

[REDACTED]

From: Franklin, Richard [REDACTED]
Sent: 21 February 2018 14:54
To: David Easton

[REDACTED]

Subject: Pagham sites (reference P/134/16/OUT, P/134/16/OUT, P/6/17/OUT and P/25/17/OUT)

Dear David,

I am just emailing to update you on the 4 planning applications in Pagham (reference P/134/16/OUT, P/134/16/OUT, P/6/17/OUT and P/25/17/OUT).

In December, we provided the applicants (cc'd) with a report prepared by our commercial services team for the price of improvements at the A27 Whyke junction that provided a range of prices with lowest and maximum anticipated values, which in this instance was between £580,710 and £1,336,116. This was subsequently queried by the applicants and we responded to their queries as below.

We haven't heard anything since and I am mindful that we have had indication below that three of the applications are to be taken to the 14th March 2018 committee. Please note that Highways England still officially has a holding objection on the applications, and therefore until such time as it has been formally removed, the council should not determine the applications unless it is for refusal. However, we would be happy to remove our holding objection and provide our final substantive response, which would be conditional on the contributions outlined below, when these contributions are agreed.

Please note that as the improvements at the A27 Whyke junction will be funded by a contribution to Highways England, the risk of delivering the improvements is removed from the applicants and falls on Highways England. As such, and in light of the report from our commercial services team,

we are requesting for a contribution aligned with the most likely cost divided by the number of proposed dwellings equating to £850 per dwelling, which totals £883,150 based on the 1,039 dwellings proposed. In terms of the individual sites, this means that Highways England is looking to secure the following amounts:

- P/134/16/OUT (Land North of Sefter Road – 250 dwellings): £212,500
- P/140/16/OUT (Land South of Summer Lane – 400 dwellings): £340,000
- P/6/17/OUT (Land North of Hook Lane – 300 dwellings): £255,000
- P/25/17/OUT (Church Barton House – 89 dwellings): £75,650
- Total (1,039 dwellings): £883,150

I hope that this clarifies the situation but please let us know if you have any queries.

Regards,

Richard Franklin

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Web: <http://www.highways.gov.uk>

From: Bowie, David

Sent: 24 January 2018 14:06

Cc: 'Dave Tighe'; 'Tom Martindale-Sheldon'; Planning SE; Bown, Kevin; Cleaver, Elizabeth; Franklin, Richard; 'Melanie A'Lee'

Subject: RE: Pagham South P/140/16/OUT

Good afternoon Fiona,

I have only just received the responses from our Commercial Team as follows in red with my comments in light blue:

- i. The cost of the original scheme (i.e. that shown on the attached plan ref: JNY8558-12). – This was the information provided by the Spatial Planning Team to the Cost Planning Team. This was the cost information supplied and accepted as part of the Free School permission by 'RPS Group' who are part of the consultant team on these applications.
- ii. The cost of the proposed scheme (i.e. that shown on the attached plan ref: JNY8840-19B). – The Cost Planning team was informed by the Spatial Planning team that the proposed scheme (JNY8840-19A) supersedes another proposed scheme by the Chichester Free School (JNY8558-12). We are neither aware of the new scheme (JNY8840-19B) nor have we seen the drawing so we cannot comment on this. You will recall that we asked for the costing prior to the amended drawing being produced. The changes will need to be accounted for in the required contribution. This will obviously be a risk with costing when the final scheme has yet to be agreed. I recall we agreed to undertake the estimate early to expedite the process.
- iii. The worksheets setting out the unit rates and how these have been applied to the bill of quantities, so that we can understand how the figures have been calculated. – Cost Planning Team undertook a quantity take-off (using tools such as On-Screen Take-off and manual take-off) of the proposed scope of work to provide the additional works. JNY8840-19A was used to calculate the quantity of additional works. This was then run through the Highways England Estimating Software with in-built rates using the current rate library (Q1 2016). This rate library is updated annually following a Cost Intelligence audit to determine market rates. I understand that the rates are commercially sensitive so cannot be provided.

- iv. **Clarification regarding the project Risk and Uncertainty Element – what is this, how is it calculated and what does it cover?** - Based on information collated from previous estimates, we as a department look at norms or common figures to advise percentages where no Risk Registers are available. Risk covers general design and construction items that could be expected, whereas the Uncertainty is sometimes added where it is felt that Risk may not be adequate. In this case only a Risk percentage was used.
- v. **An understanding of the variation between the low and high cost estimates.** - As part of the Highways England process we complete a ranged estimate to advise the business on certain outcomes. These are dictated by looking at plausible worst and best cases around the spec available.

We range items such as

- ◆ programme durations,
 - ◆ earthworks allowing for bad/good/contaminated ground,
 - ◆ drainage whether additional carrier drainage is required or just gully and manhole connections,
 - ◆ Non Construction costs such as Design and Risk,
- vi. **How the Preliminaries costings are derived for the agreed addition works that are over and above the Chichester Free School scheme.** - In the absence of any programme etc. we used percentages to dictate this figure. These percentages are taken from Cost information received from completed schemes. There may be some efficiencies to achieved by using the existing site facilities, TM etc. but an allowance was needed to be made.

Please can you also confirm how you envisage the agreed contribution figure will be secured i.e. via a S278? – We will require the applicants to enter into a s278 for the works as per the final agreed drawing or financial contribution to the agreed cost ROADCON index linked.

In addition, we note that the costings are based on drawing JNY8840-19/A, but we understand that the plan you finally approved following the RSA was 19/B dated 17/10/17. – As stated above, we, the Highways England Cost Planning Team are neither aware of the new scheme (JNY8840-19B) nor have we seen the drawing so we cannot comment on this. As per my earlier comment above.

We acknowledge that in terms of costings of the whole scheme the differences are probably immaterial, but for the avoidance of doubt going forward it would be beneficial to be working to the approved plan. – The Cost Planning team can only produce the estimates based on the information / drawing provided by the Project teams.

With the above in mind, in accepting a contribution Highways England will need to reduce it's risk and therefore I would be looking at a contribution as previously mentioned of around £881,500 assuming that the RSA amendments have not appreciably increased the amount of construction work necessary.

Kind regards

David

David Bowle

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Web: <http://www.highways.gov.uk>

Sent: 24 January 2018 09:33
To: Bowie, David
Cc: 'Dave Tighe'
Subject: Pagham South P/140/16/OUT

Good morning David,

We have been informed by Arun DC that the three applications (Pagham South, Land North of Hook Lane and Land North of Sefter Road) are to be taken to the 14th March 2018 committee with a recommendation for approval from the planning officers.

Therefore we anticipate that Arun DC will be requesting your final consultation response soon.

We recall that the only outstanding items at the moment are:

- i. Confirmation of how the agreed contribution figure will be secured i.e. via a S278. Please could you confirm.
- ii. What that agreed contribution figure will be. To that end, do you have an update from your costings team?

Happy to discuss.

Kind regards,
Fiona

Fiona Bennett

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