

i54 Western Extension – Access Infrastructure



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)*: City of Wolverhampton Council

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

City of Wolverhampton Council will be the lead authority in a Joint Venture between the City, Staffordshire County Council & South Staffordshire Council

Bid Manager Name and position: David Sabine, Project Manager / i54 Steering Group member

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

Contact telephone number: 01902 555584

Email address: David.Sabine@wolverhampton.gov.uk

Postal address: City of Wolverhampton Council
St Peter's Square
Wolverhampton
WV1 1SH

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: Sandeep Shingadia, Head of Programme Development

Contact telephone number: 0121 2147169 **Email address:** sandeep.shingadia@tfwm.org.uk

Postal address: 16 Summer Lane, Birmingham, B19 3SD

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.wolverhampton.gov.uk

SECTION A - Project description and funding profile

A1. Project name: i54 Western Extension – Access Infrastructure

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

The project provides a fit for purpose adoptable highway access from existing i54 business park infrastructure to the north of the site to a proposed 40Ha western extension. The access road provides essential infrastructure to facilitate the expansion of i54. For further details of the site, please refer to www.i54southstaffordshire.co.uk

A detailed description of the scheme is provided in **Appendix A**.

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

i54 site is located in Wolverhampton on the boundary with South Staffordshire with the M54 routing to the north and the A449 to the east. The proposed extension lies to the west of the existing development. i54 is the largest of 19 sites which lie within the Black Country LEP.



OS Grid Reference: SJ914042

Postcode: WV10 7EL

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 refer to **Appendix B**.

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

All activities undertaken by the City of Wolverhampton Council (CoWC) are carried out in accordance with the duties imposed by the Equalities Act. The Council is satisfied that this scheme is a needs-led programme of interventions which is not subject to external influences. Furthermore, the i54 site has developed various programmes to support equal opportunities and consideration of equalities will be undertaken as the project moves forward to help shape the development of work streams and the setting of targets and outcomes.

Please refer to **Appendix C** for the Equality Assessment.

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.

CoWC is not planning to work with partnership bodies on this project. However, key stakeholders will be consulted throughout the planning and delivery of the scheme, as set out in Section B11.

A7. Combined Authority (CA) Involvement

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

A supporting letter has been provided as **Appendix D**.

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

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

A supporting letter has been provided as **Appendix E**.

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

Yes No Not Applicable

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 (1)
- Enable the delivery of housing development

Desirable

- Improve Air Quality and /or Reduce CO2 emissions
- Incentivising skills and apprentices (2)

- 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?

Across the Black Country and wider region, there is a significant under supply and availability of good employment sites with scale and connectivity to major infrastructure. With only a few acres remaining at i54, the focus is now on a western extension to build upon the huge success of i54 and to provide much needed employment land.

The South Staffordshire Site Allocations Document allocates 40Ha of high quality employment land and 2900+ advanced manufacturing, high value engineering jobs to be delivered at i54. However a new access road is required to release the identified land and connect it to existing infrastructure.

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

Alternative access options to the additional land were considered as part of the initial i54 proposal; these were discounted for a number of reasons. A newly modified motorway access junction has been constructed and capacity enhancements within the local highway network delivered with the anticipation that i54 and its future expansion would utilise the main motorway access. The proposed access road location and design will deliver the most direct alignment utilising available land.

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.

As the site will facilitate the delivery of employment land, the largest benefit will be economic outputs as set out below:

- Reclaim 40 hectares / 100 acres (Gross) and bring forward as Employment Land.
- Circa 170,000m² of manufacturing / engineering floor space
- £600 million + of private investment
- Circa 2,900 skilled, semi-skilled, unskilled, graduates and apprentice opportunities
- 1,800 construction jobs (workers inducted on site)

Access to the western extension will be via the northern access only. Commuters will be encouraged to access the south and east of the site by sustainable transport, supporting a reduction in congestion.

- 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?

South Staffordshire's Site Allocations Document is expected to be approved by Secretary of State late 2017 and formally adopted early 2018. A planning application for the access road and plot preparation works is underway for submission early 2018 allowing for delivery of the infrastructure in the early part of the NPIF funding window.

The land required for delivery of the access road is in the ownership of the joint venture partners which include Staffordshire County Council and South Staffordshire District Council.

- 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 funding for the project is not secured an alternative source of funding for the scheme would need to be identified. The access road is crucial to the success of this site and therefore no funding will likely delay the development of the site and the associated accelerated development growth. The proposed works are the minimum cost intervention to facilitate access for the site.

- 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 existing i54 site has been developed with an access strategy which supports the use of sustainable modes, reducing the impact upon local roads and minimising the air quality and environmental impacts resulting from the development and its associated traffic. The continuation of this strategy when developing the access for the western extension will ensure the future development continues to minimise its local impacts. This will be further analysed through the preparation of an Environmental Impact Assessment. See section B6 i and ii for further Air Quality information and refer to **Appendix F** for the Environmental Impact Assessment.

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	Total
DfT funding sought	3,000	2,000	5,000
Local Authority contribution	0	0	0
Third Party contribution	0	3,000	3,000
TOTAL	3,000	5,000	8,000

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.

Discussions have been held and are ongoing with the Black Country LEP regarding a Local Growth Fund contribution to assist with the platform preparation works. The amount requested is circa £5m and will be split over 2019/20 and 2020/21. The funding principles of the wider project, including the western extension itself have obtained an agreement in principle from both the Black Country LEP and Stoke and Staffordshire LEP. Please refer to **Appendix A** which sets out the Local Authority contribution over the lifetime of the project.

- 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.

An application for funding to the Local Growth Fund is due to be made to the Black Country LEP to contribute to the wider delivery of the development land, including the construction of the Western Extension. Consultation with the LEP has confirmed the i54 Western Extension as a high priority for the Black Country however the access road delivery is not dependent upon the outcome of this submission. No other funding applications have been made for the funding of the access infrastructure.

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 CO₂ 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

This project will have significant benefits to the economy. The land is currently undeveloped and this access road will allow the site to be developed. The project is expected to attract more than £600 million of private sector investment. This is a significant return on investment, with a total public investment of approximately £41 million. The development of the Western Extension is expected to generate circa 2900+ of High Value Manufacturing and Engineering jobs which will support the Black Country LEP's Strategic Economic Plan boosting jobs in two of the transformational sectors.

As this road will provide access to a new development site, the development will increase the volume of trips on the local road network. This is likely to have a negative impact on air quality and CO₂ emissions in the area. Mitigation of these impacts will be done through the implementation of a travel plan. The existing i54 site has successfully implemented a travel plan which has been nominated for a sustainable travel award. The plan resulted in the delivery of a

car share scheme, bespoke bus services and investment in active travel routes. This was in conjunction with behaviour change initiatives targeting employees at all the businesses across the site. The result of which has led to a large improvement in the modal share of sustainable modes. It is proposed that approach within the Travel Plan will also be used for the Western Extension. Furthermore, cycling and walking routes are already planned to the new site.

The main risks are outlined in **Appendix G** and are focused on work supplier issues such as substandard quality of work. The land in question is already owned by the i54 consortium so there is unlikely to be issues around the procurement of land. It is also considered that there will be no significant issues arising from the planning process.

** 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? Yes No N/A

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

Has an **Appraisal Summary Table** been appended? Yes No N/A

Please refer to **Appendix H**.

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? Yes No 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

The Access Road Project is not within but is in close proximity to an Air Quality Management Area.

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

Positive Neutral Negative

- Please supply further details:

Whilst the project will increase vehicle and trip numbers, the scheme will help to mitigate the impact on air quality by providing direct access onto i54 from the north thereby routing traffic away from the Air Quality Management Area. The situation will be improved further as and when the M54/M6 link road is introduced, as this will route traffic away from principle roads and potentially sensitive areas.

The existing i54 Travel Plan also has a number of measures to help support the use of sustainable travel to the site. Monitoring of sustainable travel usage has been undertaken and the following outcomes have been identified:

- Increased bus patronage on the 54 and 154 bus services; and
- 18,350 cyclist journeys have been recorded over the last 12 months, averaging 50 journeys a day.

The Travel Plan will continue to be enforced to encourage more people to travel to i54 using alternative modes to the car. As such, this will support a reduction in vehicles on the road, positively impacting local air quality.

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

Yes No N/A

- Please supply further details:

As part of the engagement and liaison process with new and existing businesses at i54 and the wider Junction 2 area, the i54 Steering Group and the three partnering authorities continually promote supply chain activity in a number of ways. This engagement activity begins prior to the business arriving, through construction of new premises and the through operation.

Activities are focussed around the following:

- Recruitment, skills, training needs
- Construction and Procurement strategies
- Targeted programmes of training and skills development.

initiatives for development of skills include: Construction Data, The Education Business Partnership Centre and the Sector Based Work Academy (SBWA).

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

Please refer to **Appendix I**.

- 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.

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	Q3 2018
Plot Access Points	Q1 2019
Connect into i54 Infrastructure	Q2 2019
Complete Surfacing Works	Q3 2019
Opening date	Q4 2019
Completion of works (if different)	

Note: Dates are Calendar Year

- 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)

i54 Highway infrastructure, New Access Bridge and M54 Junction 2 Slip Roads - Major infrastructure works to create new access arrangements from the M54 onto the i54 Employment Site. These works were delivered on time ahead of JLR's operational dates and within budget.

Wobaston Road / Vine Island – This scheme delivered infrastructure to accommodate developments at the i54 site. Scheme costs were £5 million + and it was delivered on time and within the budget. The DfT were involved in the development of the scheme.

Coseley Road Island, Bilston Urban Village and Shaw Road junction – Infrastructure improvements were delivered at this location to support development at Bilston Urban Village and wider network operation. This was a combined package of £5 million and was completed on time and below budget. Funding for this scheme was provide from the DfT and LEP.

As part of the ongoing project management arrangements on the Western Extension including the proposed access works the team will prepare a procurement strategy paper. This will reflect on the delivery aspects of i54, lessons learnt on procurement and package management in order to optimise and implement a robust and efficient procurement strategy and contractor selection.

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.

Not applicable.

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

Detailed Planning Consent will need to be obtained, a target Q2 2018 has been set for this element. At this point it is not considered that there any significant risks with obtaining planning consent in the timescales set out.

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.

An organogram has been provided in **Appendix J**, which sets out the relationship between CoWC at Project Board, Growth Corridor Board and Place Leadership Team level and the Combined Authority & Black Country Working Board.

The i54 / Junction 2 Steering Group will be accountable for the delivery of i54 Western Extension including the access road. This Steering Group has been representing the Joint Venture Partnership since 2012 and has successfully delivered i54.

At a CoWC Programme Level, City Development has overall responsibility and has the following roles and responsibilities:

Tim Johnson – Strategic Director, Place, City of Wolverhampton. Chair i54 Steering Group.
David Sabine – Project Manager, i54 Steering Group member
Marianne Page – Service Lead, Transport Strategy, CoWC
Ian Hipkiss – Service Lead, Network Development; CoWC

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

Please refer to **Appendix G** for the Risk Register and **Appendix K** for the QRA.

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

Please refer to **Appendix L**.

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?

A contingency of 5-10% has been applied. As the scheme develops, further detail will be applied to the QRA so each identified risk will be costed in terms of impact and cost of potential mitigation measures. Further cost provision will be made by way of contingency of possible risks.

b) How will cost overruns be dealt with?

CoWC understands the level of investment from NPIF will be capped at £5m. Any cost overruns will be dealt through an Early Warning Notices system. Contractors will raise and identify potential issues which could impact on project deliverables providing the CoWC with an opportunity to address and implement mitigation measures.

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

The main risks are outlined in **Appendix G** and are focused on work supplier issues such as substandard quality of work. The land in question is already owned by the i54 consortium so there is unlikely to be issues around the procurement of land. It is also considered that there will be no significant issues arising from the planning process.

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.

Stakeholder identification and engagement will follow on from the extensive work previously undertaken on i54. A mapping exercise has commenced which will form part of the ongoing communications strategy for the project. A similar procedure will be adopted for the Western Extension as has previously been undertaken for the i54 site. Stakeholders will include:

- Local MPs
- CoWC Highways Department
- LEPs
- WMCA
- Local businesses
- Utilities
- Environmental Agencies
- Local Parish Councils
- Education sector
- Local residents

- 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)

As part of South Staffordshire Council's Site Allocation Document which includes the Western Extension, extensive consultation has been undertaken. Whilst the proposal allocates what is currently green belt land to employment land it has obtained considerable support. It is viewed as a natural extension to i54 and a cluster of manufacturing businesses around M54 Junction 2. The following land studies have identified the need for strategic employment sites to make them 'oven ready' to respond to occupier requirements:

- West Midlands Strategic Employment Sites Study – Peter Brett Associates August 2015
- Black Country and South Staffordshire Employment Land Study – WECD November 2014

- 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 Yes No

2 Yes No

3 Yes No

In November 2014 a Cabinet Report was presented setting out the Western Extension as a proposed project, the strategic economic outputs, project deliverables along with proposed Joint Venture arrangements. The report also sought financial commitment to start bringing forward the site. As part of the Cabinet Report preparation cross party briefings took place to which full support was obtained. Support has also been obtained from the Business, Energy and Industrial Strategy (BEIS) regional office. Following the General Election in June and with the new Combined Authority Mayor in place the Communication group will set out a plan for further senior level engagement.

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.

Not Applicable.

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.


As well as the monthly reporting to the Steering Group, key partners and stakeholders on progress against project deliverables, data will also be collected on a number of economic outputs. This will follow on from the data collection work which continues on i54 which includes:


- Job opportunities created and investment
- Construction based job opportunities and spend
- Employee postcode mapping
- Education Business Partnership Centre
- Sector Based Work Academy

Further work on this will be developed as the project proceeds and civils contractor teams are brought on board.

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

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for i54 Western Extension I hereby submit this request for approval to DfT on behalf of Wolverhampton City Council and confirm that I have the necessary authority to do so.	
I confirm that Wolverhampton City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Tim Johnson	Signed: 
Position: Strategic Director, Place	

D2. Section 151 Officer Declaration	
As Section 151 Officer for Wolverhampton City Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Wolverhampton City Council	
<ul style="list-style-type: none"> - has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution - 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 - accepts responsibility for meeting any ongoing revenue requirements in relation to the project - 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. - 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 - 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 	
Name: Claire Nye	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 type="checkbox"/> Yes	<input checked="" 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