

# 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)\*: Trafford 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:** Richard Roe, Director of Growth and Regulatory Services

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

**Contact telephone number:** 0161 912 4265 **Email address:** richard.roe@trafford.gov.uk

**Postal address:** Trafford Council  
Trafford Town Hall  
Talbot Road  
Stretford  
M32 0TH

### **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

**Postal address:** Transport for Greater Manchester  
2 Piccadilly Place  
Manchester  
M13BG

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.trafford.gov.uk](http://www.trafford.gov.uk)  
[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:** Future Carrington A1 Road

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

The project delivers the key route through the Future Carrington site, a location for major development, through re-opening and extending the A1 private road. This project is crucial to the successful development of significant new homes and employment floorspace, and in providing improved accessibility and traffic capacity at Carrington.

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

Carrington is a suburb within Trafford, situated in the south-western part of Greater Manchester. Located between the M60 and M62 and bisected by the A6144 the area was historically used for chemical processing. Carrington is identified as a Strategic Location for Development within the Councils Local Plan Core Strategy.

OS Grid Reference: SJ 73600 92700

Postcode: M31 4DD

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.

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

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

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

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

X  Yes       No

The Equality Impact Analysis assessment concludes that the project will not have any significant negative impacts on specific groups and does not disproportionately affect any group more than another. Any spaces will be designed appropriately to ensure they are accessible to all.

**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.

Himor are the private sector developer for the Future Carrington scheme and the sole land owner for the area covered by the project (other than areas of existing adopted highway). Trafford Council has a collaboration agreement with Himor to bring forward the Future Carrington scheme with existing governance arrangements in place.

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

Have you appended a letter from the Combined Authority supporting this bid? X  Yes  No

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

Have you appended a letter from the LEP supporting this bid? X  Yes  No

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

X  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 -

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

a) What is the problem that is being addressed?

While access to the Future Carrington site can be achieved from the existing highway network the resulting increased traffic flow will impact on an already overstretched network.

**Traffic:** the existing Isherwood Road / A6144 junction operates in saturated conditions. This has resulted in ever increasing journey times and decreasing journey time reliability.

**Constrained Development:** development is constrained due to the existing congested road network. The provision of this route coupled with other infrastructure proposals within Trafford will provide the infrastructure capacity required.

**Connectivity:** The incorporation of cycle and pedestrian facilities will aid freedom of movement and improve the connectivity.

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

The limited development that could take place, without delivering the proposed scheme, will place additional pressure on an already constrained network. This will in turn result in the need for enhanced collision remedial investment putting additional pressure on already overstretched local council funds. Investment now will ensure that this does not occur. Further improvements to the existing Isherwood Road / A6144 junction will not deliver the capacity necessary to realise the full potential of the Future Carrington site.

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.

The scheme would enable and accelerate the delivery of employment and housing development at the Future Carrington site with associated job creation and increased GVA. It will also play a vital role in improving capacity and reducing congestion between Lymm, Partington, Carrington and the Strategic Road Network. Furthermore, it will also provide necessary infrastructure to support other proposed strategic highway enhancements.

Successful delivery of the scheme will enable the development of c1,600 houses and c2.5m sq.ft employment development and accelerate the delivery of the wider New Carrington development with potential to ultimately delivery up to 11,500 new homes and 8m sq.ft employment development.

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

All the land required is in HIMOR's ownership or is existing adopted highway.

- 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)?

The alternative approach is to use land receipts from the Phase 1 development (Carrington Village) to fund the project, but site remediation and rationalisation of existing uses must be funded first. It is unlikely that the A1 Road scheme could be delivered before 2025 with this approach.

- 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 proposed route of the Carrington A1 road is not located within the Council's AQMA. Several areas of the of the A6144 'Carrington Lane' are included within the Council's AQMA; specifically, the area around the junction of the A6144 and the B5158 'Flixton Road'. It is considered that if the project reduced traffic flows, particularly diesel LGV and HGV, on the A6144 it would have the potential to reduce levels of nitrogen dioxide around the junction with the B5158 and at other areas along the A6144. If congestion is reduced on the A6144 and the B5158 this would also have an improving effect. These situations would be beneficial to the Council's AQMA. The Council's AQMA also includes an area around the junction of the A6144 and Banky Lane at Ashton on Mersey. If the project increased traffic at this location then there would be the potential for an increase of nitrogen dioxide in this locality. The route of the project will be going through the proposed Future Carrington development. Within these areas, modelled levels of nitrogen dioxide are forecast to be between 30 and 35µm<sup>3</sup>. If the proposed road caused any increase in levels of nitrogen dioxide which resulted in the annual mean limit of 40µm<sup>3</sup> being breached at the façade of residential properties this would be a negative impact.

Prior to commencement of the development of the new road a detailed air quality assessment will be undertaken.

**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	1,500	3,500
<b>Local Authority contribution</b>		
<b>Local Growth Deal 3 contribution</b>	1,500	4,500
<b>Third Party contribution (HIMOR)</b>	1,000	2,700
<b>TOTAL</b>	4,000	10,700

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.

HIMOR able to contribute private funding of £3.7m towards the total project costs on the basis that this investment enables the development of the Future Carrington site for significant residential and employment use.

The investment above will be available in 2018/19.

- 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.

The Council has secured an allocation of £6m for the delivery of the A1 road as a major project under the GM Local Growth Deal 3 Programme; this was less than the £11.2m sought

An application was submitted to the Highways England Growth and Housing Fund in March 2016. This was placed on hold whilst HE clarifies the improvements needed to the Strategic Road Network in the wider area.

### **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.

The proposed scheme will significantly increase highway capacity within an area of significant congestion, which is acting as a constraint to the potential economic development of the local area. Unlocking the opportunity of this development through improved highway infrastructure is essential to the delivery of large scale regeneration and development of a strategic employment and residential site that will help to enable Trafford and Greater Manchester to meet their growth ambitions/targets.

The new infrastructure will provide relief to congestion within existing and proposed residential communities. It will help to encourage sustainable transport modes within these communities by relieving congestion that currently makes these modes less attractive both in terms of journey time and amenity.

The existing highways within the area are Air Quality Management Areas. Easing of congestion will have a potentially positive impact upon air quality and reduced emissions.

- A description of the key risks and uncertainties;

This project is subject to relatively few risks and uncertainties, given that all of the land required is already owned by HIMOR, or is existing highway land. Initial analyses of land quality and environmental issues suggests the site to be relatively free from constraint and with ample scope for mitigation of any material impacts. The principal outstanding risk to the project is that the necessary funding will not be secured.

- 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

See notes to attached Projects Impacts Proforma.

*\* 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 **Project Impacts Pro Forma** been appended?    X  Yes     No     N/A

Has a description of data sources / forecasts been appended? X  Yes     No  N/A

(See appendix 2 and notes included within the attached Project Impacts Proforma)

Has an **Appraisal Summary Table** been appended?    X  Yes     No     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.

N/A

- 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?       Yes       No      X  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

Defra has not released the 2017 revision of the national air quality assessment. It is anticipated to be released in July 2017.

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

X  Yes       No

Yes. But the actual route does not pass through any AQMA. The junctions at Flixton Road and Banky Lane are the closest AQMA.

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

Positive      X  Neutral       Negative

- Please supply further details:

At present it would be difficult to establish the overall impact of the project without a detailed air quality assessment being undertaken. The project could realise positive improvements in air quality through reducing traffic and congestion on the A6144. However, there could be the potential for negative impacts on air quality at residential properties close to the Banky Lane junction and at the future Carrington Village development. To assess the impact of the project on air quality, a detailed air quality assessment will be undertaken prior to commencement.

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

X  Yes       No       N/A

- Please supply further details:

The GM Social Value Framework consolidates the strategic objectives of GM Authorities into the following key themes relating to employment and skills:

Promote Employment & Economic Sustainability in Trafford

Raise the living standards of local residents; a local workforce which is fairly paid and positively supported by employers

Promote fairness and equity to address disadvantage and deprivation in local communities

Trafford Council is a key partner in the Trafford Pledge programme and is committed to supporting local people into work. As part of the Trafford Pledge programme, support from businesses is particularly required in relation to priority groups facing long term barriers to work.

The Council encourages businesses to develop links with schools and colleges to help inspire the next generation of employees and improve educational attainment.

The Council encourages contractors to use local suppliers and businesses (based in the borough) within the supply chain, where possible, in order to support the local economy.

### **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?                      X  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.

Delivery of this project is not dependent on land acquisition. HIMOR is already the freehold owner of all of the necessary land, with the exception of a small amount of existing highway land.

Has a letter relating to land acquisition been appended?    Yes         No        X  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**

	<b>Estimated Date</b>
<b>Start of works</b>	<b>Q4 2018/19</b>
Carrington Spur to roundabout - Completion	Q3 2019/20
Roundabout to Isherwood Road – completion	Q1 2020/21
Isherwood Rd to Manchester Rd - completion	Q3 2020/21
<b>Opening date</b>	<b>Q4 2020/21</b>
<b>Completion of works (if different)</b>	

- 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)

Not applicable. Trafford Council has not delivered any major transport projects costing over £5m in the last 5 years

### **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.

All land required for construction of the project is currently owned by Himor, and it has been agreed that it will be transferred to Trafford Council if this bid is successful. Himor's proposed funding contribution already takes this into account, so none of the funding listed in part B3 of this form will be used for purchase of this land

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

Planning permission has not been obtained yet, but if this bid is successful a planning application will be submitted as soon as possible thereafter.

Any other statutory powers, consents or consultations that might be required, for example Environment Agency consent, will be arranged during the preliminary design stage.

### **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 delivered by One Trafford, which is an existing partnership between Trafford Council and Amey. Trafford Council will be Client, and the preliminary and detailed design will be undertaken by Amey (which will act as Principal Designer).

Mark Riordan (Principal Engineering Manager, Amey) will be the SRO, and Geoff Rydill (Principal Engineer, Amey) will be the Project Manager. The SRO will ensure resources are in place to deliver the project, and will liaise with the Project Manager to coordinate the day-to-day running of the project. Individual Discipline Project Leads, will be appointed to lead the respective highways, structures, geotechnical, environmental disciplines, and these will work under the supervision and coordination of the Project Manager.

The SRO will report to the Client Project Director, which will be Richard Roe (Director of Growth and Regulatory Services, Trafford Council). The SRO will submit monthly progress reports to the Client Project Director, and these will include information on progress to date, project finances, and risk management.

The project will be managed according to PRINCE2 principles, using established Amey project management procedures that have been utilised on numerous successful projects of a similar nature and scale.

A Principal Contractor will be procured by competitive tender using an NEC Option C contract, either on the open market or via an existing construction framework such as that administered by Highways England.

### **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.*

A QRA has yet not been completed for this project. Rather, a simple risk assessment, applying a standard risk matrix to a range of potential risks, has been completed (see appendix 5). This is appended to this application. In the coming months, a detailed QRA will be undertaken, alongside a Risk Management Strategy.

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?

Currently, high-level costings include a 10% contingency. Further work is ongoing to add detail to these costs, and to quantify the potential costs attributable to the risks identified through the QRA process. Full due diligence will be completed prior to the investment decision, after which liability will rest with HIMOR.

b) How will cost overruns be dealt with?

HIMOR will proactively manage costs, employing project managers and cost consultants. Design and construction will progress in the context of the project budget. Constant review and value engineering will bring cost over-runs back within budget. Any over-runs will be met with the contingency where necessary, or liability will rest with contractors.

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

Principle risks include securing funding, without which the project would be significantly delayed. Gaining planning and other approvals is also a risk, but can be mitigated through effective resourcing. Other risks include as yet unknown ground conditions issues, which may require additional design consideration.

### **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.

Both Trafford Council and HIMOR have an excellent track record of stakeholder management, developed through a range of projects/initiatives and recent planning applications. Key stakeholders in relation to this project include Highways England, various statutory undertakers, local communities/businesses impacted by the scheme, elected members and MPs. A proactive process of identification and appropriate engagement (bespoke to each stakeholder/group) will be agreed with partners and implemented early in the planning stages and throughout delivery.

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

The project runs across land that is identified as Green Belt. As such, some may consider a new road running across it to be problematic. That said, the road will provide the solution to acute traffic problems in the local area, most notable at the Flixton Rd/Manchester Rd junction. As such, it is likely to be largely welcomed by local communities.

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

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

In relation to a recent planning application known as Carrington Village, a petition was submitted to the Council urging the delivery of this project in order to relieve localised congestion at the Flixton Rd/Manchester Rd junction. This was not considered necessary for the Carrington Village application, but is a shared aspiration of the local community, HIMOR and Trafford Council.

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    X  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    X  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 Kate Green MP    x  Yes     No

2     Yes     No

3

Yes  No

**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.

N/A

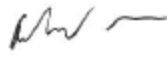
**SECTION C – Monitoring, Evaluation and Benefits Realisation**


**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.

Several project benefits are already identified, including 1,600 houses and 2.5m sq.ft employment development enabled (amongst others). Prior to the investment decision and suite of benefits to be measured will be agreed with funding and other partners (benefit profiling). Realisation of these benefits will be monitored and measure through the application of a Benefits Realisation Plan. This will set out the baseline position, and the mechanism(s) for assessing realisation of each benefit both during construction and continuing after project completion.

*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 [ <i>name of authority</i> ] and confirm that I have the necessary authority to do so.	
I confirm that [ <i>name of authority</i> ] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Richard Roe	Signed: 
Position: Director of Growth & Regulatory Services	

<b>D2. Section 151 Officer Declaration</b>	
As deputy Section 151 Officer for Trafford Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Trafford 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:  Graeme Bentley – Head of Financial Management	Signed:  

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

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