

# National Productivity Investment Fund for the Local Road Network Application Form



Department  
for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

## **Applicant Information**

**Local authority name(s)\*: Salford City Council**

*\*If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

**Bid Manager Name and position:** Chris Smith, Infrastructure Manager

*Name and position of officer with day to day responsibility for delivering the proposed project.*

**Contact telephone number:** 0161 779 4893, **Email address:** [chris.smith@salford.gov.uk](mailto:chris.smith@salford.gov.uk)

**Postal address:** Salford City Council  
Salford Civic Centre  
Chorley Road  
Swinton  
Salford, M27 5AW

## **Combined Authorities**

*If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.*

**Name and position of Combined Authority Bid Co-ordinator:** Nicola Kane, Head of Strategic Planning and Research

**Contact telephone number:** 0161 244 1246, **Email address:** [Nicola.kane@tfgm.com](mailto:Nicola.kane@tfgm.com)

**Postal address:** Transport for Greater Manchester  
2 Piccadilly Place  
Manchester  
M1 3BG

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the weblink where this bid will be published:** [www.greatermanchester-ca.gov.uk/npif-bid](http://www.greatermanchester-ca.gov.uk/npif-bid)

## **SECTION A - Project description and funding profile**

**A1: Project name: The Quays Access; Eccles New Road / South Langworthy Road junction improvement.**

**A2: Please enter a brief description of the proposed project (no more than 50 words)**

The project improves the on-highway interface between the Metrolink LRT and general traffic at an important access point to the Quays. The project will reduce traffic congestion, improve cycling/ pedestrian infrastructure and also improve the efficiency of Metrolink encouraging greater patronage. The scheme supports economic growth and job creation opportunities.

**A3: Please provide a short description of area covered by the bid (no more than 50 words)**

The junction is a key point of access to the Quays. It is on the A57 Eccles New Road, a major artery within Greater Manchester's key route network. It is at the heart of a residential community and pedestrian movement is high because of the adjacent Metrolink LRT stop.

OS Grid Reference: **SJ 80513 98234 (Eccles New Road / Langworthy Road South)**  
Postcode: **M5 5GA**

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

Please see appended plan; The Quays Access

**A4: How much funding are you bidding for? (please tick the relevant box):**

**Small project bids** (requiring DfT funding of between £2m and £5m)

**Large project bids** (requiring DfT funding of between £5m and £10m)

**A5: Has any Equality Analysis been undertaken in line with the Equality Duty?**

Yes  No

An initial Community Impact Assessment concludes that the detailed design process should consider measures to further enhance the facilities at the junction to ensure that those with a disability are able to access The Quays and the local public transport infrastructure. The project also provides improved infrastructure for those wishing to access The Quays on foot or by cycle. A further analysis and assessment will be carried out as part of the detailed design process.

**A6:** If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

The project is being designed in partnership with Transport for Greater Manchester (TfGM). The partnership has identified the opportunity to reduce future congestion and improve the efficiency of the public transport and walking / cycling infrastructure. We are working together to support Greater Manchester's wider aspirations for growth and prosperity whilst reducing congestion and increasing the use of public transport. The City Council, via their delivery partner Urban Vision will undertake the detailed design, procurement and construction supervision of the works and TfGM will provide traffic modelling, signal design, scheme appraisal and monitoring support. TfGM will also enable liaison with public transport operators who route through this key junction.

**A7: Combined Authority (CA) Involvement**

Have you appended a letter from the Combined Authority supporting this bid?  Yes  No  
Letter of support to be arranged by TfGM

**A8: Local Enterprise Partnership (LEP) Involvement and support for housing delivery**

Have you appended a letter from the LEP supporting this bid?  Yes  No  
Letter of support to be arranged by TfGM

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder / developer?

Yes  No

## **SECTION B – The Business Case**

### **B1: Project Summary**

Please select what the project is trying to achieve (select all categories that apply)

#### **Essential**

- Ease urban congestion
- Unlock economic growth and job creation opportunities
- Enable the delivery of housing development

#### **Desirable**

- Improve Air Quality and /or Reduce CO2 emissions
- Incentivising skills and apprentices
  
- Other(s), Please specify – The proposals will improve the efficiency and reliability of the Metrolink LRT system encouraging modal shift to public transport.

### **B2: Please provide evidence on the following questions (max 100 words for each question):**

a) What is the problem that is being addressed?

The Quays is one of the UK's most successful regeneration projects. It provides a home to 1,000 businesses including the BBC and ITV and supports 30,000 jobs. The existing transport network surrounding the Quays is now close to capacity. Investment in infrastructure is needed to ease congestion, protect the efficiency of Metrolink and upgrade local pedestrian and cycling infrastructure. The Quays growth aspiration to 2040 is to have a total of 50,000 jobs and an additional 18,750 homes. Without further investment in transport infrastructure, the rate of growth of the Quays could be reduced to the detriment of the City.

b) What options have been considered and why have alternatives been rejected?

**The following options have been considered in the development of this proposal and rejected in favour of the proposed project:**

Option1; Do nothing; rejected as this will lead to increased congestion and problems for the operation of Metrolink.

Option 2; Alternative alignment giving improved benefit, rejected because of third party land issues and substantial cost increase making the benefits less cost effective and deliverable.

Option3; The provision of an extensive new and innovative transport infrastructure for the Quays. The feasibility for this is currently being considered in conjunction with TfGM as a long term provision. However there remains significant benefit for providing the short term option as proposed.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

This project will support growth by easing traffic congestion whilst improving the efficiency of public transport, walking and cycling and improving air quality around a key junction. There is already a significant developer interest in The Quays with a current development pipeline of

over 6,000 dwellings, and 4,000 jobs. Economic analysis of the Quays determined that it will continue to be a key growth area for Greater Manchester with a total of 20,000 additional jobs and 18,750 additional homes anticipated by 2040. The proposals will help maintain the desirability and accessibility of the Quays.

- d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

This project can be delivered independently of other activities that are being planned or are underway in the area. There are no land acquisition issues and the work will provide benefits that don't rely on the delivery of other projects to contribute to the growth of the area. Initial feasibility work has already been carried out in support of this bid and the wider regeneration agenda to ensure that the scheme is deliverable within the constraints of the NPIF process.

- e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

If the project were not successful then the lack of improved access to the Quays could slow the rate of growth in the area. If funding were not secured via this application then the aspiration to deliver the project would be retained with a view to seeking support from future funding opportunities.

- f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

The project will improve congestion on parts of the highway network that are currently within Greater Manchester' Air Quality Management Zone. Given this, the project has the potential to make a positive impact on air quality in the local area and support modal shift by improving tram journey times and improving pedestrian facilities and reducing traffic congestion.

**B3** : Please complete the following table. **Figures should be entered in £000s**  
(i.e. £10,000 = 10).

**Table A: Funding profile (Nominal terms)**

£000s	2018-19	2019-20
DfT funding sought	1,260	840
Local Authority contribution	540	360
Third Party contribution	0	0
<b>TOTAL</b>	<b>1,800</b>	<b>1,200</b>

Notes:

- 1) Department for Transport funding must not go beyond 2019-20 financial year.
- 2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

**B4 : Local Contribution & Third Party Funding** : Please provide information on the following questions (max 100 words on items a and b):

- a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

If the bid is successful, Salford City Council will make a capital contribution of 30% of the overall cost of the project. The total cost (inclusive of works, estimates of utility diversions, design and supervision fees, project contingency and QRA value is £3.0m. The City Council's contribution is currently estimated at £900k. It is estimated that 60% of the project costs will be made in 2018 and will enable detailed design / site investigation works, the placing of orders for utility diversion works and the commencement of construction activities. The remaining 40% will be expended in 2019.

- b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

No previous funding applications have been submitted for this project or any variant. However the importance of the success of The Quays is recognised across Greater Manchester and funding has been awarded through the Local Growth Deal 3 process for major highway improvement works on the A5066 Trafford Road corridor to the east of The Quays. This project will deliver congestion reduction, capacity and connectivity improvements and public realm enhancements to support the continuing growth of The Quays. These works are planned for completion by March 2021.

### **B5 Economic Case**

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

#### **A) Requirements for small project bids (i.e. DfT contribution of less than £5m)**

- a) Please provide a description of your assessment of the impact of the project to include:
- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO<sub>2</sub> emissions.
  - A description of the key risks and uncertainties;

- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

The project will have a significant positive impact on air quality by supporting a modal shift from private car by improving pedestrian facilities and Metrolink journey times. Anticipated reduction in traffic congestion will result in a smoother flow of traffic with less severe accelerating and decelerating and a consequential reduction in exhaust emissions. Improvements to cycling infrastructure will provide a safer environment to encourage non-car local journeys.

The key risks for the project are as set out in the QRA appended as section B10.

*\* Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.*

b) Small project bidders should provide the following in annexes as supporting material:

- |  |   |                             |                              |
|--|---|-----------------------------|------------------------------|
| Has a <b>Project Impacts Pro Forma</b> been appended?        | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has a description of data sources / forecasts been appended? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has an <b>Appraisal Summary Table</b> been appended?         | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |

Other material supporting your assessment of the project described in this section should be appended to the bid.

*\* This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

**B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)**

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Additionally detailed evidence supporting your assessment, including the completed Appraisal Summary Table, should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

- |   |                              |                             |                              |
|---|------------------------------|-----------------------------|------------------------------|
| Has an Appraisal Summary Table been appended? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
|---|------------------------------|-----------------------------|------------------------------|

- Please append any additional supporting information (as set out in the Checklist).

*\*It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

**B6 Economic Case:** For all bids the following questions relating to **desirable criteria** should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

Yes  No

ii) Is there one or more Air Quality Management Areas (AQMAs) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

Yes  No

iii) What is the project's impact on local air quality?

Positive  Neutral  Negative

- Please supply further details:

The project will support a modal shift means by improving pedestrian facilities and Metrolink journey times. Traffic congestion will be reduced promoting a smoother flow of traffic reducing harsh accelerating / decelerating and reducing exhaust emissions.

iv) Does the project promoter incentivise skills development through its supply chain?

Yes  No  N/A

- Please supply further details:

The scheme will be procured and delivered under a local civil engineering construction framework administered on behalf of districts in Greater Manchester by Bolton MBC. The selection process for membership of the framework included the requirement for contractors to demonstrate their commitment to employing local labour where possible. Continuing membership of the framework requires contractors to establish and maintain staff training and development programmes.

### **B7. Management Case - Delivery (Essential)**

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid?  Yes  No

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.



The project is not dependent upon land acquisition and can be delivered through modifications within the existing highway boundary.

Has a letter relating to land acquisition been appended?  Yes  No  N/A

c) Please provide in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

**Table C: Construction milestones**

**Estimated Date**

**Start of works**

**2<sup>nd</sup> October 2017**

Complete feasibility & site investigations

22<sup>nd</sup> December 2017

Complete detailed design, procurement, contract award

13<sup>th</sup> August 2018

**Construction completion and Opening Date**

**29<sup>th</sup> May 2019**

d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

A580 Cross City Bus scheme >5m; This project was administered by TfGM on behalf of the City Council acting as contracting authority. Legitimate delays to the programme and cost overrun were incurred as a result of unforeseen ground conditions within the excavation and as a consequence of further soils analysis required.

**B8. Management Case – Statutory Powers and Consents (Essential)**

a) Please list if applicable, each power / consent etc. already obtained, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

There is no need for any additional statutory powers and consents to be obtained in support of the delivery of this project. The project will be carried out within the highway boundary by the local highway authority working in partnership with TfGM.

b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

The project will only require the modification of existing traffic regulation orders currently in place to enable the enforcement of waiting restrictions, box junction and mandatory cycle lanes. These modifications will be carried in advance of construction starting to ensure the risk to the project is removed.

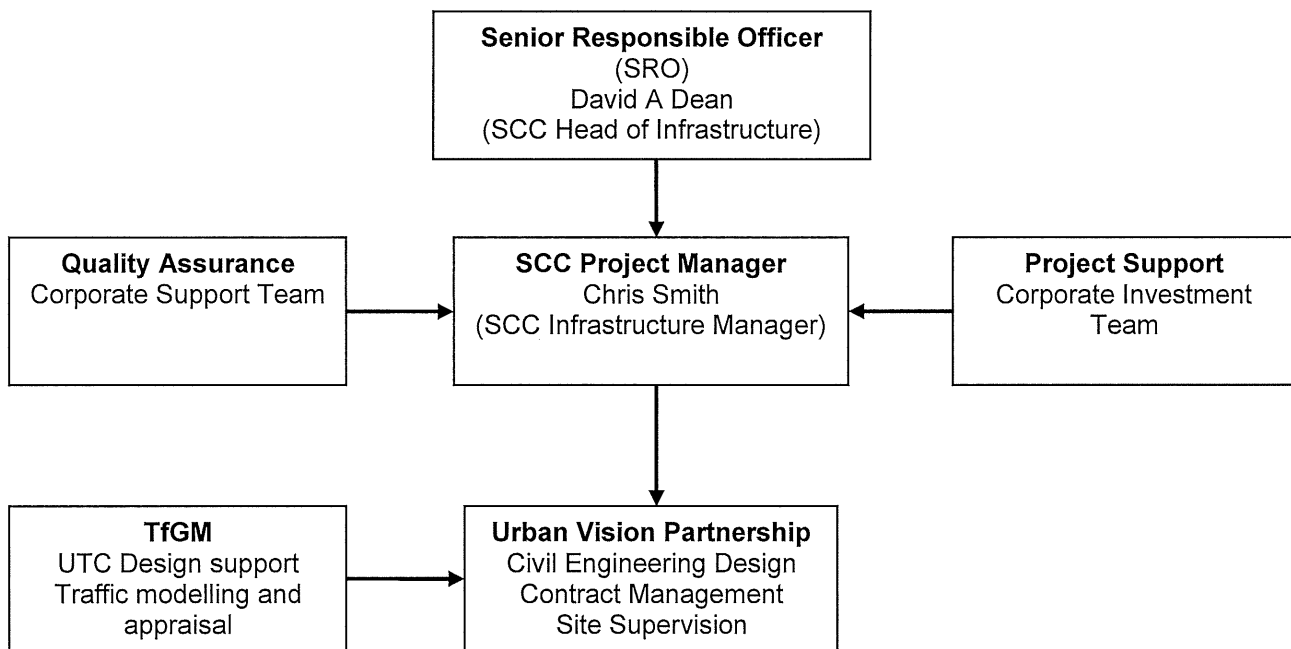
## B9. Management Case – Governance (Essential)

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

The project will be managed on behalf of the City Council by the Regeneration and Infrastructure team. The project will be controlled throughout its life cycle through the completion of a series of standard documents and procedures. The management process has been compiled to ensure the City Council's compliance with legislative procedures, ensures good governance and enforces the corporate code of governance and decision making process.

A comprehensive system of reporting will be in place to ensure that project assurance is maintained and senior council officers and Members are informed of key risks and issues and are fully engaged in the decision process.

The organisational structure adopted for this project will be as shown below;



Key Project Roles are as follows;

Senior Responsible Officer (Client Representative); is the owner of the project, accountable for successful delivery. The SRO will provide the interface between the project team and the corporate decision making process and will ensure it maintains its business focus, has clear authority and ensures that the overall context, including the project risks, are appropriately managed. The SRO will have the following responsibilities;

1. Ensure agreement is reached with stakeholders as to the objectives and benefits
2. Ensure the project meets its objectives and delivers the projected benefits
3. Ensure the strategic fit of the project to the wider corporate objectives
4. Monitor the delivery of the objectives and benefits
5. Ensure that the project is subject to Gateway reviews at key decision points
6. Make certain that recommendations or concerns from Gateway reviews are addressed
7. Ensure the necessary funding is in place and monitor expenditure

8. Ensure progress and key issues are reported upwards to the Regeneration Programme Board and ensure feedback is acted upon
9. Formally close the project ensuring that lessons learned are documented and objectives have been met

Project Manager (Client Representative); is the individual given the authority and responsibility for the delivery of the project. The Project Manager will co-ordinate the design and delivery resource to ensure there is a comprehensive understanding of the objectives, requirements and constraints of the project. The Project Manager will be responsible for ensuring that progress, risks and key issues are managed and reported to the SRO.

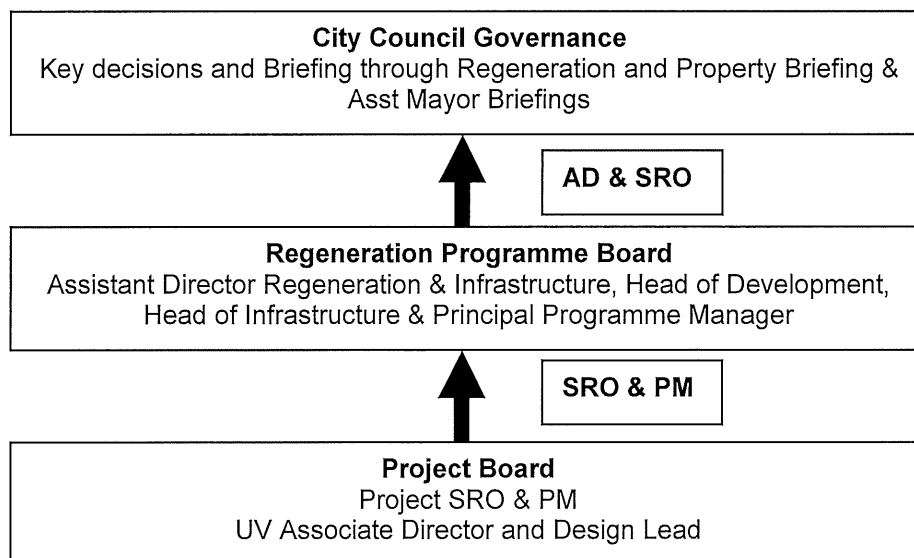
The Project Manager will have the following responsibilities;

1. Planning and monitoring the deliverables of the project
2. Communicating the requirements of the project to the design / supervision resource
3. Managing project risks including the development of contingency plans
4. Applying the change control process
5. Reporting project progress through the agreed process
6. Managing project administration
7. Conducting a project evaluation
8. Ensuring the directions and decisions of the SRO and Regeneration Programme Board are incorporated into the project.

Urban Vision Partnership; is the City Council's in-house delivery partner and will provide;

1. Civil, structural, traffic engineering design services
2. Quantity surveying services
3. Construction contract preparation and administration service
4. CDM Principal Designer services
5. Construction site supervision services

In addition to the above, the following diagram explains how key decisions are to be considered and made during the lifecycle of the project



## B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a QRA been appended to your bid?  Yes  No

Has a Risk Management Strategy been appended to your bid?  Yes  No

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?

The total estimated cost of the project is £3m. The value of works, fees and costs is £2.49m and this includes a 44% contingency allowance for non-measured items. In addition a further sum of £494k has included as calculated from the QRA process.

b) How will cost overruns be dealt with?

The project management system includes a rigorous change management procedure to control the risk of cost overrun. Furthermore, the construction will be administered in accordance with NEC early warning principles. Where change could have significant impact on cost, the Project Manager will employ the governance process outlined in B9 above.

c) What are the main risks to project timescales and what impact this will have on cost?

1. Unexpected impact of the works on Metrolink tram services (QRA value £120k)
2. Unforeseen ground conditions (QRA value £80k)
3. Uncharted utility services (QRA £80k)

## B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

This project has been identified by working with TfGM who are responsible for the performance of the Key Route Network of which this junction forms a part. We will consult with community representatives, elected members, bus and Metrolink operators to understand that any constraints and concerns about connectivity are considered. Consultation with cycling / walking

groups will also help ensure the solution will suit the needs of multiple road user groups. Impact on utilities and the highway network will be managed by the NRSWA statutory process. Consultation with senior Council Members and the City Mayor will precede final approval.

b) Can the project be considered as controversial in any way?  Yes  No  
If yes, please provide a brief summary in no more than 100 words

c) Have there been any external campaigns either supporting or opposing the project?  
 Yes  No

If yes, please provide a brief summary (in no more than 100 words)

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended?  Yes  No  N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended?  Yes  No  N/A

### **B12. Management Case – Local MP support (Desirable)**

e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency

1 Rebecca Long Bailey, MP for Salford and Eccles (Support requested, letter to follow)

### **B13. Management Case - Assurance (Essential)**

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

## **SECTION C – Monitoring, Evaluation and Benefits Realisation**


**C2.** Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.


The monitoring of traffic journey times and reliability will be carried out using live data from an extensive network of passive Bluetooth sensors and also sourced from TrafficMaster data. If required, further data can be obtained from permanent ATC sites. Comparisons with historic data will be used to compare actual and expected benefit. The impact of the proposals on Metrolink journey time reliability and patronage will also be monitored directly.

The performance of the junction will be reported monthly through Greater Manchester's Highways Group, a meeting of representatives of all district authorities convened to assess performance of key routes.

*A fuller evaluation for large projects may also be required depending on their size and type.*

## SECTION D: Declarations

<b>D1. Senior Responsible Owner Declaration</b>	
As Senior Responsible Owner for [ <i>project name</i> ] I hereby submit this request for approval to DfT on behalf of Salford City Council and confirm that I have the necessary authority to do so.	
I confirm that Salford City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: David A Dean	Signed: 
Position: Head of Infrastructure	

<b>D2. Section 151 Officer Declaration</b>	
As Section 151 Officer for Salford City Council, I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Salford City Council	
<ul style="list-style-type: none"> <li>- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution</li> <li>- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties</li> <li>- accepts responsibility for meeting any ongoing revenue requirements in relation to the project</li> <li>- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.</li> <li>- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place</li> <li>- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome</li> </ul>	
Name: <i>NEIL THORNTON</i>	Signed: 

### HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Map showing location of the project and its wider context	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Combined Authority support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
LEP support letter (if applicable)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Housebuilder / developer evidence letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Projects impact pro forma (must be a separate MS Excel)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Appraisal summary table	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Project plan/Gantt chart	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

