

TRAFFORD COUNCIL

Report to: Planning and Development Management Committee
Date: 15th October 2020
Report for: Decision
Report of: Head of Planning and Development

Report Title

Planning Obligations: Developer Contributions towards the Carrington Relief Road.

Summary

The report explains the current position with the severely congested road infrastructure in the Carrington Strategic Location and the competing separate proposals for junction improvements to mitigate the impact from individual developments.

This report explains that, following a change in the Community Infrastructure Levy (CIL) Regulations, S106 contributions to highways and other infrastructure can now be sought, as well as CIL.

The report explains that there is a significant funding gap for the Carrington Relief Road, which is required by Policy SL5 of the Core Strategy to make development acceptable in the Carrington Strategic Location, and would provide a single solution to mitigate highways impacts from developments in the allocation. The Carrington Relief Road will also enable future development in the GMSF New Carrington allocation to come forward.

The report then sets out how financial contributions towards the Carrington Relief Road will be calculated for development within the Carrington Strategic Location in accordance with Policies SL5 and L8 of the Core Strategy, returning to a formula used prior to the adoption of CIL.

The additional funding from developer contributions makes the delivery of the Carrington Relief Road much more certain as the funding gap can be closed by a mixture of these contributions and future CIL payments.

The methodology for calculating developer contributions is a material consideration in the determination of planning applications with immediate effect. It does not replace existing policy or guidance but explains how it is to be applied.

Recommendation

That Planning and Development Management Committee note the contents of this

report and the methodology for calculating developer contributions to the Carrington Relief Road and approves it as a material consideration in the determination of planning applications.

Contact person for access to background papers and further information:

Name: Sarah Lowes
Extension: 0161 912 3215

1.0 Introduction and Background

- 1.1 The Council is currently developing initial proposals for a significant piece of highways infrastructure in Carrington – known locally as the Carrington Relief Road. The local highway network within the Carrington area and specifically the A6144 Manchester Road is operating well above capacity and is subject to severe congestion and significant queueing of traffic at peak times. The proposed new road will address this capacity issue and open up large areas of mainly brownfield land for development in accordance with Council’s aspirations for the Carrington Strategic Location as set out in the adopted development plan – specifically Policy SL5 of the Trafford Core Strategy.
- 1.2 The delivery of new highway infrastructure including the relief road is key to unlocking the development potential of the strategic allocation and beyond and, further, without this new highway infrastructure the individual and cumulative impact of new development in the area would result in a severe impact on the local road network. Policy SL5 requires new road infrastructure – and developer contributions towards it – to make development acceptable in the Strategic Location. Policy SL5.2 of the Core Strategy states that the Strategic Location can deliver new road infrastructure to serve the development area to relieve congestion on the existing A6144 and Policy SL5.4 states that in order for development to be acceptable ‘*contributions towards schemes to mitigate the impact of traffic... includ[ing] highway infrastructure schemes*’ will be required. A new ‘link road’ is identified in both Paras 8.66 and 8.73 of the Core Strategy and the evidence base that underpinned the Core Strategy identified that ‘significant schemes’ were required (Para 8.74). This ‘link road’ is what is now known as the CRR. Delivery of the CRR has proved very challenging not least because under the CIL regulations in place until September 2019 the only means of securing these developer contributions was through the Community Infrastructure Levy. The CRR was included in the Council’s CIL Regulation 123 list and S106 contributions could not thus be sought.
- 1.3 The new highway will directly benefit a number of development sites within the SL5 allocation and also facilitate additional development sites in the future in Carrington, Partington and Sale West as the Greater Manchester Spatial Framework and the New Carrington allocation comes forward.
- 1.4 The Council are currently developing a number of options for the road layout for consultation before working up a detailed design for the chosen route. Although the precise alignment of the highway infrastructure is yet to be determined, and will require its own planning permission, the need for significant strategic improvements to the highway network in Carrington is well established. It is proposed that a planning application for the road will be submitted in early 2021. On current estimates the cost of the road is likely to be £30 million. The Council

has secured grant funding in the region of £14.4 million through Growth Deal 3 and the Housing Infrastructure Fund (HIF); a £15.6 million funding gap has therefore been identified.

- 1.5 This report sets out how developer contributions via planning obligations from planning applications can be secured towards this necessary highways infrastructure (the Carrington Relief Road) and how these contributions are to be calculated. This will substantially address the funding gap and support the delivery of development in accordance with Policies SL5 and L8 of the Core Strategy. It is evident from the imposition of various 'Grampian' and phasing conditions on existing planning permissions and Committee 'minded to grant' resolutions in the Strategic Location that individual and piecemeal highway improvements will not deliver the necessary highway capacity to deliver development in the Strategic Location.

2.0 Carrington Strategic Location

- 2.1 The Carrington area is identified as a strategic location within the Trafford Core Strategy 2012, with the aim of reducing the isolation of both Carrington and Partington by redeveloping large areas of former industrial brownfield land to create a mixed use sustainable community. This is set out in Policy SL5 of the Core Strategy which considers that the location could deliver 1560 residential units; 75 hectares of employment land together with new road infrastructure to serve the development and to relieve congestion on the existing A6144.
- 2.2 The policy goes on to say that contributions towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks will be required; these include public transport and highway infrastructure schemes.
- 2.3 The draft Greater Manchester Spatial Framework (GMSF) seeks to build on Core Strategy Policy SL5 and looks to allocate a much larger area of land around Carrington, Sale West and Partington for development of a significant mixed use community of approximately 4000 residential units and 350,000m² of employment floorspace. The Carrington Relief Road needs to be in place to allow further road infrastructure to be constructed to open up additional development land to realise this aspiration. The GMSF is currently in draft form and a Regulation 19 consultation on the submission draft of the plan is due to commence in November 2020.
- 2.4 A number of planning applications have been granted planning permission within the Strategic Location – including the Carrington Village application. The applications to date have not contributed towards the provision of the Carrington Relief Road and have mitigated the site specific impact of their individual development by junction and road improvements on Manchester Road and at the Flixton Junction and Carrington Spur/Banky Lane. This is because at the time of the Committee resolutions to grant planning permission the Council was unable to take a financial contribution to the CRR as it was on the Council's Regulation 123 list for the Community Infrastructure Levy, or in the case of the revised Carrington Village application, as the contribution was taken 'in kind' through the transfer of the land required for the CRR to the Council for £1. However, these road and junction improvements only mitigate the impact of the developments already granted planning permission. They do not address the underlying fundamental highway and transport problem with this strategic location as a whole, do not

improve overall capacity, do not meaningfully reduce congestion, if at all, and are expensive short term fixes which bring no additional benefits to the road network and cause additional delay and disruption during their implementation. They do not deliver what the policy requires and that which was a fundamental premise of the allocation. Additionally, some require third party land with no certainty in delivery, and are the subject of 'Grampian' or phasing conditions which limit development until the road improvements are completed.

- 2.5 Therefore, for further development to come forward a strategy for the delivery and implementation of the Carrington Relief Road is required. The road will accommodate the increased demand that will be generated by significant development in the area, open up new development sites and will allow the Council to deliver development within the SL5 allocation.
- 2.6 The alternative is to allow piecemeal minor mitigation which would not address the fundamental constraints of the existing infrastructure and would not secure the infrastructure which is a necessary component of the allocation. That is judged unacceptable and counter-productive for the basic reason that the need for the CRR will remain. It is inappropriate in principle to devote resources to ad hoc mitigation schemes which will become redundant when the CRR is provided rather than secure a SL5 consistent overall scheme.

3.0 The Planning Policy Context: Road Infrastructure and Planning Obligations

- 3.1 As explained above, the Carrington Relief Road is required by Policy SL5 of the Core Strategy to bring forward development in the Strategic Location and beyond. Policy L4 of the Core Strategy – Sustainable Transport and Accessibility sets out the means by which the Council will facilitate the Delivery Strategy by promoting the development and maintenance of a sustainable integrated transport network.
- 3.2 Policy L4.1(b) states that the Council will bring forward new highway schemes which will improve accessibility and provide additional capacity and / or address identified congestion, access, safety and environmental impact problems. Policy L4.1(c) continues by stating the Council will promote integrated transportation axes to facilitate north – south – east – west linkages with a particular objective of improving accessibility for communities in disadvantaged neighbourhoods.
- 3.3 Policy L4.1(f) and (g) state that any necessary highway schemes required for each phase of development should be in place before first occupation of that phase, or an agreed mechanism to ensure that it will be delivered to the required standards and timescale agreed by the Council and its partners, and that developer contributions will be sought where appropriate towards the provision of highway schemes in accordance with the Strategic and Place Objectives.
- 3.4 Policy L8 – Planning Obligations of the adopted Core Strategy sets out the Council's development plan requirements in relation to the collection of developer contributions. It reflects both the law and government policy in the NPPF in respect of the three tests required for a planning obligation; that the contributions should be a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development. The policy is up to date in this respect.
- 3.5 Policy L8.3 states that contributions will be sought from all new development and the nature and level of contributions will be established on a site by site basis,

relating to the type and size of the development proposal. It states that the 'Trafford Developer Contribution' is a contribution required to make a development acceptable in planning terms and is a formula based standard charge. Policy L8.4 then goes on to provide a list of infrastructure that developer contributions will be sought for, specifically including 'highways infrastructure'. Policy L8.6 states that where a development is required to contribute towards strategic infrastructure, that a financial contribution will be sought towards the provision of these benefits offsite, and that the collected monies will be pooled for each specific project.

- 3.6 Policy L8 is supported by SPD1: Planning Obligations (2014). This sets out the Council's approach to seeking planning obligations in conjunction with Trafford's Community Infrastructure Levy (CIL) (Para 1.3). This document states in Paragraph 2.3 that it is possible that planning conditions, planning obligations and CIL could each apply to the same application, in order to fulfil the hierarchy of needs to make a development acceptable in planning terms. Transport and accessibility infrastructure is identified in Table 2.1 of this document as a type of infrastructure for which S106 contributions may be required.
- 3.7 Paragraph 3.37 of SPD1 states that new growth will put further pressure on roads and transport networks and create demand for strategic and local transport infrastructure and that there is a need for this to be addressed through site specific planning obligations for transport infrastructure. In Paragraph 3.39 it states that planning obligations may be required to address localised impacts, for example relating to congestion, and which will be particularly relevant to larger developments.
- 3.8 The mechanism for calculating developer contributions to the CRR set out in this report is then, in effect, how development plan policy in Policy L8 of the Core Strategy and the accompanying guidance in SPD1 will be applied in practice. It is not new policy or guidance – simply the means by which existing policy will be applied.

4.0 Funding the Relief Road

- 4.1 Based on current projections the cost of the Carrington Relief Road is approximately £30 million. The Council have secured £14.4 million in grant funding. A further £15.4 million is required to bring the relief road forward. When the Core Strategy was adopted it was anticipated that development within the area would provide a proportionate contribution towards highway and public transport infrastructure to mitigate the impacts of the development secured through S106. This was calculated and set out in SPD1: Planning Obligations (2012).
- 4.2 SPD1: Planning Obligations (2012) set out that developer contributions would be sought for highway improvement works (Para 3.3.4), including new routes. The CRR (or the Carrington By-Pass as it was known then) was included in a list of expected transport infrastructure improvements that would be delivered by this mechanism. Table 3.2 states that the Carrington By-Pass had a projected cost of £16.0m, with general developer contributions of £1.4m. Annex B of the 2012 SPD (Technical Note 2 – Sustainable Transport and Accessibility) provided more detail on the Carrington By-Pass and described it thus: *'...[a] major highway improvement scheme [that] would provide substantially improved access into the Partington and Carrington areas, creating development opportunities for a number of large regeneration sites in the area that are currently held back due to poor*

access'. Notably the £1.4m identified from S106 was a 'general contribution' as it was expected that *'the majority of [the Carrington By-Pass] funding will be required from developers of specific sites within these areas and therefore the general contribution element is a relatively small percentage of the scheme and reflects the benefits to be brought to other developments through the delivery of the scheme'* i.e. that the CRR would be required as site specific mitigation for the majority of the development in the Carrington area.

- 4.3 In 2014 the Council adopted a Community Infrastructure Levy (CIL) and the Carrington Relief Road was added to the Regulation 123 list, which at that time was the list of infrastructure within the Borough which was intended to be funded by CIL. The pooling restrictions also applied. The legislation in force at the time meant that on the adoption of a Community Infrastructure Levy (and the inclusion of a piece of infrastructure on a Regulation 123 list), S106 contributions could no longer be sought for that infrastructure which was instead to be funded through CIL. As a consequence, SPD 1 was updated and the requirement for contributions towards major highway infrastructure was removed, and S106 contributions towards this highway infrastructure were no longer sought.
- 4.4 However, at about the same time a corporate decision was taken use the entirety of the Council's initial CIL receipts to fund the Council's contribution toward the Metrolink extension – a total of £20m. The final payment toward this is to be made within this financial year 2020/2021 and therefore no other infrastructure has been able to be funded through CIL. In addition no S106 contributions have been secured toward the Carrington Relief Road in this period, given the restrictions on S106 funding items on a Regulation 123 list.
- 4.5 In September 2019 the Government made changes to the CIL Regulations and enabled Councils to take both S106 contributions and CIL payments for the same piece of infrastructure. Pooling restrictions were removed at the same time – pooling restrictions being that more than six contributions could not be combined to deliver the same infrastructure. Following the update in late 2019 the National Planning Policy Guidance says:

'Authorities can choose to pool funding from different routes to fund the same infrastructure provided that authorities set out in infrastructure funding statements which infrastructure they expect to fund through the levy.'

This means that, subject to meeting the 3 tests set out in CIL regulation 122, charging authorities can use funds from both the levy and section 106 planning obligations to pay for the same piece of infrastructure regardless of how many planning obligations have already contributed towards an item of infrastructure.'

- 4.6 This now means that in addition to CIL the Council can revert to its previous position of securing financial contributions through S106 agreements from development in the Carrington area towards the relief road, in accordance with Policy SL5 of the Core Strategy, provided the development would have an impact on the road network. There is no geographical limit to the development in the Borough which may fund the CRR via CIL. It is therefore anticipated that a combination of CIL monies and financial contributions through S106 can fill the funding gap identified for the Carrington Relief Road and gives a significantly enhanced level of certainty to the ability of the Council to deliver the CRR.

- 4.7 The September 2019 amendments to the CIL Regulations also required Councils (by 31 December 2020) to produce a new 'Infrastructure Funding Statement' to replace their Regulation 123 list and work is ongoing in respect of this. It is anticipated that the Carrington Relief Road will be included on the Infrastructure Funding Statement, but this will not alter the current position, which is that both CIL and S106 payments can be used to fund it.
- 4.8 There have been a number of planning applications granted or with resolutions to grant within the Carrington/Partington area which will directly benefit from the Carrington Relief Road. A contribution of £384,000 from the Lock Lane, Partington S106 (originally dating from prior to the adoption of CIL) is available for highway improvements which can be put towards the CRR. There is also the potential for approximately a further £3.3m of future CIL contributions, arising from consented developments in this area as they come forward. The approval of the Council's Executive would be required to direct these CIL contributions to the CRR. These monies added to the £14.4m of CRR funding already obtained leaves a funding shortfall of approx. £12m against the projected £30 million project costs of the road.
- 4.9 In addition, there is no geographical limit to the allocation of CIL funding and any scheme in the Borough could potentially have its CIL contributions allocated to the CRR, as has taken place thus far with the Council's Metrolink contribution. The Council's Executive will in due course be asked to consider whether all CIL contributions – those from developments in Carrington and Partington and those elsewhere in the Borough, should be directed to the CRR up until the point at which the funding gap has been met (once the final Metrolink payment has been made). Since the decision to allocate CIL funding to Metrolink, no subsequent decision has been made by the Council in respect of the allocation of future CIL funding, therefore this funding has not been allocated to any other infrastructure and for the avoidance of doubt, cannot be directed towards affordable housing. This approach may also enable the Council to draw down additional match funding from other sources, reducing the funding gap further. This allocation of CIL would be on the basis that the CRR was the overarching infrastructure priority so as to facilitate major housing delivery in this area.

5.0 Methodology for calculating contributions

- 5.1 Before CIL was introduced the Council's Supplementary Planning Document 1: Planning Obligations 2012 set out calculations to allow for developer contributions to infrastructure required within the Borough, including highway infrastructure. The Carrington Relief Road was identified as a piece of infrastructure required to support development as set out in the Core Strategy. Highway infrastructure contributions within SPD1 2012 were based on trip generation from a proposed development. This document was updated and superseded by the current adopted SPD1 in 2014 when the CIL Charging Schedule was also adopted. However, given it was based on policy in the Core Strategy, which remains the adopted development plan for the Borough, it is a reasonable starting point to revisit how those contributions should be calculated, now S106 contributions can be sought for highways infrastructure once again.
- 5.2 The basic calculation uses the number of daily trips generated for the type of development (residential/commercial) divided by the total number of projected trips for all projected development within the area and then multiplied by the cost of the mitigation – i.e. the piece of infrastructure to be funded. This number is

then divided by the total number of residential units or amount of commercial floorspace per 100m². This produces a figure to be applied per residential unit and by 100m² of commercial floor space. The calculation is as follows:

$$\frac{\text{Daily trips for each type of development (residential/commercial) / total number of trips from all projected development within area} \times \text{cost of infrastructure}}{\text{Total amount of commercial floorspace/number of residential units}}$$

Total amount of commercial floorspace/number of residential units

- 5.3 This formula has been applied in the context of the Carrington Relief Road. The undeveloped sites within the Carrington Strategic Location allocation have been identified. Baseline trip generation figures have been extracted from consented development within Carrington (see table 1 in appendix 1) and sensitivity checked by highway engineers at Amey. These trip generation figures have then been applied to the anticipated and projected development within the Carrington Strategic Location and immediate area to generate the overall anticipated daily trips for the area. This has then been filtered down into the total daily trips for each type of development, i.e. residential, storage and distribution, office, and general industrial.
- 5.4 Using these figures and the formula above a figure per residential unit and 100m² of commercial floorspace has been calculated as set out in table 2 of Appendix 1. This will be applied to all major planning applications coming forward with immediate effect (i.e. those of 10 or more residential units or 1000sqm or more of floorspace).
- 5.5 This methodology shall be used to calculate developer contributions for all otherwise acceptable development within the SL5 Carrington Strategic Location identified on the Council's Composite Proposal Map. It can also be used to calculate contributions for any otherwise acceptable development within the wider Carrington and Partington area which may come forward prior to the adoption of the GMSF. The written justification to Policy SL5 states that development quantum beyond that identified in Policy SL5 will require the satisfactory provision of identified infrastructure requirements and appropriate mitigation measures.
- 5.6 Where contributions are secured, planning permissions will be subject to S106 obligations and / or planning conditions which restrict the occupation of all or part of the development until the Council confirms to the developer that it is delivering the CRR. In practice, this delivery trigger will be met at the point the CRR obtains its own planning permission. A substantial proportion of any contribution will be expected on commencement, with further triggers thereafter. Any phasing of payments or occupation will be determined on a case by case basis and will be set out and justified in the officer report to Planning Committee.
- 5.7 There are instances where a developer has already identified road improvements – primarily at the Flixton Road junction – which would serve to address the site specific highways impacts of a scheme, but would not address the strategic need for the CRR to improve the accessibility of the Carrington and Partington area. Consequently, the mechanism will be that there will be a condition providing that the development or relevant phase of the development will not commence or be occupied until either: (1) the Council has given notice that the CRR will be built in

which case the requirement to undertake the works at the Flixton Road junction will be disapplied; or (2) if the Council has not given such notice, the improvements to the Flixton Road junction will be required. This thus puts the onus on the Council to move quickly to confirm the delivery of the CRR. Where a developer does not have a suitable scheme for the Flixton Road junction which mitigates the highways impacts of their development, the restriction would be entirely based on the delivery of the CRR.

- 5.8 In the event the Council does not deliver the CRR, there would be a time period in which the Council is able to spend the S106 monies on wider improvements to the Flixton Road junction, including, if necessary, acquiring third party land. Any negative difference between the cost of delivering these improvements and the CRR contribution (equalised between the parties), would be returned to the developer.
- 5.9 Conditions / S106 requirements will need to be tailored to each particular scheme but the model will be as follows:-

Condition

- (i) This condition does not apply if the Council has given notice that the CRR is to be delivered.*
- (ii) If such notice has not been given, before [entering into contracts for/commencing] any works at Flixton junction, 14 days' notice of intention to [enter into such contracts/commence such works] shall be given to the Council. In the event that the Council then gives notice under this condition those 14 days that the CRR will be delivered not to [enter into any such contract/commence any such work].*
- (iii) Unless notice has been given by the Council under 1 or 2, not to occupy any [residential units / floorspace] on the site unless and until [site specific highway improvements] have been completed.*

Reason: To ensure that the highway impacts of the development are appropriately mitigated in the interests of highway safety and the free-flow of traffic, having regard to Policies SL5, L3, L4 and L7 of the Trafford Core Strategy and the National Planning Policy Framework.

S106 obligation

- (iv) To pay the CRR contribution to the Council at the time set out below.*
- (v) In the event that the Council provides notice under condition X (1 or 2) that the CRR will be delivered, the CRR contribution shall be paid [upon commencement of the development/first occupation/phasing].*
- (vi) In the event that the Council does not provide notice under condition X (1 or 2) but does provide notice that the CRR is to be delivered before the expiration of [X] years from commencement of development, to pay the CRR contribution [within 28 days of the giving of such notice/phased triggers] less all costs which are certified to have been incurred or are*

certified to have been committed to be incurred by the [developer] on the works under condition X (2).

(vii) In the event that construction of the CRR is not commenced by XXX the Council may use the CRR contribution towards the cost of any works to improve the Flixton junction.

(viii) In the event that the CRR contribution is not spent on the CRR or under sub-para 4 within [x] years of giving any notice by the Council, any sums which have been paid but are unspent at that date shall be repaid.

5.10 The CRR will mitigate the impacts on the existing local roads and provide additional capacity. It will also unlock further road infrastructure which will enable the delivery of the GMSF New Carrington allocation. It is recognised that for a period of time between planning permission being granted for the CRR and it being completed – i.e. the construction period for the road, development may be occupied that results in a severe impact on the local highway network. In determining planning applications Members of the Committee will be required to balance this impact against the benefits of the delivery of the CRR.

5.11 This impact will however be relatively short-lived. The timetable for delivering the CRR is anticipated to be as follows:-

Milestone	Date	Trigger for occupation of development
Consultation and selection of preferred option	November 2020 to April 2021	
Planning application submission	December 2021	
Planning permission granted	September 2022	✓
Construction starts	April 2023	
Road opens	September 2024	

6.0 Conclusion

6.1 Following the changes to the CIL Regulations in late 2019, the Council is now able to secure S106 developer contributions towards the delivery of infrastructure in addition to the Community Infrastructure Levy. With specific regard to the Carrington Relief Road, this allows S106 contributions to be secured from development within the Carrington Strategic Location, to assist with the delivery of the road in accordance with Policy SL5 (and the wider New Carrington proposed allocation), and to mitigate the impacts of that development on the local road network. The Council can do this using existing policy and guidance in the Core Strategy and SPD1 (Planning Obligations) 2014 and applying that policy using a formula which was used to calculate developer contributions to highways improvements prior to the adoption of CIL.

6.2 This report sets out a formula for calculating contributions with a figure per residential unit or 100m² of commercial floorspace. This formula will be applied within immediate effect to all major development within the SL5 Carrington allocation and to other windfall sites in Carrington and Partington. This will give a

greater level of certainty in the implementation and delivery of the CRR and the long term, single project to mitigate the impacts of that development.

7.0 Recommendation

- 7.1 That the Planning and Development Management Committee Members note the contents of this report, and its appendices, and also note and approves that the methodology for calculating developer contributions is a material consideration in the determination of planning applications with immediate effect.

APPENDIX 1: CALCULATION OF CONTRIBUTION

Worked example

- The data shows an annualised daily forecast trip rate of 2965.14 trips for storage and distribution sites anticipated on the remaining sites within the Carrington Strategic Location.
- The total annualised daily vehicle trips from all projected future development in the Carrington Strategic Location, is forecast to be 8600.57.
- The cost associated with storage and distribution (B8) development is therefore calculated by dividing the B8 vehicle trips (2964.14) by the total vehicle trips from all projected developments (8600.57) and multiplying this by the highway infrastructure cost (£12m) = £3,446,480.
- Dividing this figure by the total gross floor area (GFA) projected for storage and distribution, in units of 100sqm, then gives a figure for the costs associated with each unit (of 100sqm) of B8 development: £3,466,480 divided by 1560.60 (156060/100) = £2209 per 100sqm.
- A 20,000sqm development, for example, would generate a contribution of £441,800.

Type of Development	Daily vehicle trips generated
Office (B1)	13
General industrial (B2)	4.6
Storage and distribution (B8)	2
Residential (C3)	4.4

	Anticipated Carrington Development		Total Projected Daily Trips for Use	Total amount of floor space in 100m2/Units		Contribution per £ Unit/100m2	
Office (B1)	13374	sqm	1738.62	133.75	Sqm	£15114	/100sqm
General industrial (B2)	26750	sqm	1230.40	267.50	Sqm	£5348	/100sqm
Storage and distribution (B8)	156060	sqm	2965.14	1560.60	Sqm	£2209	/100sqm
Residential (C3)	606	unit	2666.4	606	Units	£5116	/unit
Total			8600.57				