

S106 Agreement.

Proportional contributions required from the site towards the following BEW infrastructure requirements (taken from the approved **Apportionment Study**):

(Based on Local Plan number of 3000 dwellings tested in highways terms):

1. A29 re-alignment ($\pounds 43,383,000/3000 = \pounds 14,461.00$ per-dwelling) = $\pounds 57,844.00$
- ~~2. A259 corridor improvements – Bognor Regis to Littlehampton ($\pounds 600,000/3000 = \pounds 200$ per dwelling) = $\pounds 800$~~
- ~~3. A259 Oyster Catcher improvements ($\pounds 160,000/3000 = \pounds 53.33$ per dwelling) = $\pounds 214.32$~~
4. A27/Fontwell EAST RBT improvements ($\pounds 1,100,000/3000 = \pounds 366.66$ per-dwelling) = $\pounds 1,466.67$
5. A27/Fontwell WEST RBT improvements ($\pounds 1,542,000/3000 = \pounds 514.00$ per-dwelling) = $\pounds 2,056.00$
6. A27/Nyton Road improvements ($\pounds 327,000/3000 = \pounds 109.00$ per-dwelling) = $\pounds 436.00$
7. A29/A259 Rowan Way improvements ($\pounds 1,526,000/3000 = \pounds 508.66$ per-dwelling) = $\pounds 2,034.67$
8. A29/A259 Felpham Relief Road improvements ($\pounds 810,000/3000 = \pounds 270.00$ per-dwelling) = $\pounds 1,080.00$
9. Barnham Village Centre improvements ($\pounds 359,000/3000 = \pounds 119.66$ per-dwelling) = $\pounds 478.67$

(Based on Arun District Council's aspiration for 4300 dwellings):

1. A29 re-alignment ($\pounds 43,383,000/4300 = \pounds 10,089.06$ per-dwelling) = $\pounds 40,356.28$
- ~~2. A259 corridor improvements – Bognor Regis to Littlehampton ($\pounds 600,000/3000 = \pounds 200$ per dwelling) = $\pounds 800$~~
- ~~3. A259 Oyster Catcher improvements ($\pounds 160,000/3000 = \pounds 53.33$ per dwelling) = $\pounds 214.32$~~
4. A27/Fontwell EAST RBT improvements ($\pounds 1,100,000/4300 = \pounds 255.81$ per-dwelling) = $\pounds 1,023.26$
5. A27/Fontwell WEST RBT improvements ($\pounds 1,542,000/4300 = \pounds 358.60$ per-dwelling) = $\pounds 1,434.42$
6. A27/Nyton Road improvements ($\pounds 327,000/4300 = \pounds 76.05$ per-dwelling) = $\pounds 304.19$
7. A29/A259 Rowan Way improvements ($\pounds 1,526,000/4300 = \pounds 354.88$ per-dwelling) = $\pounds 1,419.53$
8. A29/A259 Felpham Relief Road improvements ($\pounds 810,000/4300 = \pounds 188.37$ per-dwelling) = $\pounds 753.49$
9. Barnham Village Centre improvements ($\pounds 359,000/4300 = \pounds 83.49$ per-dwelling) = $\pounds 333.95$

and,

Infrastructure Delivery Plan (IDP) requirements (again, proportional contributions and based on latest cost estimates):

(Based on Local Plan number of 3000 dwellings tested in highways terms):

1. Cycle links BEW to SDNP – £5,300.000 – so $\frac{£5,300.000}{3000} = £1,766.66$ per-dwelling x 4 = £7,066.64_- BUT 50% payable by developer = £3,533.32
2. Barnham – Tangmere cycle route – estimated cost £3,550,000 – so $\frac{£3,550,000}{3000} = £1,183.33$ per-dwelling x 4 = £4,733.33 - BUT 50% payable by developer = £2,366.66
3. Barnham to Bognor Regis cycle route – estimated cost £3,150,000 – so $\frac{£3,150,000}{3000} = £1,050.00$ per-dwelling x 4 = £4,200_- BUT 50% payable by developer = £2,100
4. B2233 footway imps – estimated cost £1,200,710 – so $\frac{£1,200,710}{3000} = £400.24$ per-dwelling x 4 = £1,600.95 - (100% payable by developer)
5. Creation of a dedicated NMU grade-separated railway crossing to provide a safe connection between sections of the proposed Rife Valley Park – proportional contribution required from all development sites (ARUN DC TO ADVISE).
6. Creation of a dedicated NMU grade-separated railway crossing to provide a safe crossing of the Barnham-Bognor branch line linking various PRoW - proportional contribution required from all development sites (ARUN DC TO ADVISE)
7. Proportional contribution towards overall PT strategy for BEW (DEVELOPER TO PROVIDE DETAILS)
8. Additional cycle parking Barnham Station – estimated cost - £35,000 – so $\frac{£35,000}{3000} = £11.66$ x 4 = £46.64

(Based on Arun District Council's aspiration for 4300 dwellings):

1. Cycle links BEW to SDNP – £5,300.000 – so $\frac{£5,300.000}{4300} = £1,232.56$ per-dwelling x 4 = £4,930.23_- BUT 50% payable by developer = £2,465.12
2. Barnham – Tangmere cycle route – estimated cost £3,550,000 – so $\frac{£3,550,000}{4300} = £825.58$ per-dwelling x 4 = £3,302.33 - BUT 50% payable by developer = £1,651.16
3. Barnham to Bognor Regis cycle route – estimated cost £3,150,000 – so $\frac{£3,150,000}{4300} = £732.56$ per-dwelling x 4 = £2,930.23_- BUT 50% payable by developer = £1,465.12
4. B2233 footway imps – estimated cost £1,200,710 – so $\frac{£1,200,710}{4300} = £279.23$ per-dwelling x 4 = £1,116.94 - (100% payable by developer)
5. Creation of a dedicated NMU grade-separated railway crossing to provide a safe connection between sections of the proposed Rife Valley Park – proportional contribution required from all development sites (ARUN DC TO ADVISE).
6. Creation of a dedicated NMU grade-separated railway crossing to provide a safe crossing of the Barnham-Bognor branch line linking various PRoW - proportional contribution required from all development sites (ARUN DC TO ADVISE)
7. Proportional contribution towards overall PT strategy for BEW (DEVELOPER TO PROVIDE DETAILS)
8. Additional cycle parking Barnham Station – estimated cost - £35,000 – so $\frac{£35,000}{4300} = £8.14$ x 4 = £32.56

(PLEASE NOTE that two housing numbers are given above to calculate contribution amounts – (1) the approved Local Plan number of 3000 and, (2) the Arun aspirational number of 4300. At the time of writing, it has not been established if there is a need for additional mitigation to mitigate a 4300 quantum of development in transport terms. However, as both the Apportionment Study and Infrastructure Delivery Plan have been based on a 3000-home development to set-out the financial amounts required to deliver the mitigation to support that size of development, should a further 1300 homes not come forward, there would then be a resultant shortfall in infrastructure provision and/or costs thereto, if the higher aspirational figure of 4300 is used to secure the infrastructure amounts. The Local Planning Authority will, of course, consider other competing issues and form their own view about what number to base contributions on.

Additionally, please note that the figures and the contents of the lists above, may be subject to change up until the point of concluding the S106 Agreement).

04/01/2023

Tim Townsend on behalf of WSCC as Highway Authority