

17 August 2021

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear [REDACTED]

### **Environmental Information Regulations - Request Reference CA131**

With reference to your request for information received on 20 July 2021 reference CA131 please find the response provided below. The request has been dealt with under the Environmental Information Regulations 2004


#### **Question:**

*I am interested in the timeline and any documentation/discussions preceding the junction improvement works at Horsey Toll. I would like to see council decisions on the initial options considerations/appraisals (dated), final decision to proceed with the chosen plans, (dated) and decisions on how it will be funded. Finally who it was funded by (and how much of this was taxpayers contribution) (dated).*

#### **Answer:**

Please see below the timeline. A copy of the A605 NPIF application is attached and below are links to the Cambridgeshire and Peterborough Combined Authority Board decisions.

- The A605 Stanground – Whittlesey improvements provides a right turning facility from the A605 Whittlesey Road into the B1095 Milk and Water Drove. The works are expected to alleviate congestion, particularly in the evening peak period, by allowing traffic to turn right into the junction without holding traffic up heading to Whittlesey.
- In 2017 Peterborough City Council applied for National Productivity Investment Funding (NPIF) from the Department for Transport (DfT). The application contained analysis showing that the project had a very high Benefit Cost Ratio.
- The DfT provided the NPIF funding totalling £2.8m and Peterborough City Council funded the remaining £2.2m required for the £5m project.
- DfT funding is paid to Transport Authorities, in this case Peterborough and Cambridgeshire Combined Authority. At the Cambridgeshire and Peterborough Combined Authority Board Meeting on 28 March 2018, it was formerly approved to pass the £2.8m DfT funding to the Council to deliver the scheme.



The Mayor's Office  
72 Market Street  
Ely  
Cambs  
CB7 4LS

- On 24 March 2021, the Cambridgeshire and Peterborough Combined Authority approved a request for additional funding of £220,000 towards the project to meet a projected overspend.

Combined Authority Board Meeting [28 March 2018](#)

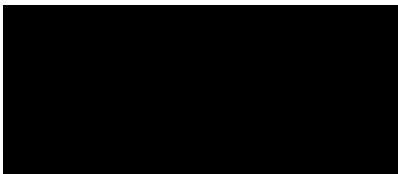
Combined Authority Board Meeting [24 March 2021](#)

I hope this information is helpful but if you are unhappy with the service you have received in relation to your request and wish to make a complaint or request a review, you should write to us via our contact us email address – [contactus@cambridgeshirepeterborough-ca.gov.uk](mailto:contactus@cambridgeshirepeterborough-ca.gov.uk) or write a letter to Complaints, Cambridgeshire and Peterborough Combined Authority, the Mayor's Office, 72 Market Street, Ely, Cambs CB7 4LS within 40 days of the date of this e-mail.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF, or via their website: <https://ico.org.uk/>

Generally, the ICO will not undertake a review or make a decision on a request until the internal review process has been completed.

Yours sincerely



**Sue Hall**  
Governance Assistant

Attached - A605 NPIF application

# 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)\*:** Peterborough 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:** Andy Tatt, Head of Peterborough Highway Services

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

**Contact telephone number:** 01733 453469      **Email address:**  
Andy.Tatt@peterborough.gov.uk

**Postal address:** Peterborough Highway Services  
Growth and Regeneration Directorate  
Dodson House, Fengate, Peterborough, PE1 5XG

## **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:** Pearl Roberts, Programme Manager

**Contact telephone number:** 07702572373      **Email address:**  
pearl.roberts@cambridgeshirepeterborough-ca.gov.uk

**Postal address:** Cambridgeshire and Peterborough Combined Authority  
The Grange  
Ely  
CB7 4EE

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:**

<https://www.peterborough.gov.uk/residents/transport-and-streets/highway-asset-management/>

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

**A1. Project name: A605 Stanground East Junction Improvements**

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

**Project will improve capacity at the A605/B1095 junction, a pinch point causing significant queues/delays.**

**Scheme is driven by imminent construction of a bridge to replace the existing A605 Kings Dyke railway level crossing and increasing frequency of closures on the parallel North Bank route due to flooding.**

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

**The junction is located to the east of Peterborough, near Cambridgeshire. Predominantly rural in nature, with the residential area of Stanground and the Stanground Bypass to the west. The A605 is the main route between Whittlesey and Peterborough. The B1095 provides access to Fenland Towns including Ramsey and Chatteris.**

OS Grid Reference: **TL 22048 96048 X: 522048 Y: 296048 Latitude: 52.548608 Longitude: - 0.20150471**

Postcode: **PE7 2PP**

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.  
**(Location map in Appendix 1)**

**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

**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.**

**N/A**

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

Have you appended a letter from the Combined Authority supporting this bid?  Yes  No  
(Appendix 12)

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

Have you appended a letter from the LEP supporting this bid?  Yes  No  
(Appendix 13)

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 – **Improve journey time reliability at a pinch point on a key route between the Fenland Market Towns of Whittlesey, Ramsey and Chatteris, and Peterborough.**

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

a) What is the problem that is being addressed?

**The A605/B1095 junction is an existing pinch point on the local road network. The right turning traffic from the A605 onto the B1095 causes significant delays and queuing, particularly in peak periods. This queuing impacts on the operation of a nearby junction to the west, and subsequently causes queuing/delays on its approaches.**

**The scheme is driven by the imminent construction of a bridge to replace the existing A605 Kings Dyke railway level crossing and the regular flooding of the parallel North Bank route, both of which increase traffic flows along the A605.**

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

**A number of different options to improve capacity have been modelled but the scheme design is limited by the presence of a bridge structure close to the junction. A do-nothing scenario is not an option, with the increased traffic flows arising from the new Kings Dyke railway bridge and the increased closures of the parallel North Bank route, the junction will continue to operate over capacity with increasing queues and delays.**

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 expected benefits of the proposed scheme are reduced congestion and delays through the junction and improved journey time reliability for the travelling public, including public transport users.**

**The proposed improvements will improve the resilience of the route considering the potential increase in traffic arising from the new rail bridge at Kings Dyke Level Crossing (replacing the existing level crossing) and the regular closures due to flooding on the parallel North Bank Route between Whittlesey and Peterborough.**

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?

**N/A**

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 this project is not secured, there is no alternative solution to be delivered. Therefore the Council would continue to seek funding from other funding streams to deliver the proposed scheme.**

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.

**There are no statutory environmental constraints locally.**



**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           | 2800        | 0        |
| Local Authority contribution | 1200        | 0        |
| Third Party contribution     | 0           | 0        |
| <b>TOTAL</b>                 | <b>4000</b> | <b>0</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.

**The match funding required for this scheme is fully supported by the Council and has been secured from Council reserves. The funding 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.

**This is the first funding application for this scheme.**

### **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

**An appraisal summary table is included in Appendix 2. This details the impacts on the economy, the environment and on society. The assessments include quantitative, qualitative and monetary information. There are no significant negative impacts with the scheme. There are some significant benefits to the scheme including to business users, transport providers, reliability for business users, wider city impacts, commuters, and for bus services.**

**A Risk Assessment is included in Appendix 3 which sets out the key risks and uncertainties.**

An economic appraisal technical note is included in Appendix 4 and gives full details on the modelling that has been undertaken and how the BCR has been calculated. The economic assessment has shown that the scheme scores with a very high BCR (Benefit/Cost Ratio). This is because the level of congestion at the present time is significant especially at times when North Bank is closed and traffic diverts along the A605. The relatively simple solution of a right turn lane 'unblocks' the main carriageway.

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

**BCR: 11.73**

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  
(Appendix 5)
- Has a description of data sources / forecasts been appended?  Yes  No  N/A  
(Appendix 4)
- Has an **Appraisal Summary Table** been appended?  Yes  No  N/A  
(Appendix 2)

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  N/A  
(Appendix 2)

- 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 scheme will have a positive impact on air quality by reducing congestion and queuing particularly when North Bank is closed which results in stationary traffic backing up into the urban/residential area of the city.

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

Yes       No       N/A

- Please supply further details:

Peterborough Highway Services is the term contractor in the city. This is a partnership between Peterborough City Council and Skanska that commenced in 2013 and will be responsible for delivery of this scheme. Peterborough Highway Services has a strong focus on skills development whereby one of the key KPI's involves a commitment to deliver a minimum of 250 hours annually to 'support development in local skills provision directly and indirectly through the supply chain'. We also have a number of apprentices employed as part of the contract, offer work experience opportunities as and when appropriate and encourage this approach throughout the supply chain.

### **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  
(Appendix 6)

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**

|  | <b>Estimated Date</b> |
|--|-----------------------|
| <b>Start of works</b>                            | April 2018            |
| Detailed design April 2018                       | July 2018             |
| Mobilisation August 2018                         | September 2018        |
| Construction phase 1 bridge September 2018       | November 2018         |
| Construction phase 2 highway works November 2018 | January 2019          |
| <b>Opening date</b>                              | January 2019          |
| <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)

**Junction 20 – full signalisation**

The scheme started in July 2016 and was completed on time and budget in March 2017 at a cost of approximately £6.3m. The scheme was delivered in whole by Peterborough Highway Services from option appraisal to construction. This structure is now the default delivery process for major highway schemes across the authority area.

**Bourges Boulevard Phase 1 – public realm improvements and access improvements to the railway station**

The scheme started in May 2014, and was completed in July 2015, at a total cost of approximately £5m. Overall the project has proven to be very successful. Some delays were incurred due to the presence of an Anglian Water main which had to be diverted out of the central reservation and in to the carriageway with associated financial impacts. Following this we now engage with utilities at the conception stage.

**A1139 Fletton Parkway J17-2 – widening of Parkway from 2 to 3 lanes**

The scheme started in February 2014 and was completed in July 2015, with a total cost of approximately £18.8m. The scheme suffered from the late identification of contaminated land which led to some delays and increased overall project cost. We have since identified that this issue was caused due to the way in which the city's parkway network was constructed (early 70's) which involved importing soil which has subsequently been found to be contaminated.

**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.

**No Statutory powers or consents required**

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

**No Statutory powers or consents required**

### **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 individuals responsible for delivering different aspects of this project is outlined in an organogram that can be viewed as Appendix 7. From a practical perspective the process for making decisions has three key elements.**

**Governance - the Council has processes in place to ensure contracts are awarded inline with its constitution and the relevant cabinet member decision notices in place. In addition, the Council has a long term agreement with Skanska for all highway works.**

**Regular project review meetings - these take place on a regular basis, increasing in frequency at key stages within the project. During these meetings an action log is maintained which ensures responsibility is clearly assigned and deadlines set. It also ensures that steps are in place to escalate decisions in a timely way as necessary.**

**Peterborough Highways Strategic Board, the Peterborough Highways Operations Team, and the Peterborough Highway Services Project Board meet regularly and provide strategic direction and monitor the performance of the contract including major schemes.**

### 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

**Appendix 3 is a Risk Assessment and a QRA would be developed as part of the scheme.**

Has a Risk Management Strategy been appended to your bid?

Yes

No

(Appendix 8)

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?

**65% optimism bias has been applied to this project because the detailed design needs to be undertaken and the project involves widening an existing bridge structure.**

b) How will cost overruns be dealt with?

The city council is confident that the works can be delivered in year 2018/19. Any cost over-runs will be the responsibility of the city council

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

>**Price fluctuation of material**

>**Weather**

>**Unforeseen ground conditions**

>**Unforeseen bridge conditions**

>**Unforeseen hazardous materials**

>**Plant/labour/material availability**

**65% allowance has been calculated to allow for these risks.**

### 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.

**A full public consultation will be undertaken with local residents, businesses, public transport operators and other interested parties on the scheme as part of its development. The consultation will be undertaken within the area of the proposed scheme, as well as being available online. All responses will be considered and revisions made to the proposed scheme as necessary.**

**When the scheme is being constructed, press releases and highway information boards will advertise any closures/diversions that will be in place in advance and throughout to minimise the disruption caused by the delivery.**

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 **Fiona Onasanya MP (Peterborough)**

Yes  No

2 **Shailesh Vara MP (North West Cambridgeshire)**

Yes  No

**(See appendices 09 and 10 for letters of support)**

### **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.

The Council will undertake monitoring before and after the scheme is constructed to ensure the planned benefits and outcomes of the proposed scheme have been realised, particularly when the new railway bridge is opened at Kings Dyke and when the North Bank alternative route is closed to traffic. In the longer term, the Council will continue to undertake monitoring of the scheme through public comments, local Members and also through the Council's traffic management centre.

The Council is happy to undertake any reporting required by the DfT, and share any best practice with other authorities.

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

N/A



## **SECTION D: Declarations**

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for A605 Stanground East Junction Improvements Scheme I hereby submit this request for approval to DfT on behalf of Peterborough City Council and confirm that I have the necessary authority to do so.

I confirm that Peterborough City Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Andy Tatt

Position: Head of Peterborough Highway Services

Signed:



### **D2. Section 151 Officer Declaration**

As Section 151 Officer for Peterborough City Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Peterborough City Council

- 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: Marion Kelly

Signed:



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

|  |   |                             |                              |
|--|---|-----------------------------|------------------------------|
| Combined Authority multiple bid ranking note (if applicable) (Appendix 11) | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Map showing location of the project and its wider context (Appendix 1)     | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Combined Authority support letter (if applicable) (Appendix 12)            | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| LEP support letter (if applicable) (Appendix 13)                           | <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 type="checkbox"/> N/A |
| Land acquisition letter (if applicable)                                    | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Projects impact pro forma (must be a separate MS Excel) (Appendix 5)       | <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 |

(Appendix 2)  
Project plan/Gantt chart  
(Appendix 6)

Yes

No

N/A