontwell	Yapton	Ford*	Climping	Littlehampton Westbank	Angmering N	Angmering S / E	BREZ Salt Box / BREZ Rowan Park
A27-B2145 Whyke Roundabout	0.395	0.493	0.051										
A27-A259 Bognor Road Roundabout			0.058	0.018									
A27-B2233 Nyton Road Junction				0.017	0.005								
A27-A29 Fontwell West Roundabout				0.004		0.758							
A27-A29 Fontwell East Roundabout					0.010								
A27-A284 Ford Road Roundabout													
A27-The Causeway Junction											0.033		
A27-A280 Northern Roundabout				0.016							0.439		
A29-A259 Rowan Way Junction			0.061	0.075									
A29-A259 Felpham Relief Road Junction			0.057										0.065
A259-Church Lane Junction									1.2				
A259-B2187 (Bridge Road L'ton) Roundabout													
Ford Road Level Crossing								0.350					
Barnham Village					0.005		0.042						
A259-Oystercatcher Junction			0.098		0.048		1.042	0.600					
A259-Comet Corner Junction							0.364	0.097					
A29 Realignment			0.157		0.272	0.000							
A259 Widening Oystercatcher to Littlehampton (now called A259 Bognor Regis to Littlehampton Corridor scheme)			0.020		0.044			0.515			0.120		
A259 East Arun Widening (Lyminster Bypass to Body Shop and Station Road to A280)								0.015			0.439	3.188	