Chichester District Council

Chichester Local Plan Examination – CDC Written Update Note following Day 2 Hearing session.

Matter 4A

Written Note on A27 Contributions Methodology

October 2024

1.1 In response to the discussion at Hearing Day 2, Matter 4A, in relation to the A27 contributions mechanism set out within Policy T1 (Transport Infrastructure) – additional information/clarification was sought in relation to the methodology for calculating the proposed contributions from residential development in the south of the Plan Area. The overall approach to the contributions mechanism is set out within the council's proposed Main Modifications to the supporting text of Policy T1, and in particular within paragraphs 8.22 to 8.27 (SD01).

1.2 The starting point for the process was the need to ensure that sufficient funding could be achieved to have a realistic prospect of being able to implement the proposed mitigation schemes that would address the impact of residential development in the Local Plan. Taking account of the likely cost of mitigation schemes and the number of dwellings coming forward in the Local Plan (south of the National Park) a notional '**Target Contribution Level**' of £8,000 per dwelling was calculated.

1.3 This Target Contribution Level was tested through the council's Local Plan Viability (Stage 2) Assessment published in January 2023 (see IN02.02, IN02.03 and IN02.04). The outcomes of this demonstrated that that whilst in the majority of circumstances the target contribution level would not harm development viability, in a minority of typologies tested, particularly smaller development on brownfield sites, there was limited or no viability headroom for the A27 mitigation contributions, when combined with the other proposed obligations including affordable housing and Community Infrastructure Levy (CIL).

1.4 The next stage was to calculate the actual contribution levels for residential development coming forward, taking account of the Target Contribution Level and the outcomes of the viability work. This work involved a number of data sources and calculations to determine a '**Contribution Factor**' by ward and by dwelling size (based on number of bedrooms) which, when multiplied by the Target Contribution Level of £8,000, would result in a fair and proportionate contribution. The objective of this was to balance the following:

- Ensure that the contributions sought would be sufficient overall to provide a reasonable prospect of funding the mitigation required;
- Reflect the outcomes of the viability evidence to minimise the prospect that the contributions would harm development viability; and

- Ensure that contributions were fair and reasonable in relation to the likely impact that development would have on the A27 Chichester Bypass so that the contributions would be consistent with the tests set out within Regulation 122 of the CIL Regulations 2010 (as amended).

1.5 Calculating the Contribution Factors required the use of a number of data sources used including:

- 2021 Census Household and Car ownership data;
- Department for Transport (DfT) National Trip End Model Car Ownership forecasts; and
- The Chichester Area Transport Model.

1.6 The work required a three-step calculation process which is outlined below. This was undertaken at ward level for all wards in the south of Chichester, i.e. those wards lying to the south of the South Downs National Park boundary. A ward map is shown as Map 8.1 in the proposed modifications to the Local Plan (SD01) and are numbered as shown in Table 1 below.

Table 1: The Fourteen Wards Included in the Methodology

Ward	Chchichester Central	Chichester East	Chichester North	Chichester South	Chichester West	Goodwood	Harbour Villages	Lavant	Mundham and Tangmere	Selsey South	Sidlesham and Selsey	Southbourne	The Witterings	Westbourne
Ward No	1	2	3	4	5	6	7	8	9	10	11	12	13	14

<u>Step 1 - Car Ownership and Household size</u>

1.7 The first step was to determine an initial factor at ward level based on car ownership and household size. Car ownership is used as a proxy for likely car trips, as it is expected that dwellings located close to amenities or with good sustainable transport links would have a lower car ownership.

1.8 The number of dwellings for each ward was extracted from the Census data by car ownership level for:

- Dwelling size – 1 bed, 2 beds, 3 beds, 4+ beds; and

- Car ownerships – 0 cars, 1 car, 2 cars, 3 cars, 4+ cars.

1.9 The number of cars for each dwelling size was then determined for each ward. This calculation factored car ownership to the to the end of plan period 2039 using TEMPro projections of car ownership for Chichester District area. The total number of cars for each dwelling size was then determined for each of the fourteen wards. The total number of cars was then divided by the total number of dwellings to determine the initial factor by dwelling size and ward, as shown in Table 2 below.

Table 2: Initial Factor Based on Car Ownership

		Ward													
		1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**
Number Bedrooms	1	0.44	0.50	0.75	0.63	0.57	0.96	0.90	1.11	0.96	0.75	0.77	0.84	0.89	0.90
	2	0.77	0.96	1.05	0.99	0.97	1.37	1.30	1.41	1.30	1.13	1.13	1.21	1.19	1.37
	3	1.08	1.32	1.31	1.36	1.34	1.65	1.59	1.66	1.66	1.49	1.60	1.56	1.63	1.76
	4+	1.56	1.72	1.78	1.82	1.89	2.10	2.12	2.32	2.20	2.05	2.20	2.06	2.15	2.26

Step 2 – Impact on A27

1.10 The Chichester Area Transport Model (CATM) has been used to determine the likely impact of development coming forward on the A27 Chichester Bypass. This has been achieved by using the 'end of plan period model' including Local Plan development and 'with mitigation'. This has allowed the calculation of the total number of trips from each site (combined at ward level) that reach the A27 Chichester Bypass. This includes trips which may only cross the A27 at one of the six junctions, as well as those that travel along the bypass. The 'with mitigation' model has been used, as this will reduce the impact of any rerouting of traffic away from the A27 resulting from an overly congested network.

1.11 The proportion of trips from the Local Plan developments (combined at a ward level) has been calculated and is shown in Table 3 below and provides a single number for each ward, used for all dwelling sizes in that ward.

Table 3: Proportion of Trips from Local Plan Developments Impacting the A27 at Ward Level

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Proportion of Development Trips on A27	0.46	0.46	0.46	0.46	0.46	0.30	0.52	0.30	0.55	0.49	0.49	0.18	0.49	0.18
Source: Saturn model (Local Plan Test with Mitigation)														

Step 3 – Averaging Adjustment and Final Contribution Factor

1.12 The final step in the process is to multiply the initial factor from Table 2 (for each dwelling size and by ward) by the relevant ward level number from Table 3. However, in order to provide the final Contribution Factor shown in Table 4 below, the outcome of the calculations have been adjusted by dividing the outcomes by 0.8. This averaging adjustment is applied to ensure that the final Contribution Factors reflect Target Contribution Level. In essence, dividing by 0.8 at Step 3 increases all contributions by 25% to more closely reflect the average Target Contribution Level required overall from development coming forward, considered by the council's viability consultants to be viable across the majority of typologies. Therefore, for any given ward and dwelling size, the final calculation is as follows: *Table 2 x Table 3 / 0.8 = Contribution Factor (Table 4)*. For example, the calculation for a two-bed dwelling in the Witterings (Ward 13) would be: *1.19 x 0.49 / 0.8 = 0.73*.

1.13 The final Contribution Factors are shown in Table 4 below.

Table 4: Final Contribution Factors

		Ward													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Number Bedrooms	1	0.25	0.29	0.43	0.36	0.33	0.36	0.58	0.41	0.66	0.46	0.47	0.18	0.54	0.20
	2	0.44	0.55	0.61	0.57	0.56	0.51	0.84	0.52	0.90	0.69	0.69	0.27	0.73	0.30
	3	0.62	0.76	0.75	0.78	0.77	0.61	1.03	0.61	1.15	0.91	0.98	0.34	1.00	0.39
	4+	0.90	0.99	1.02	1.05	1.09	0.77	1.38	0.86	1.52	1.25	1.34	0.45	1.31	0.50

1.14 In order to calculate the final financial contribution for any given dwelling, the relevant Contribution Factor is multiplied by £8,000 (Target Contribution Level). So, for the three-bed dwelling in the Witterings, the contribution sought would be 0.73 x £8,000 = £5,831.