

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: S Davis
FROM:	WSCC - Highways Authority
DATE:	4 July 2019
LOCATION:	Chandlers Garage Bmw House Water Lane Littlehampton BN16 4EH
SUBJECT:	A/45/19/PL Demolition of existing buildings (car show room, workshops and Phares Courtledge) and erection of 19 dwellings, a convenience store, a community building, public toilets and associated car parking and landscaping - This application affects the character and appearance of the Angmering Conservation Area. More information.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	£ 97,006

History

The LHA has previously issued a more information request for this proposal. Details were sought regarding the existing and proposed trips from the western site access, the existing and proposed trips from the Parish Council Building and the presence of a pedestrian access to the south of the site onto High Street. Other details included details relating to the orientation of a fire escape along the northern boundary, the specifications of the disabled parking bays and amendments within the visibility splay drawings. These details have been addressed within a Technical Note prepared by the Transport Consultant.

Summary

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury accident within proximity of the site accesses however, from an inspection of accident data it is clear that this was not due to any defect with the junction.

The proposal will result in the reconfiguration of the existing western access point and the retention of the eastern site access serving the site. In addition to this, pedestrian links will be created from plots 17-19 to adjoin the existing footway, a footway link will be provided between the east and western site accesses along Water Lane and pedestrian access routes provided to the commercial and residential units from this footway.

Water Lane is a "C" class road which adjoins the Angmering bypass to the north east. To the south west Water Lane becomes Station Road and continues further south to adjoin the A259 and Roundstone bypass. The road at the point that is relevant to the site is subject to 30mph speed restrictions and lowers to 20mph to the west of the site.

The application is supported by a Transport Statement (TS); this includes a Stage 1 Road Safety Audit (RSA) with Designer's Response. Upon inspection of the information and statements submitted, the LHA would not raise an objection to the proposals from the highway point of view. Detailed comments are provided in the report below.

Access and Visibility

Both the two accesses leading onto Water Lane, shown within the associated plans are of sufficient width to accommodate two vehicles passing in opposing directions. Swept path tracking has been provided and demonstrates the ability for refuse vehicles to enter and egress the eastern site access safely, the eastern access has also been demonstrated as being capable of accommodating deliveries associated with the commercial unit.

There are currently also two accesses associated with the site that adjoin High Street to the south, these will be stopped up and used to create pedestrian links for both regular use and emergency only use. Similarly, the dropped crossing serving the hard standing to the north of the site no longer appears necessary for this proposal and should also be raised to match the street scene.

The western access point will take the form of a 4.8m wide 6m radii access and allows a tactile crossing facility for pedestrians along Water Lane. The eastern access takes the form of a 6m wide bellmouth access with 3.6m kerb radii also with tactile crossing facility for pedestrians. A new footway link will be situated between the accesses and should take the form of a 1.5m minimum width in line with The Department for Transport's guidance on Inclusive Mobility.

In addition to these pedestrian accessibility improvements, a dedicated pedestrian access is proposed to the south of the site to adjoin the existing footway on High Street and an emergency Flood Escape Route for pedestrians is also to be created, with a gated access to ensure use of this point is not available unless such emergencies occur.

The Road Safety Audit (RSA) has identified 3 problems with the proposed access arrangements. In summary the issues have been satisfactorily addressed within the Designer's Response and both elements can be sorted at the Stage 2 Technical stage.

2.1- Problem

Lay-by between the two accesses- Risk of side swipe (pull out) collisions at the vehicular accesses

The lay-by is to be provided to facilitate retail loading and unloading by service vehicles. A lorry or van parked in this lay-by will obstruct the visibility splays from each of the vehicular accesses to the development, increasing the risk of side swipe collisions as vehicles exit the development. Whilst the probability of such collisions is low, as the loading and unloading will only take place for short periods of time each day, the risk will increase if general parking by residents takes place in it throughout the day.

RECOMMENDATION

The lay-by should be relocated outside of visibility splays from the vehicular accesses. If this is not possible it should be designated as a loading bay only and an appropriate traffic order imposed on it accordingly.

This point was agreed and the lay-by removed by the design team

2.2- Problem

Lay-by between the two vehicular accesses- risk of pedestrian/vehicular collisions

When a delivery vehicle is unloading to the retail unit, the footway adjacent to the lay by may be of insufficient width to allow goods to be unloaded whilst pedestrians are passing. Pedestrians may, therefore, walk on the carriageway side of the delivery vehicle, risking collisions with south-westbound through traffic.

RECOMMENDATION

The footway adjacent to the lay-by should be of sufficient width for the passage of pedestrians, including wheelchair users and double buggies, whilst a delivery vehicle is unloading to serve the retail unit.

This point was agreed and the lay-by removed by the design team

2.3-Problem

Planting along the north eastern end of the frontage onto Water Lane- risk of side swipe collisions at the north eastern vehicular access

The architect's sketch layout shows trees to the north-east of the wider vehicular access, their crowns over-hanging the footway. Depending on the type of tree, the crowns may bush out over time, obstructing visibility for the driver of goods vehicles exiting this access, consequently increasing the risk of side swipe collisions with vehicles approaching from the north east.

RECOMMENDATION

The trees planted along the north-eastern end of the frontage onto Water Lane should be of a variety that does not encroach over the highway over time.

This point was agreed and the design team propose a variety of tree that does not encroach on visibility splays and over the highway over time.

A speed survey has been undertaken, to ascertain the 85th percentile road speeds. Adjusted for wet weather the speeds are:

- 26.0 mph-Northbound
- 26.6 mph- Southbound

The visibility splays therefore would be anticipated to be 35.1metres southbound and 36.2 metres northbound. This splay is achievable at the eastern access in both directions. In the western access, the southern visibility splay is obscured slightly by the neighbouring boundary wall- not within control of the applicant. The visibility splay in

this direction has been shown a 36.2m to the centre line. The LHA has considered this reduced visibility splay and considers the precedent set by this existing access point. Good forward visibility along water lane presents opportunity for a vehicle waiting at the access to be seen, and the presence of parked vehicles along the northern carriageway encourages vehicles to proceed cautiously.

Section 10.6.1 of Manual for Streets 2 (MfS2) states the absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously, similarly to how vehicles emerge onto the highway when visibility along the carriageway is restricted. Section 10.6.2 also states that the frequency of vehicular movements should also be taken into account, this is discussed in more detail within the Capacity section of this report however; capacity has been assessed and found to not raise any severe concern.

Finally the footway proposed along with this development is considered to be of sufficient width to allow an oncoming pedestrian to anticipate a car manoeuvring from the parking area.

In conclusion the principle of the access is acceptable following assessment of the RSA. The works for the access would be subject to a Section 278 Agreement with WSCC's Implementation Team- informative included below.

Parking

The proposed parking for this development is considered acceptable. 16 spaces are available for the convenience store and 4 to serve the parish council building and 28 spaces are available to serve the residential units which meets the demand as outlined within the WSCC Parking Demand Calculator (PDC) The vehicular parking spaces are in line with WSCC guidance meeting 2.4m x 4.8m in order to suitably cater for an average size vehicle, garages are 3m x 6m each.

The parking allocation is in accordance with the demand from the WSCC PDC (Parking Demand Calculator). From checking this and based on the proposed mix and tenure of the dwellings, the car parking provision is anticipated to satisfy the likely demands. Swept path diagrams have been provided which outline the ability for a vehicle to turn within the site to egress in a forward gear onto Water Lane.

Disabled parking bays have been provided fronting the commercial unit and have been proposed in line with Department for Transport's Inclusive Mobility in mind. A pedestrian dropped crossing has been located in proximity to the access to the building to allow access for wheelchair users or parents with children and push chairs.

Capacity

The LHA are unaware of any existing Highways Capacity concerns with the use of the site as an MOT and car sales garage. Therefore there are no known existing issues that may be exacerbated or re-implemented as a result of this proposal.

The applicant has undertaken a TRICS assessment of the site to observe the intensification of use that may be incurred by this development on the western site access point. This was to establish whether a reduced visibility splay would be acceptable in the northbound direction at this point. Having interrogated the data, it has become apparent that the proposal would likely see an increase in a total of 5 movements per day over the existing use at the site, this includes 2 movements during the AM peak and 5 movements in the PM peak. The proposal therefore would not be anticipated to have a material impact on the western access point and the additional movements are considered negligible by comparison.

The current Parish Council building has been outlined as generating circa 10 movements per day, with the proposed building generating 16 movements. This increase has been accommodated within the total TRIPS outlined below.

A TRICS assessment has also been carried out for the site as a whole. The data reflects the existing use as generating a total of 265 daily 2 way vehicle movements of which 26 occur within the network AM peak and 22 within the PM network peak hour.

The proposed use has been outlined as generating a total of 419 daily 2 way movements of which 32 would occur during the network AM peak period and of which 41 would occur within the PM peak.

The Transport Assessment outlines that the majority of movements would be associated with the use of the convenience store and that the movements generated are largely by "pass by", "linked", or "diverted" traffic movements and as such generally generate a limited number of *new* vehicle trips on the road network.

Taking into account the existing permitted usage in terms of highway safety and level of activity of the site, it is unlikely that this proposal would have an adverse impact on the local highway network.

The LHA have analysed this data and agree that the intensification of use generated by the development would not generate a material cumulative impact and that there are no capacity grounds in which to resist this application; in addition we are not aware of any congestion issues within the vicinity of Water Lane.

From a capacity perspective we are satisfied that this proposal would not have a 'severe' residual impact and would not be contrary to Paragraph 109 of the National Planning Policy Framework (NPPF).

Sustainability

The site is served by linking pedestrian footways, this along-side regular bus services operating nearby offers an alternative means to the use of a car for commuting longer distances. Secure cycle parking has been proposed also, which if the LPA (Local Planning Authority) grant planning permission should be sealed via condition to also promote sustainable travel.

The National Planning Policy Framework states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. In these respects, the site is located within a reasonable walking distance of various village stores and passenger transport infrastructure.

Angmering railway station is a 5 minute cycle from the site or a 9 minute bus journey, this allows travel to Portsmouth, Brighton and London for commuters requiring this facility.

The LHA advise a suitably worded condition in order to secure a travel plan statement, this is to secure long-term management strategies for integrating proposals for sustainable travel. This should be used as a tool to identify opportunities for the effective promotion and delivery of sustainable transport initiatives for the development such as, walking, cycling, public transport & tele-commuting. The targets and actions in the travel plan should be 'SMART' which means they must be- Site-specific, Measurable, Achievable, Realistic and Time-specific. Please see condition below.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site will be possible only from Water Lane. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed Water Lane in light of the carriageway width and presence of other vulnerable road users.

Refuse

The Transport Assessment outlines that refuse collection will occur roadside from Water Lane, the bin stores have been situated within the site to adhere to building regulations which state that residents should not have to carry bins in excess of 30m and refuse collection operatives should not have to travel over 25metres.

The eastern access has demonstrated that the refuse vehicles would have sufficient space to enter the site, the plan however does not outline the dimensions of the vehicle used for this diagram, I can advise that Arun District Council use 26T Mercedes Econic 6x2 rear steer Refuse Collection Vehicles. The same type of vehicle is used for both refuse and recycling. Garden waste is collected by a 26t Dennis Elite 6x2 rear steer collection vehicle.

There would appear sufficient space for these types of vehicles, however I advise that the applicant liaises with the relevant collection authorities to ensure this is considered an acceptable arrangement.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Site Plan Planning Layout and numbered 17-1030-006-A.

Reason: In the interests of road safety.

Access closure (Access Closure)

No part of the development shall be first occupied until such time as the existing vehicular accesses onto High Street and the northern dropped crossing onto Water Lane have been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 36.2 metres have been provided at the proposed site vehicular accesses onto Water Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Car parking space (details approved – for larger sites)

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking (for larger sites)

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan Statement (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance

and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Informatives

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Provision of Adoptable Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

Below is a copy of the S106 report sent to you on 9th May 2019

Jodie Wilkes
West Sussex County Council – Planning Services

SECTION 106 CONSULTATION RESPONSE FOR ARUN DISTRICT COUNCIL

DATE: 9th May 2019

FROM: Eloise Short

DISTRICT/BOROUGH COUNCIL: Arun

Application Number: A/45/19

The Provision of Service Infrastructure Related to Development at BMW House, Chandlers garage Ltd, Water Lane, Angmering, BN16 4EH

Planning Application details - Demolition of existing buildings (car show room, workshops and Phares Courtledge) and erection of 19 dwellings, a convenience store, a community building, public toilets and associated car parking and landscaping - This application affects the character and appearance of the Angmering Conservation Area.

Summary of Density per Infrastructure Demands

Note: The above summary does not include the installation costs of fire hydrants. Where these are required on developments, (quantity as identified above) as required under the Fire Services Act 2004 they will be installed as a planning condition and at direct cost to the developer. Hydrants should be attached to a mains

capable of delivering sufficient flow and pressure for fire fighting as required in the National Guidance Document on the Provision of Water for Fire Fighting 3rd Edition (Appendix 5)

The above contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the *National Planning Policy Framework, 2019*.

The basis for this advice is contained in the County Council's adopted Supplementary Planning Guidance document "The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1".

The secondary education contribution has been calculated in accordance with the Developer Obligations for Secondary Contributions in Arun Document 2019, which is a supporting document for the Arun Infrastructure Delivery Plan 2017 (IDP).

All TAD (Total Access Demand) contributions have been calculated in accordance with the stipulated local threshold and the methodology adopted as Supplementary Planning Guidance (SPG) in November 2003.

The calculations have been derived on the basis of an increase in 83 Net dwellings.

Please see below for a Breakdown and explanation of the WSCC Contribution Calculators. Also see the attached spreadsheet for the breakdown of the calculation figures. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Deed of Planning Obligations

4

- a) As a deed of planning obligations would be required to ensure payment of the necessary financial contribution, the County Council would require the proposed development to reimburse its reasonable legal fees incurred in the preparation of the deed.
- b) The deed would provide for payment of the financial contribution upon commencement of the development.
- c) In order to reflect the changing costs, the deed would include arrangements for review of the financial contributions at the date the payment is made if the relevant date falls after 31st March 2020. This may include revised occupancy rates if payment is made after new data is available from the 2021 Census.
- d) **Review of the contributions towards primary and further secondary school building costs should be by reference to the DfF adopted Primary/ Further Secondary school building costs applicable at the date of payment of the contribution and where this has not been published in the financial year in which the contribution has been made then the contribution should be index linked to the DfE cost multiplier and relevant increase in the RICS BCIS All-In TPI. This figure is subject to annual review.**

- e) **Review of the contribution towards secondary education should be by reference to the information provided in the supplementary Developer Obligations for Secondary Contributions in Arun Document 2019, which is a supporting document for the IDP.**
- f) **Review of the contribution towards the provision of additional library floorspace should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.**
- g) **Review of the contribution towards the provision of fire service infrastructure (fire stations) should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.**

The contributions generated by this proposal shall be spent on additional equipment at St Margaret's CofE Primary School.

The contributions generated by this proposal shall be spent on fixtures, fittings and equipment at phase 2 of a new secondary school for Arun.

The contributions generated by this proposal shall be spent on additional equipment at The Angmering School Sixth Form.

The contributions generated by this proposal shall be spent on flexible shelving to enable increased community use at Angmering Library.

Fire and Rescue Service Contribution to be used towards the provision of additional fire safety equipment to vulnerable persons homes in West Sussex Fire Rescue Services Southern Area serving Angmering.

Recent experience suggests that where a change in contributions required in relation to a development or the necessity for indexation of financial contributions from the proposed development towards the costs of providing service infrastructure such as libraries is not specifically set out within recommendations approved by committee, applicants are unlikely to agree to such provisions being included in the deed itself. Therefore, it is important that your report and recommendations should cover a possible change in requirements and the need for appropriate indexation arrangements in relation to financial contributions.

Please ensure that applicants and their agents are advised that any alteration to the housing mix, size, nature or tenure, may generate a different population and thus require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent.

It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106 agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

Please see below for a Breakdown of the Contribution Calculators for clarification of West Sussex County Council's methodology in calculating Contributions. For further explanation please see the Sussex County Council website (<http://www.westsussex.gov.uk/s106>).

Breakdown of Contribution Calculation Formulas:

1. School Infrastructure Contributions

The financial contributions for school infrastructure are broken up into three categories (primary, secondary, sixth form). Depending on the existing local infrastructure only some or none of these categories of education will be required. Where the contributions are required the calculations are based on the additional amount of children and thus school places that the development would generate (shown as **TPR- Total Places Required**). The TPR is then multiplied by the Department for Children, Schools and Families school building costs per pupil place (**cost multiplier**).

School Contributions = TPR x cost multiplier

a) TPR- Total Places Required:

TPR is determined by the number of year groups in each school category multiplied by the child product.

TPR = (No of year groups) x (child product)

Year groups are as below:

- Primary school- **7** year groups (aged 4 to 11)
- Secondary School- **5** year groups (aged 11 to 16)
- Sixth Form School Places- **2** year groups (aged 16 to 18)

Child Product is the **adjusted education population** multiplied by average amount of children, taken to be 14 children per year of age per 1000 persons (average figure taken from 2001 Census).

Child Product = Adjusted Population x 14 / 1000

Note: The adjusted education population for the child product excludes population generated from 1 bed units, Sheltered and 55+ Age Restricted Housing and Social Rented Housing as a nil child product is assumed for these dwellings. However, this does not apply to calculating the child product for secondary education, where the population from Social Rented Dwellings and 1 bedroom flats is included in the Child Product, as per the Developer Obligations for Secondary Contributions in Arun Document 2019.

b) Cost multiplier- Primary and Further Secondary Education Services

The cost multiplier for primary and further secondary is a figure released by the Department for Education. It is a school building costs per pupil place as at 2018/2019, updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index. Each Cost multiplier is as below:

- Primary Schools- **£18,256 per child**
- Sixth Form Schools- **£29,832 per child**

c) Cost multiplier – Secondary Education Services

The cost multiplier for secondary is the cost of providing a new 10FE secondary school for Arun, plus land costs, as outlined in the Developer Obligations for Secondary Contributions in Arun Document 2019. The cost of every additional pupil attending the school is **£33,538**, which is used as the cost multiplier.

2. Library Infrastructure

There are two methodologies used for calculating library infrastructure Contributions. These have been locally tailored on the basis of required contributions and the nature of the library in the locality, as below:

Library infrastructure contributions are determined by the population adjustment resulting in a square metre demand for library services. The square metre demand is multiplied by a cost multiplier which determines the total contributions as below:

Contributions = SQ M Demand x Cost Multiplier

a) Square Metre Demand

The square metre demand for library floor space varies across the relevant districts and parishes on the basis of library infrastructure available and the settlement population in each particular locality. The **local floorspace demand (LFD)** figure varies between 30 and 35 square metres per 1000 people and is provided with each individual calculation.

$$\text{Square Metre Demand} = (\text{Adjusted Population} \times \text{LFD}) / 1000$$

b) Cost Multiplier- Library Infrastructure

WSCC estimated cost of providing relatively small additions to the floorspace of existing library buildings is **£5,350** per square metre. This figure was updated by Royal Institute of Chartered Surveyors' Building Cost Information Service All-In Tender Price Index for the 2019/2020 period.

3. Fire & Rescue Service Infrastructure

The Fire and Rescue Services infrastructure contribution is determined by the population adjustment multiplied by the relevant cost multiplier for the provision of services.

Fire and Rescue Contributions = Adjusted Population x Cost Multiplier

a) Adjusted Population

This is the sum of the occupancy rates for the net dwelling increase with the exclusion of social housing increase.

b) Cost Multiplier- Fire Rescue

There are two cost multipliers for WSCC which relate to the Southern Division and the Northern Division. The cost multiplier is calculated by dividing the total cost of necessary fire and rescue infrastructure within the division by the projected population for 2016. The cost multipliers are as below:

Southern Division (Chichester, Arun, Worthing and Adur): £15 per person

Northern Division (Horsham, Crawley, Mid Sussex): £57 per person in Horsham, £105 per person in Crawley

Note: The installation costs of fire hydrants are excluded from the above and will continue to be required on developments as a direct cost to the developer as required under the Fire Services Act 2004