

James Cross
Arun District Council,
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Littlehampton,
West Sussex,
BN17 5LF

Date: 9 June 2021

Our ref: 14677/01/SSL/CC/19818087v1

Your ref: BN/135/20/PL and BN/153/20/PL

Dear James

Boweries Planning Application (LPA ref: BN/135/20/PL) and Warwick Nurseries Planning Application (LPA ref: BN/153/20/PL)

On behalf of the Southern Consortium (consisting The Church Commissioners for England and Hanbury Properties Limited) we write with respect to the above planning applications which are within site allocation SD5 (Arun Local Plan 2018). The Southern Consortium is the majority landowner in the Barnham, Eastergate and Westergate (BEW) site allocation. The Consortium's consultant team has been preparing a planning application for a major part of the allocation, which will include a mixed-use development of up to 1,250 homes, local centre, primary school, open space and phase 2 of the realigned A29 from Barnham Road to the Lidsey Bends.

The Boweries planning application for 30 units (LPA ref: BN/135/20/PL) and the Warwick Nurseries application for 44 units (LPA ref: BN/153/20/PL) are also located within the BEW allocation SD5. We are aware that these applications are at an advanced stage and Arun District Council is looking to approve both under delegated authority in order to bring forward housing delivery as soon as possible. However, the Southern Consortium is unable to support these applications unless they are making fair and proportionate contributions to the significant infrastructure requirements associated with the strategic allocation, including the infrastructure works associated with the A29 realignment. This strategic infrastructure is necessary to support the allocation and is identified within the site allocation requirements (Policy HSP2c SD5) and the accompanying Infrastructure Capacity Study and Delivery Plan 2017 (the 'IDP').

Since the IDP was prepared the cost of the A29 realignment has significantly increased, when calculated on the basis of an updated detailed design and as a result of current construction costs. In recent months the consultant team has been preparing the technical information to support the Southern Consortium's forthcoming planning application, including a detailed review of the costs associated with the road and other infrastructure. To date no forward funding has been identified for this stretch of the road and it is expected to be developer funded via contributions from housing schemes within the site allocation. It is therefore vital that all schemes within the allocation, regardless of size and location, make fair and proportionate contributions towards the cost of the road.

The Southern Consortium has previously expressed concerns regarding applications coming forward ahead of the detailed design of the A29 realignment where the costs for this road had not been identified, given it is

such a major piece of infrastructure. Initial work on this has recently been completed and we have shared with Arun the updated suggested cost for the road from a number of different cost consultants. These indicate that the road is estimated to cost between £39.2m to £47.1m, rather than the £23m estimated in the IDP. With such significant costs involved, and viability being a very relevant issue across the whole allocation, it is critical that all applications coming forward are treated in a consistent manner and that appropriate contributions are made from each site/application to contribute towards the overall costs of delivering the allocation.

We understand that the Section 106 agreements for both the Boweries and Warwick Nurseries applications are being prepared on the basis of the IDP road costs. It is unacceptable that the Southern Consortium would have to make up any shortfall as a result of this. On this basis, the Consortium strongly objects to the grant of planning permission for any part of the allocation, until it can be demonstrated that an acceptable contribution is secured towards the total cost of the road and other infrastructure. We understand this may have viability implications for these scheme but, as you will appreciate this is applicable across the allocation and, if not rectified, it could have knock on implications on the Southern Consortium proposals, which cannot take on the greater burden of additional costs for delivering the road.

It is also considered that given these applications form part of the strategic allocation they should be determined by the Development Control Committee rather than under delegated authority. We also understand that there is political pressure from Members locally to bring forward the full delivery of the A29 Realignment as quickly as possible. On this basis, ADC Members should be fully aware of the implications of the suggested reduced contributions from these current applications towards the cost of the road and the implications on the delivery of the wider A29 works and the allocation itself. It is essential for the delivery of the road and the requirements of the allocation that all schemes contribute their proportionate share of the costs.

We trust this position is clear, but if you would like to discuss further, please contact me or my colleague Victoria Barrett-Mudhoo.

Yours sincerely

A large black rectangular box redacting the signature of Clare Catherall.

Clare Catherall
Associate Director