Deloitte.

New Carrington Masterplan

Funding Mechanism and Delivery Strategy [Consultation Version]

Real Estate | 12 September 2025

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1A | The Site

New Carrington

SITE CHARACTERISTICS & CONSTRAINTS

New Carrington ("the site") is located in Trafford, Greater Manchester. The site lies approximately 11.5 km southwest of Manchester City Centre and around 13km east of Warrington Town Centre (see **Figure 1**). It is strategically located, close to the M60 motorway, south of the M62 and east of the M6. It is also south of the Manchester to Liverpool 'Cheshire Lines' railway, west of the Manchester to Altrincham Tramline and southwest of major employment areas of Trafford Park and Manchester City Centre. Despite the site's proximity to the strategic road network, the communities of Partington and Carrington have long been acknowledged to be isolated and in need of significant infrastructure interventions to support the delivery of sustainable development at scale.

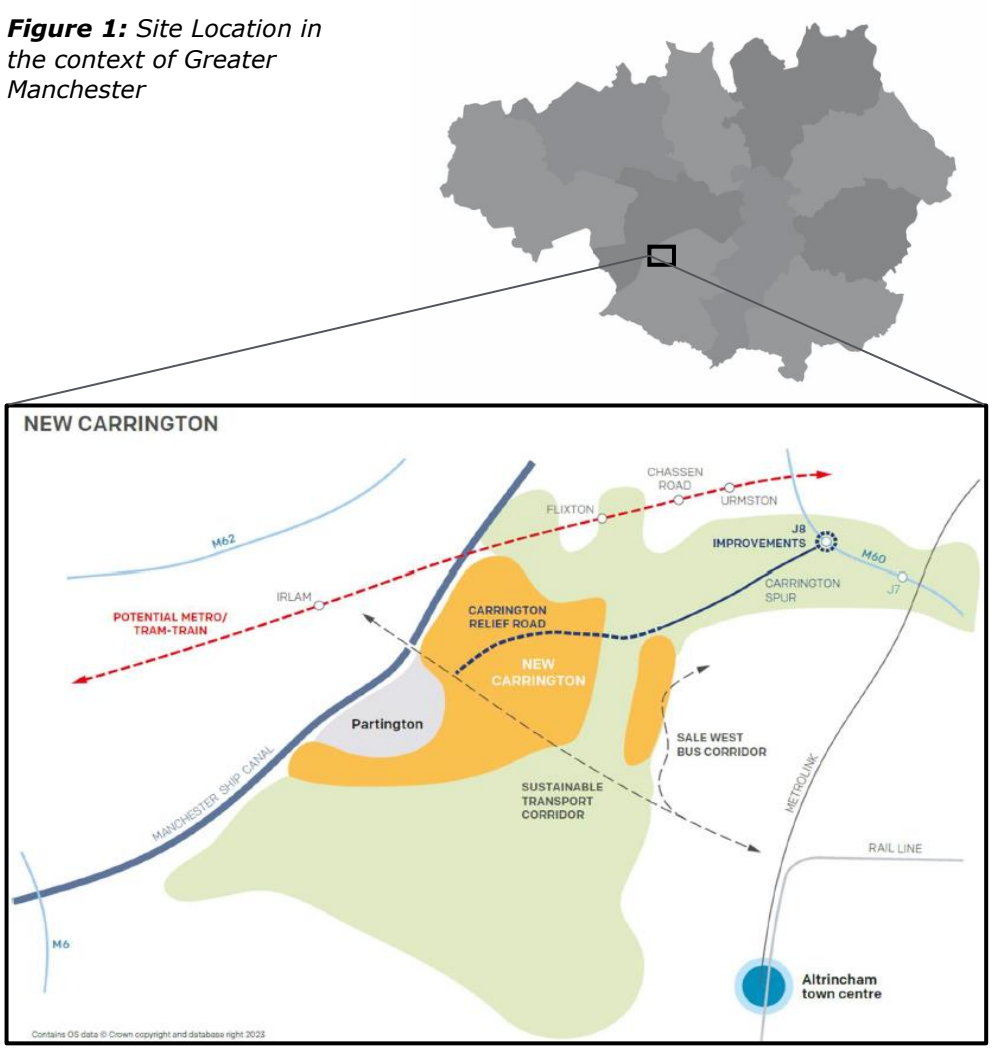
There are several known constraints associated with the site. Parts of the northern and western boundaries of the allocation area are defined by two major watercourses; the River Mersey to the north and the Manchester Ship Canal to the west. The two watercourses present a significant level of severance, which affect connectivity of the site to neighbouring areas. Sinderland Brook runs along the southern boundary and the site's eastern boundary runs adjacent to Sale, an existing residential built-up area.

The principal road connection through the area is the A6144, linking Partington to Sale and the M60 J8 via Carrington village. The reliance on the A6144 means that the communities adjacent to the proposed developments at Carrington and Partington are relatively isolated from a connectivity perspective.

There are various landowners across the site, however much of it consists of the former Shell Industrial Site. This presents challenges in terms of ground conditions and remediation requirements. Peat is also present at Carrington and the name 'Carrington Moss' has become synonymous with the open land between Carrington/Partington and Ashton on Mersey/Sale West.

For the purposes of this report, the site and the policy area will be referred to as New Carrington Masterplan (NCM).

Figure 1: *Site Location in the context of Greater Manchester*



1B | Strategic Context

Places for Everyone & Trafford Policy Context

Places for Everyone (PfE) was adopted on 21 March 2024 and became part of the joint development plan for nine Greater Manchester (GM) districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan). It identifies the quantum of new housing and employment development across GM, supports the delivery of key infrastructure, and protects environmental assets.

NCM represents one of the most substantial and strategically important housing and employment site allocations in GM's PfE spatial development plan. NCM lies within the strategic policy area of *JP-Strat 9: "Southern Areas"* and is defined as *Policy JP-Strat11: New Carrington*. This policy seeks to deliver a significant mixed used development, integrated with the existing communities and alongside delivery of significant supporting infrastructure. The strategic policy area is indicated overleaf in **Figure 2**.

The NCM allocation will create a new sustainable community linking to the existing Carrington, Partington and Sale West areas and communities. Fundamentally, it will provide improved transport, social and green infrastructure to benefit both new and existing communities and increased accessibility to jobs, services, and facilities in the immediate and surrounding areas as well Manchester City Centre (for example, via improved bus services). Delivery of the allocation will create a distinct, attractive place which capitalises on the industrial history and landscape features on the site and surrounding areas. Whilst significant opportunity exists at New Carrington, without the infrastructure investment the location will remain unsustainable.

Policy JP Allocation 30: New Carrington outlines what will be delivered in NCM and the associated development requirements, some of which includes:

- 5,000 residential units, with different densities across the allocation to recognise the distinct characteristics of each area.
- Provision for a minimum of 15% affordable housing across the allocation, in accordance with local policy requirements.
- Deliver around 350,000 sqm (gross) of employment opportunities for B2 / B8 uses.
- Make provision for new and improved sustainable transport and highways infrastructure.
- Provide two neighbourhood centres, alongside ensuring appropriate educational and health facilities off/on site to meet the needs generated by new development.

Figure 2 demonstrates the indicative allocation plan for New Carrington, as per Policy JP Allocation 30. Development will be fully integrated with existing communities that surround the site and there will be investment in active travel, public transport and highway infrastructure to enable development at New Carrington. Within PfE there are specific infrastructure requirements which are discussed in depth in Section 2 of this document.

In addition to PfE, the wider Development Plan policies for Trafford which are relevant to the site include:

- Core Strategy (adopted January 2012)
- Saved policies of the Unitary Development Plan (adopted June 2006)
- Greater Manchester Joint Waste and Minerals plans (adopted April 2012 and April 2013 respectively)

NCM also makes up part of the Western Gateway Growth Location. The Western Gateway is a key development for Greater Manchester, developing connections with the Port of Liverpool, and the rest of the world. The growth location presents a strategic opportunity to undertake a transformative programme of employment space, housing and culturally-led regeneration that can deliver a significant contribution to regional and national economic growth and social outcomes[1].

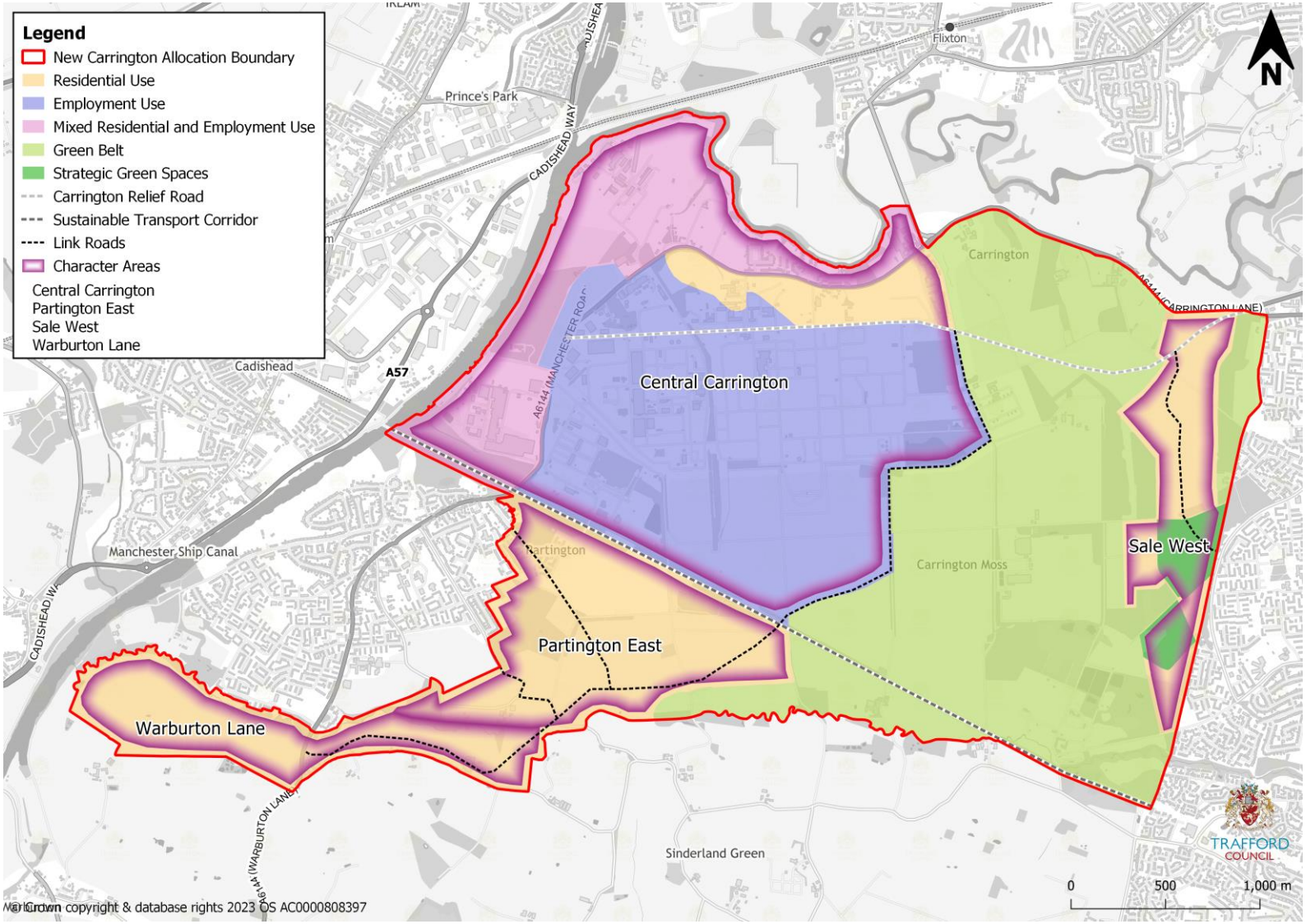
Trafford Council is in the process of preparing a new Local Plan which will replace the Core Strategy and saved policies of the Unitary Development Plan. This will be a translation of the Places for Everyone (PfE) strategic policies at a local level along with a Trafford specific local planning policy framework.

1. https://aboutgreatermanchester.com/more-prosperous/greater-manchester-s-growth-locations/western-gateway/

1B | Strategic Context

Places for Everyone & Trafford Policy Context

Figure 2: *New Carrington Allocation Plan (JP Allocation 30)*



1B | Strategic Context

New Carrington Masterplan (NCM)

A New Carrington Masterplan (AECOM, September 2020) was originally commissioned to support the allocation of NCM as a development site in PfE. The 2020 Masterplan assessed the existing site constraints and determined indicative:

- Residential and employment development quantums
- Development timescales
- Transport requirements
- Social infrastructure requirements
- Green infrastructure
- Phasing plan to show how the site could be developed

An updated masterplan is now required in accordance with *PfE Policy JP Allocation 30 'New Carrington'* which outlines that the delivery of NCM should be in accordance with an updated masterplan:

"…that has been developed in consultation with the local community and approved by the Local Planning Authority. The masterplan must include a phasing and delivery strategy, as required by policy JP-D1. Central to the masterplan shall be the consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development. It should also have regard to the anticipated Hynet North West Hydrogen pipeline (as relevant). The masterplan will be prepared in partnership with key stakeholders to ensure the whole allocation site is planned and delivered in a coordinated and comprehensive manner with proportionate contributions to fund necessary infrastructure"

The masterplan is required to reflect the latest site proposals, technical information and Site-wide Infrastructure proposals for NCM and ensure that the NCM allocation is delivered in a co-ordinated and comprehensive manner with Proportionate Contributions to fund necessary infrastructure.

NEW CARRINGTON MASTERPLAN AREA:

The updated New Carrington Masterplan covers the whole of the allocation. The PfE allocation is split into four indicative development Character Areas:

- Central Carrington (referenced throughout this document as "Carrington"),
- Partington East (referenced throughout this document as "Partington"),
- Sale West, and
- Warburton Lane (referenced throughout this document as "Warburton")

The allocation includes areas identified for residential use, employment use and mixed residential and employment use. The allocation also includes a significant area of retained Green Belt through the middle of the site, Strategic Green Spaces, and strategic transport improvements.

1C | Purpose of this Document

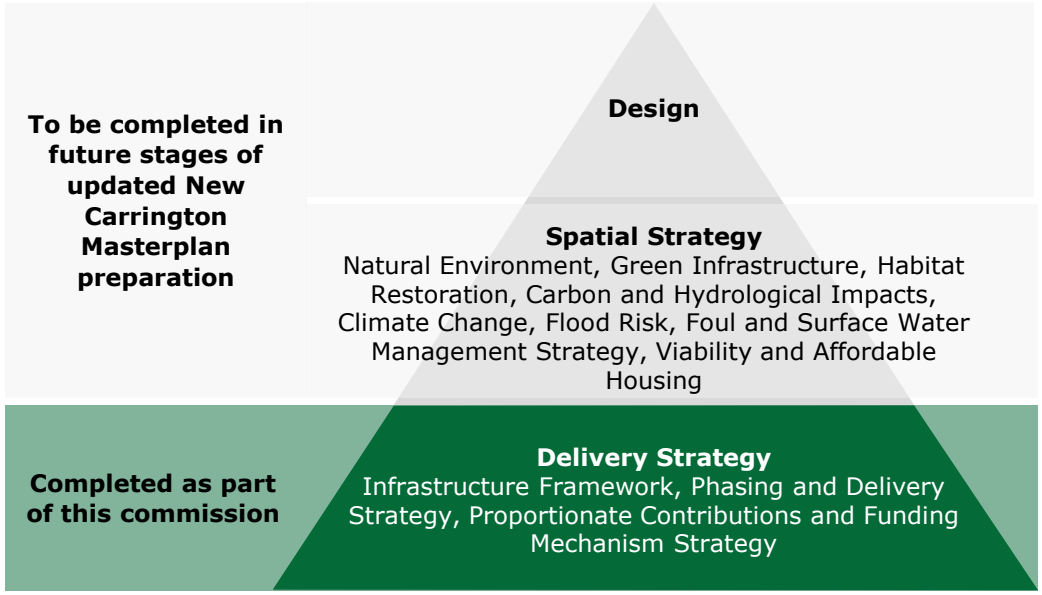
New Carrington Funding Mechanism & Delivery Strategy

The New Carrington Masterplan will provide a clear framework to enable the sustainable, phased delivery of the NCM allocation and its associated infrastructure requirements.

The NCM *Funding Mechanism & Delivery Strategy* (referred to as "the Delivery Strategy") is the first step in the production of a detailed masterplan for the proposed NCM allocation.

The Strategy considers the aims and requirements of the whole allocation to facilitate the coordinated delivery of strategic infrastructure and development across the NCM area, to enable place making and support the integration of the site with existing communities and environments. Future stages in the preparation of the updated New Carrington Masterplan will consider blue and green infrastructure amongst other requirements highlighted in **Figure 3** below.

Figure 3: *Future Stages of Updated New Carrington Masterplan*



Once all stages are complete, the masterplan will be adopted as a framework to inform planning and guide development across NCM.

PURPOSE OF THIS DOCUMENT

Deloitte and WSP (the "Project Team") were instructed by Trafford Council ("the Council") in May 2024 to prepare the *New Carrington Funding Mechanism & Delivery Strategy* to as the first step in the production of a masterplan.

The purpose of this *New Carrington Funding Mechanism & Delivery Strategy* report is to:

- Set out the key infrastructure requirements (infrastructure framework) for unlocking development across NCM supported by a Phasing and Delivery Programme which outlines key trigger points for infrastructure delivery;
- Outline the anticipated costs associated with Site-wide Infrastructure delivery;
- Outline an approach and methodology to identify a Proportionate Infrastructure Contribution for residential and employment development; and
- Demonstrate the output of viability and affordable housing sensitivity assessments carried out to test the impact of 15% on-site affordable housing provision.

1C | Purpose of this Document

New Carrington Funding Mechanism & Delivery Strategy

APPROACH

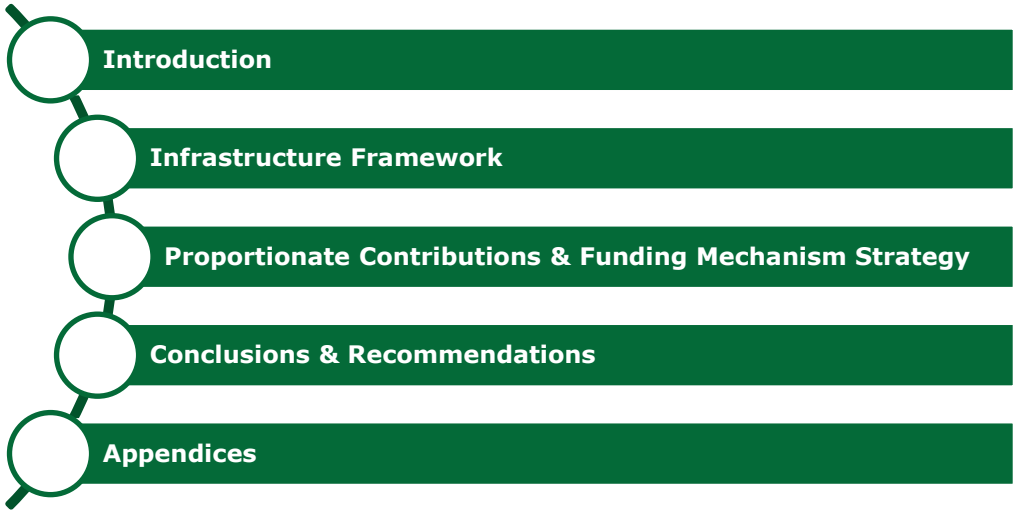
The following approach was adopted by the Project Team:

Desktop Research	The September 2020 Masterplan and PfE evidence base documents form the evidence base for this Delivery Strategy and references are made to the outputs and requirements of PfE *Policy JP Allocation 30* throughout this document. Additional desktop research has been undertaken to provide the necessary evidence and data library to develop the infrastructure requirements and funding mechanism. Desktop research also includes considerable market analysis to inform commercial inputs to the delivery mechanism.
Stakeholder Engagement	Stakeholder engagement has taken place at intervals during the commission, in line with Trafford Council's Statement of Community Involvement (SCI), as a requirement of PfE and in line with principles of the NCM Stakeholder Agreement. The sessions undertaken are outlined on page 10 and an overview of key themes / comments has been detailed within each section of the report.
Engagement with Council Officers	Trafford Council Officers have been engaged throughout the commission, to ensure the infrastructure requirements and funding mechanism meet planning and delivery requirement. This has included workshops with Officer teams as the strategy has been developed.

Table 1: *Approach to Commission*

REPORT STRUCTURE

The *New Carrington Funding Mechanism and Delivery Strategy* report is structured as follows:



Naming conventions used throughout this report are aligned to the key elements of the *New Carrington Funding Mechanism and Delivery Strategy* as outlined above.

The report should be read in conjunction with the following documents which are referenced throughout and make up part of this commission:

- Baseline Review of the New Carrington Site-wide Infrastructure Requirements (10 April 2025)
- Options Report of the New Carrington Site-wide Infrastructure Requirements (10 April 2025)
- Costing of the Preferred New Carrington Site-wide Infrastructure Options (14 February 2025)

1D | Stakeholder Engagement

Summary of Stakeholder Engagement

Stakeholder engagement has been carried out at intervals through the commission, in line with *Policy JP Allocation 30*. The successful delivery of NCM will require a coordinated approach between all landowners, developers, and infrastructure providers. Trafford Council is committed to working with stakeholders, including local communities, to bring forward a detailed masterplan with a phasing and delivery strategy that provides a robust framework for the sustainable delivery of the NCM.

Stakeholder engagement during the commission has been led by Trafford Council with the support of the Project Team. Detail of the stakeholder engagement sessions carried out is outlined in **Table 2** below.

***Table 2**: Stakeholder Engagement Summary*

Engagement Session	Date	Overview	Applicability	
			Infrastructure Framework	Funding Mechanism
Workshop #1	March 2024	Undertaken with the following groups: • Landowners / Developers • Local Community • Local Councillors and Parish Council • Statutory / Non-Statutory Consultees All sessions were carried out as one large group, excluding the statutory / non-statutory consultees who were split by broad subject area. The focus of the session was to inform Stakeholders of the Commission Teams scope / timescales, alongside gathering information on New Carrington more broadly.	✓	✓
Summer 1:1s	May 2024	Undertaken with Landowners / Developers to gain insight on constraints and opportunities for specific plots.	✓	✓
Workshop #2	July 2024	Undertaken with the same groups and approach as Workshop #1. The focus of the session was to inform stakeholders on the infrastructure options for New Carrington, followed by a 3-week feedback period, which was then considered as part of determining preferred options.	✓	
Winter 1:1s	January 2025 – February 2025	Undertaken with Landowners / Developers to provide an overview on approach to determining the Proportionate Infrastructure Contribution for New Carrington, prompting feedback to be considered by the Commission Team.	✓	✓

NOTE: Ongoing engagement was also carried out with Trafford Council Officers in addition to the sessions highlighted in the table above.

2 | Infrastructure Framework

a) Baseline Review

b) Options Report

c) Preferred Options

d) Design & Costing

e) Phasing & Delivery Programme

2A | Baseline Review

Introduction and Methodology

INTRODUCTION

PfE outlines the requirements for Site-wide Infrastructure provision across NCM to facilitate development.

The Infrastructure Framework has been prepared by WSP and forms the basis of the *New Carrington Funding Mechanism & Delivery Strategy*, outlining the infrastructure provisions and contributions required and the interdependencies between development phasing and infrastructure delivery.

'Site-wide infrastructure' is referenced throughout this document and refers to allocation-wide infrastructure requirements necessary to deliver JPA30. Site-wide infrastructure focuses on human-engineered infrastructure items such as highways, utilities, drainage, energy and provision of new schools and healthcare facilities. This excludes Green Infrastructure, plot specific infrastructure requirements (such as access roads) and leisure facilities.

Site access and egress has been excluded from the site-wide Infrastructure costing exercise as it is the responsibility of the Landowner / Developer to deliver plot specific on-site road, access and egress infrastructure requirements.

The remainder of this section is structured as follows:

a) Baseline Review and Future Infrastructure Requirements

b) Options Identified for Delivery of Site-wide Infrastructure

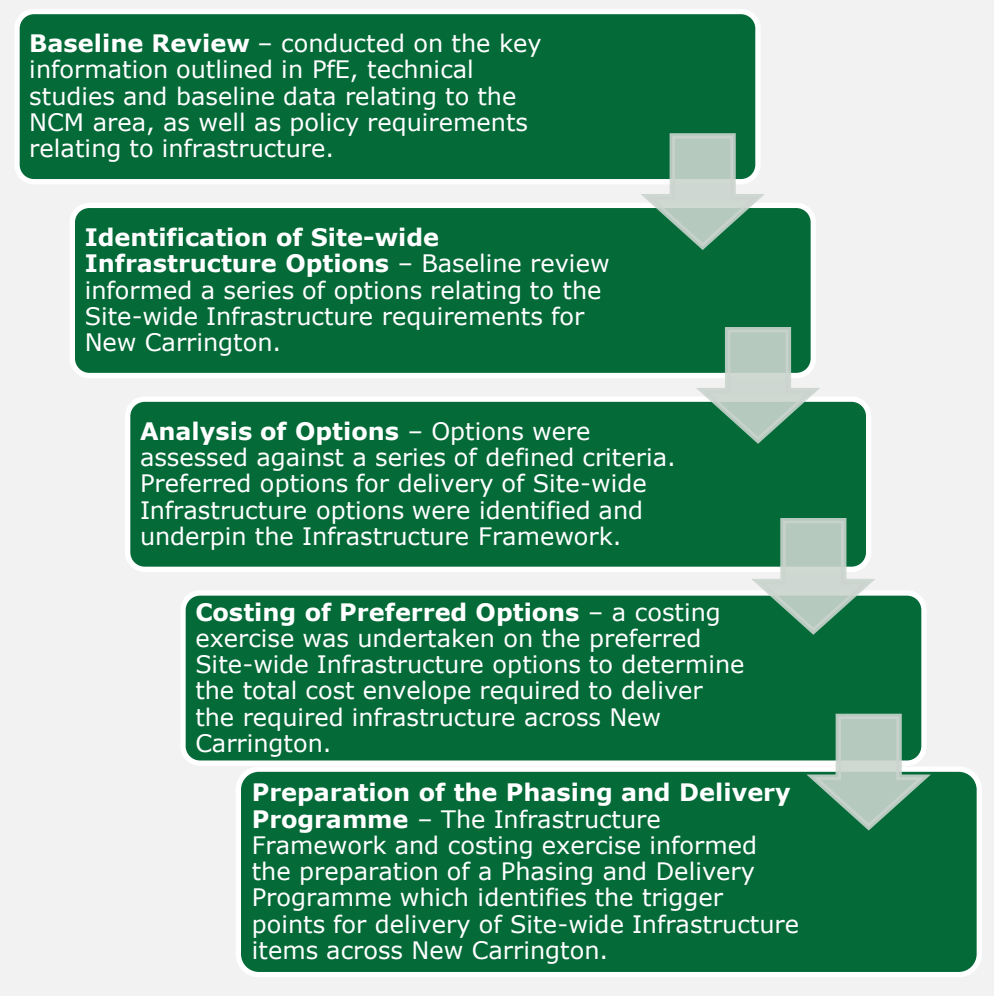
c) Site-wide Infrastructure Schemes Design and Costing

d) Phasing and Delivery Programme

METHODOLOGY

Figure 4 below details the methodology followed by WSP to prepare the NCM Infrastructure Framework:

Figure 4: *Infrastructure Framework Methodology*



2A | Baseline Review

Places for Everyone Infrastructure Requirements

PLACES FOR EVERYONE INFRASTRUCTURE REQUIREMENTS

Appendix D of PfE relates to transport interventions only and outlines necessary and supporting transport interventions. Detail on other infrastructure requirements are set out in the PfE thematic policies and JPA30.

Table 3 below highlights the various interventions for JPA30 New Carrington specifically, it provides a useful starting point to inform the Infrastructure Framework. Several of the items listed in **Table 3** have been ruled out following analysis, further detail of which is provided in the *Options Report (10 April 2025)*.

The interventions outlined will support, walking, wheeling and cycle movements and facilitation of high-quality infrastructure for NCM as a whole.

Where applicable, interventions are categorised as 'necessary' and 'supporting', with the former being required to deliver the NCM allocation and the latter being complementary measures which could further improve the accessibility and/or transport sustainability of the allocation. Social infrastructure, drainage and utilities requirements are also outlined in **Table 3** as referenced in JPA30.

PfE outlines "Heat and Energy Network Opportunity Areas" of which NCM is identified as one such area in Policy JP-S3. All identified "Heat and Energy Network Opportunity Areas" are required to comply with the requirements of JP-S3 unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable. The requirements of JP-S3 are outlined in **Table 4.**

The interventions identified in PfE have formed the basis of infrastructure requirements assessed throughout the remainder of this report.

Table 3: *JPA30 New Carrington Interventions*

Interventions
Necessary Transport Interventions
Carrington Relief Road - major strategic improvement
Carrington Spur widening approach to M60 J8 -major strategic junction improvements
B5158 Flixton Road / A6144 Carrington Lane / Isherwood Road - signalisation Phases 1 and 2- localised junction improvements
Carrington Link / Carrington Spur / Banky Road – Junction stage/sequence upgrade with lane widening on approaches
Carrington Relief Road Junction Widening between Isherwood Road and the Carrington Spur- Phase 1 and 2 – localised junction improvements
M56 J7 Bowdon Roundabout – minor strategic improvements
M60 J8 improvement - strategic improvements
A56 Junction / Manchester Road / Barrington Road signalised junction upgrade
Altrincham / A56 Dunham Road / Highgate Road realignment
Heatley / Paddock Lane / Bent Lane (widen radii) localised junction improvements
Indicative links roads within the allocation linking to development parcels: • Isherwood Road Upgrade (part of Eastern link road as per Masterplan 2020) • Southern Link as per Masterplan 2020 • Eastern Link as per Masterplan 2020 • Sale West Link as per Masterplan 2020
Public transport measures including: • Creation of new and improved bus services to and from the allocation as well as improvements to existing services • Bus improvements along Carrington to Stretford (via Urmston) corridor • Improved bus access to Altrincham and Sale • Upgrading and extension of the existing bus services – including bus priority measures, real time information etc.

2A | Baseline Review

Places for Everyone Infrastructure Requirements

Table 3: *JPA30 New Carrington Interventions (continued…)*

Necessary Transport Interventions (continued…)
Active travel improvements including: • Carrington Greenway Link to Sale • PROW improvements • Controlled pedestrian crossings at the A56 Dunham Road / Park Road / Charcoal Road
Supporting Transport Infrastructure
WGIS infrastructure, Carrington Greenway & Bee Network Bridge viaduct connectivity with Irlam
Link Road between A57 Liverpool Road and new Junction on M62 (west of Eccles Interchange). Likely to be required in combination with revised WGIS infrastructure major strategic junction improvements
Carrington Greenway & Bee Network Bridge viaduct connectivity with Irlam
Utilities and Drainage Requirements
Including: • Flood risk mitigation / surface water management • Improvements to existing Partington and Altrincham wastewater treatment works will be supported where they are needed
Social Infrastructure Requirements
Including: • Creation of a local centre within the Partington East development area • A new Neighbourhood Centre in the Central Carrington and Sale West character areas • Financial contributions for offsite additional primary and/or secondary school provision • Where appropriate, make provision for a new primary school on site

Table 4: *Policy JP-S3 Heat and Energy Networks*

JP-S3: Heat and Energy Networks
All identified "Heat and Energy Network Opportunity Areas" are required to comply with the requirements of PfE JP-S3 which stipulates: a) New residential developments that are '10 dwellings or more' or other developments over 1,000 m2 floorspace shall: i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or ii. Install a site-wide or communal heat/energy network solution. b) An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals; c) An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and d) An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.

2B | Options Report

Baseline Review and Approach to Options Report

BASELINE REVIEW

The baseline review was undertaken by WSP to support the preparation of this Infrastructure Framework and brings together the key information outlined in PfE, technical studies and baseline data relating to NCM. WSP's baseline report (10 April 2025) focusses on;

- Factual information, about both current and proposed infrastructure;
- Relating the site to policy in respect of each area of activity;
- Providing initial summary of key considerations prior to the Options Report stage of the work.

The baseline review findings have informed the NCM Site-wide Infrastructure options identified for assessment. Infrastructure delivery is required to enable the NCM Allocation development proposals to come forward in a sustainable, coherent and integrated manner.

OPTIONS REPORT

The NCM Options Report (10 April 2025) was prepared by WSP. The options assessed and reported upon have chiefly been informed by the evidence base available to date as analysed in the Baseline report, as well as feedback received during the two rounds of stakeholder consultation held in March 2024 and July 2024 and detailed on page 17.

It should be noted that where specific infrastructure options/solutions are identified, these show strategic routes. While it is acknowledged that these could be subject to further refinement as part of the masterplanning process and through planning submissions, it is expected that the alignment shown in the Options Report will form the basis for the design of infrastructure delivery schemes.

The next section of this document provides a summary overview of the Options Report.

ASSESSMENT CRITERIA

Each technical chapter of the Options Report has its own specific criteria for assessment based on the type of infrastructure being focussed on, however across infrastructure categories, criteria align with the following principles:

- Sufficient infrastructure capacity to meet the needs of a growing population;
- Feedback from events with community group and stakeholders;
- Promoting sustainable development;
- Deliverability and operational efficiency;
- Alignment with local and national strategic ambitions and policy;
- Phase-ability and trigger points.
- Alignment to JPA30 requirements (as applicable)

ASSUMPTIONS ON EMPLOYMENT AND HOUSING DELIVERY

To inform the options assessment, assumptions have been made in relation to how development may come forward in future years.

An indicative delivery schedule, including parcels of development which have already been delivered, is provided for both residential and employment uses (see **Appendix A**). This is based on delivery phasing principles set out in previous NCM Masterplan 2020 and incorporates a number of changes as set out in the 'notes' section of Appendix A of the Options Report. Changes to assumptions on employment and housing delivery have been informed by:

a) the anticipated timescale for delivery of the Site-wide Infrastructure items discussed in this report. and

b) development that is already underway.

It is noted that elements of the delivery schedule may need to be reviewed as part of the future masterplanning stages.

2B | Options Report

Stakeholder Feedback on Options Report

Figure 5 below provides an overview of the key themes which emerged through the stakeholder engagement undertaken to develop detail on the infrastructure options and inform the Infrastructure Framework.

Figure 5: *Overview of key themes and comments captured through stakeholder engagement*

KEY THEMES

Key themes which arose during stakeholder engagement in relation to the Infrastructure Framework:

- Impact of location of Site-wide Infrastructure on access, space requirements etc.
- Short- and Long-term plan for infrastructure in NCM
- Consideration of existing infrastructure i.e. public rights of way, footpaths
- Requirement for social infrastructure such as education, in line with PfE
- Public transport and active travel routes required

INCORPORATED COMMENTS

Building on the key themes, some of the detailed feedback from the sessions and the commission teams' response is highlighted below:

Stakeholder Comment	Commission Team Response
Detail requested on infrastructure requirements for specific development plots in NCM	The Site-wide infrastructure requirements have been defined for NCM as a whole and have not been allocated to specific development. On-site, plot specific infrastructure requirements will be determined by the landowners / developers.
Confirmation if there has been any updates on evidence and inputs since the masterplan and PfE regarding highways	No further modelling has been undertaken, existing evidence has been considered to understand the infrastructure requirements
Extent of potential energy centre to be provided and the purpose of a temporary energy solution	An interim solution is considered due to funding challenges, with an aspiration for future delivery of a permanent energy centre which is costed to cover the entire allocation
Concerns regarding timescales and uncertainty surrounding longer-term plan for NCM	Phasing plan undertaken to provide a clear indication of how the site will come forward over the next 15 years
Ensuring connectivity across the allocation with road infrastructure and need of active travel routes	A series of routes for infrastructure have been considered and tested, considering connectivity and active travel
Need for social infrastructure, including education provision and indication of location	Requirements and potential locations for social infrastructure have been determined
Local centres / facilities need to be accessible for all the community across the allocation	Location of local centres and facilities has been considered in the context of accessibility for all

2B | Options Report

Site-wide Infrastructure Shortlist

SUMMARY OF PREFERRED OPTIONS

Based upon the technical analysis within each chapter of the Options Report, the infrastructure solutions drawn from each chapter have been collated and cost analysis has been undertaken. The overall infrastructure solutions are summarised below with accompanying maps provided from page 21 onwards.

TRANSPORT

The following improvements have been considered to identify transport requirements for NCM: active travel, public transport, links within NCM, bridges and off-site highway improvements. The preferred option for the various requirements, which have subsequently been costed are outlined below:

- **Active Travel Improvements** – including; existing footpath improvements; existing rides improvements; and new active travel links (including structures).
- **Public Transport** – including; improvements with bus service operational costs, and additional public transport interventions including Active Bus Priority Measures, potentially safeguarding land for delivery of a public transport corridor along the Greenway and investigation of suitability of Cadishead viaduct for future accommodation of a public transport corridor.
- **On Site Highway Improvements** – The preferred options include, Sale West Link Road (central route), Southern Link Road (central route - including structures), Eastern Link Road (partial eased route - including structures), indicative routes have been provided in the Options Report. These routes will also include sustainable transport infrastructure – pavements, cycle lanes, and be suitable for buses.
- **Off Site Highway Improvements** – Off-site infrastructure from PfE has been considered for NCM to determine the infrastructure necessary to mitigate impacts.

SOCIAL INFRASTRUCTURE

The social infrastructure requirements have been informed by various information outlined in the Options Report and further will follow, for example to identify appropriate schools for expansion. A summary of the preferred option for NCM which has been considered for costing is as follows:

- **Education** – The preferred option for education is a combination of expansion of existing schools and delivery of a new school(s), to deliver increased capacity aligned with anticipated demand. This includes early years, primary, secondary, sixth form and SEN provision. For earlier phases, demand will likely be accommodated by spare capacity and expansion of capacity at existing schools. As further demand comes forward, new schools will likely be required in line with phasing and timing of development at NCM.
- **Healthcare** – The preferred option for healthcare is for a new primary healthcare facility to be provided on site at NCM, alongside making use of existing facilities to accommodate demand generated by earlier phases. There is potential for more immediate interim measures including reconfiguration / expansion of existing surgeries, however further analysis of the baseline conditions is required of existing facilities within the nearby area.

2B | Options Report

Site-wide Infrastructure Shortlist

SUMMARY OF PREFERRED OPTIONS CONT.

ENERGY AND UTILITIES

The preferred option for an energy solution at NCM is a district heating network using waste heat from the Carrington Power Station. This would provide low carbon heat to a mixture of buildings across the site with potential savings in electrical infrastructure upgrades; and unless found to be unfeasible or financially unviable upon assessment, a heat network connection or future connection compatibility is obligated by Places for Everyone policy JP-S3. Temporary energy centres are likely to be required before the main network is completed and operational.

This should be accompanied by maximising available rooftop and other double-use space occupied by solar Photovoltaic panels to meet the site's electrical needs. As per best practice target associated with JP-S2, it is proposed that developers installed solar PV panels across 40% of residential footprint.

- **Energy (Permanent)** – including; energy Centre (EC) building, 14MW heat pumps, 11MW electric boilers, 200m3 thermal storage, ancillary equipment, distribution pipe network, and a pumping station
- **Energy (Temporary)** – including; three temporary ECs may be required for first three-five years until Primary EC is operational, located in Partington, Sale West, Carrington Village. The Partington temporary centre could be converted into a pumping station for the main network

FLOOD AND DRAINAGE

The drainage infrastructure requirements are subject to further survey, design and assessment, including co-ordination with the individual plot layouts. Assumptions on infrastructure requirements for costing purposes have been made as follows:

- **Surface Water Drainage** - Attenuation storage is assumed to be provided to greenfield runoff rates within basins on each development plot (site control) accounting for 80% of total storage requirement. Total vol 161,292m3. It is assumed that source control features (20% of total storage requirement) will be provided on-plot and will be accounted for within the building, road or public realm. An allowance has been made for connection of SuDS to a local watercourse including headwalls, pipework, flow controls.
- **Foul Water Drainage** - A total of 6 no. adoptable foul water pumping stations has been assumed as required to serve the development. Pumping stations include emergency storage tanks. Arising mains from the pumping stations to suitable outfall locations has been considered, subject to agreement with United Utilities.

2C | Preferred Infrastructure Options

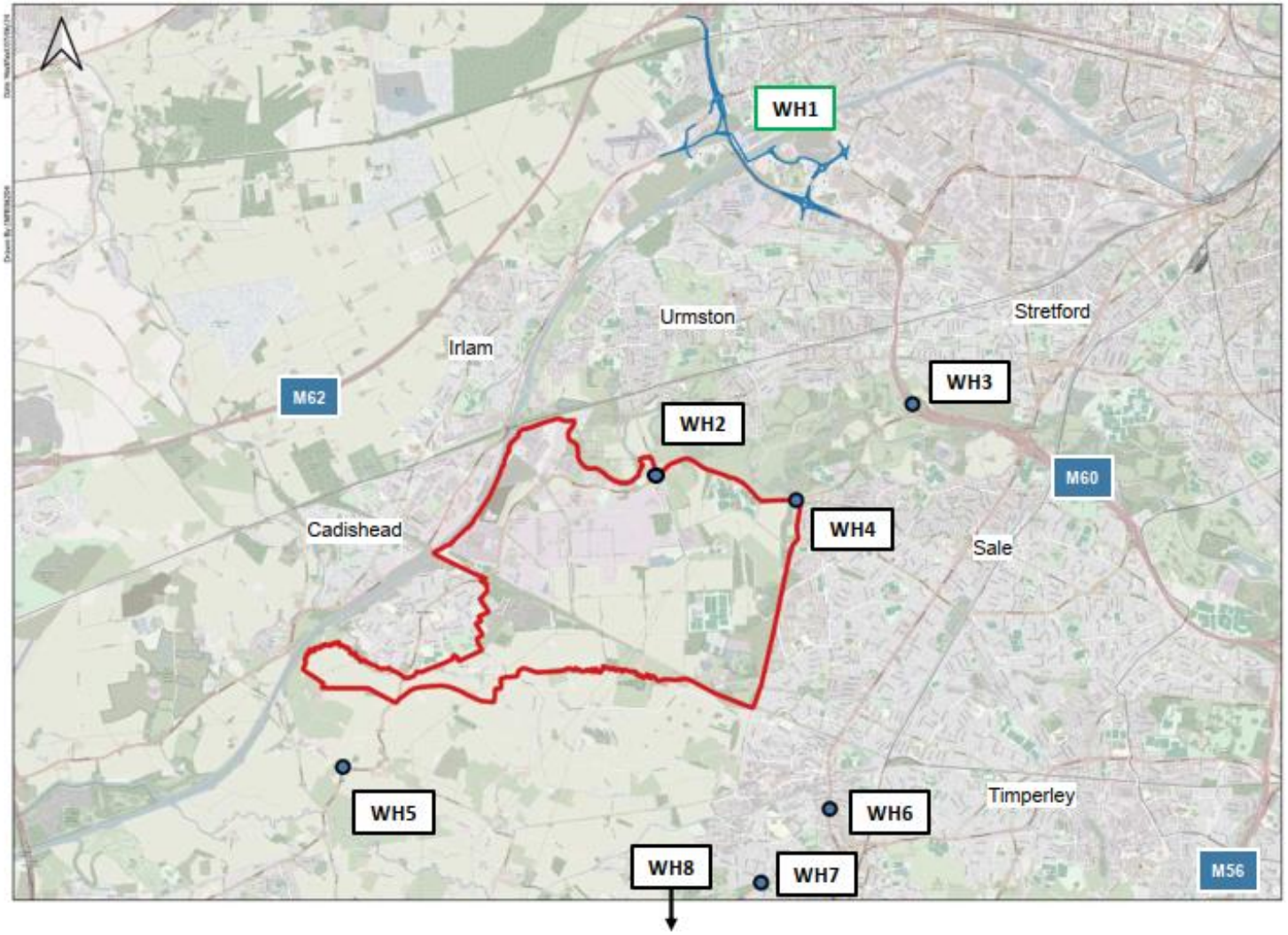
Final Transport Infrastructure Plan – Off-site Highways Improvements

Figure 6 outlines the proposed location of the off-site Highways Improvements identified in the Options Report following completion of delivery of a period up to 2042.

Schemes identified in the Locality Assessment for PfE include:

- WH1 - Western Gateway Infrastructure Scheme. NCM is not dependent on WGIS: it is only mentioned in Masterplan documents because it is committed as part of Trafford Waters, so as a result was included in both Reference and Forecast scenarios for the PfE traffic modelling.
- WH2 - Flixton Road signalised junction upgrade with lane widening on approaches.
- WH3 - Carrington Spur widening on eastbound approach to M60 Junction 8
- WH4 - Carrington Link / Carrington Spur / Banky Lane
- WH5 - Heatley — Paddock Lane — Bent Lane junction improvements
- WH6 - A56 Junction — Manchester Road — Barrington Road. Upgrade of signal equipment
- WH7 - Altrincham — A56 Dunham Road — Highgate Road. Realignment of Highgate Road
- WH8 - M56 Bowden Roundabout — Circulatory Widening

Figure 6: *Off-site Highways Improvements*



2C | Preferred Infrastructure Options

Final Transport Infrastructure Plan – On-site Highways & Strategic Active Travel Improvements

Figure 7 outlines the proposed location of the on-site Highways Improvements, and the proposed location of the strategic active travel improvements identified in the Options Report following completion of delivery of a period up to 2042. This includes the following Strategic Road Links: Sale West Link Road (SWLR), Southern Link Road (including structures), and Eastern Link Road (including structures).

These items have been subject to a costing exercise as outlined in **Section 2D** and a phasing plan is provided at **Appendix B**.

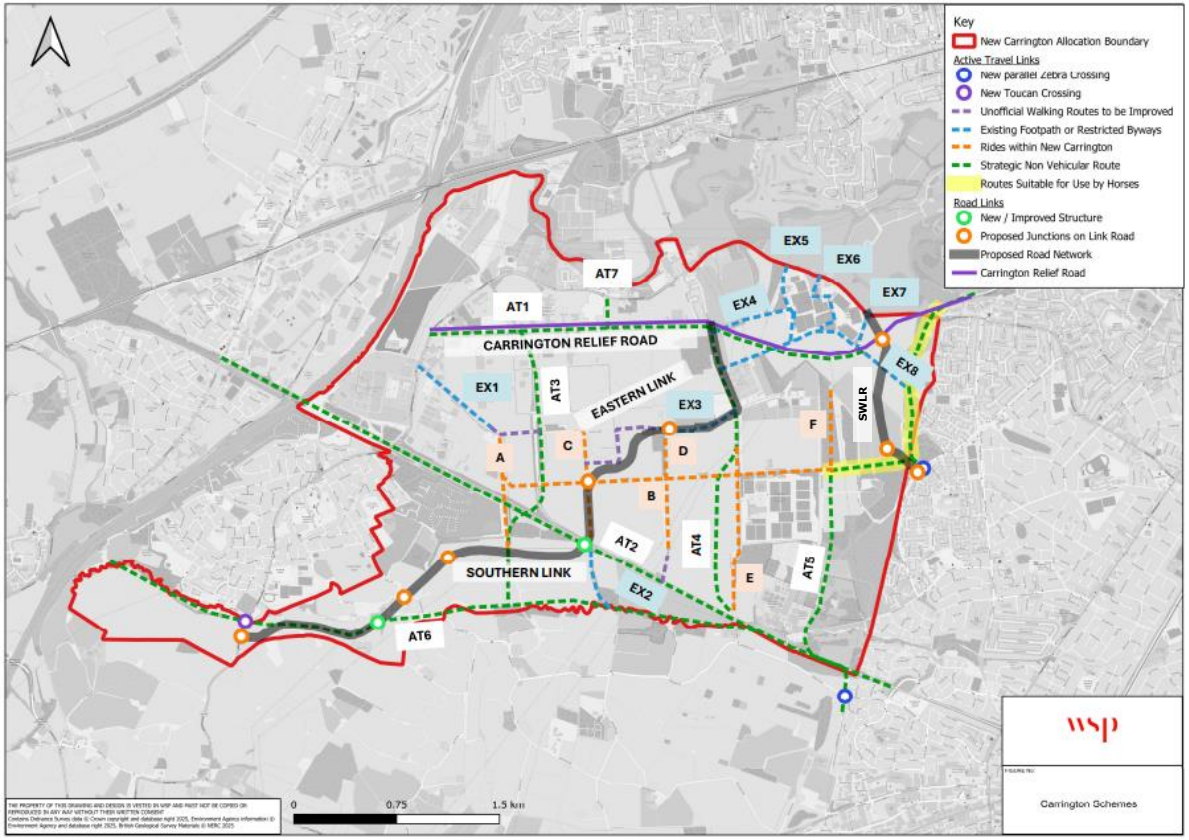
For the purpose of the costing exercise, the following strategic active travel routes have been costed:

- AT2 – wooded areas, vegetation clearance, moderate earthworks to make good.
- AT3 – wooded areas, vegetation clearance, moderate earthworks to make good.
- AT4 – From Birch Road: Vegetation clearance, through green fields
- AT5 shared way construction – (upgrade of existing Trans Pennine Trail leisure route to strategic route) Through Trafford millennium woodland, Vegetation clearance. Includes link to Firsway.
- AT5 bridleway construction – (upgrade of existing Trans Pennine Trail leisure route to strategic route) Through Trafford millennium woodland, Vegetation clearance
- AT6 – (excluding section that overlaps with Southern Link) Alongside Red Brook, wooded areas, vegetation clearance, earthworks required

The following strategic active travel routes have not been costed:

- AT1 – fully provided as part of CRR scheme
- AT7 – already has hardstanding and lighting, so no significant additional cost.

Figure 7: *On-site Highways and Strategic Active Travel Improvements*



2C | Preferred Infrastructure Options

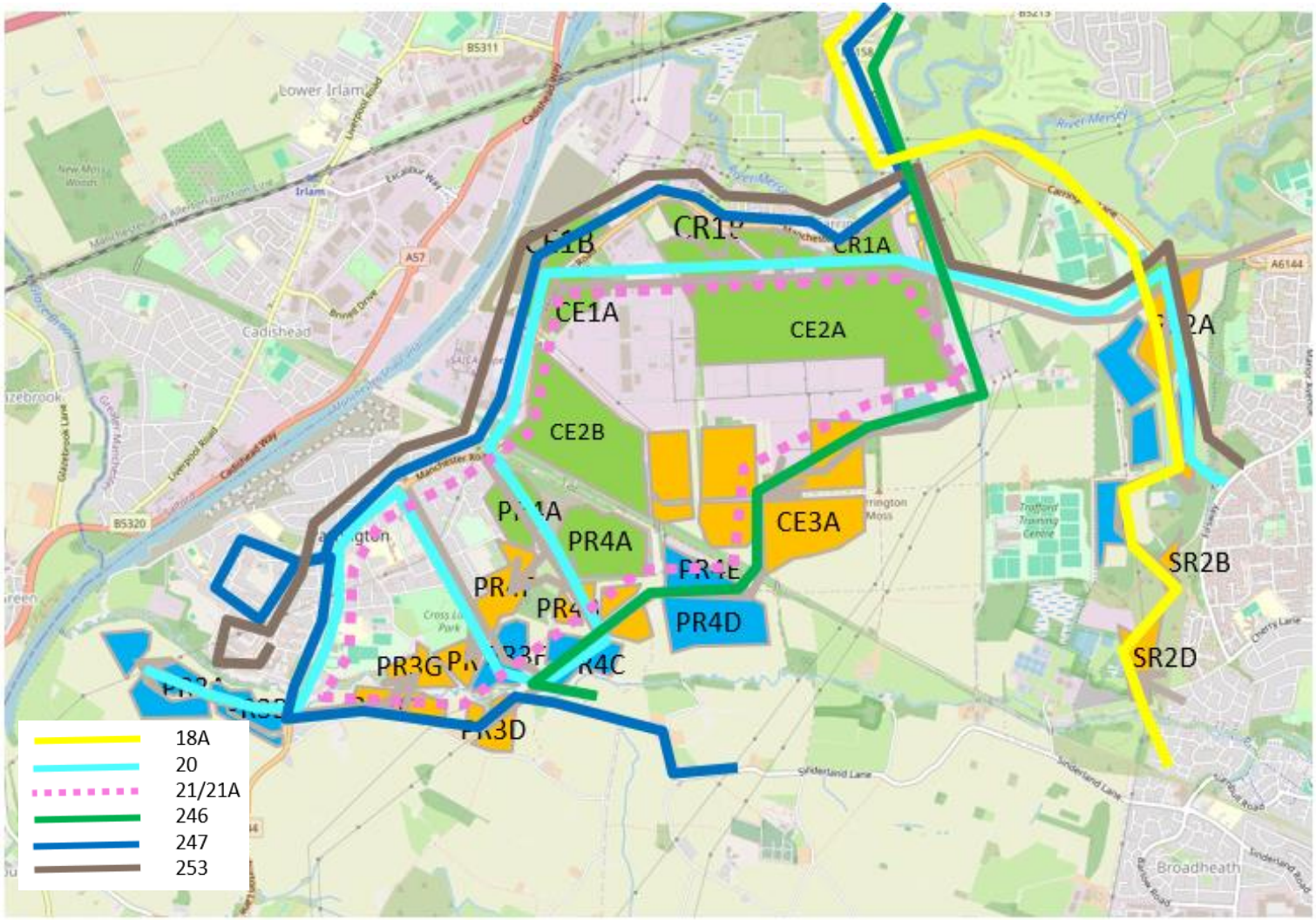
Final Transport Infrastructure Plan – Public Transport Improvements

Figure 8 outlines the proposed location of the public transport improvements identified in the Options Report following completion of delivery of a period up to 2042. This includes new and improved bus routes across the NCM allocation, together with bus infrastructure including accessible stops and shelters, and bus priority measures at traffic lights to benefit existing and new routes.

A five-year contribution requirement to maintain and operate bus services along these routes has been costed from 2027 and 2032.

These items have been subject to a costing exercise as outlined in **Section 2D** and a phasing plan is included in **Appendix B**.

Figure 8: *Public Transport Improvements*



2C | Preferred Infrastructure Options

Final Utilities & Energy Infrastructure Plan

Site-wide Infrastructure items categorised as utilities and energy have been brought forward through the Options Report and costed in the following way:

Electricity Network – includes:

- a 132kV grid supply point and connection to primary substation (assumed length 2km);
- 1 x primary substation;
- 11kV infrastructure from primary to distribution substations (total length 8,000m);
- 19 x distribution substations; and
- GSP and primary substation costs advised by ENWL.

Potable Water – includes:

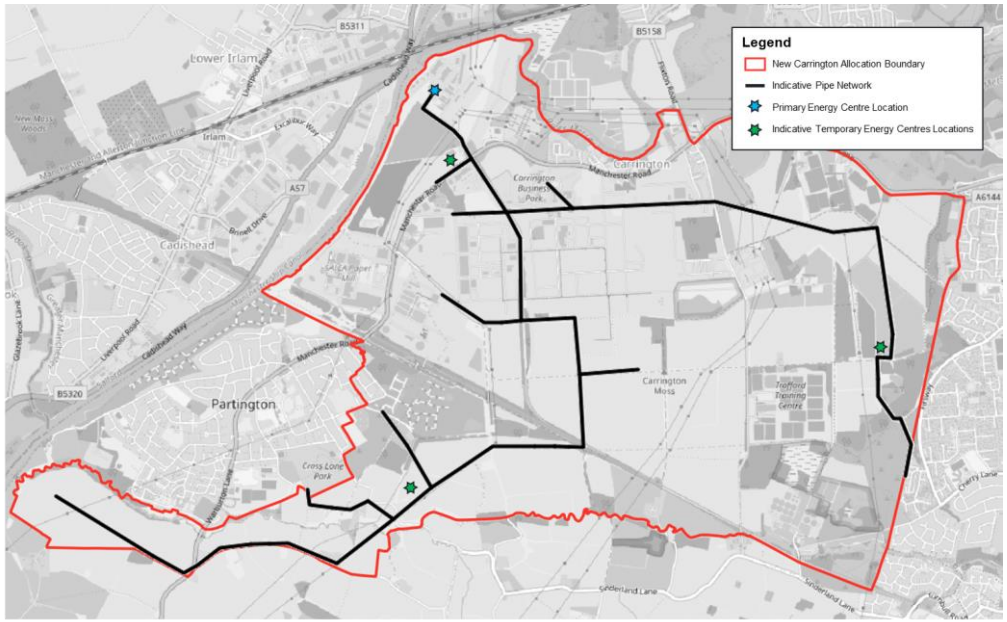
- Potable water supply from existing trunk mains within the allocation boundary as advised by UU;
- 180 / 250 / 315mm dia. distribution mains (total length 6,000m); and
- Allowance made for connections, valves, etc.

Energy Network – Demonstrated in Figure 10 and considers both permanent and temporary solutions. This includes:

- **Energy (Permanent)** –
  - Energy Centre (EC) building;
  - Heat generation and storage equipment (heat pumps, electric boilers, thermal storage, heat exchanger);
  - Ancillary equipment;
  - Distribution network;
  - Pumping station; and
  - Project costs.

- **Energy (Temporary)** –
  - Three temporary ECs may be required for first three years before Primary EC is operational. These will be required in Partington, Sale West, Carrington Village
  - Building costs (NOTE: It is assumed that Partington temporary EC will become the pumping station, so some costs are already included in "Pumping Station" costs above)
  - Equipment costs
  - Project costs
  - Distribution network costs included above

Figure 9: Proposed Energy Network



2C | Preferred Infrastructure Options

Final Drainage Infrastructure Plan

Drainage infrastructure requirements are subject to further survey, design and assessment, including co-ordination with the individual plot layouts. Assumptions on the infrastructure requirements for costing purposes have been made as follows:

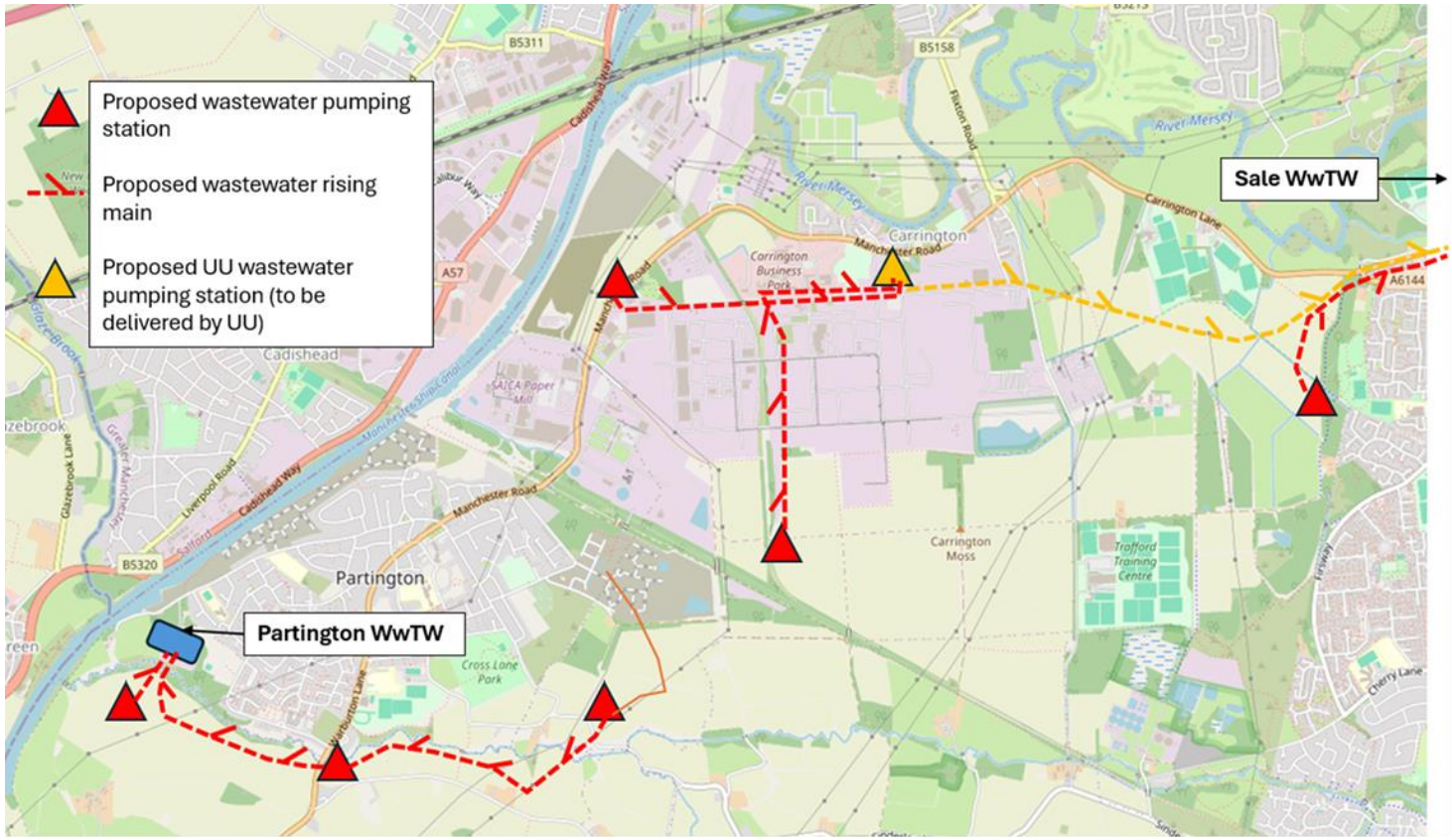
Surface Water Drainage

- Attenuation storage is assumed to be provided to greenfield runoff rates within basins on each development plot (site control) accounting for 80% of total storage requirement. Total vol 161,292m3.
- It is assumed that source control features (20% of total storage requirement) will be provided on-plot and will be accounted for within the building, road or public realm.
- An allowance has been made for connection of SuDS to a local watercourse including headwalls, pipework, flow controls.

Foul Water Drainage

- A total of 6 no. adoptable foul water pumping stations has been assumed as required to serve the development
- Pumping stations include emergency storage tanks.
- Arising mains from the pumping stations to suitable outfall locations has been considered, subject to agreement with United Utilities.

Figure 10: *Drainage Improvements*



NOTE:

Strategic Foul Water Pumping Stations (indicative only).

Further discussion is provided in Section 3 in terms of the allocation of site-wide infrastructure versus on-site infrastructure. The latter is a development cost incurred by the developer.

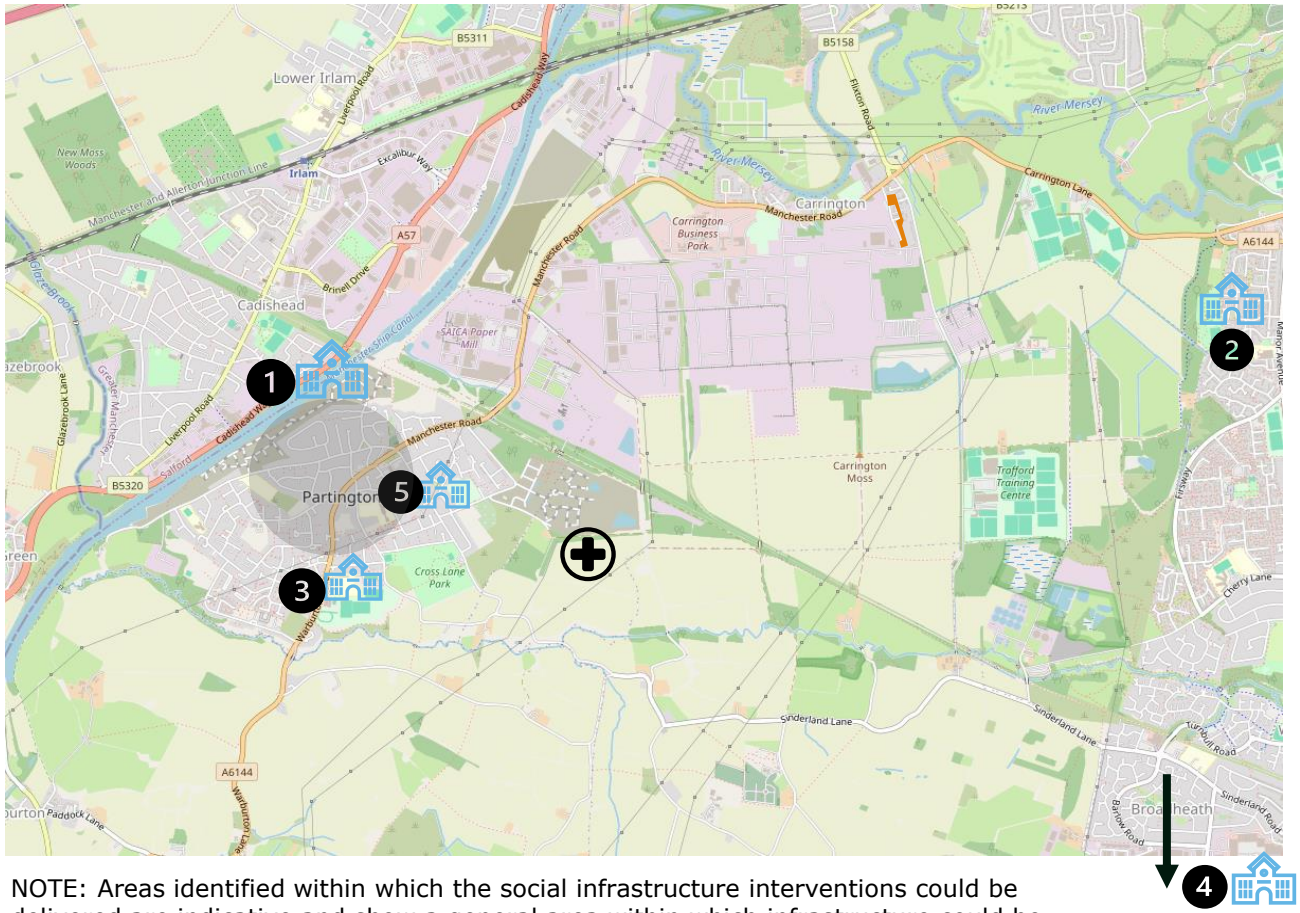
2C | Preferred Infrastructure Options

Final Social Infrastructure Plan

Figure 11 outlines the proposed area within which the social infrastructure interventions could be delivered as identified in the Options Report following completion of delivery of a period up to 2036/37. The following items have been costed:

	Education Infrastructure
1	Expand existing Partington primary schools to achieve additional 3 FE, initial engagement of relevant bodies has taken place. Preferred school for expansion has not yet been identified. Specific location unknown, indicative focus area indicated on map.
2	Sale West - Contribution sought to support capacity at Firs Primary School, a further 1 FE will be available to open once other surplus used
3	Partington - Secondary - Expand Broadoak School by 2 FE - feasibility study commissioned. More scope on this site for further expansion if required in future.
4	Expand North Cestrian School in Altrincham by 2 FE - feasibility study commissioned.
5	Partington - Potential for new 2-3FE school at site of former Moss View School.
	Partington/Carrington - Land bank for new 5-6FE secondary school, keep under review. Specific location unknown.
	Healthcare
⊕	Partington - On-site healthcare centre located in the Local Centre.

Figure 11: *Social Infrastructure Improvements*



NOTE: Areas identified within which the social infrastructure interventions could be delivered are indicative and show a general area within which infrastructure could be delivered.

2D | Design and Costing

Summary of Outputs

SUMMARY OF COSTS

Preliminary designs have been prepared for the options outlined in the final plans for both transport-related Site-wide Infrastructure items and non-transport-related Site-wide Infrastructure items. These designs informed analysis of the estimated costs associated with delivery of each item as demonstrated in **Table 5.**

Total Global Infrastructure Costs amount to c.£422.7m. An additional £1.8m of cost is associated with demand generated by delivery of residential units which are already in the planning system. It should be noted that new development across NCM will not contribute to this additional £1.8m of costs.

Whilst the total global costs have been identified, further work is required to understand how these costs will be apportioned amongst developers, public sector, and utility and infrastructure providers. Further discussion is provided in Section 3 of this report detailing the breakdown between site-wide infrastructure items and on-site infrastructure costs. The latter would be incurred as a development cost by the developer.

Table 5: *Estimated Costs for Global Site-wide Infrastructure Items.*

		Cost Plan Totals (rounded):
Site-wide Infrastructure Item	SUDS	£8,700,000
	Foul Water	£83,600,000
	Electric	£33,500,000
	Potable Water	£25,300,000
	Energy final	£75,800,000
	Energy interim	£7,500,000
	Sale West Link Road	£7,300,000
	Southern Link Road	£15,900,000
	Red Brook Bridge (Southern Link Road)	£4,000,000
	Eastern Link Road	£18,500,000
	Greenway Bridge (Eastern Link Road)	£2,500,000
	Off-site junction improvements	£1,600,000
	Existing footpath improvements	£2,800,000
	Existing rides improvements	£2,800,000
	Strategic Active Travel Links	£15,200,000
	AT2 Bridge (Greenway)	£3,600,000
	Public Transport Contributions (bus services)	£20,600,000
	Social Infra - Education	£88,000,000
	Social Infra – Healthcare (future demand)	£5,500,000
	Total:	**£422.7m**
Additional Infrastructure Costs	Carrington Relief Road*	£130,000,000
	Additional Social Infrastructure Costs**	£1,800,000
	Total:	**£554.5m**

**Cost estimate provided by Trafford Council.*

*** Additional £1.8m of costs associated with demand for Social Infrastructure generated by delivery of residential units across NCM which are already in the planning system.*

2E | Phasing & Delivery Programme

Phasing & Delivery Programme – Development Plot Delivery

A phased approach to delivery of the Site-wide Infrastructure requirements is required as key items will "trigger" delivery of development plots across NCM.

The next section of this report focuses on the Phasing and Delivery Programme. References to specific development plots will be made throughout the next section.

Figure 12 provides an overview of each development plot and the timescales associated with delivery. The phasing plans have been prepared on a three-year basis with the cumulative quantum of residential and / or employment space constructed provided in the tables below

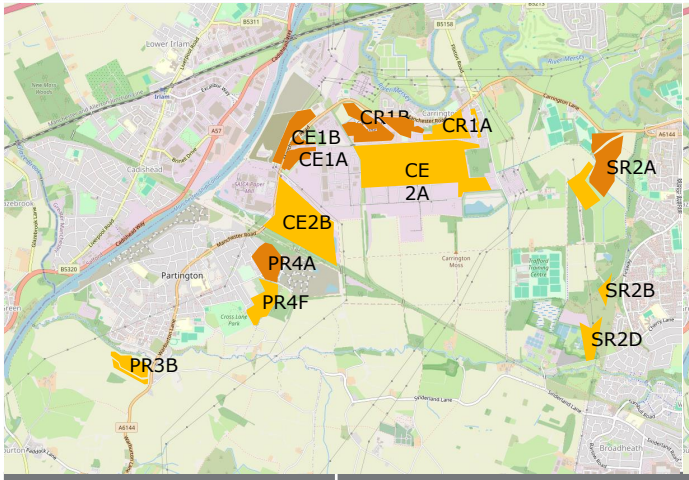
KEY

Plot fully built out

Plot partially built out

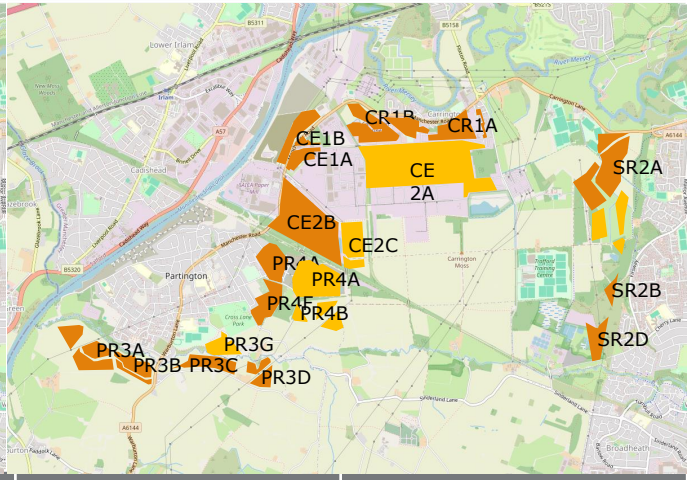
Figure 12: Phasing of Delivery

As at end 2027/28



Land Use	Quantum (includes sites already delivered)
Residential	1,122 dwellings
Employment	108,292 sqm

As at end 2030/31



Land Use	Quantum (includes sites already delivered)
Residential	2,659 dwellings
Employment	219,371 sqm

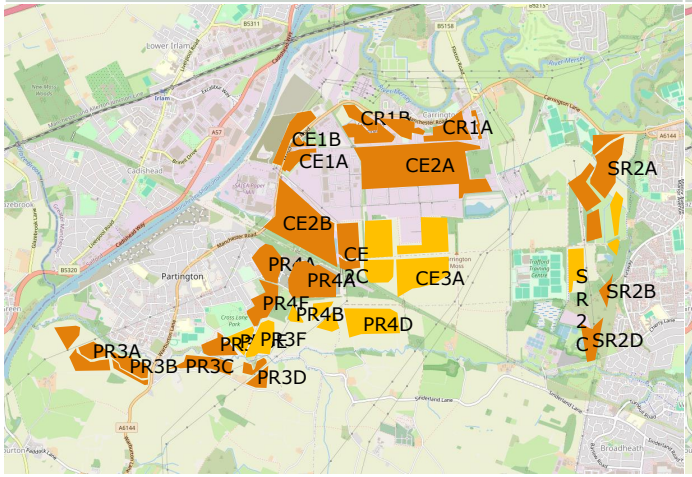
NOTE: Enlarged versions of the maps are provided at Appendix B.

2E | Phasing & Delivery Programme

Phasing & Delivery Programme – Development Plot Delivery

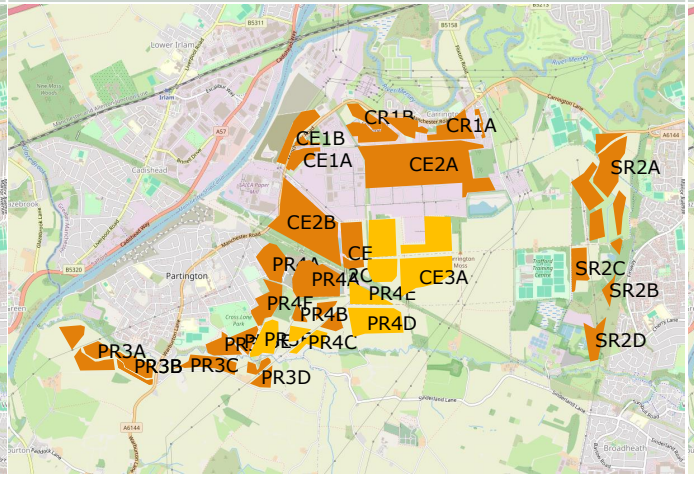
Figure 12: Phasing of Delivery

As at end 2033/34



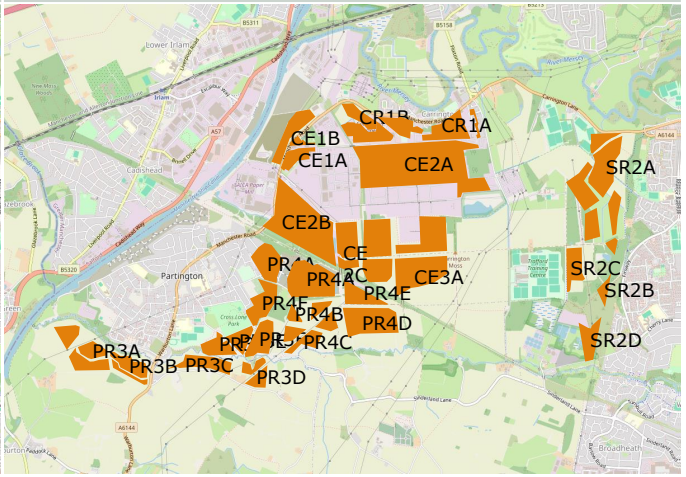
Land Use	Quantum (includes sites already delivered)
Residential	3,713 dwellings
Employment	297,650 sqm

As at end 2036/37



Land Use	Quantum (includes sites already delivered)
Residential	4,681 dwellings
Employment	332,210 sqm

As at end 2040/41



Land Use	Quantum (includes sites already delivered)
Residential	5,043 dwellings
Employment	378,290 sqm

NOTE: Enlarged versions of the maps are provided at Appendix B.

2E | Phasing & Delivery Programme

Phasing & Delivery Programme – Timescales for Site-wide Infrastructure Delivery

The Phasing and Delivery Programme considers the role of Strategic Infrastructure requirements as "triggers" or enablers for the commencement of delivery of development plots across NCM. WSP has considered the required strategic infrastructure to deliver the proposed level of development, and full details of the required strategic infrastructure are covered within the WSP Options Report. Costs for the required strategic infrastructure have been derived and assigned against the years within the build-out schedule.

Where the strategic infrastructure requirements "trigger" delivery of development plots, the costs have been allocated to specific years within the build-out schedule, as set out in Table 7. However not all Strategic Infrastructure requirements "trigger" delivery of development plots. Instead, there are several Strategic Infrastructure items which should be considered throughout the Phasing and Delivery Programme with costs associated with delivery spread out accordingly across the delivery period.

The items listed in **Table 6** below are therefore not included in **Table 7.** Phasing plans associated with the items listed below are Appended to this Delivery Strategy and provide a visual overview of the phased delivery of each item on a categorised basis (i.e. transport, utilities, social infrastructure) (see **Appendix B**).

Table 6: *Overview of Site-wide Infrastructure Items which do not trigger development but rather should be considered across the entirety of the delivery period.*

Site-wide Infrastructure Item	Comment	Associated Cost*
SUDS	Costs are spread across the lifetime of development based on SUDS being introduced at start of each plot development.	£8.7m
Electricity Network	Costs for network and distribution substations spread across lifetime of development.	£33.5m**
Potable Water	Costs spread across lifetime of development as networks will extend in line with plots being developed.	£25.3m
Energy Network	Costs for distribution network and pipework spread across lifetime of development.	£75.7m***
Existing footpath improvements	Costs spread across lifetime of development to reflect build out schedule.	£2.8m
Existing rides improvements	Costs spread across lifetime of development to reflect build out schedule.	£2.8m
Healthcare	Costs spread across lifetime of development to reflect build out schedule. This includes interim measures during the early stages of NCM delivery and the delivery of a new healthcare facility which will be triggered by delivery of the local centre.	£7.3m

NOTE:
*It is acknowledged that some of the costs included in the table above are costs associated with development.
**Cost includes construction of Grid Supply & Primary Substation which is triggered by delivery of employment space across New Carrington. This is detailed further in the next section.
***Cost includes construction of Final Energy Centre but excludes construction of Temporary Energy Centre. Delivery of the latter is required earlier in the Phasing and Delivery Programme to "trigger" development plots from being brought forward. This is detailed further in the next section.

2E | Phasing & Delivery Programme

Phasing & Delivery Programme – Timescales for Site-wide Infrastructure Delivery

Table 7 provides an overview of the Phasing and Delivery Programme, outlining the start date (or "trigger" date) for each Site-wide Infrastructure item. Phasing plans associated with the items listed below are Appended to this Delivery Strategy and provide a visual overview of the phased delivery of each item on a categorised basis (i.e. transport, utilities, social infrastructure) and the number of units delivered per annum (see **Appendix B**)

Table 7: *Phasing and Delivery Programme Trigger Points*

Item	Comment / Rationale for Assumed Delivery Timescales	Delivery Timescales															
		2025/26*	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040+
Foul Water – Initial Pumping Station	Initial pumping station costs to deliver early plots (spread over three years to reflect time for delivery).	■	■	■													
Sale West Link Road (SWLR)	Initial sections from north and south through initial portions of SR2A.	■	■														
Southern Link Road (SLR)*	Initial section delivered to support access to plot PR3C.	■	■														
Strategic Active Travel Links	AT5 Sale West link, part implementation of AT2 Greenway, and part implementation of AT6 to Warburton Lane	■	■														
Education	Expand existing Partington primary schools to achieve additional 3 FE. Initial engagement of relevant bodies taken plan and utilise existing projected surplus of 2.98 FE across Sale West planning area to fully meet additional demand.	■	■	■													
Grid Supply & Primary Substation	Commercial development will trigger provision of Grid Supply Point and Primary Substation.		■														
Interim energy centre	Interim energy centre construction (allowing period for design and approval).			■													
Sale West Link Road (SWLR)	Full completion through centre portions of SR2A over a two-year period.			■	■												
Public Transport Contributions (Bus Services)	Initial contribution (spread over 5 years) based on interim PT solution.			■	■	■	■	■									
Southern Link Road (SLR)	Further section beyond PR3C to PR3D.				■												

* This analysis uses 2025/26 as year 0. This will be adjusted if infrastructure delivery timescales (Table 7) change, reflecting the project's commencement year.

2E | Phasing & Delivery Programme

Phasing & Delivery Programme – Timescales for Site-wide Infrastructure Delivery

Table 7: *Phasing and Delivery Programme Trigger Points (continued)*

Item	Comment / Rationale for Assumed Delivery Timescales	Delivery Timescales															
		2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040+
Strategic Active Travel Links	AT3 and AT4 links from Greenway to Carrington Relief Road				■	■											
Carrington Relief Road*	Delivery anticipated to commence in 2029/20*					■											
Foul Water – Initial Pumping Station	Initial pumping station costs to deliver early plots (spread over three years to reflect time for delivery.					■											
Final energy centre	Final energy centre construction (allowing period for design and approval).					■											
Southern Link Road (SLR)	Further section up to PR4B.					■											
Red Brook Bridge (Southern Link Road)	Bridge required for construction of SLR beyond PR3D.					■											
Off-site junction improvements	Assumed trigger point for delivery. Subject to traffic modelling as part of individual planning applications.						■										
Education	Contributions sought to support capacity at Firs Primary School, a further 1 FE will be available to open once other surplus used. Expand Broadoak School by 2 FE. Feasibility study commissioned. More scope on this site for further expansion if required in the future. Expand North Cestrian School in Altrincham by 2 FE – feasibility study commission.				■	■	■										
Eastern Link Road (ELR)	Initial section of the ELR required between the Carrington Relief Road to access plots CE2C and CE3A.							■									
Off-site junction improvements	Assumed trigger point for delivery. Subject to traffic modelling as part of individual planning applications.							■									

*delivery timescales as informed by Trafford Council

2E | Phasing & Delivery Programme

Phasing & Delivery Programme – Timescales for Site-wide Infrastructure Delivery

Table 7: *Phasing and Delivery Programme Trigger Points (continued)*

Item	Comment / Rationale for Assumed Delivery Timescales	Delivery Timescales															
		2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040+
Southern Link Road (SLR)	Full completion to connect into Eastern Link Road.								■								
Eastern Link Road (ELR)	Further section of the ELR required to support access to additional portions of plot CE3A.								■								
Greenway Bridge (ELR)	Construction of bridge required to connect ELR and SLR.								■								
Public Transport Contributions (Bus Services)	Further contribution (spread over 5 years) based on final PT solution.								■	■	■	■	■				
Social Infrastructure – Education	Potential for new 2-3 FE school site of former Moss View School. Land bank for 5-6 FE new secondary school. To keep latter under review.								■	■	■						
Eastern Link Road (ELR)	Completion of the ELR route beyond CE3A required beyond the Greenway crossing to the Southern Link Road.									■							
AT2 Bridge (Greenway)	Provides access over MSC to Cadishead. Programme later to allow for complexity of delivery.										■						
Foul Water – Additional Pumping Station	Required to support development of plots PR4B and PR3G.										■						
Strategic Active Travel Links	Completion of Greenway Link over Ship Canal and completion of AT6 over Warburton Lane															■	■

3 | Proportionate Contributions & Funding Mechanism Strategy

a) Proportionate Infrastructure Contribution

b) Approach to Energy Development

c) Key Considerations and Limitations

d) Application of Preferred Approach

e) Management of Infrastructure Funds

f) Funding Mechanism Strategy

3A | Proportionate Infrastructure Contributions

Introduction and Methodology

Developments across NCM will be required to make Proportionate Contributions to Site-wide Infrastructure delivery to ensure that the area is brought forward in a sustainable way.

This section outlines the approach to calculating the Proportionate Infrastructure Contribution requirement.

Informed by the Phasing and Delivery Programme, a Funding Mechanism Strategy has also been prepared, outlining how Trafford Council may seek to prioritise funding allocation in delivering the Site-wide Infrastructure requirements. The Funding Mechanism Strategy also identifies potential options for external funding which Trafford Council may wish to explore in supplementing the cost associated with Site-wide Infrastructure delivery.

The remainder of this section is structured as follows:

a) Proportionate Infrastructure Contribution
b) Approach to Energy Development
c) Key Considerations & Limitations
d) Application of Preferred Approach
e) Management of Infrastructure Funds
f) Funding Mechanism Strategy

PROPORTIONATE INFRASTRUCTURE CONTRIBUTIONS

For the purpose of this report, Proportionate Infrastructure Contribution is defined as:

"The amount contributed per residential and employment scheme brought forward within New Carrington for the provision of Strategic [Site-Wide] Infrastructure required to unlock the wider masterplan area for development"

It is expected that Proportionate Infrastructure Contributions will contribute to the overall cost required to deliver the Site-wide Infrastructure items identified in **Section 2D** but it is anticipated that a mixed-funding model will be required to fund the total cost of infrastructure.

NOTE: The remainder of this report refers to both square feet (abbreviated as "sq ft") and square metres (abbreviated as "sqm").

METHODOLOGY

Figure 13 below details the methodology followed to calculate a Proportionate Infrastructure Contribution for residential and employment development across NCM:

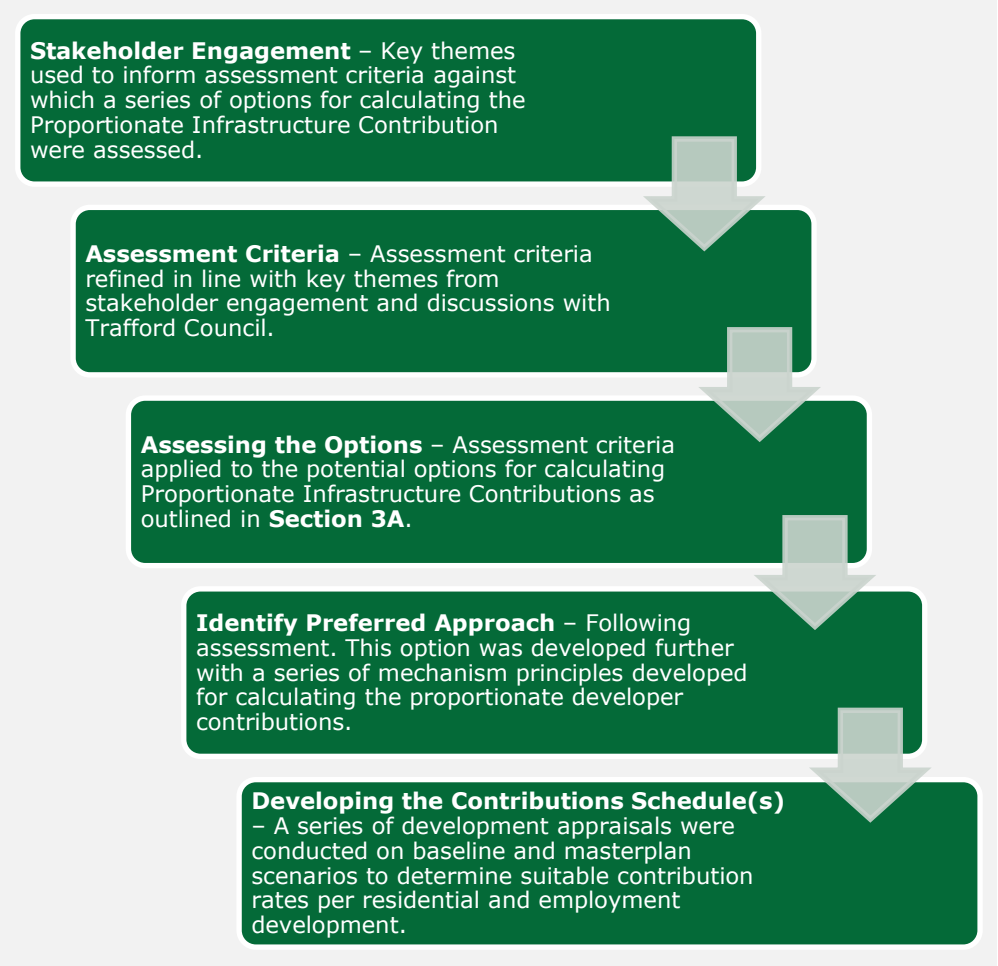


***Figure 13**: Funding Mechanism Methodology*

3A | Proportionate Infrastructure Contributions

Stakeholder Engagement – Key Themes

Figure 14 below provides an overview of the key themes raised at stakeholder engagement sessions on this matter and how these informed the development of the funding mechanism.

Figure 14: *Stakeholder Engagement Overview*

KEY THEMES

Key themes which arose during stakeholder engagement in relation to the Proportionate Infrastructure Contributions include:

- Unequal costs of development across New Carrington
- Infrastructure delivery requirements
- Equalisation between cost of delivering Site-wide Infrastructure and developer contributions
- Contrasting viability constraints across individual plots in New Carrington
- Flexible mechanism required, to account for the diverse range of sites across New Carrington

STAKEHOLDER COMMENTS HAVE INFORMED THE STRATEGY

Stakeholder Comment	Application
How contributions are portioned across different zones in relation to Site-wide Infrastructure	Stakeholder comments and key themes emerging from engagement undertaken have informed the Assessment Criteria on page 36.
How schemes in the planning system are considered	
A consistent approach should be applied to all landowners/developers submitting planning applications, to avoid applicants avoiding contributions due to early submissions	
Concerns regarding overpaying for Site-wide Infrastructure which unlocks specific areas of New Carrington, as opposed to unlocking the allocation and benefiting all stakeholders	
How costs borne by developers in delivering Site-wide Infrastructure will be equalised against developer contributions paid	
How indicative 'zones' in NCM would be considered as part of planning applications	

3A | Proportionate Infrastructure Contributions

Assessment Criteria and Assessing the Options

Assessment Criteria were developed following engagement with the Council and key stakeholders. The criteria outlined several considerations for the calculation of the Proportionate Infrastructure Contributions to ensure alignment to local context and the Council's requirements. The criteria are outlined below:

***Table 8**: Assessment Criteria*

Criteria
Account for different values across NCM
Contribute to the cost of delivering Site-wide Infrastructure across NCM
Support delivery that is aligned to the NCM policy position as outlined in PfE
Consider the relationship between contributions, affordable housing and infrastructure delivery
Provide flexibility to account for the diverse range of sites with unique factors
Consider viability position of schemes within NCM
Ensure that Proportionate Infrastructure Contribution does not fetter development

Assessing the Options

Planning Obligations are defined as:

"A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal" (Source: National Planning Policy Framework).

Planning obligations (commonly referred to as developer contributions) must only be sought where they meet all of the following tests: 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.

Community Infrastructure Levy (CIL) and Section 106 (s106) represent two common examples of how developer contributions are calculated and collected.

For the purpose of calculating the NCM Proportionate Infrastructure Contributions, a series of options have been identified which represent one or a mix of the examples listed above. This includes:

0 | Baseline	**Option 0:** S106 contribution agreed and / or negotiated between the Developer and the Council in line with existing policy.
1 | Flat Rate Tariff	**Option 1A:** Flat rate tariff calculated against Total Infrastructure Costs (i.e. full suite of infrastructure options for NCM outlined in Places for Everyone).
	Option 1B: Flat rate tariff applied to total number of residential units delivered per plot.
2 | Variable Rate Tariff	**Option 2:** Variable rate tariff applied per residential unit or sqm/sq ft of employment space delivered across NCM (accounting for site variables and values and appropriate level of Developer Return).

Further detail on each of the options outlined in the table above is provided on the following pages.

3A | Proportionate Infrastructure Contributions

Assessing the Options – Deep Dive into Options

The options identified for calculating the Proportionate Infrastructure Contributions are presented in more detail below.

Option 0 | Baseline – NCM Proportionate Infrastructure Contributions are calculated via the current arrangements of negotiated s106 agreements with application of Trafford Council's CIL Charging Schedule. Advantages and disadvantages associated with this approach include:

- ✓ Established approach that both landowners / developers and Trafford Council are familiar with making it an easy process to navigate.
- ✓ No consultation required given that business as usual is maintained.
- X May lead to protracted negotiation process causing delays to the New Carrington Masterplan delivery period.
- X Within existing arrangements, Trafford Council is limited in its ability to "ring fence" contributions collected via s106 or CIL for the NCM Site-wide Infrastructure contributions.
- X Negotiation may result in no Proportionate Infrastructure Contributions from being agreed.

Application of Option 0 in a NCM Context would be as follows:

Proportionate Infrastructure Contributions are negotiated on a case-by-case basis between Trafford Council and the landowner / developer.

Option 1 | Flat Rate Tariff - A fixed flat tariff charged against development brought forward across NCM. Proportionate Infrastructure Contributions are calculated as a flat rate tariff per unit (residential) or sqm/sq ft (employment) delivered per development. Advantages and disadvantages associated with this approach include:

- ✓ Predictable for developers who have the ability to calculate the cost of Proportionate Infrastructure Contributions associated with their scheme prior to engagement with the Local Planning Authority (LPA).
- ✓ Reduced uncertainty and risk for both LPA and developer as the level of Proportionate Infrastructure Contributions delivered per scheme is known from the outset of development.
- ✓ Flat tariffs would remove time required for negotiation and could therefore speed up the development process.
- X Both the Infrastructure Framework and the associated Flat Rate Tariff would have to be updated regularly to prevent it becoming out of date with the market, for example, fluctuating development costs and values would impact viability of development. Anticipate that updates would be required every c.5 years.

There are two key variations on a flat rate tariff which could be applied in a NCM context, including:

a) **Option 1A** - Flat rate tariff is calculated against Total Site-wide Infrastructure Cost with no consideration given to viability constraints facing individual schemes. Application of Option 1A in a NCM Context would be as follows:

Total Site-wide Infrastructure / *Number Units Delivered OR Total Employment Space Delivered (sqm)* = *Proportionate Infrastructure Contribution per unit delivered / per sqm employment space delivered*

b) **Option 1B** - Flat rate tariff is calculated via assessment of scheme capacity to pay a Proportionate Infrastructure Contribution once costs of development have been considered (including cost of land). Application of Option 1B in a NCM Context would be as follows:

Gross Development Value - *Total Costs of Development* = *Proportionate Infrastructure Contribution per unit delivered*

3A | Proportionate Infrastructure Contributions

Assessing the Options – Deep Dive into Options (continued…)

The application of Option 1A and Option 1B in a NCM context differ. The former represents a simple division calculation with total Site-wide Infrastructure costs divided equally across the total quantum of delivery. In this instance, there is concern that the Proportionate Infrastructure Contribution rate would be too high presenting viability challenges for schemes brought forward across NCM. This would ultimately fetter development.

Conversely, Option 1B adopts a more considered approach accounting for scheme capacity to pay a Proportionate Infrastructure Contribution once costs of development have been considered. A residual approach to assessing scheme viability in a NCM context would be taken to identify a suitable flat rate tariff. The tariff would be set against the lowest available return by a plot delivered in NCM. This approach would ensure that each plot within the area will contribute.

Option 1B lowers the risk associated with viability constraints impacting on a landowner/developer's ability to pay a Proportionate Infrastructure Contribution when compared with Option 1A which does not account for scheme viability. However, the Proportionate Infrastructure Contributions collected would be set as a single rate for the whole of NCM and calculated against the least viable scheme in the area. This presents a risk that schemes deemed more viable are under-contributing to the cost of delivering Site-wide Infrastructure NCM, with broader implications for the delivery of infrastructure and therefore the allocation.

Option 2 | Variable Rate Tariff – The NCM allocation area extends to c.1,150 hectares. It was acknowledged during stakeholder engagement that, given its size and constraints, different values and developer returns are anticipated to be achievable across the site, influencing the ability of schemes to provide Proportionate Infrastructure Contributions.

A variable rate tariff charged against development brought forward across NCM accounts for a series of variables including:

- Sales values
- Land values
- Level of developer return (i.e. profit)

The variable rate applicable to each scheme would be calculated via an assessment of scheme capacity to pay Proportionate Developer Contributions once costs of development have been considered. Advantages and disadvantages associated with this approach include:

- ✓ Unlike Option 1B, Option 2 recognises that there are different values and variables across NCM and attempts to capture Proportionate Infrastructure Contributions which are commensurate with the anticipated return on those schemes.
- ✓ Provides flexibility to account for the diverse range of sites across NCM with unique factors influencing scheme viability.
- ✓ Supports considered application of Proportionate Infrastructure Contributions across the area such that the requirement to pay does not fetter development.
- X Plan and tariff would need to be updated regularly (c.5 years) to prevent it becoming out of date with the current stage in the market cycle.

The application of this option is detailed below.

Gross Development Value - *Total Costs of Development* = *Proportionate Infrastructure Contribution per unit delivered*

In a similar way to Option 1B, Option 2 adopts a more considered approach to assessing scheme viability using a residual methodology.

3A | Proportionate Infrastructure Contributions

Testing the Preferred Approach

THE PREFERRED APPROACH

The National Planning Policy Framework (NPPF) (2024) states that:

> *"Plans should set out the contributions from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).* ***Such polices should not undermine the deliverability of the plan****".*

The requirement for developers to pay Proportionate Infrastructure Contributions should therefore not undermine the deliverability of JPA 30 and the New Carrington Masterplan.

As an outcome of the options assessment exercise, the Variable Rate Tariff (Option 2) was selected as the preferred approach. From this point, the report will focus on Option 2 which will be referred to as the Preferred Approach.

The Preferred Approach advocates a "zoned" approach to calculating Proportionate Infrastructure Contributions across NCM. This recognises that schemes brought forward within different areas of NCM will achieve different returns and are able to contribute different levels of Proportionate Infrastructure Contributions.

CALCULATING PROPORTIONATE INFRASTRUCTURE CONTRIBUTIONS

The next section is structured in line with the diagram below, which summarises the approach to calculating Proportionate Infrastructure Contributions.

1 | Mechanism Principles Defined

The Preferred Approach is premised on a Variable Rate Tariff which acknowledges that schemes brought forward within different areas of NCM will achieve different returns. This is due to several factors including different land, sale or rental values or levels of developer profit. These factors are described as "Mechanism Principles".

2 | NCM Zones Identified

5 NCM Zones have been identified in line with the Preferred Approach to calculating NCM Proportionate Infrastructure Contributions (see Appendix C). The NCM Zones are informed by and aligned to the Mechanism Principles.

3 | NCM Funding Mechanism

The NCM Funding Mechanism uses a residual approach to determine the level of Proportionate Infrastructure Contributions that can be achieved per development per NCM zone. The assumptions adopted for the purpose of analysis are informed by the Mechanism Principles which differ per zone and result in different contribution rates per zone and per use class.

4 | NCM Proportionate Infrastructure Contribution Schedule Developed

Proportionate Infrastructure Contribution rates have been developed per use class per zone using the NCM Funding Mechanism. The output of this exercise is an NCM Proportionate Infrastructure Contribution Schedule.

3A | Proportionate Infrastructure Contributions

Calculating Proportionate Infrastructure Contributions

1 | MECHANISM PRINCIPLES DEFINED

The underlying calculation of the contribution rate charged per residential and employment development delivered within each NCM zone is informed by the residual method of valuation, which assesses scheme capacity to contribute, factoring in development costs. In turn, the residual valuation method is informed by a series of assumptions associated with development including (but not exclusive to):

***Figure 15**: Mechanism Principles*

For the purpose of this report, items 1-3 outlined within **Figure 15** are referred to as "Mechanism Principles". The Mechanism Principles inform the inputs to the residual calculation, and this informs the potential Proportionate Infrastructure Contributions which could be achieved.

The Mechanism Principles acknowledge that a bespoke approach to calculating the suitable level of developer contributions across NCM is required so as not to undermine the deliverability of the allocation. This section focuses on the Mechanism Principles and the impact they have on the calculation of the Proportionate Infrastructure Contributions.

Impact of Location on Land, Sale and Rental Values

Variance in property values (land, sale and rental) within the NCM red line boundary means that some areas of NCM could achieve higher values than others. This is supported by market evidence gathered for the area (see **Appendix D**) and engagement with the landowners and developers. For example, based on comparable evidence gathered for different areas of NCM, Warburton is expected to achieve higher sales values for residential compared to Carrington which is adjacent to industrial uses. This is reflected with a premium of c.20% applied to Warburton.

It is acknowledged that limited new build evidence exists for certain parts of the allocation, however evidence has been considered from comparable locations with adjustments made for condition, location, etc. to determine an appropriate and robust sale and/or rental value.

Impact on calculation of Proportionate Infrastructure Contributions:

Different land, sale and rental values have been applied across NCM to reflect market sentiment and comparable evidence. The calculation of Proportionate Infrastructure Contributions accurately reflects these differing values to ensure appropriate variance in the applicable variable tariff per scheme. It should be noted that:

- Present day values will change over the course of the delivery period. As such, the contribution per zone should be reviewed at regular intervals (c.5 years) to ensure that they remain reflective of the market and in line with NPPF (2024) paragraph 34.
- The price paid for the land should not determine the landowner or developer's ability to pay developer contributions. Nevertheless, the landowners and developers will want a return on the investment made when purchasing the land and so differing land values have been included in the mechanism analysis.

3A | Proportionate Infrastructure Contributions

Calculating Proportionate Infrastructure Contributions

Level of Acceptable Developer Profit

Given differing values, developers / landowners will expect a range of returns on plots across NCM. The level of "acceptable developer profit" is set at a rate considered appropriate given the likely significant levels of public sector investment required to fully unlock and deliver the New Carrington requirement to provide developer contribution should not negatively impact Developer Profit such that Developers do not bring schemes forward.

Impact on calculation of Proportionate Infrastructure Contributions:

Developer Profit has been set to between c.10%-15% profit on GDV for the purposes of analysis to determine a potential total developer contribution sum across the NCM allocation.

Percentage of Affordable Housing Delivered On-site

Given the differing values attributable to different areas across NCM, developments brought forward in each zone will be able to contribute differing levels of on-site affordable housing. The percentage of on-site affordable housing needs to be balanced with the collection of a suitable level of developer contribution to support delivery of Site-wide Infrastructure requirements.

Impact on Mechanism:

A 20% discount on private market sales values have been applied to affordable housing units for the purposes of analysis. Calculations have been undertaken on a 15% on-site affordable housing contribution assumption.

2 | NCM ZONES IDENTIFIED

Five "zones" have been identified across NCM as demonstrated in **Figure 16** overleaf. A "zoned" approach sets a framework within which the Mechanism Principles have been set and agreed. The aim is to identify a Proportionate Infrastructure Contribution per zone that is appropriate to both Trafford Council and developers, whilst simultaneously ensuring that contributions are commensurate to the anticipated return on development brought forward across the identified NCM zones. This is in line with the Preferred Approach.

The five zones have been determined by:

Market evidence – this suggests that different values are associated with different areas of NCM and is supported by market evidence appended at Appendix D.

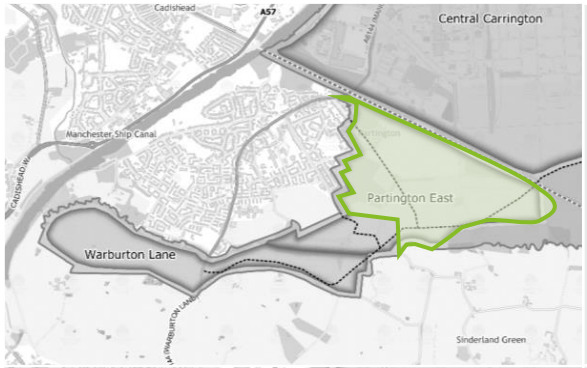
Land ownerships – where possible, the zones are aligned to land ownership to prevent land parcels from being dissected by zone boundaries.

Character Areas – Whilst not explicitly aligned to the PfE Character Areas, consideration has been given to the underpinning rationale for identification of the Character Areas (i.e. density of development, land typology etc.). This has informed the zones outlined in figure 16.

3A | Proportionate Infrastructure Contributions

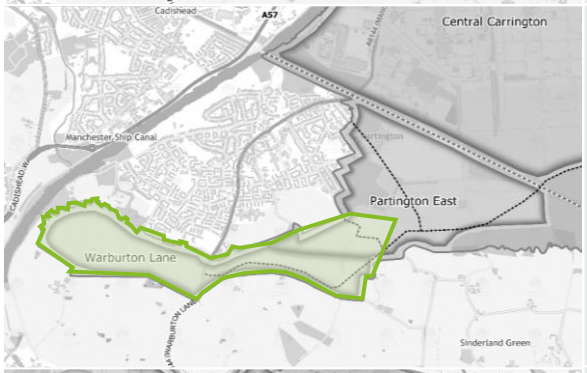
Calculating Proportionate Infrastructure Contributions

Figure 16: *NCM Infrastructure Contribution Zones*



Zone 1 – Partington

(Residential)

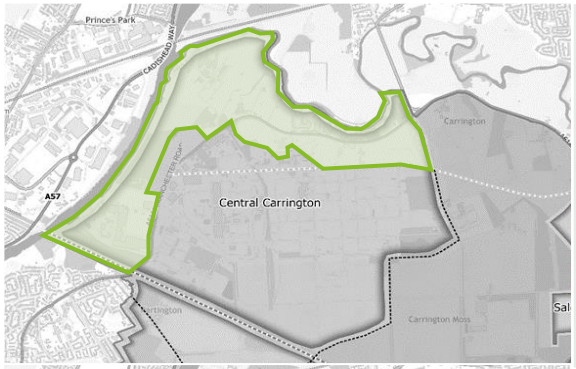


Zone 2 – Warburton

(Residential)

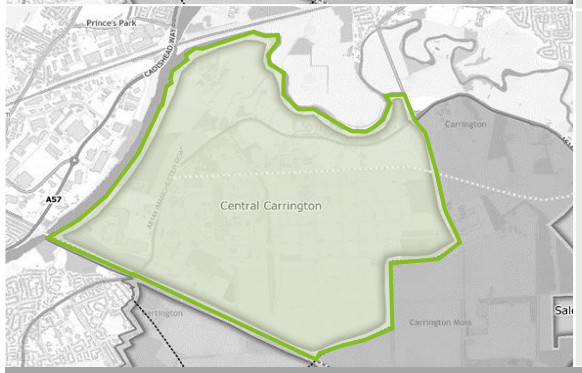
Zone 3 - Sale West

(Residential)



Zone 4 – Carrington

(Residential)



Employment - Carrington

One page overview of the NCM Infrastructure Contribution Zones is provided at Appendix C

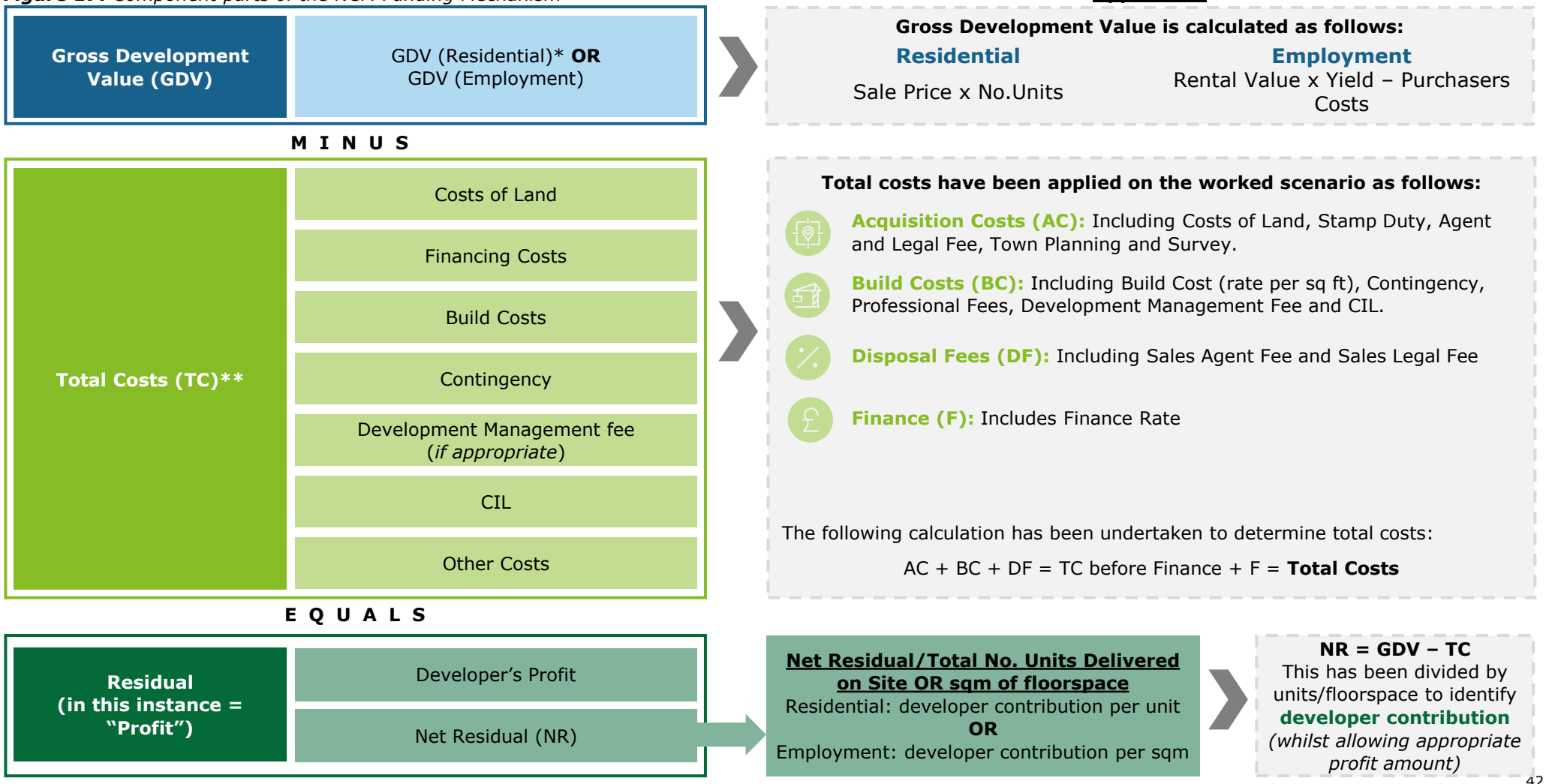
3A | Proportionate Infrastructure Contributions

Calculating Proportionate Infrastructure Contributions

3 | NCM FUNDING MECHANISM

The calculation of the variable contribution rate charged for each zone is informed by the residual approach to assessing scheme capacity to make financial infrastructure contributions once costs of development have been considered. For the purpose of this report, this approach is referred to as the NCM Funding Mechanism with the key component parts underpinning the calculation demonstrated in **Figure 17.** All input assumptions underpinning these component parts are detailed in **Appendix D.**

Figure 17: *Component parts of the NCM Funding Mechanism*



**Private Market Sales @ 85% total no. units + Affordable Housing @ 15% total no. units. **Some costs may not be applicable to all sites.*

3A | Proportionate Infrastructure Contributions

Calculating Proportionate Infrastructure Contributions

4 | NCM PROPORTIONATE INFRASTRUCTURE CONTRIBUTION SCHEDULE DEVELOPED

The NCM Funding Mechanism has been applied to a series of worked scenarios to determine suitable variable rates for both Residential and Employment development brought forward across NCM.

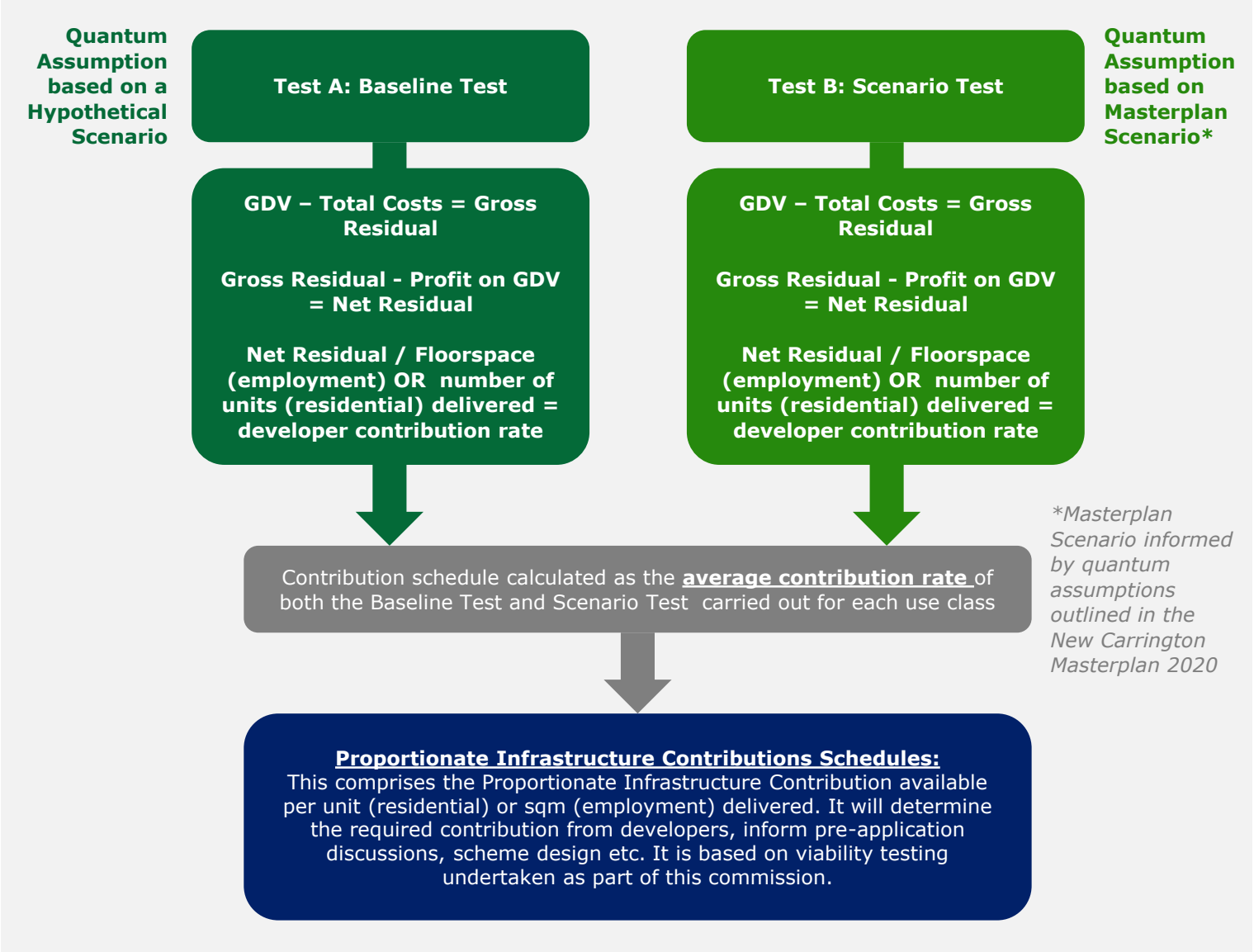
In summary, the variable contributions per zone have been identified following analysis of:

A. Hypothetical 100-unit residential scheme OR 1-unit employment scheme delivered within the zone
B. Plot identified in 2020 Masterplan and delivered within the zone

The former allows for ease of comparison across the zones and the impact on potential developer contributions resulting from adjustments to the underlying assumptions (i.e. sales values, land values, developer profit). The latter provides an indication as to the capacity of development within a given NCM plot to provide developer contributions.

Tests A and B were conducted using Argus Developer software. Underlying assumptions are detailed in **Appendix D** and **Appendix E**.

The cumulative outputs of Tests A and B then informed the Proportionate Infrastructure Contribution available per unit (residential) or sqm (employment) delivered. This is detailed in the Proportionate Infrastructure Contributions Schedules.



3A | Proportionate Infrastructure Contributions

Proportionate Infrastructure Contributions Schedule

RESIDENTIAL DEVELOPMENT

Table 9 provides an overview of the proposed Proportionate Infrastructure Contributions which could be realised per unit of residential development brought forward across NCM and illustrates that a minimum of 15% on-site affordable housing can be viably provided across the entire allocation. These rates should be presented in the NCM contribution schedule to inform pre-application discussions, scheme design etc.

Table 9: *Residential Charging Schedule*

Residential - Proportionate Infrastructure Contributions Schedule

	Baseline (%15 on-site Affordable Housing)	Estimated no. of residential units per zone*	Total Estimated Contribution
Zone 1 – Partington	£10,700 per unit	*1489*	£15,932,300
Zone 2 – Warburton	£40,700 per unit	*914*	£37,255,400
Zone 3 - Sale West	£28,400 per unit	*1443*	£40,981,200
Zone 4 – Carrington	£3,700 per unit	*0*	*N/A*
*Excluding units which already have planning permission			**Total:** £94,113,300

Affordable Housing
Affordable housing has been incorporated into the baseline scenario analysis at 15% on-site provision to determine the impact on Proportionate Contributions.

Application of CIL
CIL has been accounted for in the total costs of the mechanism and indexed in line with the Trafford CIL Charging Schedule. This has reduced the contributions schedule amounts however; this money will still be collected through the CIL function. CIL is not charged on employment uses so numbers remain consistent. Zones 1,3 and 4 are considered "cold" CIL zones and zone 2 is considered a "hot" CIL zone. CIL rates have been applied accordingly.

3A | Proportionate Infrastructure Contributions

Proportionate Infrastructure Contributions Schedule

DEFINING THE EMPLOYMENT SUB-CATEGORIES

Several options have been explored in terms of arriving at a sensible breakdown of rates associated with employment development. This includes provision of:

a) a single blended rate for all employment development on a per sqm basis

b) a breakdown of employment sub-categories associated with an individual contribution rate charged on a per sqm basis

Following discussion with Trafford Council, it was determined that Option B represented the optimal route forward. This is because the employment sub-category breakdown allowed for the calculation underpinning the identified contribution rates to more accurately reflect the impact of differing rental values assumed against different employment use types. To support this, a series of employment sub-categories were identified and defined as follows:

***Figure 18**: Approach to defining employment sub-categories.*

Market Trends:

Sub-categories for B8 and B2 uses categorised as Small, Medium and Large.

Floorspace per use class informed by current market supply and demand trends.

↓

Comparator Schemes:

Sub-categories further defined based on observed size thresholds and use class characteristics for comparator schemes.

This included Gross:Net assumptions applied to floorspace delivered, site density, heights, loading bays etc..

↓

Sub-category Parameters:

Benchmark parameters applied to each sub-category based on market trends and comparator schemes.

Parameters to aid Trafford Council in identifying the most suitable employment sub-category and Contribution Rate for development brought forward across the NCM area.

NOTE:

Comparator scheme examples and relevant data have been sourced from:

- Trafford Council's online Planning Application Search facility (i.e. search conducted for recent applications and / or permissions based on use class)
- Transaction data (i.e. schemes aligned to the required use class with transaction data from CoStar).

Comparator schemes and sub-categories definitions were agreed with TMBC officers on 14 May.

Full details of the Comparator Schemes which have been used to inform the benchmark parameters for the employment sub-categories are outlined in Appendix F.

The comparator schemes and sub-category parameters are provided in **Appendix F.**

3A | Proportionate Infrastructure Contributions

Proportionate Infrastructure Contributions Schedule

EMPLOYMENT SUB-CATEGORY PARAMETERS

The following parameters will be used to categorise development against each of the employment sub-categories outlined in the Employment Infrastructure Contributions Schedule overleaf.

Table 10: Employment use class sub-category parameters

Use Class	Sub-category	Floorspace criteria	Floorspace Parameters	Other Parameters
B8	**B8 Large**	>250,000 sq.ft (GIA) >23,226 sqm (GIA)	• Gross: Net - 95%-97.5% • Site density – c.40%-50% • Office floorspace - less than 10% of total floorspace	• Height – c. 15 metres • HGV Loading Bays: >30
	B8 Medium	100,000 sq. ft – 250,000 sq.ft (GIA) 9,290 sqm – 23,226 sqm (GIA)	• Gross: Net - 95%-97.5% • Site density – c.45%-55% • Office floorspace - less than 10% of total floorspace	• Height - >10 metres • HGV Loading Bays: >20
	B8 Small	<100,000 sq. ft (GIA) <9,290 sqm (GIA)	• Gross: Net – c.95% • Site density – c. 45-55% • Office floorspace – c. 10% total floorspace	• Height - <10 metres • HGV Loading Bays: <10
	Open Storage	N/A	• Land used for the storage of specific items / materials • Site density – c.100% • Office floorspace – n/a.	N/A
B2	**B2 Large**	>50,000 sq. ft (GIA) > 4,645 sqm (GIA)	• Gross: Net – c. 95% • Site Density – c.45-55% • Office floorspace - >10% of floorspace	• Height - >10 metres • HGV Loading Bays - <10
	B2 Medium	25,000-50,000 sq.ft (GIA) 2,323 sqm – 4,645 sqm (GIA)	• Gross: Net – c. 95% • Site Density – c.45-50% • Office floorspace – c.10% of floorspace	• Height - >10 metres • HGV Loading Bays - <10
	B2 Small	<25,000 sq. ft (GIA) <2,321 sqm (GIA)	• Gross: Net – c. 95% • Site Density – c.45-50% • Office floorspace – c.10% of floorspace	• Height - >10 metres • HGV Loading Bays - <10

Several existing employment schemes were used to inform the Employment Sub-category Parameters and are detailed in **Appendix F**.

3A | Proportionate Infrastructure Contributions

Proportionate Infrastructure Contributions Schedule

EMPLOYMENT DEVELOPMENT

Table 11 provides an overview of the proposed Proportionate Infrastructure Contributions which could be realised per sqm / sq ft of employment development brought forward across the NCM area.

Table 11: *Employment Charging Schedule*

Employment - Proportionate Infrastructure Contributions Schedule

Use Class	Average Contribution Rate (per sqm)	Average Contribution Rate (per sq ft)
Large B8	£179.79	£16.70
Medium B8	£188.22	£17.49
Small B8	£189.81	£17.63
Open Storage*	£147.38	£13.69
B2 Large	£190.67	£17.71
B2 Medium	£193.93	£18.02
B2 Small	£200.40	£18.62
Average Contribution Rate	£184.32	£17.12

Application of CIL
CIL has been accounted for in the mechanism methodology however CIL is not charged on employment uses.

Contributions collected from employment related development delivered across NCM will contribute to a global funding pot. This global funding pot will be spent against the global cost of infrastructure delivered across NCM as informed by the delivery schedule / phasing plan.

*Open storage contribution is calculated on the total site area and for permanent storage use proposals rather than time limited temporary arrangements.

3B | Approach to Energy Development

Approach to Energy Development

CALCULATING A SUITABLE CONTRIBUTION RATE FOR ENERGY-RELATED DEVELOPMENT

A suitable developer contribution rate for energy developments delivered across NCM should be calculated on a case-by-case basis as opposed to setting a standard contribution rate.

The RICS Professional Standard "Valuation of Assets in the Commercial Renewable Energy Sector", highlights that the significant variability inherent in these projects precludes the application of a consistent valuation methodology. This is due to the complexities concerning valuing energy development and the subsequent ability of a valuer to identify a suitable contribution rate.

Factors that make the application of a standard approach to valuing energy developments challenging include (but are not exclusive to):

- advances in technology,
- changes to subsidy regimes,
- commercial funding and revenue models,
- generation / storage / distribution capacity, and
- scale of development.

The dual-use nature of some developments, serving both public and private sector objectives in an NCM context, introduces further complexities.

A standardised contribution rate for energy developments is therefore not recommended and a case-by-case approach, informed by detailed due diligence and specialist advice, is necessary to ensure fair and accurate assessment of developer contributions.

AN ALTERNATIVE APPROACH

An alternative approach to calculating a suitable contribution rate for energy developments delivered across NCM is outlined in **Table 12** below which Trafford Council may seek to consider.

Table 12: *Proposed approach to assessing contribution rates associated with Energy Development*

Step	Overview
1	Developer submits planning application for delivery of energy development
2	Trafford Council issue proforma to developer requesting standard information relating to the scheme including: • power output, • storage capacity, • operating costs, • power purchase agreements, • operational practices, • lease or other terms, • construction costs, and • Efficiency
3	Opportunity for developer to put forward offer of contribution to Trafford Council within the context of the information requested as a starting point for negotiation (if appropriate)
4	Trafford Council shares completed proforma with viability expert
5	Viability expert determines the most suitable route to calculating developer contribution subject to the information available
6	Developer contribution calculated using most applicable methodology and agreed with the developer

3C | Key Considerations and Limitations

Testing the Preferred Approach – Key Considerations & Limitations

The following matters and limitations should be considered as part of the application of the funding mechanism.

Approach to Analysis

- *Methodology* – The Preferred Approach is based on a development appraisal methodology. The residual "output" is Gross Profit from which Proportionate Infrastructure Contributions are calculated. It should be noted that development appraisals are highly sensitive to input assumptions and may be challenged by landowners and developers.
- *Treatment of Land Value* – Existing Use Value plus has been used for the purpose of analysis outlined in the worked scenarios. Existing Use Value plus is where a premium is applied to the Existing Use Value which should provide reasonable incentive for a landowner to bring forward land for development, while allowing a sufficient contribution to fully comply with policy requirements[3]. The price paid for land is not a relevant justification for failing to accord with relevant policies in the plan (Paragraph 002 of PPG, 'Viability and Plan Making').
- *Assumptions and Unknowns* – At the time of carrying out the analysis, limited information was provided in terms of site abnormals. Costs associated with these items will impact on the amount payable per plot in terms of developer contributions, through the impact that they will have on the residual profit.
- *Approved and Implemented Planning Permissions* – Plots which have approved and / or implemented planning permissions are not factored into the worked scenarios. Developers / landowners associated with these plots are not expected to contribute additional developer contributions over and above that which has already been agreed with Trafford Council through Section 106 agreements as part of the planning process.
- *New Carrington Masterplan 2020* – Assumptions in terms of phasing and delivery quantum have been informed by the Phasing and Delivery Programme outlined in **Section 1B.** The assumptions in the Phasing and Delivery Programme have been reviewed and updated from the base position within the New Carrington Masterplan 2020. Further refinement of the Phasing and Delivery Programme will be required as the Council progresses with NCM updates.
- *Community Infrastructure Levy (CIL)* – Trafford Council's CIL Charging Schedule applies to the NCM allocation and CIL has been included in the assessment of scheme viability. It should be noted that the CIL boundaries do not align with the Zones identified in this report. For the purposes of this strategy, Warburton is been assessed on a higher CIL charge rate. Three Warburton plots lie in a lower CIL charge zone and therefore may have the ability to pay a greater contribution.
- *Approach to residential* – The residential analysis assumes a blended unit mix across 2 bed, 3 bed and 4 bed units. This is informed by market analysis and reflects anticipated NCM residential development types. Developing Proportionate Infrastructure Contribution rates for each residential sub-category is impractical due to the potential for over one hundred distinct rates, which would unduly complicate discussions with developers.

Future Application of Preferred Approach

- *Point in time assessment* – Analysis is based on a point in time assessment of market conditions and may be subject to change in response to future changes to market conditions. Both the Infrastructure Framework and the associated Variable Rate Tariff would have to be updated regularly to prevent it becoming out of date with the market. Anticipate that updates would be required every c.5 years.
- *Indexation* – The Council may seek to index-link the variable rate tariff to allow for the fluctuation of prices between the date the development is approved and the date the payment is made. The indexation rate will apply from the date which the contribution is set. Potential methods of indexation include: the Building Cost Information Service Index (BCIS) published by the Royal Institution of Chartered Surveyors (RICS) or the Consumer price index (CPI) also published by the ONS; or the Retail Price Index (RPI) published by the Office of National Statistics (ONS). Should the index decrease, the Proportionate Infrastructure Contribution should not fall below the figure outlined in the agreement between the LPA and the landowner / developer.
- *Local Plan* – The Trafford Local Plan sets out a vision and framework of policies for the future development of Trafford, addressing the needs and opportunities in Trafford. There is currently a new local plan being prepared which will align with PfE and any new polices introduced through the Local Plan policy which are applicable to NCM, may alter the outputs generated by the funding mechanism outlined in this report.

3C | Key Considerations and Limitations

Testing the Preferred Approach – Key Considerations & Limitations

Future Application of Preferred Approach

- *Interim New Carrington Infrastructure Contribution* – An interim infrastructure contribution was approved at Trafford Council's Planning Committee in February 2024 and currently applies to development brought forward across New Carrington. This is to ensure developers which have come forward early in the area are sufficiently contributing to the infrastructure requirements for the allocation. The variable rate tariff, will replace the interim charge.
- *Testing Viability* – The viability of the preferred option has been demonstrated using a 100-unit hypothetical residential scenario and a real-scenario informed by the 2020 Masterplan. The output of this exercise is an indicative estimate of what a residential scheme could achieve on a per unit basis in terms of Proportionate Infrastructure Contributions. A similar approach has been applied to calculate contribution rates associated with the Employment Sub-categories as outlined on page 44. The outputs of this assessment have been shared with Trafford Council separately to this report.

  The strategic viability assessment prepared at the plan making stage as part of PfE has been reviewed. It should be noted that the assessment outlined in this report represents an independent assessment of Proportionate Infrastructure Contributions. This process has enabled indicative and viable Proportionate Contributions to be determined for each zone.
- *Affordable Housing Policy* – In line with JP30, there is a minimum 15% affordable housing requirement, across the allocation. The baseline scenario outlined in this report models 15% on-site delivery of Affordable Housing across each zone and has found it to be viable.
- *Contribution In-kind* - In a scenario where one or more of the site-wide infrastructure items is proposed to be delivered wholly or partly by the developer it will be necessary to reassess the required proportionate infrastructure contribution. The costs for elements of site-wide infrastructure which would not usually be expected on a similar development outside of New Carrington Allocation and only incurred as a result of strategic infrastructure requirements as per JPA30 could be evaluated and amendments made where necessary and appropriate from the required proportionate contributions. Any such assessment would be undertaken on a case-by-case basis and require detailed cost evidence to be provided by the developer.

3D | Application of Preferred Approach

Estimated Contributions Scenarios

Future Application of The Preferred Approach

The application of the Proportionate Infrastructure Contribution Schedule has the potential to generate c.£94m across Residential Development as well as 15% on-site affordable housing and c.£111m from employment development (based on an average figure). The Total Estimated Contribution Amount equates to c.£205m across both residential and employment development at NCM.

***Table 13**: Estimated Quantum of Development*

Zone	Baseline (%15 on-site Affordable Housing)	Quantum of Development	Total Estimated Contribution
Residential			
Zone 1 – Partington	£10,700 per unit	*1,489 units*	£16m
Zone 2 – Warburton	£40,700 per unit	*914 units*	£37m
Zone 3 - Sale West	£28,400 per unit	*1,443 units*	£41m
Zone 4 – Carrington	£3,700 per unit	*0 units*	£0*
Employment			
Average Potential Contribution	-	*c.600,000 sqm*	£111m
		Total	**£205m**

NOTE:
*Plots which are already in the planning system have been excluded from analysis on the basis that developer contributions have already been agreed between the landowner / developer and Trafford Council. This equates to c.1,200 residential units across Partington and Carrington and c.1.2m sqm of employment development in Carrington.

3D | Application of Preferred Approach

Testing the Preferred Approach – Outputs

ABILITY OF DEVELOPERS TO CONTRIBUTE VIA OTHER ROUTES

In addition to the potential returns to Trafford Council generated via the Proportionate Infrastructure Contributions, developers will also contribute to the delivery of site-wide infrastructure via other routes including:

a) Proportionate Infrastructure Contributions

b) Developer directly delivers Strategic Infrastructure – Contingency has been applied to build costs in the appraisals that underpin the contribution schedule and mechanism methodology. A % of this could be reallocated to development infrastructure delivery costs by developers where suitable.

A contingency of 10% and Development Management Fee of 2% has been applied to the residential appraisals, calculated on build costs only. When combined, this amounts to a c.12% allocation. Developers would reasonably add a 5%+ contingency to appraisals to cover unknowns throughout the construction period. Taking 5% as the minimum that a developer would reasonably apply, that leaves c.7% to potentially contribute towards development infrastructure costs.

However, not all of this would be available to use. A scenario where up to 7% of this allowance could be applied to development infrastructure cost has been explored. This is set out in the Table 13 demonstrating the potential to generate more capital to support development infrastructure delivery costs.

c) CIL (used to support Infrastructure Funding Statement) – CIL has been incorporated into the assessment of the Proportionate Infrastructure Contributions. CIL receipts will be recouped by Trafford Council.

Table 14: *Estimates of infrastructure contributions*

	1| Proportionate Infrastructure Contribution (with CIL and adjusted zone boundary)	2| Proportionate Infrastructure Contribution + adjusted contingency	3| Proportionate Infrastructure Contribution + CIL
A) Proportionate Infrastructure Contribution (adjusted for CIL)	£205m	£205m	£205m
B) Adjusted Contingency Pot *(i.e. 7% Contingency on Residential)*	-	£50.8m	£50.8m
C) Estimated CIL collected	-	-	£12.5m*
TOTAL	£205m	£255.8m	£268.3m

**£12.5m is an estimate calculated on assumption of residential floorspace delivered. Calculation of CIL is scheme dependent and so this figure is indicative only.*

3E | Management of Infrastructure Funds

Collection, Management and Retention of Proportionate Infrastructure Contributions

As outlined in Section 2D, the Infrastructure Framework identifies costs of c.£554.5m required to deliver the Site-wide Infrastructure at New Carrington (including the CRR). The contributions schedule set out in this report could potentially deliver Proportionate Infrastructure Contributions which could be spent against the Site-wide Infrastructure cost envelope.

The Council may consider a series of options for collection, management and retention of the Proportionate Infrastructure Contributions. A series of recommendations have been outlined below detailing how the Council may seek to address this.

COLLECTION, MANAGEMENT & RETENTION

It is recommended that the Council establishes a NCM Strategic Delivery Board to oversee the delivery phases of the Project. The Delivery Board will be responsible for managing and overseeing delivery of infrastructure and development at the site, to ensure the it is progressing as expected. Given the scale and breadth of the programme a Project Director will be required to guide and steer the Delivery Board which will be responsible for:

- ***Collecting, monitoring and managing developer contributions***

It is anticipated that Proportionate Infrastructure Contributions will be collected via Section 106 agreements between the Council and landowners / developers. The trigger point for payment of monetary obligations will be specified in the s106 agreement. Typically, the timing of payments is dependent on the type of contribution, size of the development and timing of when delivery of the obligation is required. The Strategic Delivery Board will set the requirements for payment of obligations in line with the Phasing and Delivery Programme.

- ***Overseeing the process for allocation of developer contributions***

Timescales for utilisation of the developer contributions collected by the Council will be required as part of the s106 agreement. The Strategic Delivery Board will oversee the process of allocating developer contributions collected to the delivery of Site-wide Infrastructure items in order of priority. This will require a robust delivery plan outlining the Council's approach to future spend across New Carrington.

- ***Identifying infrastructure delivery routes***

This includes elements of infrastructure that could be delivered in packages by developers, and those elements that must be delivered by the public sector. For the public sector element, there is a need to consider the vehicle that will deliver the infrastructure – whether this is Trafford Council, or a more strategic, growth location level infrastructure delivery vehicle option in collaboration with the Greater Manchester Combined Authority (GMCA).

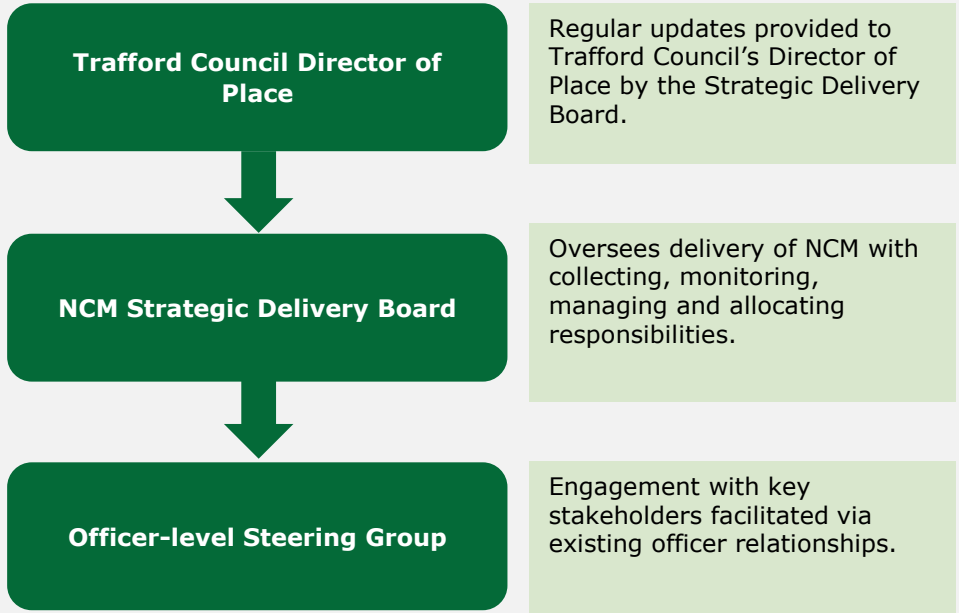
- ***Reviewing the Phasing and Delivery Programme***

Reviewing the Phasing and Delivery Programme at intervals will be required to match planning and construction phasing iterations. This will ensure that Proportionate Infrastructure Contributions collected can be accurately mapped against funding requirements and the time periods at which costs associated with delivery of Site-wide Infrastructure items are anticipated to be realised.

A "NCM Officer-level Steering Group" should be established alongside the Delivery Board to support with workstream-specific activities as they emerge including (but not exclusive to) regular engagement with the developers / housebuilders and coordination of external funding applications.

The proposed governance structure is outlined below.

Proposed Governance Structure



3F | Funding Mechanism Strategy

Additional Funding Requirements

Based on the NCM infrastructure design, costing and phasing completed as part of this commission, global Site-wide Infrastructure Costs have been estimated to be c.£422.7m.

With the inclusion of the Carrington Relief Road (CRR) and existing social infrastructure requirements (see page 26), the cost of infrastructure for NCM is anticipated to be £554.5m (including an August 2025 CRR cost estimate of £130m, provided by Trafford Council).

The infrastructure requirements, while significant and required by JPA30, are not anticipated to be wholly funded through financial contributions from developers (in line with the Contributions Schedule). Infrastructure delivery costs for NCM will therefore be funded by a range of additional parties including: public sector, utility and / or infrastructure providers, Central Government and private sector investment (where appropriate). **Table 15** (overleaf) provides a breakdown of the Site-wide Infrastructure Items alongside indicative cost estimates. The table also identifies:

A) Where there are likely to be other sources of funding available to support delivery of NCM infrastructure requirements, and
B) Where infrastructure is likely to form part of scheme specific development costs. A detailed breakdown cannot be determined at this stage, and it is likely that delivery requirements will be determined through the planning process.

It should be noted that the identification of infrastructure costs against each of these groups cannot be fixed at this stage and it is anticipated that the costs associated with specific Infrastructure items will be subject to future business cases where other funding routes are anticipated.

3F | Funding Mechanism Strategy

Additional Funding Requirements

Table 15: Site-wide Infrastructure Items alongside indicative cost estimates

Site-wide Infrastructure Item	Total Estimated NCM Infrastructure Cost	Potential Development Cost (Developer Cost)	Potential Funding Source
SUDS	£8,700,000	Yes	Developer* and Public Sector
Foul Water	£83,600,000	Yes	Utilities/infrastructure provider, Developer* and Public Sector
Electric	£33,500,000	Yes	Utilities/infrastructure provider and public sector (RESP)
Potable Water	£25,300,000	Yes	Utilities/infrastructure provider (off-site)
Energy Final	£75,800,000	Yes	Central Government and / or Private Investment
Energy Interim	£7,500,000	Yes	Central Government and / or Private Investment
Sale West Link Road	£7,300,000	Yes	Developer* and Public Sector
Southern Link Road	£15,900,000	Yes	Developer* and Public Sector
Red Brook Bridge (Southern Link Road)	£4,000,000	Yes	Developer* and Public Sector
Eastern Link Road	£18,500,000	Yes	Developer* and Public Sector
Greenway Bridge (Eastern Link Road)	£2,500,000	Yes	Developer* and Public Sector
Off-site junction improvements	£1,600,000	Yes	Developer* and Public Sector
Existing footpath improvements	£2,800,000	Yes	Developer* and Public Sector
Existing rides improvements	£2,800,000	Yes	Developer* and Public Sector
Strategic Active Travel Links	£15,200,000	Yes	Developer* and Public Sector
AT2 Bridge (Greenway)	£3,600,000	Yes	Developer* and Public Sector
Public Transport Contributions (bus services)	£20,600,000	Yes	Developer* and Public Sector
Social Infrastructure - Education	£88,000,000	Yes	Developer* and Public Sector
Social Infrastructure - Health	£5,500,000	Yes	Developer* and Public Sector
Carrington Relief Road	£130,000,000	Yes	Developer and Public Sector (including Central Government)
Existing Social Infrastructure Requirements	£1,800,000	No	Public Sector

*Pooled Developer Proportionate Infrastructure Contributions may be used to deliver strategic infrastructure requirement. Any scheme specific development costs associated with these categories will be discussed and agreed through the planning process.

3F | Funding Mechanism Strategy

Additional Funding Requirements

Estimation of Developer Contributions – based on 2020 Masterplan Scenario

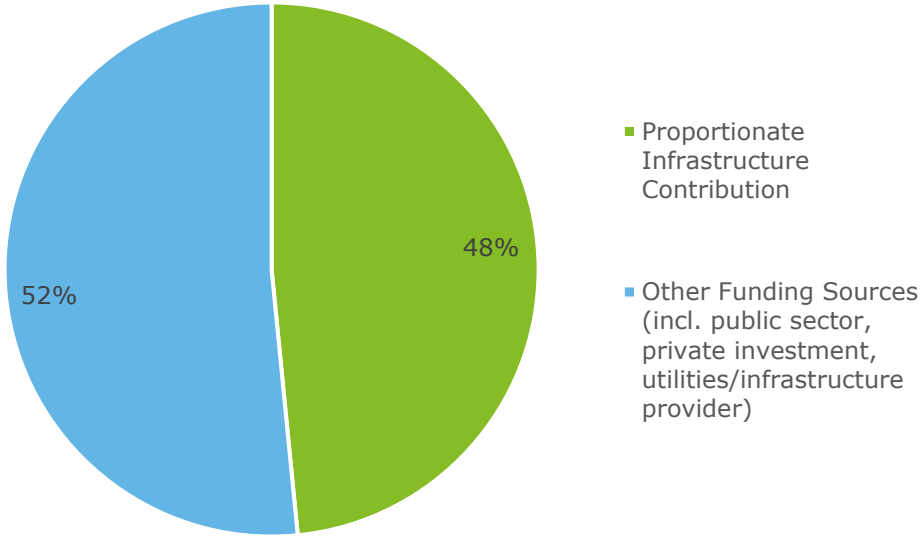
Application of the infrastructure contributions schedule to the 2020 Masterplan illustrates that c.£205m could be generated in this scenario from Proportionate Infrastructure Contributions with the potential to generate a further £12.5m in CIL.

Based on the same scenario, a further £50.8m has been identified as part of contingency budgets. Contingency has been built into the viability appraisal assumptions through testing of viability and the application of the contributions mechanism to account for any costs required to support development which could include infrastructure on a plot-by-plot basis. The approach to contingency is detailed in **Section 3D**.

In this scenario, Proportionate Infrastructure Contributions, CIL and Contingency account for £268.6m. This is equivalent to 48% of the global Site-wide Infrastructure Costs (including the CRR) in this scenario and assumes that the strategic portion of CIL collected from development at New Carrington will be allocated to the site (see **Figure 19**).

This calculation demonstrates that a range of other funding sources as illustrated in **Table 15** will be required to support delivery of the site-wide infrastructure costs.

Figure 19: *Proportion of infrastructure costs funded by developer contributions*



3F | Funding Mechanism Strategy

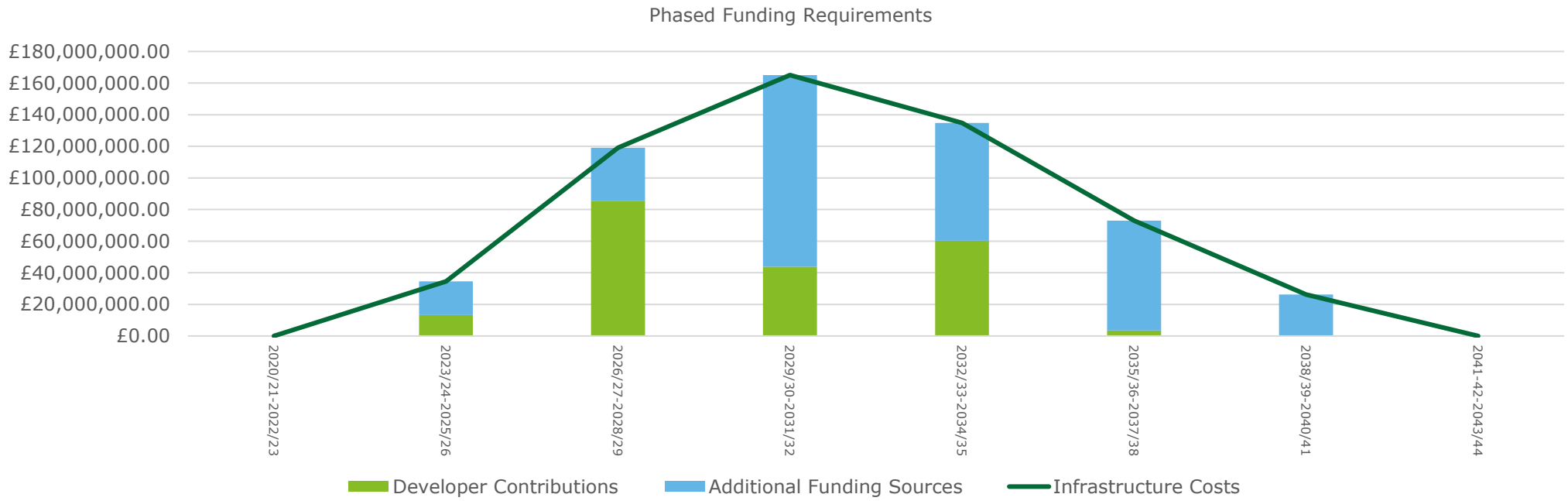
Phasing of Funding Requirements – based on Masterplan scenario

This scenario has also been applied to the phasing. Total Estimated Site-wide Infrastructure Costs and potential developer contributions based on the Masterplan scenario have been analysed on a 3-yearly basis (to the end of the delivery plan period in 2041 – 15 years) as demonstrated in **Figure 20**. There is a requirement for other funding sources post 2028/29 including from utilities, public sector and central government. This provides a lead in to business case production and other engagement to support additional funding requirements particularly from the public and private sector not directly delivering on site.

The phasing plan establishes a need for costs to be met over a peak spend period between 2028-34. Future increase in sales values may increase the potential level of developer contributions which could be collected per plot delivered across New Carrington and a 5-yearly review of the infrastructure contributions will amend contribution rates to meet market values.

In the scenario tested, there will need to be a mixed funding model. This demonstrates a need to start with the spend in mind i.e. identifying which Site-wide Infrastructure items should be prioritised to unlock development and the associated funding required to support delivery of these items.

Figure 20: Phased analysis of Site-wide Infrastructure Costs against potential Developer Returns.



3F | Funding Mechanism Strategy

Prioritisation of Site-wide Infrastructure

As demonstrated in **Section 2**, the Phasing and Delivery Programme outlines a series of trigger points for delivery of Site-wide Infrastructure across the NCM delivery period. Requirements for several Site-wide Infrastructure items are anticipated over the period 2025-29 as outlined in **Tables 16, 17 and 18** overleaf. These items fall into three categories.

Category 1	**Items required to be delivered within specific timeframes to unlock delivery of specific plots across New Carrington** Delivery of a series of Site-wide Infrastructure items is required within the period 2025-29 to unlock delivery of development within New Carrington. These items should be prioritised in order of need as non-delivery will fetter delivery of development plots that are reliant on these items being brought forward.
Category 2	**Items which have costs of delivery spread across the lifetime of the project and considered from 2025/26 *** A series of Site-wide Infrastructure items will require ongoing funding across the Phasing and Delivery Programme. Delivery of these items does not "unlock" development but are nevertheless required to support delivery of plots across NCM and should be considered early on within the Funding Mechanism Strategy.
Category 3	**Items which will be delivered directly by developers on specific development plots** Further discussion is provided in Section 3 of this report detailing the breakdown between site-wide infrastructure items and on-site infrastructure costs. The latter would be incurred as a development cost by the developer.

* This assumes 2025/26 as year 0. This will be adjusted if infrastructure delivery timescales change, reflecting the project's commencement year.

3F | Funding Mechanism Strategy

Prioritisation of Site-wide Infrastructure

Table 16: *Site-wide Infrastructure Requirements* 2025-29

Category 1: Items required to be delivered within specific timeframes to unlock delivery of specific plots across New Carrington			
Trigger / Start Date	**Site-wide Infrastructure Item**	**Comment**	**Cost**
2025/26	Strategic Active Travel Links	Initial phases of the AT2 scheme should be brought forward early to encourage active travel use from initial occupation of development.	*£6.2m**
	Social Infrastructure – Education	Expansion of existing Partington primary schools is required to achieve additional 3 Form Entry (FE). Initial engagement of relevant bodies is required in the short term. Existing projected surplus of 2.98 FE across Sale West planning area should be utilised to fully meet additional demand in the short-medium term.	*£11.3m***
2027/28	Interim Energy Centre	Interim energy centre construction (allowing period for design and approval).	*£7.5m*
	Public Transport - Bus Service	Initial contribution based on interim PT solution.	*£1.7m****
2029/30	Carrington Relief Road	The Carrington Relief Road will not by itself unlock development plots, however it is essential to supporting improved, new and more frequent bus service provision to, from and within the whole allocation. It will also provide a high-quality active travel scheme along its length enabling and encouraging walking, wheeling and cycling early in the occupation of development.	*£130m*****
		TOTAL:	**£156.7m**

*Budget estimate associated with delivery of Strategic Active Travel improvements over a three-year period. The AT2 route is one of the Active Travel routes.

**Budget estimate. Costs associated with Education Infrastructure delivery are spread across the delivery programme, however, early phase activity should be undertaken to plan approach to delivery and utilisation of short-medium-term surpluses. £11.3m represents total budget cost for 3 years, however, this cost could be offset to a later date as required.

***Covers service operation across 1 year (i.e. 2027/28).

****CRR Cost estimate provided by Trafford Council

3F | Funding Mechanism Strategy

Prioritisation of Site-wide Infrastructure

Table 17: *Site-wide Infrastructure Requirements* 2025-29 (Continued)

Category 2: Items which have costs of delivery spread across the lifetime of the project and considered from 2025/26			
Trigger / Start Date	**Site-wide Infrastructure Item**	**Comment**	**Cost**
2025/26	Energy Network	Costs associated with implementation of the energy distribution network and pipework should be spread across the Phasing and Delivery Programme in line with new development being brought forward. Costs associated with delivering district heating / energy systems could be delivered via commercial funding and delivery routes. Options should be explored with the relevant teams at Trafford and GMCA.	*£75.7m**
	Existing footpath improvements	Costs should be spread across the Phasing and Delivery Programme to reflect build out schedule of development. Delivery will not "trigger" development but will be necessary to support with place-making. The Council may seek to enter negotiation with landowners/developers to directly deliver footpath improvements on their sites (where suitable).	*£2.8m*
	Existing rides improvements	Costs should be spread across the Phasing and Delivery Programme to reflect build out schedule of development. Delivery will not "trigger" development but will be necessary to support with place-making. The Council may seek to enter negotiation with landowners/developers to directly deliver rides improvements on their sites (where suitable).	*£2.8m*
	Social Infrastructure – Healthcare	Costs associated with upgrading healthcare infrastructure should be spread across the Phasing and Delivery Programme to support the sustainable delivery of development and meet demand generated by NCM residents.	*£7.3m*
		TOTAL:	**£88.6m**

NOTE:

*Cost includes construction of Final Energy Centre but excludes construction of Temporary Energy Centre. Delivery of the latter is required earlier in the Phasing and Delivery Programme to "trigger" development plots from being brought forward. This is detailed further in the next section.

3F | Funding Mechanism Strategy

Prioritisation of Site-wide Infrastructure

Table 18: *Site-wide Infrastructure Requirements* 2025-29 (Continued)

Category 3: Items which will be delivered directly by developers on specific development plots			
Trigger / Start Date	**Site-wide Infrastructure Item**	**Comment**	**Cost**
2025/26	Foul Water – Initial Pumping Station	Initial pumping station is required to deliver early plots identified within the Phasing and Delivery Programme. Costs associated with delivery are spread over three years to reflect time for design and construction.	*£55.8m**
	Sale West Link Road (SWLR)	Sale West Link Road (SWLR) – The SWLR should be constructed from north to south. Initial sections of SWLR are required covering the section of the road through to plot SR2A.	*£3.04m**
	Southern Link Road (SLR)	Initial sections of the SLR are required to support access to and delivery of plot PR3C.	*£1.4m**
	SUDS	Costs are spread across the lifetime of development based on SUDS being introduced at start of each plot development. SUDS should be considered a priority for funding and investment early in the Phasing and Delivery Programme to support the sustainable delivery of plots across NCM and protect the area from future flooding impacts associated with increased development.	*£8.7m**
	Electricity Network	Costs for network and distribution substations should be spread across the lifetime of the Phasing and Delivery Programme. The cost associated with the Electricity Network also includes construction of Grid Supply & Primary Substation which is triggered by delivery of employment space across New Carrington.	*£33.5m**
	Potable Water	Ongoing costs associated with potable water will be incurred as networks extend in line with plots being developed.	*£25.3m**
2026/27	Electricity Grid Supply Point and Primary Substation	Commercial development will trigger provision of Grid Supply Point and Primary Substation.	*£17.5m**
2027/28	Sale West Link Road (SWLR)	Full completion through centre portions of SR2A over a two-year period.	*£4.26m**
		TOTAL:	**£149.5m**

NOTE:

*Costs of delivery associated with these items could be borne in-part by landowners / developers in bringing forward their respective plots.

3F | Funding Mechanism Strategy

2025 – 2029 Developer, Public Sector and Central Government Led Infrastructure Funding and Delivery Requirements

It is anticipated that a range of parties will contribute to the cost of delivering the Global site-wide infrastructure items. The table below outlines potential funding sources which could be utilised to fund all or part of the necessary works relating to several Site-wide Infrastructure items in the short to medium term. Funding will be subject to the preparation and approval of the necessary business case process.

After 2029, it is anticipated that there will be other funds available from sources identified below. However, it is not possible at this stage to specify scope or scale.

Category 1

Site-wide Infrastructure Item	Cost	Potential Funding Source(s)
Strategic Active Travel Links	£6.2m	• Developer contributions • City Regional Sustainable Transport Settlement • Active Travel England | Active Travel Fund/ Consolidated Active Travel Fund • Greater Manchester Combined Authority Integrated Settlement
Social Infrastructure – Education	£11.3m	• Developer Contributions • Public Sector
Public Transport – Bus Services	£1.7m	• Developer Contributions • Greater Manchester Combined Authority
Carrington Relief Road	£130m	• New and existing Developer Contributions • Existing Grant Funding • Trafford Council Strategic CIL • Greater Manchester Combined Authority Integrated Settlement • Department for Transport
Total	**£149.20m**	

3F | Funding Mechanism Strategy

2025 – 2029 Developer, Public Sector and Central Government Led Infrastructure Funding and Delivery Requirements

Category 2

Site-wide Infrastructure Item	Cost	Potential Funding Source(s)
Existing footpath improvements	£2.8m	• Developer contributions • Active Travel England | Active Travel Fund/ Consolidated Active Travel Fund • Greater Manchester Combined Authority Integrated Settlement
Existing rides improvements	£2.8m	• Developer contributions • City Regional Sustainable Transport Settlement • Active Travel England | Active Travel Fund/ Consolidated Active Travel Fund • Greater Manchester Combined Authority Integrated Settlement
Social Infrastructure – Healthcare	£7.3m	• Developer contributions • Greater Manchester Integrated Care Partnership • Department of Health and Social Care
Total	**£12.9m**	

Category 3

Site-wide Infrastructure Item	Cost	Potential Funding Source(s)
Sale West Link Road (SWLR)	£7.3m	• Developer contributions – financial and/or in-kind provision
Southern Link Road	£1.4m	• Developer contributions – financial and/or in-kind provision
SUDS	£8.7m	• Developer contributions – financial and/or in-kind provision • Greater Manchester Combined Authority – Integrated Water Management Plan Investment Plan Fund
Total	**£17.4m**	

3F | Funding Mechanism Strategy

Approach to Funding

Each category requires a different approach to funding as outlined below.

CATEGORY 1

Category 1 items "trigger" delivery of development across the wider area and timely delivery is essential. As demonstrated by **Table 16**, Category 1 accounts for a c.£156.7m funding requirement between 2025-2029.

Short-medium term capital funding may be sought to support delivery of Site-wide Infrastructure items identified under Category 1. Capital funding could address additional funding requirements associated with delivery of these Category 1 items in the short-medium term and ensure that the Phasing and Delivery Programme remains on track for delivery so as to not adversely impact development from being brought forward later down the line.

Alternatively, the Council may wish to revisit the Site-wide Infrastructure items listed under Category 1 and discount those which could be borne in-part by the landowners / developers in bringing forward their respective plots. This may include delivery of Site-wide Infrastructure items linked to foul water drainage or the electricity. However, passing the cost and responsibility of delivery to the landowners / developers will result in Site-wide Infrastructure being brought forward in a piecemeal way across New Carrington.

CATEGORY 2

Longer-term and ongoing delivery of Category 2 Site-wide Infrastructure items may benefit from upfront capital funding in the short-medium term supported by a longer-term investment programme. The investment programme may utilise a series of alternative funding routes to capture future land value uplift which could be used to support delivery of Site-wide Infrastructure alongside the Proportionate Infrastructure Contributions collected. This may include (but is not exclusive to) the following menu of options:

a) Forward Funding Model - The Council may seek to establish a forward funding model 'seeded' with capital deployed by the public sector to underpin early-stage infrastructure delivery. The constituent components of the fund need discussion with GMCA and Trafford Council (as well as Homes England) to assess how and on what basis a fund might be established. Trafford Council capacity and risk appetite to input to this model through a range of financing options should also be explored.

b) Tax Increment Financing (TIF) - Involves using public tax money to subsidise delivery of projects. TIF is premised on anticipated growth in local property values associated with delivery of development programmes which in turn may boost property-tax receipts which are collected, retained and spent at the Local Authority level. Tax receipts above an agreed baseline amount are allocated to fund the project. For example, the Northern Line Extension in London was funded through a combination of TIF and developer contributions.

Options A and B could potentially include borrowing against additional council tax income generated by the allocation, or the use of SDLT generated by the scheme. However, this will require both local authority and wider government stakeholder discussion / approval and the likelihood of determination cannot be outlined at this stage.

c) Commercial Delivery Routes – Several Site-wide Infrastructure items could be delivered through commercial funding and delivery routes subject to appetite of the private sector to invest.

For example, there are commercial funding models and operators for district heating / energy systems, where commercial arrangements and delivery routes could be explored with relevant providers. There are wider strategic conversations taking place across GM in this space, and opportunities should be explored as part of early feasibility work given the scale of energy requirements and size of the allocation.

NEXT STEPS

A key next step will be to agree with Trafford Council the approach to prioritising and delivering the Site-wide items listed in this report. This includes identifying which items may benefit from being delivered directly by the landowners / developers.

Subject to the Council's appetite to pursue the options listed above, a dedicated Funding and Investment Programme workstream should be established. The workstream would be established at Officer-level and report to the NCM Strategic Delivery Board which would provide strategic oversight and direction in terms of funding priorities in support of the Phasing and Delivery Programme.

4 | Conclusions

a) Summary

4 | Conclusions

Summary

This Funding Mechanism & Delivery Strategy outlines a series of recommendations for Trafford Council to consider in progressing with the NCM Masterplan. These recommendations centre on two key categories as outlined below:

1. Infrastructure Framework and Phasing & Delivery Programme

- WSP has undertaken cost analysis on the infrastructure solutions outlined in the *Options Report of the New Carrington Site-wide Infrastructure Requirements (10 April 2025).*This analysis forms the basis of the Infrastructure Framework outlined is Section 2 of this report.
- The Infrastructure Framework identifies costs of c.£554.7m required to deliver the Global Site-wide Infrastructure at New Carrington (including the CRR).
- Delivery timescales associated with bringing forward the Site-wide Infrastructure items have been mapped through the preparation of the Phasing & Delivery Programme as outlined in Section 2 of this report.
- The Phasing & Delivery Programme is a key element of the overall Infrastructure Framework as this informs the prioritisation of funding and delivery for the Site-wide Infrastructure items required to support New Carrington.

2. Proportionate Contributions and Funding Mechanism Strategy

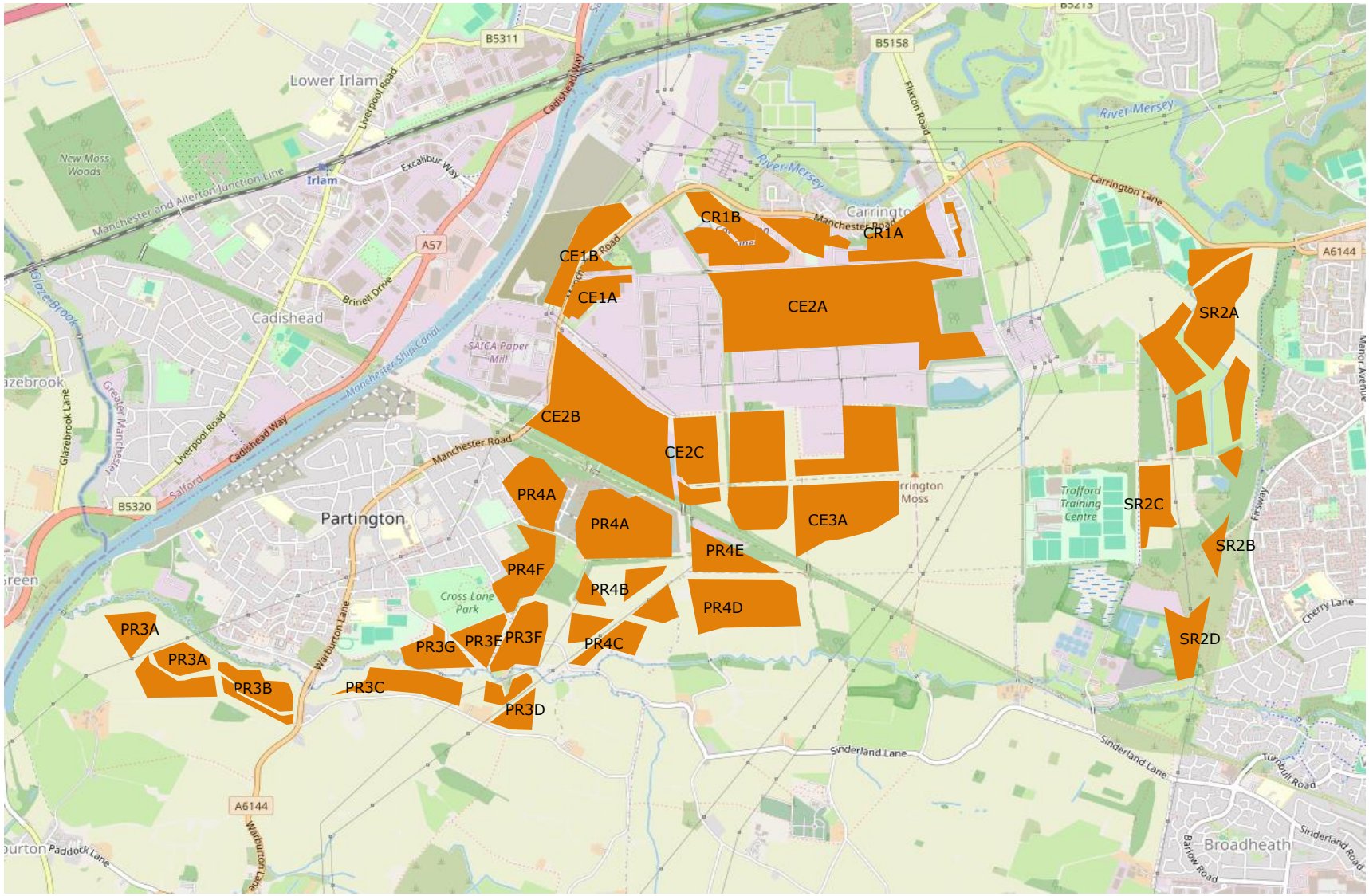
- *Preferred Approach (Option 2): Variable Rate* was chosen as the preferred approach for calculating potential Proportionate Infrastructure Contributions across New Carrington.
- The Preferred Approach advocates a "zoned" approach to calculation recognising that schemes brought forward within different areas of NCM will achieve different returns and could contribute different amounts in terms of Proportionate Infrastructure Contributions.
- The calculation of Developer Contributions relating to Energy Development will be undertaken on a case-by-case basis due to the complexities associated with valuing assets within this asset class.
- The developer / landowner funding mechanism as set out in this report could potentially deliver c.£205m of Proportionate Infrastructure Contributions to be spent against the Site-wide Infrastructure cost envelope.
- The Council may consider a series of options for collection, management and retention of the Proportionate Infrastructure Contributions including establishing a NCM Strategic Delivery Board.
- A key next step will be to agree with Trafford Council (potentially via the Strategic Delivery Board) the approach to prioritising and delivering the Site-wide Infrastructure items listed in this report. This includes identifying which items may benefit from being delivered directly by the landowners / developers.
- Subject to the Council's appetite to pursue the options listed above, a dedicated Funding and Investment Programme workstream should be established.
- The workstream would be established at Officer-level and report to the NCM Strategic Delivery Board which would provide strategic oversight and direction in terms of funding priorities in support of the Phasing and Delivery Programme.
- Based on the scenario tested, Affordable Housing analysis suggests that developments brought forward in each zone will be able to contribute 15% on-site affordable housing.
- The Council should consider how best to balance affordable housing priorities with the desire to generate Proportionate Infrastructure Contributions to support delivery of the required infrastructure across New Carrington.

Appendices

a) Delivery Schedule (residential, employment and infrastructure)
b) Phasing Plans
c) Zones
d) Market Evidence and Worked Scenario Assumptions
e) Approach to Calculating the Contribution Schedule
f) Employment Sub-categories Comparators & Parameters
g) Glossary
h) References

Appendices | A: Delivery Schedule – Development Parcels

The development parcels across NCM are outlined within the 2020 NCM and can be seen below.



Appendices | A: Delivery Schedule (Residential)

The phasing schedule below has been based on '250319 NCM Infra Costs – Phased'

Phase	Site	Interest	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total
1	CR1A	*Wain Estates*						35	35	35	35	35	35	35	35											277
	CR1B	*Wain Estates*							40	80	80	80	40													320
2	SR2A	*Wain Estates*						40	80	80	80	80	80	80	80	80	80	60	40							860
	SR2A: HD	*Wain Estates*										40	40	40	40	15										175
	SR2B	*Unknown*								35	26															61
	SR2C	*MUFC*													35	35	35	35	28							168
	SR2D	*United Utilities*						39	35	35	35	35														179
	PR4A	*Heath Farm Lane LLP*			70	78	35	35	70	70	70	70	35	35	32											600
	PR4F	*TC/Unknown*								35	70	70	50													225
	PR4B	*Wain Estates*										35	35	35	35	35	35	14								224
	PR3G	*Unknown*										35	35	35												105
	DC	*Wain Estates*											50	70	80	50	50	25								325
	PR3C	*Redrow*									69	11	7													87
	PR3D	*Redrow*										69														69
	PR3E	*TC/Unknown*												35	35	35	35	26								166
3	PR3F	*National Trust*														35	40	40	40	35	32					222
	PR4D	*Wain Estates*														35	70	70	70	70	70	7				392
	PR3B	*Redrow*							80	15																95
	PR4E	*Wain Estates*																70	35	41						146
	PR4C	*National Trust*																	70	70	37					177
	PR3A	*Redrow*								65	105															170
		Units	0	0	70	78	35	149	340	450	570	560	407	365	369	320	345	340	283	216	139	7	0	0	0	**5,043**
		Outlets	0	1	4	5	8	8	8	8	8	8	8	8	8	8	8	8	8	7	8	7	4	2	1	
		Average	0	0	18	16	4	19	43	56	71	70	51	46	46	40	43	43	35	31	17	1	0	0	0	
		Running Total	**0**	**0**	**70**	**148**	**183**	**332**	**672**	**1122**	**1692**	**2252**	**2659**	**3024**	**3393**	**3713**	**4058**	**4398**	**4681**	**4897**	**5036**	**5043**	**5043**	**5043**	**5043**	

Purple boxes demonstrate sites that are approved / being delivered

Appendices | A: Delivery Schedule (Employment)

The phasing schedule below has been based on '250319 NCM Infra Costs – Phased'

Phase	Site	Interest	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43
1	**CE1A**	*HIMOR*	20335																						
	CE1B	*HIMOR*							13058	13058															
	Sub Total	**46,450**																							
2	**CE2A**	*HIMOR*								20213	20213	20213	20213	20213	20213										
	CE2B	*Canmoor*							20814	20814	20814														
	CE2C	*HIMOR*										14813	14813	14813											
	Sub Total	**228,157**																							
3	**CE3A**	*HIMOR*													11520	11520	11520	11520	11520	11520	11520	11520	11520		
	Sub Total	**103,365**																							

Purple boxes demonstrate sites that are approved / being delivered

Appendices | A: Delivery Schedule (Infrastructure)

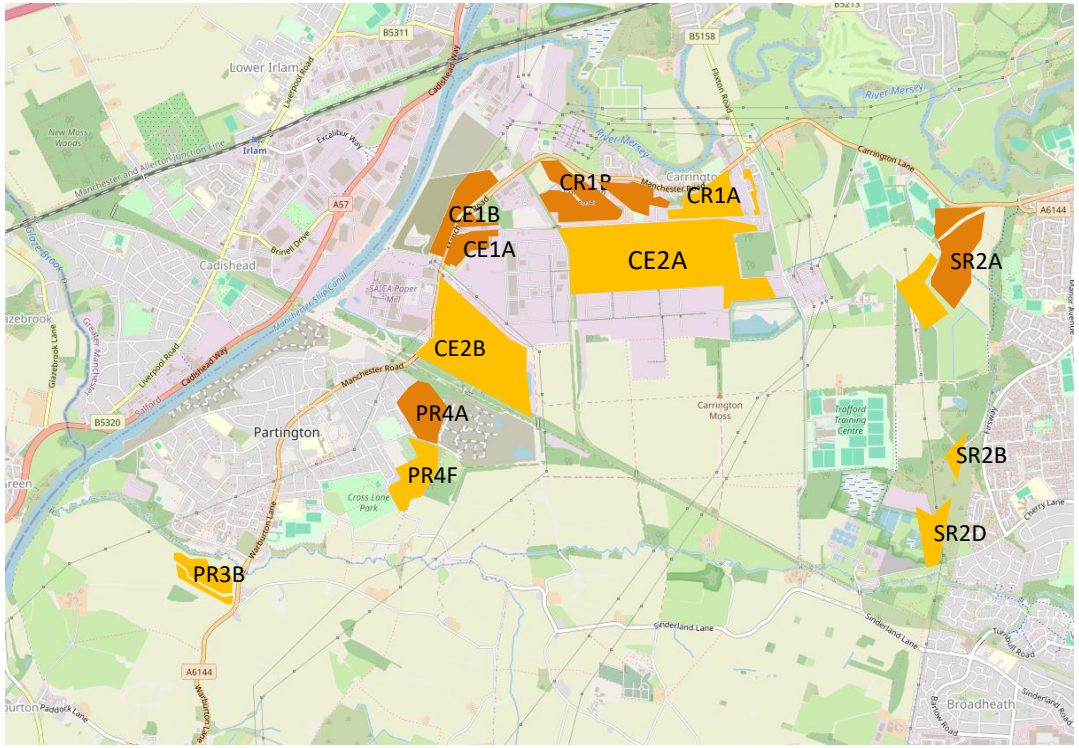
The phasing schedule below has been based on '250319 NCM Infra Costs – Phased'

Infrastructure	Cost Plan Total	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43
SUDS	£8,660,996	■	■	■	■	■	■	■	■	■	■	■	■		■				
Foul Water	£83,633,850	■	■	■		■					■								
Electric	£33,480,000	■	■	■	■	■	■	■	■	■	■	■	■		■				
Potable Water	£25,341,525	■	■	■	■	■	■	■	■	■	■	■	■		■				
Energy final	£75,755,638	■	■	■		■		■	■	■	■		■		■				
Energy interim	£7,528,534	■	■	■															
Sale West Link Road	£7,301,328	■		■	■														
Southern Link Road	£15,929,896				■	■	■		■										
Red Brook Bridge (Southern Link Road)	£3,968,000					■													
Eastern Link Road	£18,498,986							■	■	■									
Greenway Bridge (Eastern Link Road)	£2,523,400								■										
Off site junction improvements	£1,611,822						■	■											
Existing footpath improvements	£2,782,021	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
Existing rides improvements	£2,818,982	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
Strategic Active Travel Links*	£15,225,235	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
Active Travel Bridge over greenway	£3,552,122										■								
Public Transport Contributions (bus services)	£20,625,000			■	■	■	■	■	■	■	■	■	■						
Social Infra – Education	£87,999,956	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Social Infra – Healthcare	£7,251,000	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		
Total	**£424,488,292**																		

**This figure includes all AT links – there will be peaks and troughs in delivery but generally expected to be being built out across the allocation throughout the construction period.*

Appendices | B: Development Phasing

Phasing – As at end 2027/28



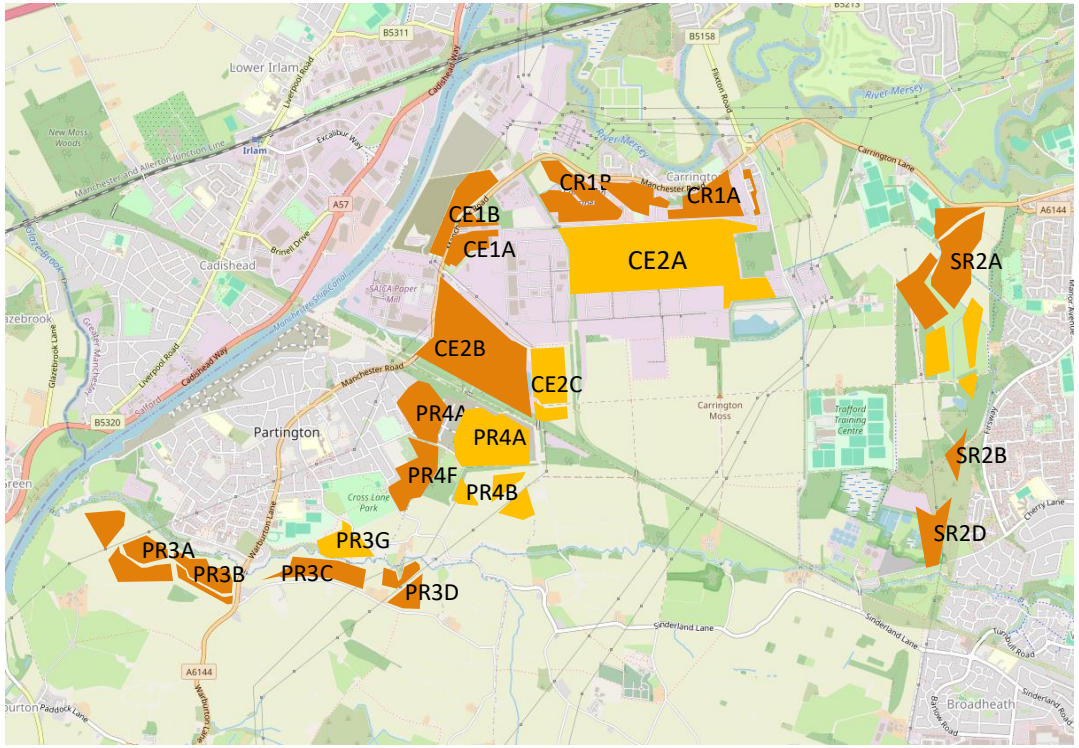
Land Use	Quantum (includes sites already delivered)
Residential	1,122 dwellings
Employment	108,292 sqm

Plot fully built out

Plot partially built out

Appendices | B: Development Phasing

Phasing – As at end 2030/31



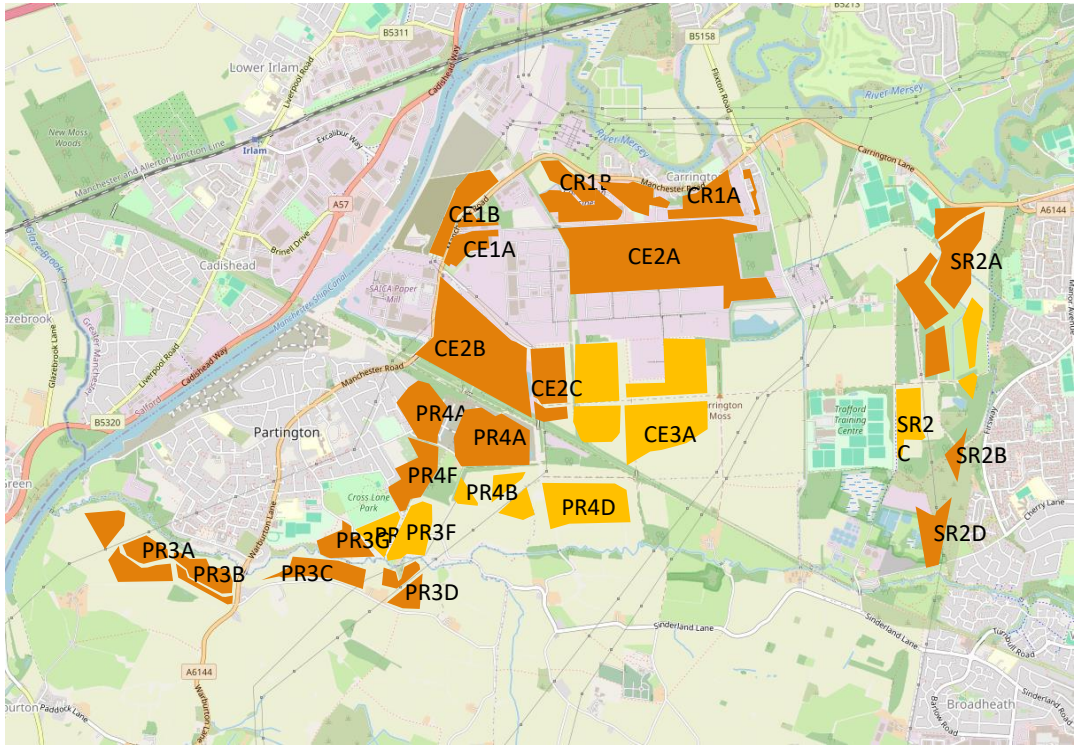
Land Use	Quantum (includes sites already delivered)
Residential	2,659 dwellings
Employment	219,371 sqm

Plot fully built out

Plot partially built out

Appendices | B: Development Phasing

Phasing – As at end 2033/34



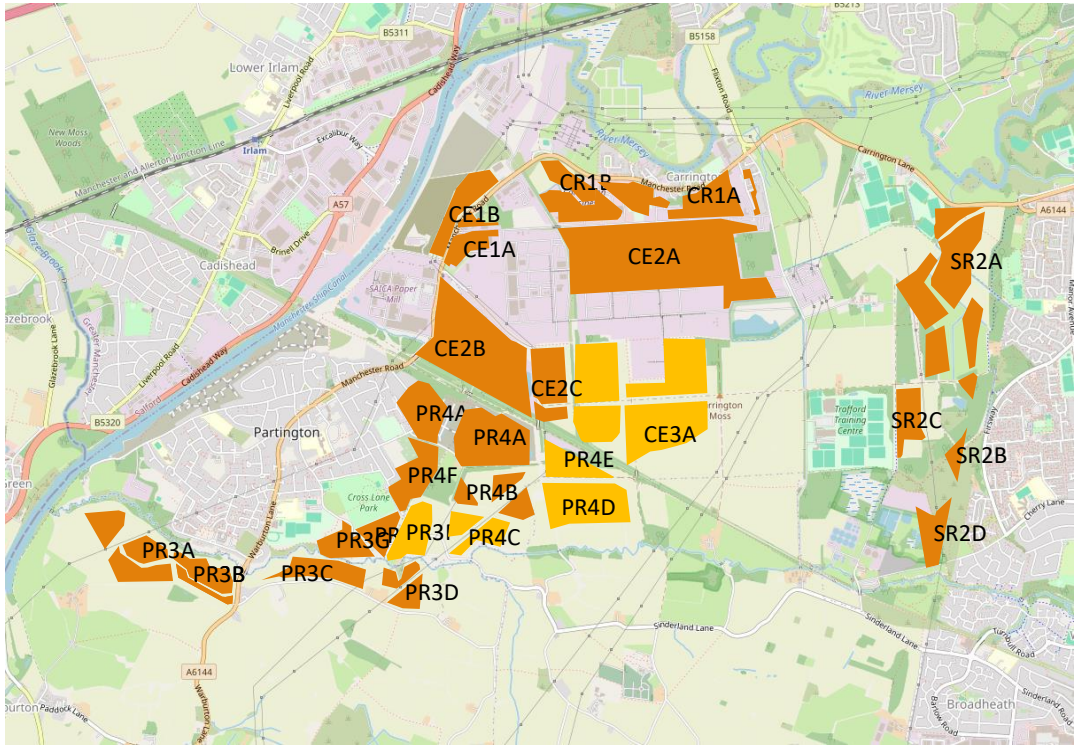
Land Use	Quantum (includes sites already delivered)
Residential	3,713 dwellings
Employment	297,650 sqm

Plot fully built out

Plot partially built out

Appendices | B: Development Phasing

Phasing – As at end 2036/37



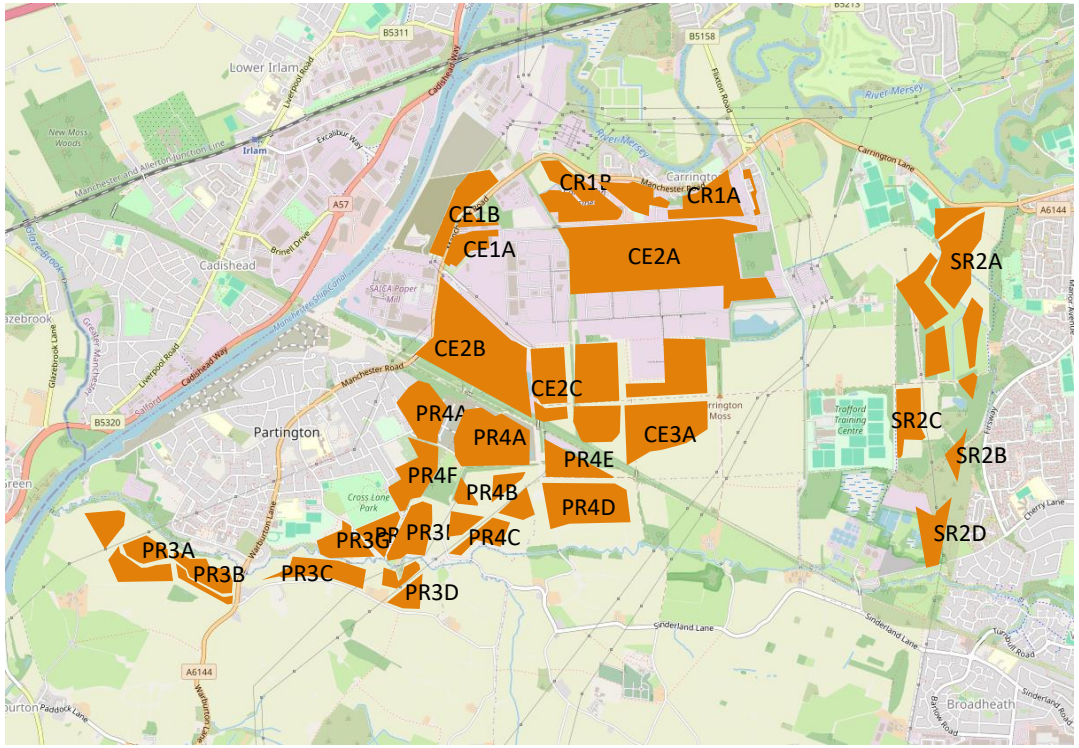
Land Use	Quantum (includes sites already delivered)
Residential	4,681 dwellings
Employment	332,210 sqm

Plot fully built out

Plot partially built out

Appendices | B: Development Phasing

Phasing – As at end 2040/41



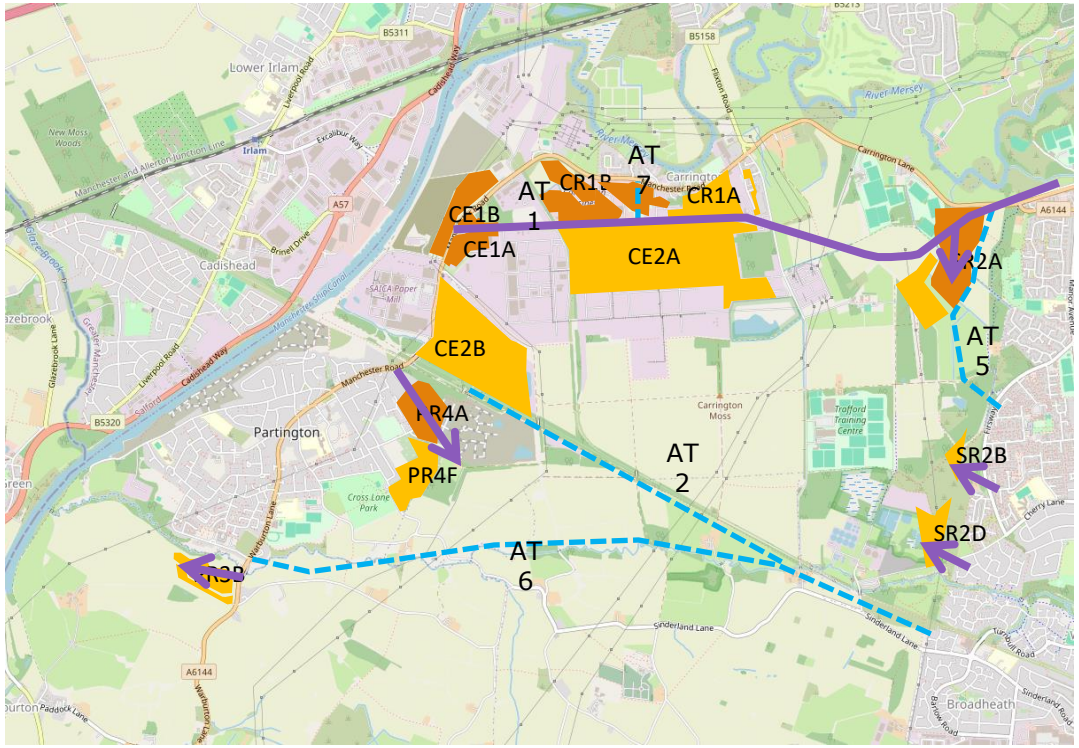
Land Use	Quantum (includes sites already delivered)
Residential	5,043 dwellings
Employment	378,290 sqm

Plot fully built out

Plot partially built out

Appendices | B: Site-wide Infrastructure Phasing Plans

Transport Phasing – As at end 2027/28



Land Use	Quantum (includes sites already delivered)
Residential	1,122 dwellings
Employment	108,292 sqm

Plot fully built out

Plot partially built out

Road Link

Strategic Active Travel Link

Partial link road build outs to serve new plots

Strategic Active Travel Improvements Required

- AT5 – (upgrade of existing Trans Pennine Trail leisure route to strategic route: bridleway construction) Through Trafford millennium woodland, Vegetation clearance
- AT6 – (excluding section that overlaps with Southern Link) Alongside Red Brook, wooded areas, vegetation clearance, earthworks required

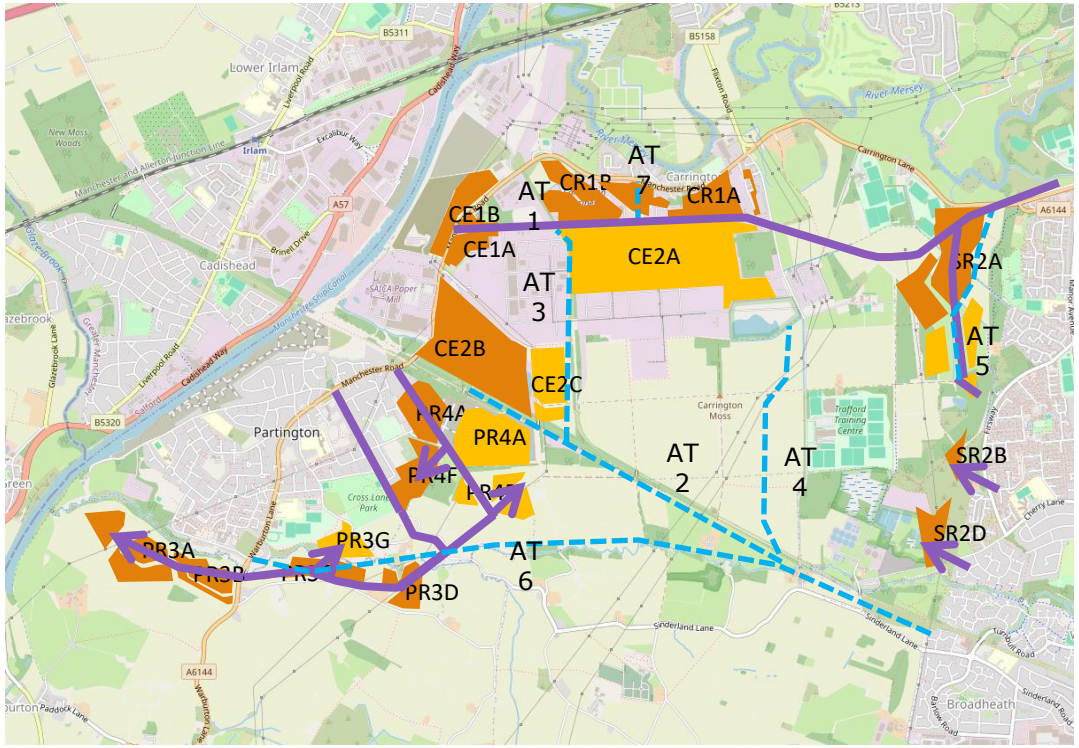
<u>Sale West – northern element of SR2A</u>
- AT5 from CRR to Firsway

<u>Employment north of Greenway</u>
- Part implementation of Greenway

<u>Residential plots south of Greenway</u>
- Part implementation of Greenway
- Part implementation of AT6

Appendices | B: Site-wide Infrastructure Phasing Plans

Transport Phasing – As at end 2030/31



Land Use	Quantum (includes sites already delivered)
Residential	2,659 dwellings
Employment	219,371 sqm

Plot fully built out

Plot partially built out

Road Link

Strategic Active Travel Link

CRR Assumed in place for baseline.

Some plots have the potential to come forward prior to the completion of access links, shown in this phase.

Strategic Active Travel Improvements Required

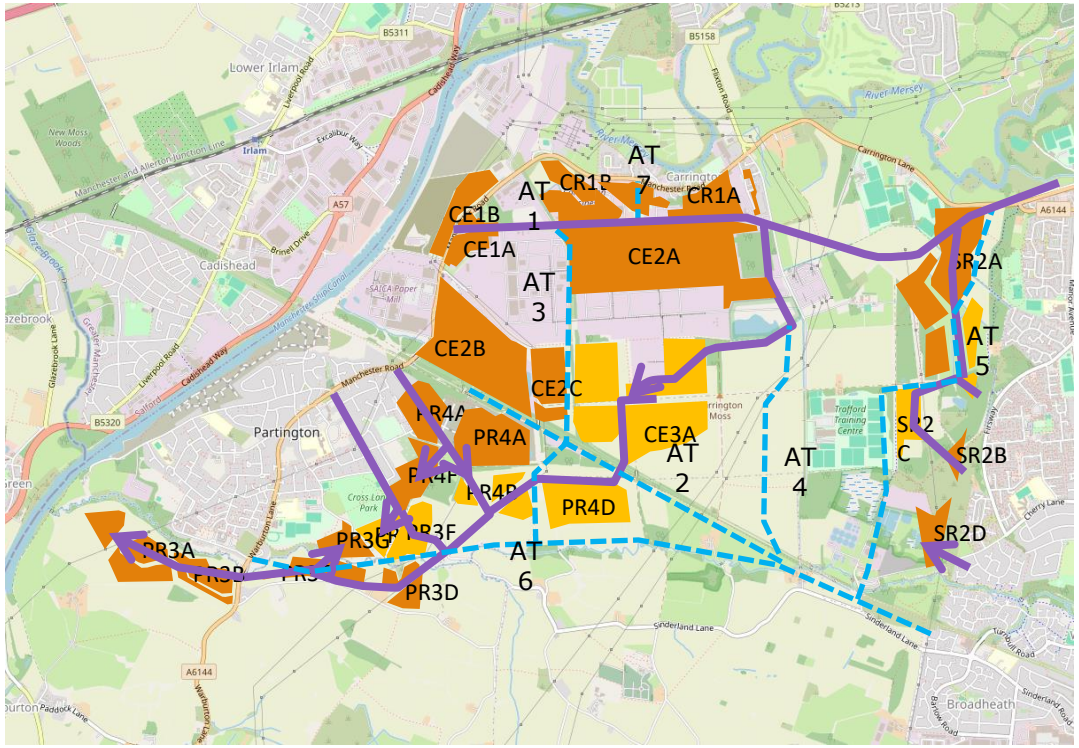
- AT3 – wooded areas, vegetation clearance, moderate earthworks to make good.
- AT4 – From Birch Road: Vegetation clearance, through green fields

<u>Employment north of Greenway</u>

- AT4, AT3 from Greenway to CRR

Appendices | B: Site-wide Infrastructure Phasing Plans

Transport Phasing – As at end 2033/34



Land Use	Quantum (includes sites already delivered)
Residential	3,713 dwellings
Employment	297,650 sqm

Plot fully built out

Plot partially built out

Road Link

Strategic Active Travel Link

Highway Improvements

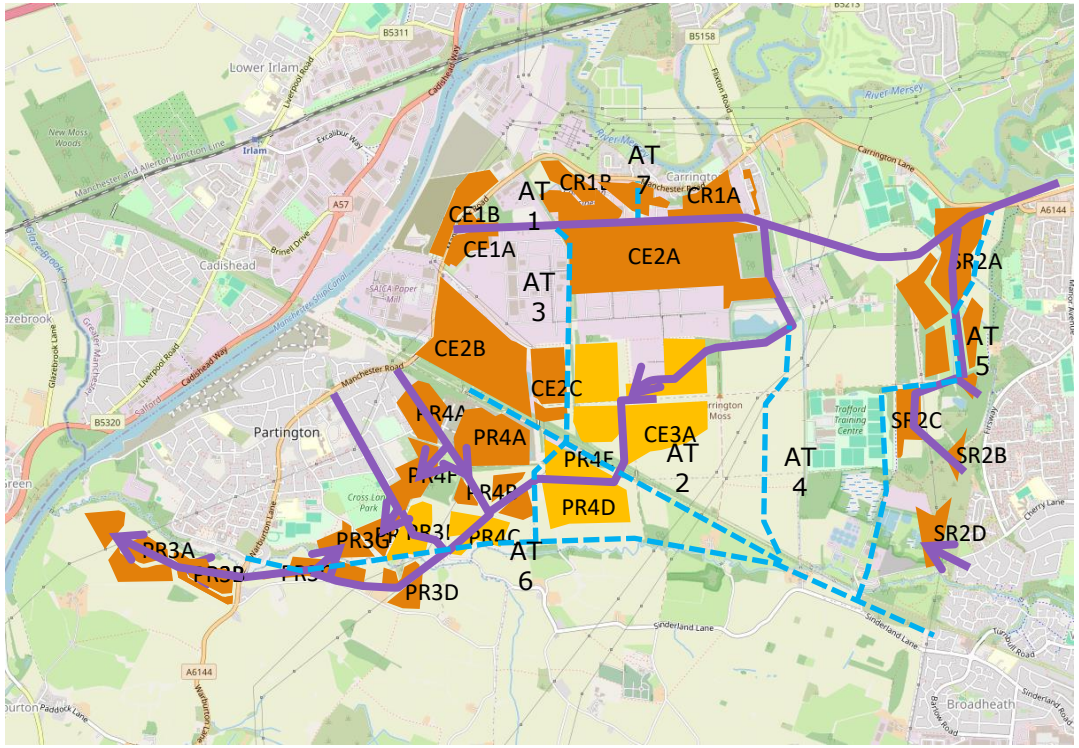
Full completion of all three links.
Sale West link required to deliver full Sale West parcel

Southern Link, Eastern Link, and connection over Greenway required to deliver remaining residential parcels south of the greenway:

- Removes pressure from A6144;
- Facilitates good standard of bus provision through the new residential estates.

Appendices | B: Site-wide Infrastructure Phasing Plans

Transport Phasing – As at end 2036/37



Land Use	Quantum (includes sites already delivered)
Residential	4,681 dwellings
Employment	332,210 sqm

Plot fully built out

Plot partially built out

Road Link

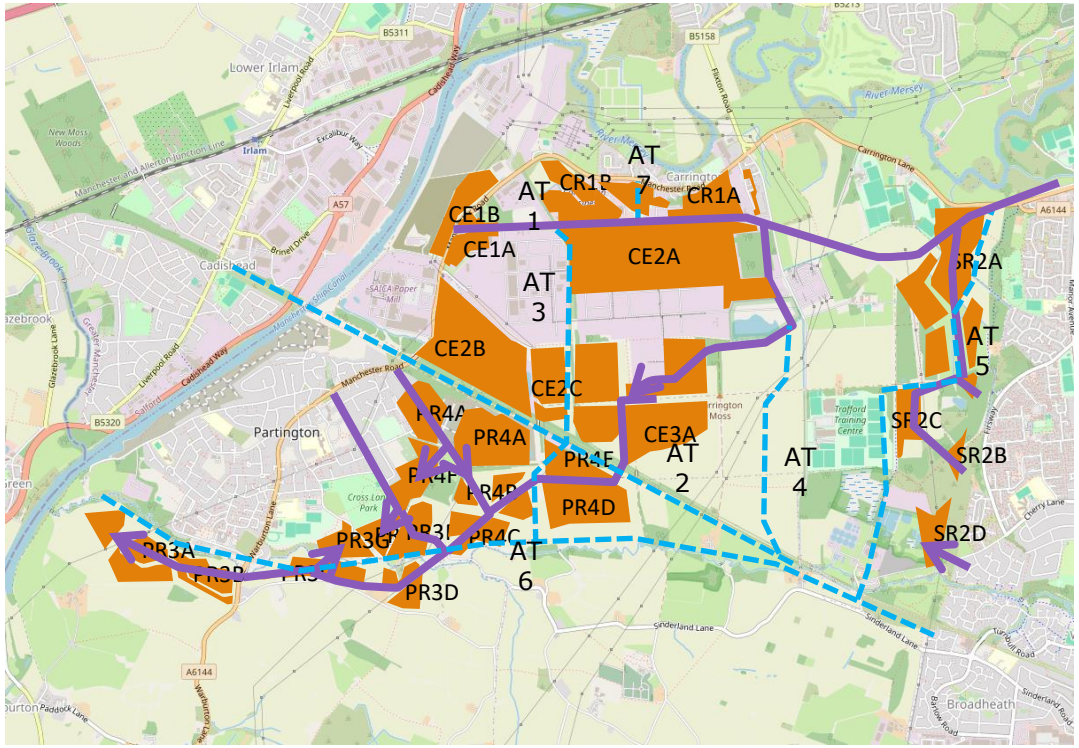
Strategic Active Travel Link

Highway Improvements

Completed road links serve continued build out of development plots, ensuring active travel network and bus services are available for new residents upon moving into dwellings.

Appendices | B: Site-wide Infrastructure Phasing Plans

Transport Phasing – As at end 2040/41



Land Use	Quantum (includes sites already delivered)
Residential	5,043 dwellings
Employment	378,290 sqm

Plot fully built out

Plot partially built out

Road Link

Strategic Active Travel Link

Completion of Greenway link over Manchester Ship Canal

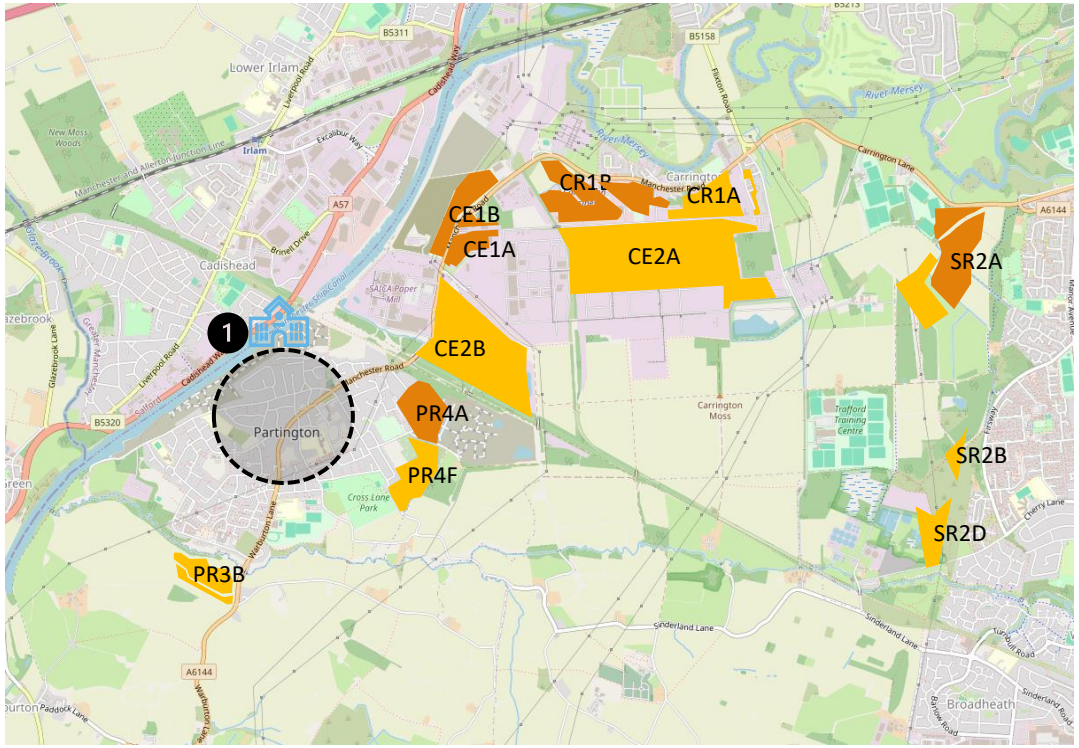
Strategic Active Travel Improvements Required

Completion of AT6

- AT6 – (excluding section that overlaps with Southern Link) Alongside Red Brook, wooded areas, vegetation clearance, earthworks required

Appendices | B: Site-wide Infrastructure Phasing Plans

Social Infrastructure Phasing – As at end 2027/28



Land Use	Quantum (includes sites already delivered)
Residential	1,122 dwellings
Employment	108,292 sqm

Plot fully built out

Plot partially built out

Education Infrastructure Required

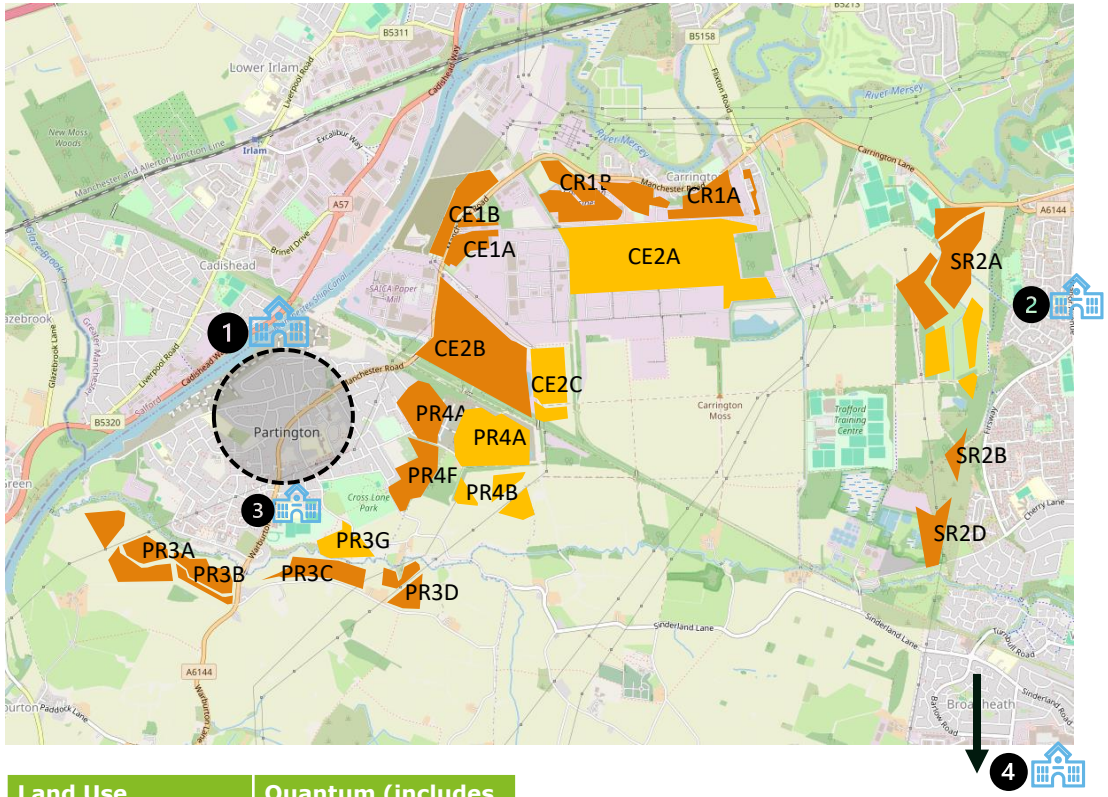
1

Expand existing Partington primary schools to achieve additional 3 FE, initial engagement of relevant bodies has taken place. Preferred school for expansion has not yet been identified. Specific location unknown, indicative focus area indicated on map.

NOTE: The preferred option for healthcare is for a new primary healthcare facility to be provided on site at New Carrington, alongside making use of existing facilities to accommodate demand generated by earlier phases. There is potential for more immediate interim measures including reconfiguration / expansion of existing surgeries, however further analysis of the baseline conditions is required of existing facilities within the nearby area.

Appendices | B: Site-wide Infrastructure Phasing Plans

Social Infrastructure Phasing – As at end 2030/31



Land Use	Quantum (includes sites already delivered)
Residential	2,659 dwellings
Employment	219,371 sqm

Plot fully built out

Plot partially built out

Education Infrastructure Required

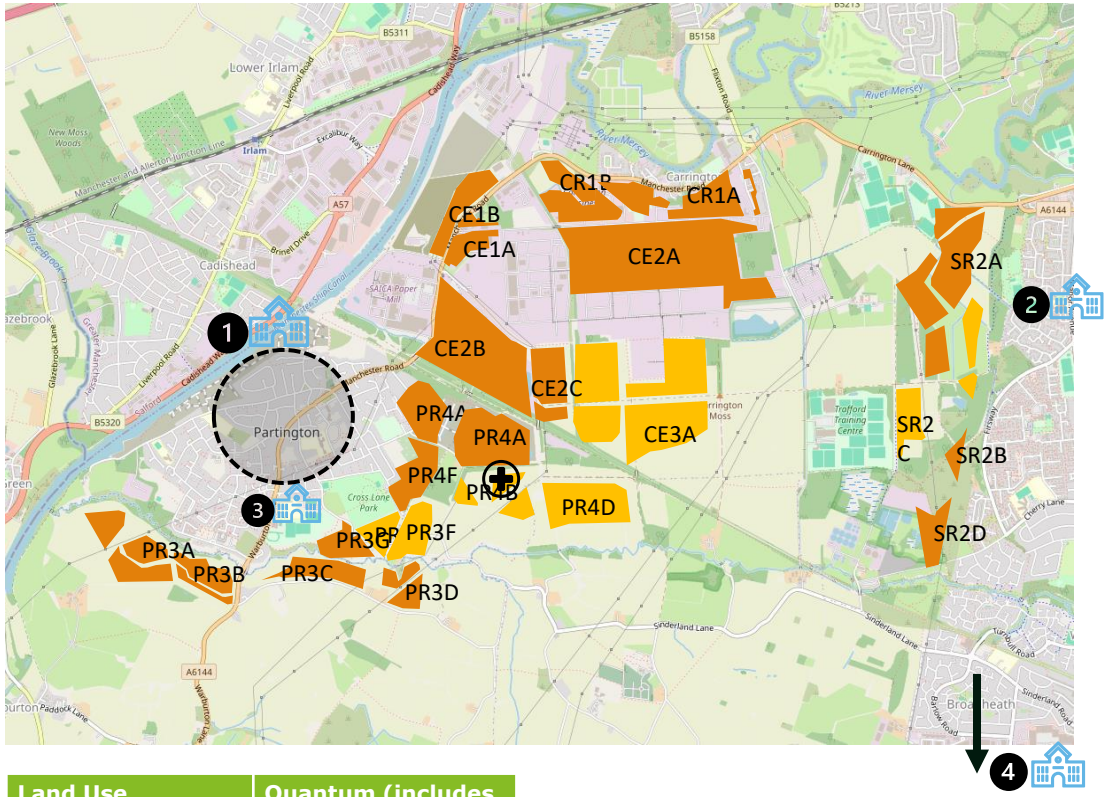
2 Contribution required to Firs Primary expansion which was forward funded from basic need, further 1 FE available to open once other surplus used.

3 Secondary - Expand Broadoak School by 2 FE - feasibility study commissioned. More scope on this site for further expansion if required in future.

4 Expand North Cestrian School in Altrincham by 2 FE - feasibility study commissioned.

Appendices | B: Site-wide Infrastructure Phasing Plans

Social Infrastructure Phasing – As at end 2033/34



Land Use	Quantum (includes sites already delivered)
Residential	3,713 dwellings
Employment	297,650 sqm

Plot fully built out

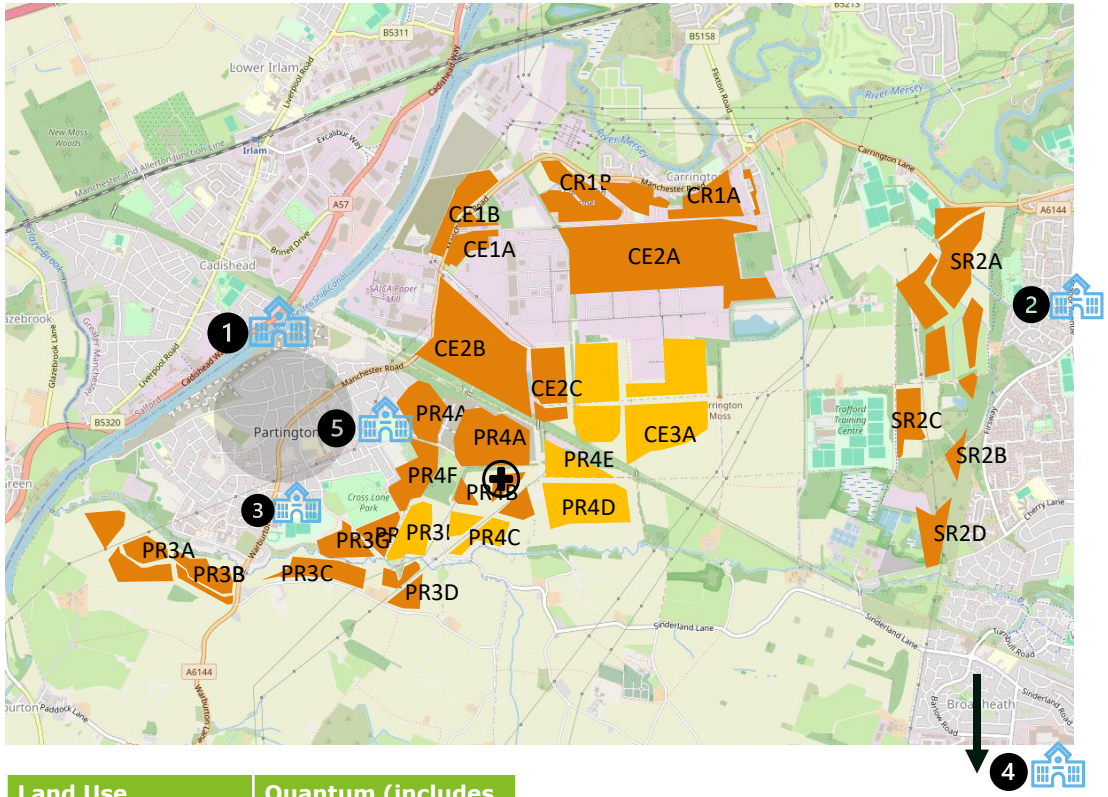
Plot partially built out

Healthcare Infrastructure Required

⊕ On-site healthcare centre located in the Local Centre.

Appendices | B: Site-wide Infrastructure Phasing Plans

Social Infrastructure Phasing – As at end 2036/37



Land Use	Quantum (includes sites already delivered)
Residential	4,681 dwellings
Employment	332,210 sqm

Plot fully built out

Plot partially built out

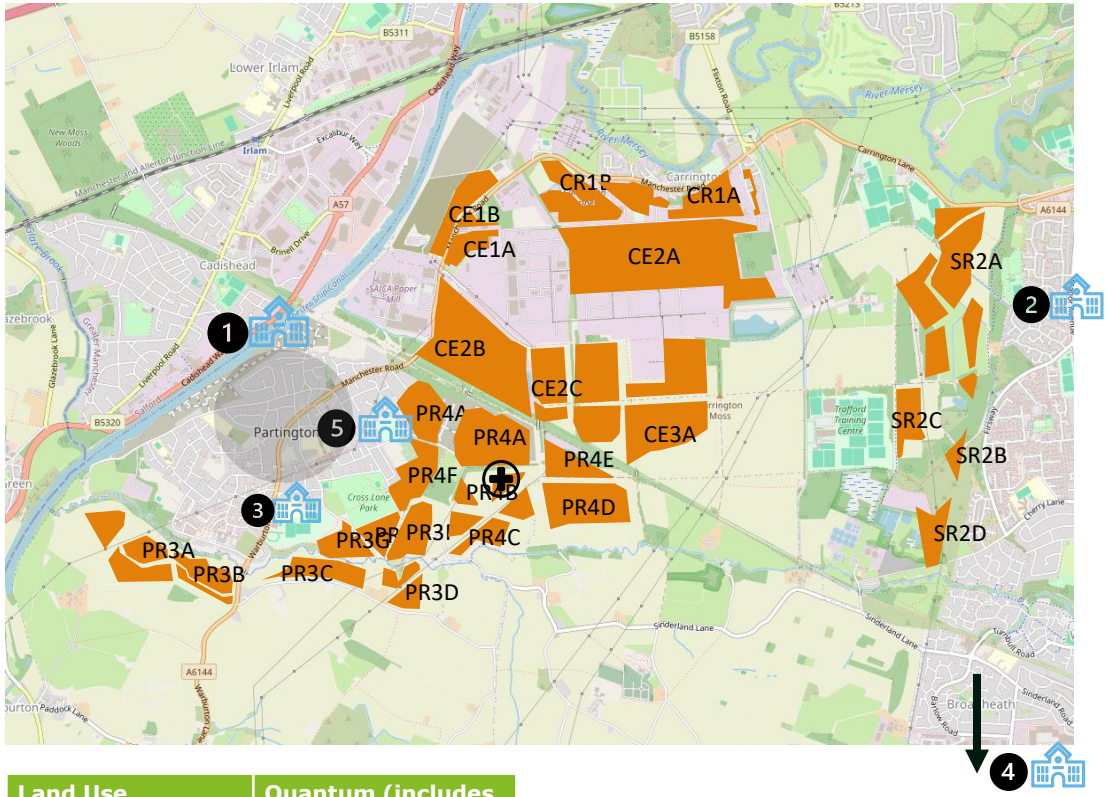
Education Infrastructure Required

5 Potential for new 2-3FE school at site of former Moss View School.

Land bank for new 5-6FE new secondary school, keep under review. Specific location unknown.

Appendices | B: Site-wide Infrastructure Phasing Plans

Social Infrastructure Phasing – As at end 2040/41



Land Use	Quantum (includes sites already delivered)
Residential	5,043 dwellings
Employment	378,290 sqm

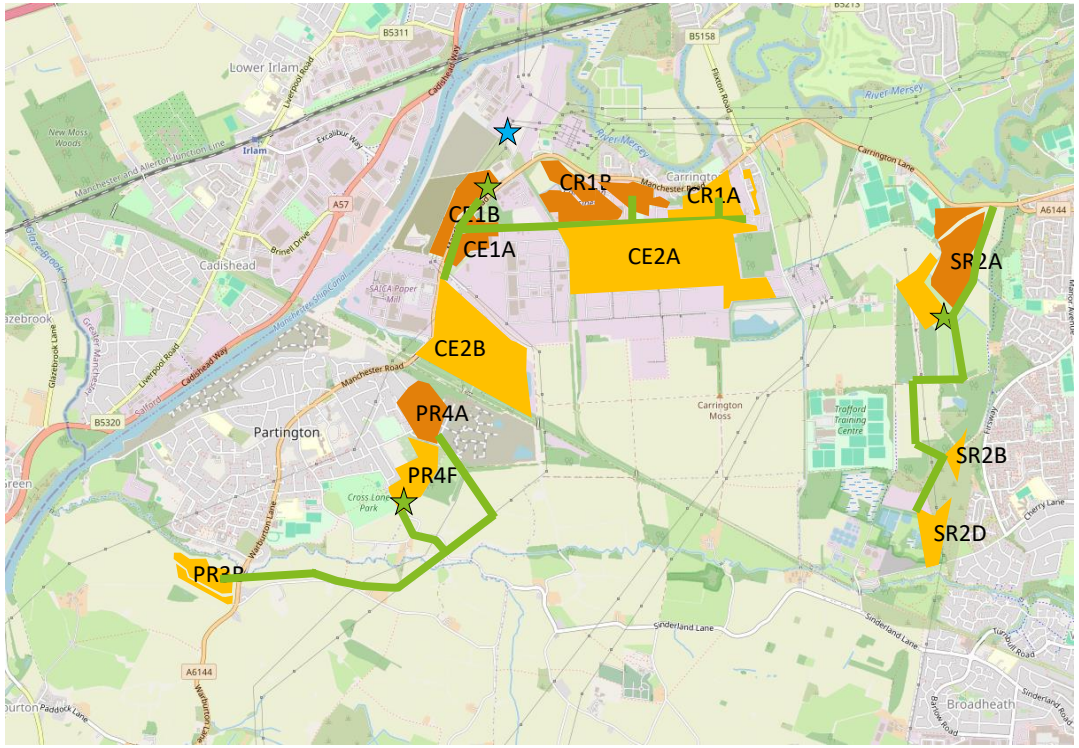
Plot fully built out

Plot partially built out

NOTE: Areas identified within which the social infrastructure interventions could be delivered are indicative and show a **general area** within which infrastructure could be delivered.

Appendices | B: Site-wide Infrastructure Phasing Plans

Energy and Utilities Infrastructure Phasing – As at end 2027/28



Land Use	Quantum (includes sites already delivered)
Residential	1,122 dwellings
Employment	108,292 sqm

Plot fully built out

Plot partially built out

Energy

- Temporary Energy Centre - operational
- Primary Energy Centre (permanent) - under construction
- Heat Network Pipeline

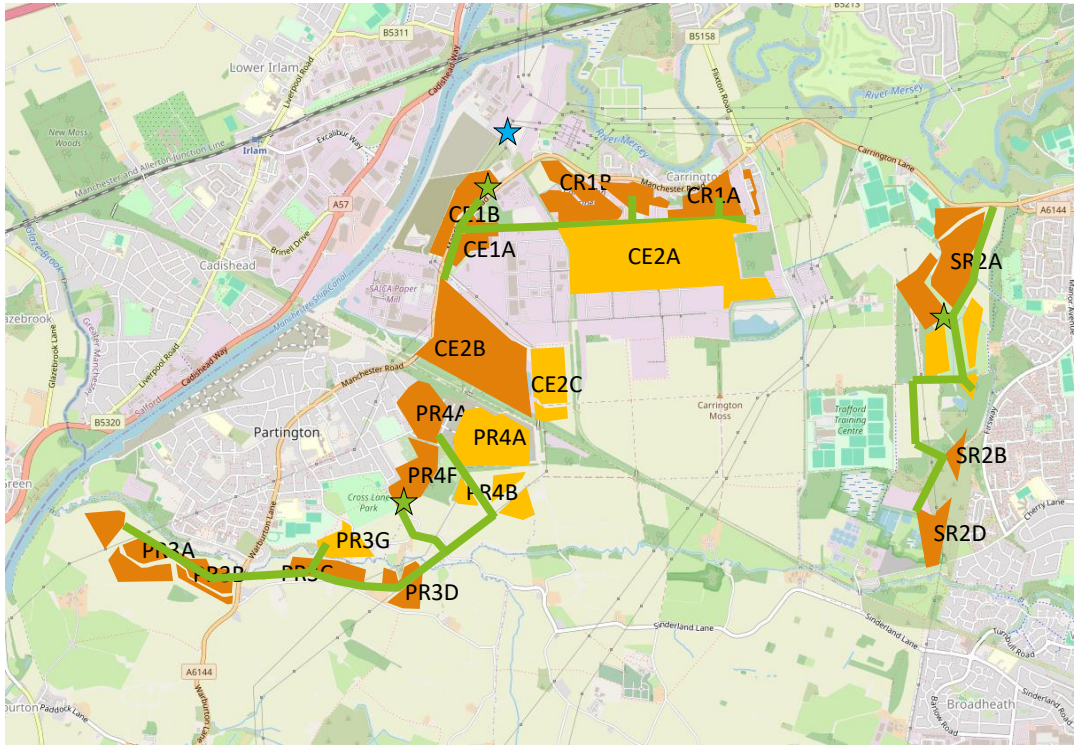
- By the end of the 2027/28, the temporary energy centres have been operational for three years, meeting the needs of the completed buildings in three sub-networks.
- All costs related to the temporary energy centres have been incurred.
- Before the plots have their first delivery, a strategic pipeline has been delivered to the boundary of the plot.
- The primary energy centre at the power station is under construction at this point.
- It has been assumed that costs associated with preliminaries, project management, contingencies and detailed design for the final energy solution have been incurred.

Utilities

- Electric – Initial connections to utilise available capacity in ENWL network. However, at end of 2027/28 it is likely that the available capacity within is exceeded by initial commercial development. A new Grid Supply Point and Primary Substation is to be provided. Location TBC. Local distribution networks extending to substations within each parcel.
- Water – Networks extending from multiple points of connection local to individual development parcels.

Appendices | B: Site-wide Infrastructure Phasing Plans

Energy and Utilities Infrastructure Phasing – As at end 2030/31



Land Use	Quantum (includes sites already delivered)
Residential	2,659 dwellings
Employment	219,371 sqm

Plot fully built out

Plot partially built out

Energy

- Temporary Energy Centre - decommissioning
- Primary Energy Centre (permanent) – operational, part capacity
- Heat Network Pipeline

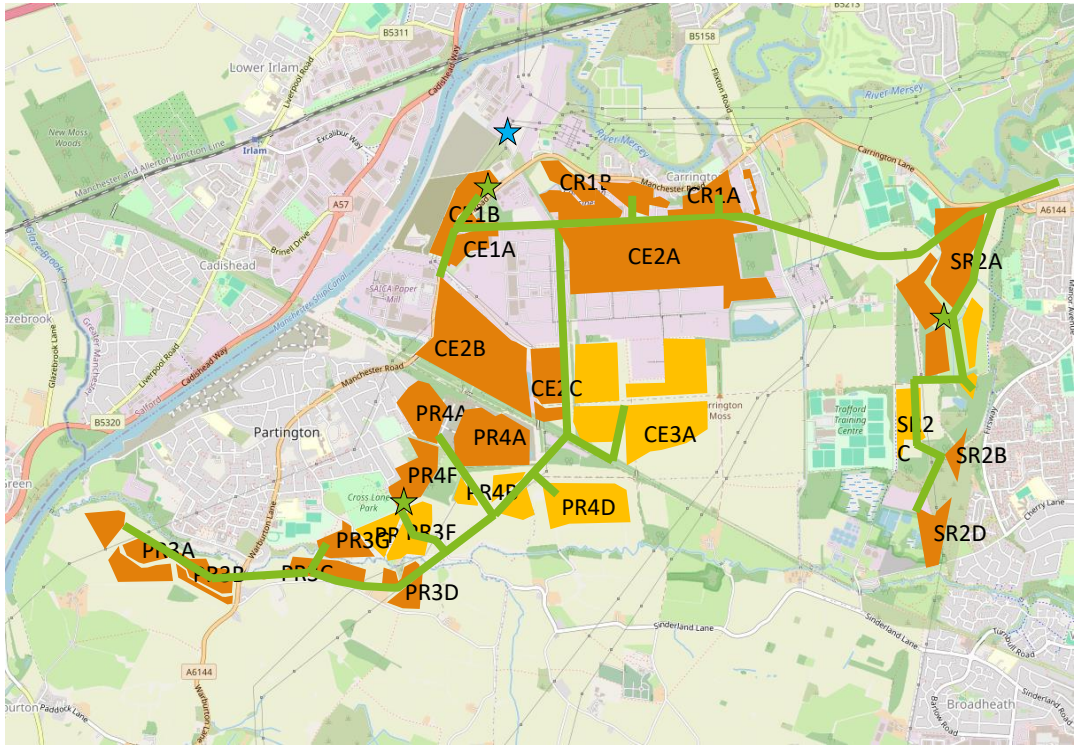
- By 2030/31, it has been assumed that the primary energy centre has become operational and the pipework leading to each sub-network has been completed.
- Enough heat generation equipment (heat pumps, boilers) to supply the network and accommodate the phasing for the next 5 years have been installed and costs incurred.
- The majority of ancillary mechanical and electrical services have been installed in the primary energy centre.
- Distribution pipelines to the boundaries of new plots starting to deliver houses have been buried, incurring the material and installation costs.

Utilities

- Electric – Local distribution networks extending to substations within each parcel from primary substation (location TBC).
- Water – Networks extending from multiple points of connection local to individual development parcels.

Appendices | B: Site-wide Infrastructure Phasing Plans

Energy and Utilities Infrastructure Phasing – As at end 2033/34



Land Use	Quantum (includes sites already delivered)
Residential	3,713 dwellings
Employment	297,650 sqm

Plot fully built out

Plot partially built out

Energy

- Primary Energy Centre (permanent) – operational, part capacity
- Heat Network Pipeline

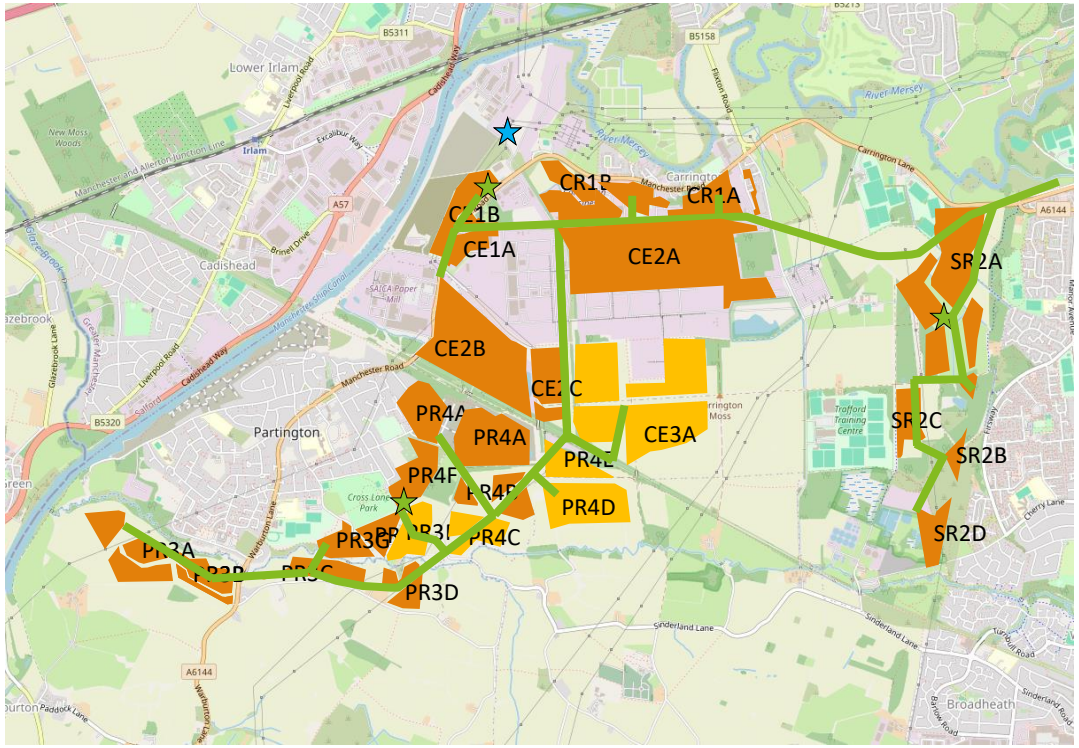
- Only additional costs incurred since 2030/2031 relate to expansion of the pipe network to new plot boundaries.
- In 2034/2035, expansion works will be conducted to the primary energy centre to upscale the energy capacity. After 2034/2035, the energy centre will be at maximum capacity and no more related costs will be incurred.

Utilities

- Electric – Local distribution networks extending to substations within each parcel from primary substation (location TBC).
- Water – Networks extending from multiple points of connection local to individual development parcels.

Appendices | B: Site-wide Infrastructure Phasing Plans

Energy and Utilities Infrastructure Phasing – As at end 2036/37



Land Use	Quantum (includes sites already delivered)
Residential	4,681 dwellings
Employment	332,210 sqm

Plot fully built out

Plot partially built out

Energy

Primary Energy Centre (permanent) – full installed capacity

Heat Network Pipeline

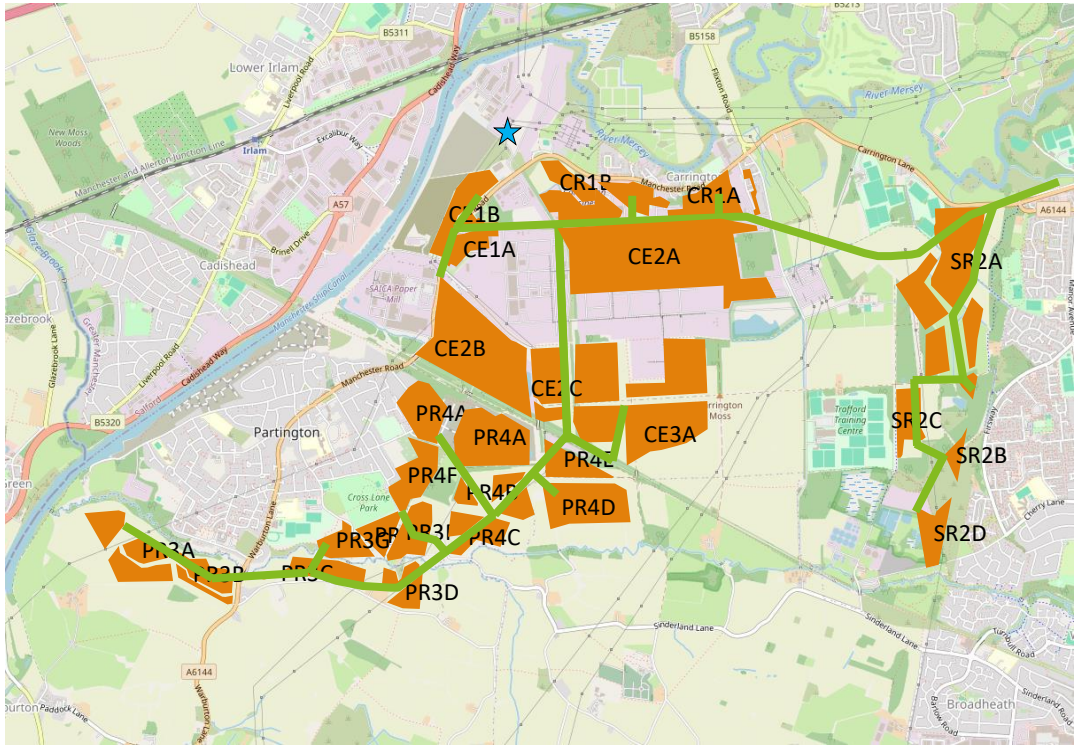
- By 2036, the primary energy centre will be operational with full heat output capacity installed to allow for the phasing of the rest of the development.
- Costs associated with additional plant equipment (heat pumps, electric boilers, thermal storage) since the 2033.
- Network continues to expand with costs incurred for the additional pipework to new plot boundaries.
- Most of the pipework has been laid by this point in the programme. Only PR3A is yet to get a connecting distribution pipe

Utilities

- Electric – Local distribution networks extending to substations within each parcel from primary substation (location TBC).
- Water – Networks extending from multiple points of connection local to individual development parcels.

Appendices | B: Site-wide Infrastructure Phasing Plans

Energy and Utilities Infrastructure Phasing – As at end 2040/41



Land Use	Quantum (includes sites already delivered)
Residential	5,043 dwellings
Employment	378,290 sqm

Plot fully built out

Plot partially built out

Energy

Primary Energy Centre (permanent) – full installed capacity

Heat Network Pipeline

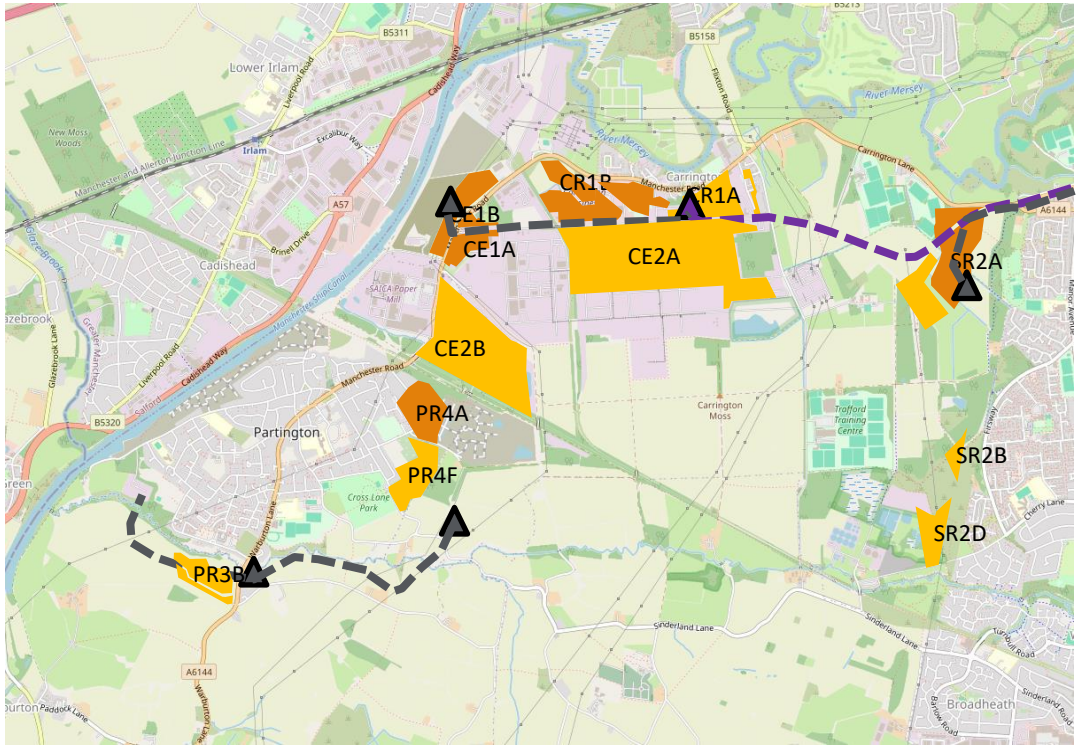
- The only additional incurred costs since 2036/2037 relate to pipework expansion.

Utilities

- Electric – Local distribution networks extending to substations within each parcel from primary substation (location TBC).
- Water – Networks extending from multiple points of connection local to individual development parcels.

Appendices | B: Site-wide Infrastructure Phasing Plans

Drainage Infrastructure Phasing – As at end 2027/28



Land Use	Quantum (includes sites already delivered)
Residential	1,122 dwellings
Employment	108,292 sqm

Plot fully built out

Plot partially built out

Foul Water

- Foul Water Pumping Station (constructed by United Utilities)
- Foul Water Pumping Station
- Foul Water Rising Main (constructed by UU)
- Foul Water Rising Main

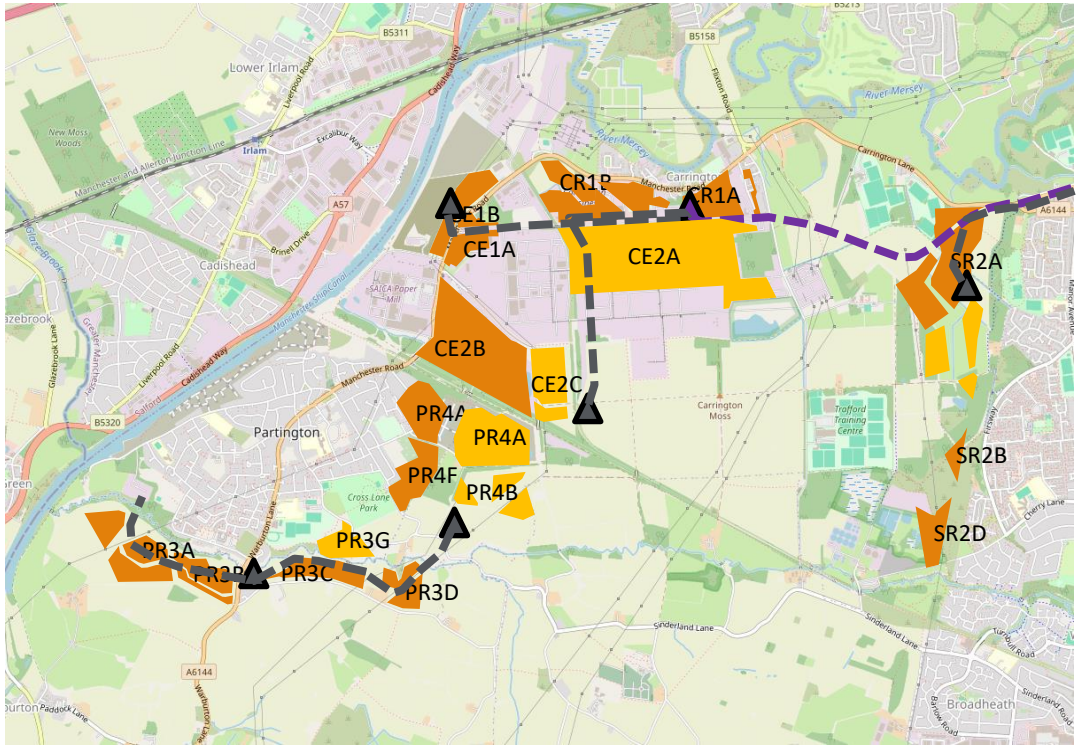
- United Utilities to construct main pumping station for northern portion of NCM, pumping to Sale WwTW.
- Initial development parcels north of former railway to construct pumping station, discharging to UU PS.
- Initial Sale West development parcels to have pumping station discharge direct to Sale WwTW
- New pumping stations to serve parcels east and south of Partington, pumping to Partington WwTW.

Surface Water

- SuDS to be provided within each development parcel with local connection into watercourse or public sewer

Appendices | B: Site-wide Infrastructure Phasing Plans

Drainage Infrastructure Phasing – As at end 2030/31



Land Use	Quantum (includes sites already delivered)
Residential	2,659 dwellings
Employment	219,371 sqm

Plot fully built out

Plot partially built out

Foul Water

- Foul Water Pumping Station (constructed by United Utilities)
- Foul Water Pumping Station
- Foul Water Rising Main (constructed by UU)
- Foul Water Rising Main

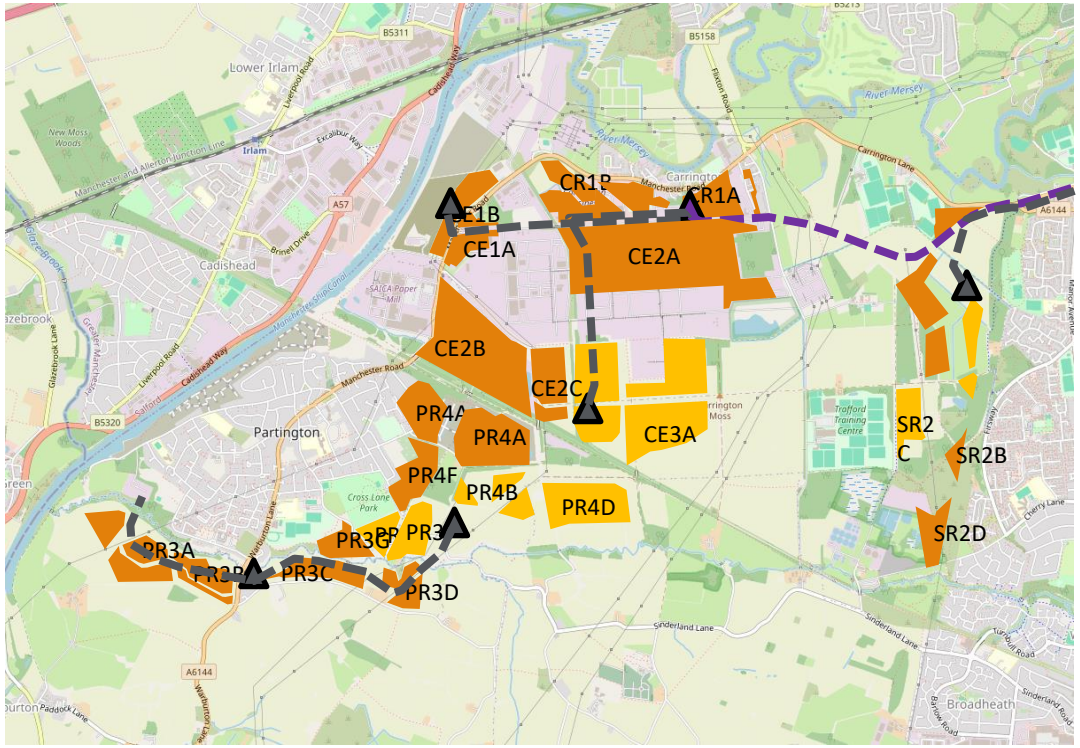
- Additional pumping station constructed to serve commercial parcels, pumping to UU pumping station.
- Residential parcels east of Partington to drain to existing pumping stations
- Sale West development parcels to drain to local sewer or to Sale West pumping station.

Surface Water

- SuDS to be provided within each development parcel with local connection into watercourse or public sewer

Appendices | B: Site-wide Infrastructure Phasing Plans

Drainage Infrastructure Phasing – As at end 2033/34



Land Use	Quantum (includes sites already delivered)
Residential	3,713 dwellings
Employment	297,650 sqm

Plot fully built out

Plot partially built out

Foul Water

- Foul Water Pumping Station (constructed by United Utilities)
- Foul Water Pumping Station
- Foul Water Rising Main (constructed by UU)
- Foul Water Rising Main

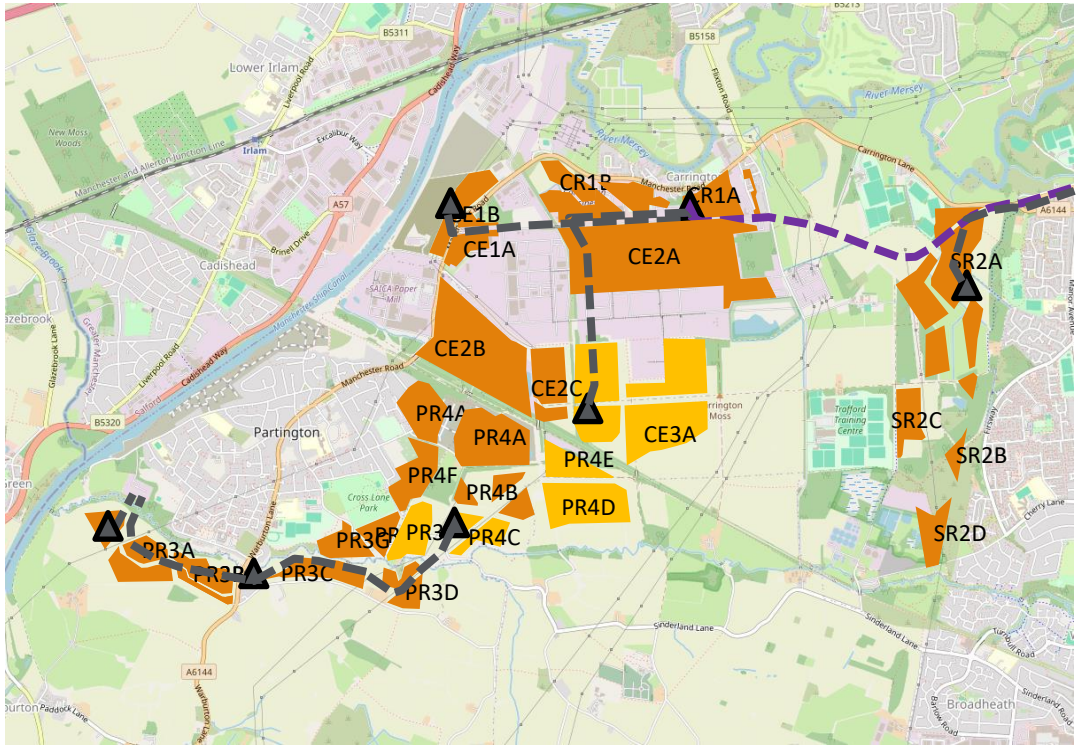
- No further strategic infrastructure in this phase. New development parcels to drain to existing pumping stations or local sewer

Surface Water

- SuDS to be provided within each development parcel with local connection into watercourse or public sewer

Appendices | B: Site-wide Infrastructure Phasing Plans

Drainage Infrastructure Phasing – As at end 2036/37



Land Use	Quantum (includes sites already delivered)
Residential	4,681 dwellings
Employment	332,210 sqm

Plot fully built out

Plot partially built out

Foul Water

- Foul Water Pumping Station (constructed by United Utilities)
- Foul Water Pumping Station
- Foul Water Rising Main (constructed by UU)
- Foul Water Rising Main

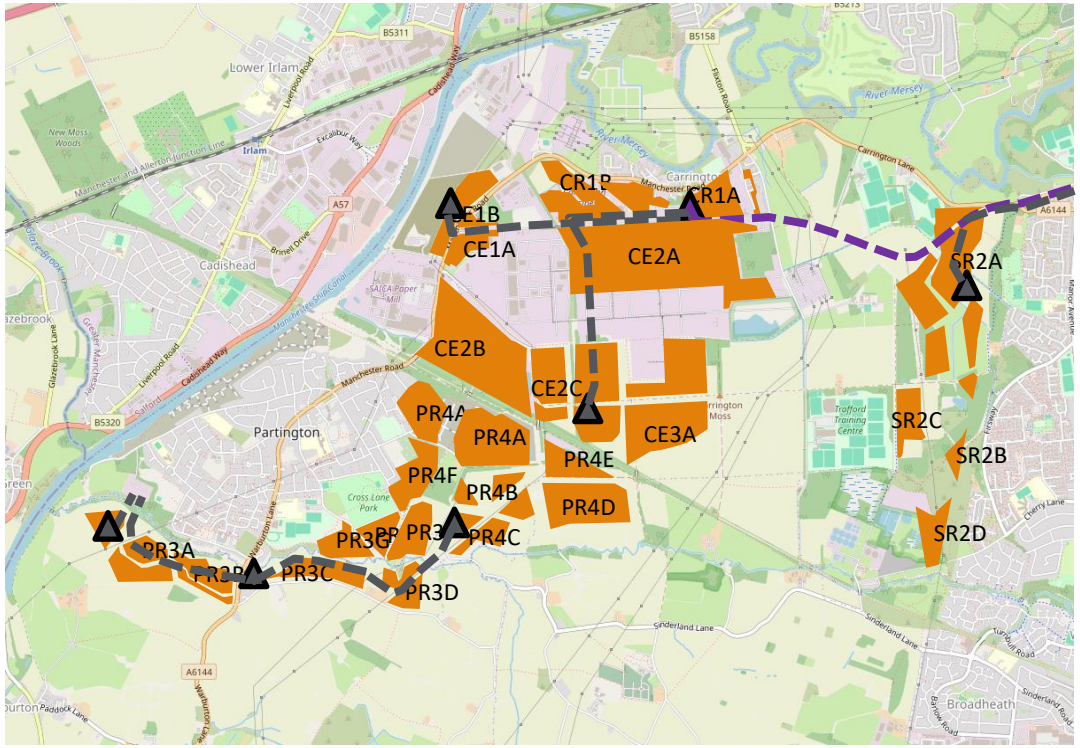
- Pumping station to serve parcels south of Partington constructed, discharging to Partington WwTW.

Surface Water

- SuDS to be provided within each development parcel with local connection into watercourse or public sewer

Appendices | B: Site-wide Infrastructure Phasing Plans

Drainage Infrastructure Phasing – As at end 2040/41



Land Use	Quantum (includes sites already delivered)
Residential	5,043 dwellings
Employment	378,290 sqm

Plot fully built out

Plot partially built out

Foul Water

- Foul Water Pumping Station (constructed by United Utilities)
- Foul Water Pumping Station
- Foul Water Rising Main (constructed by UU)
- Foul Water Rising Main

- No further strategic infrastructure in this phase. New development parcels to drain to existing pumping stations or local sewer

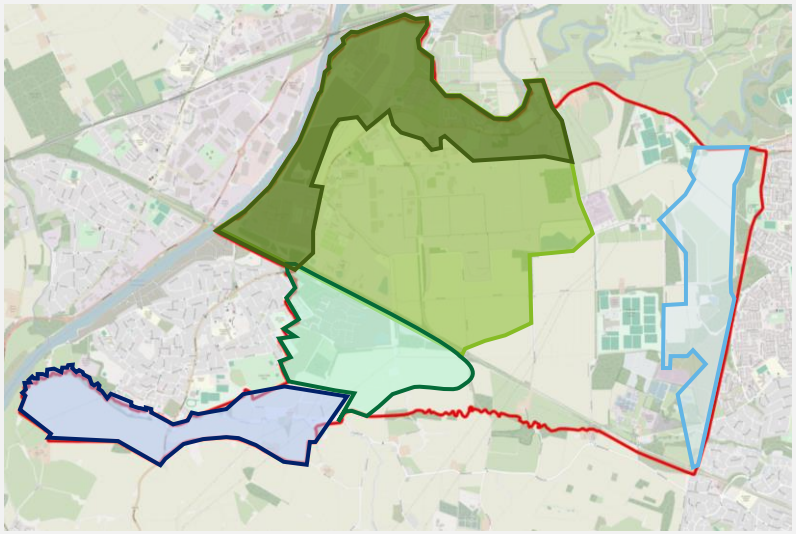
Surface Water

- SuDS to be provided within each development parcel with local connection into watercourse or public sewer

Appendices | C: NCM Infrastructure Contribution Zones

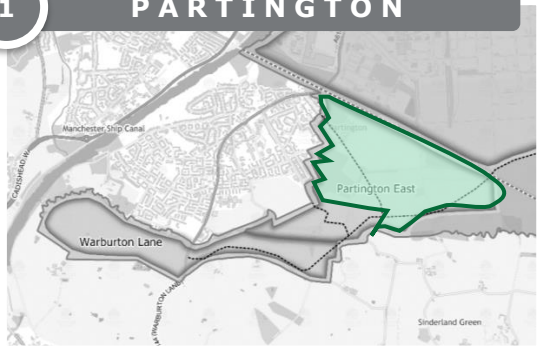
The five 'NCM Infrastructure Contribution Zones' identified for the testing of the Infrastructure Proportionate Contributions are highlighted below. These broadly align with the character areas identified in PfE.

ZONE REFERENCES

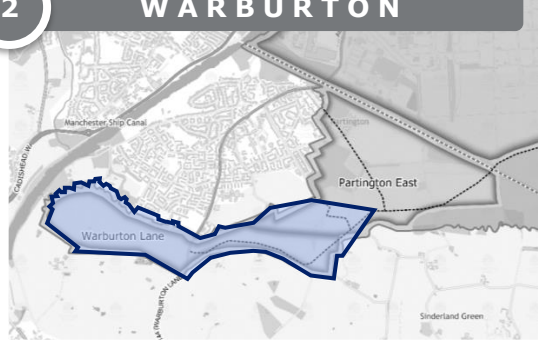


1. **Partington**
2. **Warburton**
3. **Sale West**
4. **Carrington**
5. **Carrington (Employment)**

1 PARTINGTON

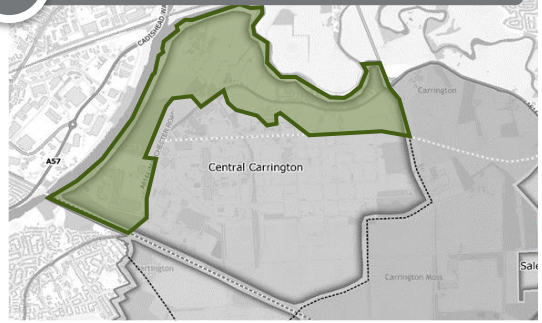


2 WARBURTON

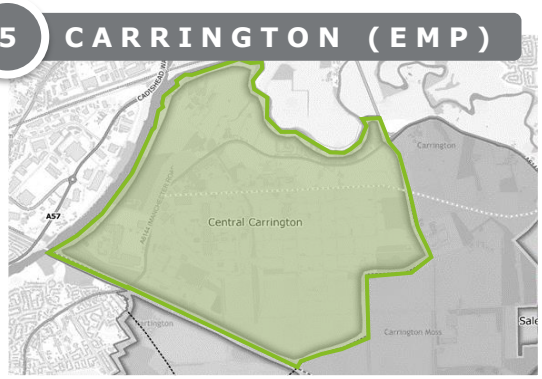


3 SALE WEST

4 CARRINGTON



5 CARRINGTON (EMP)



Appendices | D: Market Commentary Supporting Worked Scenarios

The table below outlines the general assumptions which have informed the worked scenario calculations. Values used for the purpose of the worked scenarios are in *italics* for ease of reference.

WORKED SCENARIO GENERAL ASSUMPTIONS

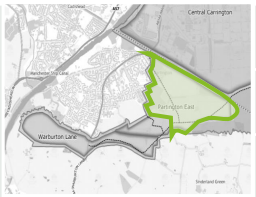
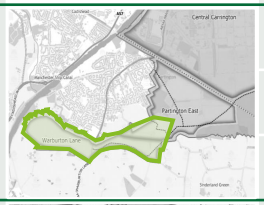
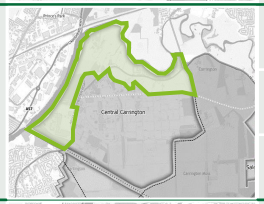
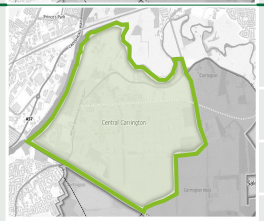
Element	Assumption	Commentary
Contingency	*8-10%*	Reflective of the level of risk i.e. no detailed cost analysis available, no planning permission.
Build Costs	*£98.50-£170 per sq ft*	Lower cost for employment and higher for residential, based on BCIS upper quartile cost for relevant build type assuming construction of some external works covered.
Professional Fees	*8-10%*	Assuming an approach that a commercial developer might take in appraising the sites, calculated as a percentage of construction costs.
Development Management Fee	*2%*	Charged on construction costs.
Agent / Legal Fee	*1% / 0.5%*	Expected rate based on industry standard.
Purchasers' Cost	*Agent fee: 1%* *Legal fee: 0.5%* *SDLT: c.5%* *TOTAL: 6.8%*	Expected rates based on industry standard, excluding Stamp Duty Land Tax (SDLT) rates which are subject to HMRC thresholds.
Stamp Duty	*c.5%*	SDLT to be paid on land purchase, subject to HMRC thresholds.
Town Planning	*£30,000+*	Provisional sum for planning application fees payable to the council, based off planning portal guidance.
Survey	*£30,000*	Provisional sum for surveys.
Letting Agent Fee	*10%*	Applied on employment appraisals
Letting Legal Fee	*5%*	Applied on employment appraisals
Finance Rate	*7.5%*	Rate based on current market conditions
Vacant Possession	*n/a*	No associated cost based on assumption that sites are vacant.
Clearance	*n/a*	No associated cost based on assumption that sites are cleared and remediated.
Rent Free Period	*6 months*	A rent-free period of 6 months has been applied to all employment appraisals. Rental values are based on headline rents (as opposed to effective rents) of comparable evidence. Therefore, it is reasonable to assume an average rent-free period of 6 months.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the zone-specific assumptions which have informed the worked scenario calculations. These values represent a point-in-time assumption based on market and comparable evidence.

ZONE-SPECIFIC ASSUMPTION

Table 8: Zone-specific assumptions

Zones	**Zone 1 – Partington** *(Residential)*		Sales Value	*£335 per sq ft*	Based on comparable evidence
			Developer Profit	*10% (GDV)*	Assumption based on what a developer may expect
			Land Value	*£155k per acre*	Based on comparable evidence
	Zone 2 – Warburton *(Residential)*		Sales Value	*£400 per sq ft*	Based on comparable evidence
			Developer Profit	*15% (GDV)*	Assumption based on what a developer may expect
			Land Value	*£185k per acre*	Based on comparable evidence
	Zone 3 - Sale West *(Residential)*		Sales Value	*£375 per sq ft*	Based on comparable evidence
			Developer Profit	*15% (GDV)*	Assumption based on what a developer may expect
			Land Value	*£173k per acre*	Based on comparable evidence
	Zone 4 – Carrington *(Residential)*		Sales Value	*£325 per sq ft*	Based on comparable evidence
			Developer Profit	*10% (GDV)*	Assumption based on what a developer may expect
			Land Value	*£150k per acre*	Based on comparable evidence
	Employment – Carrington		Rental Value	*£2.50-£11 per sq ft*	*Based on comparable evidence*
			Yield	*5% - 7.5%*	Based on comparable evidence and industry benchmarks
			Developer Profit	*10% (cost)*	Assumption based on what a developer may expect
			Land Value	*£70k per acre*	Based on comparable evidence

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on sales values for zone 1, Partington.

Address	Type	Size (sq ft)	Sale Price	Sale Price (sq ft)	Sale Date	Comments
6 Linnet Close, Manchester, M31 4RZ (HFL)	Detached	1,141	£287,995	£252	October 2022	New build – assume very good condition but not pictures (info from land reg)
11 Skylark Drive, Manchester, M31 4RX (HFL)	Detached	1,141	£293,995	£258	November 2022	As above
Asking						
Heath Farm, Partington, M31 4SA	Semi-Detached	768	£234,995	£306	Asking	Very good condition New build development
As above	Detached	1136	£364,995	£321	Asking	As above Noting includes upgrade kitchen & extra
Millbank Lock, Partington, M31 4PP	Terraced	753	£239,995	£319	Asking	Very good condition New build development located by the canal
Millbank Lock, Partington, M31 4PP	Detached	1199	£394,995	£330	Asking	As above

Sales Value Applied: £335 per sq ft

Whilst the sold house prices in Partington are around c.£250 per sq ft, which provides a good indication of Partington house value, the evidence is c.2 years old and therefore an uplift should be applied. Furthermore, sales value achievable should be broadly consistent with asking prices at Heath Farm Lane / Millbank Lock. Considering this and the improved infrastructure and amenity for Partington in the future, an average sales value of c.£335 per sq ft could be achieved for new homes.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on sales values for zone 2, Warburton.

Address	Type	Size (sq ft)	Sale Price	Sale Price (Sq ft)	Sale Date	Comments
14 Old Mill Close, Lymm, Warrington, MA13 9RW	Flat	1098	£335,000	£305	October 2023	Good condition / location but very dated Leasehold
15 Old Mill Close, Lymm, Warrington, M13 9RQ	Flat	1,109	£250,000	£225	May 2024	As above Leasehold
55 School Drive, Lymm, WA13 9UR	Semi-detached	1,012	£307,500	£304	January 2024	New build 2007. Leasehold. Average condition
6 Little Clover, Lymm, WA13 9FF	Detached	1,539	£592,995	£385	January 2022	New Build 2022. Freehold. Based on Land Registry – Assume V.gd condition
19 Waterloo Meadow, Lymm, WA13 9EJ	Detached	1,206	£509,995	£423	October 2022	As above
Stamford Brook						
32 Parkgate Road, West Timperley, WA14 5UU	Terraced	1,130	£445,000	£394	April 2024	Stamford Brook (NB 2006) Good Condition. Freehold
69 Riverbrook Road, West Timperley, WA14 5YH	Semi-Detached	1,037	£450,000	£434	September 2023	As above
14 Applemint Close, Broadheath, WA14 5UJ	Semi-Detached	915	£387,000	£422	July 2023	Built in 2012, on edge Sale West road to Partington. Freehold – near Stamford brook

Sales Value Applied: £400 per sq ft

Considering limited information available in Warburton which reflects the quality of housing to be delivered, evidence from Lymm has been considered. Additionally, Stamford Brook in Sale West also provides useful guidance as housing in Warburton will have similar characteristics to this development regarding close proximity to green space, in particular. Therefore, an average sale price of c.£400 per sq ft could be achieved for homes in Warburton as the most premium area in the NCM Allocation.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on sales values for zone 3, Sale West.

Address	Type	Size (sq ft)	Sale Price	Sale Price (sq ft)	Sale Date	Comments
18 Ruskin Drive, Sale, M33 5TQ	Terraced	1173	£410,000	£349	March 2024	• New build in 2002, very good condition • Leasehold
16 Balliol Court, Sale, M33 5TP	Terraced	1087	£350,000	£322	February 2023	• New build in 2002, very good condition • Leasehold
68 Firtree Avenue, Sale, M33 5RU	Semi-Detached	1,098	£450,000	£410	September 2023	• Good / Average condition, dated in parts • Leasehold
20 Christchurch Road, Sale, M33 5JL	Detached	1130	£450,000	£398	December 2023	• Average condition, dated • Leasehold

Sales Value Applied: £375 per sq ft

There is a mixture of housing types on the boundary of Sale West, however throughout the geography good quality homes achieve sale prices upwards of £300 per sq ft. Considering the evidence available across Sale West an average sales value of £375 per sq ft could be achieved for new build homes, which is reflective of the quality of the homes, good location and surrounding amenity.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on sales values for zone 4, Carrington.

Address	Type	Size (sq ft)	Sale Price	Sale Price (sq ft)	Sale Date	Comments
1 Cypress Gardens, Manchester, M31 4SF	Semi-Detached	904	£229,950	£254	June 2022	No images - newbuild sold originally in 2022 Freehold
501 Porta Road, Carrington, M31 4TE	Detached	904	£254,950	£282	September 2022	No images –newbuild Freehold
46 Isherwood Road, Manchester, M31 4SE	Terraced	775	£219,950	£284	September 2022	As above
10 Ingle Nook Close, Carrington, M31 4RG	Terraced	764	£195,000	£255	March 2024	No images – built c.2004 expect to be good condition Leasehold
3 Maypole Close, Carrington, M31 3RH	Semi-Detached	990	£272,500	£275	December 2023	Newbuild 2010 – exterior good condition but interior average. Leasehold
18 Isherwood Road, Carrington, M31 4SE	Semi-Detached	775	£270,000	£348	November 2023	Newbuild originally sold in 2023 (c.£264per sq ft), uplift of c.£65,000 when resold – based on land reg / epc but unable to determine without further information Freehold

Sales Value Applied: £325 per sq ft

It is expected that new build residential in Carrington will be high quality and generally reflective of housing delivered in Carrington Village. Considering the evidence from Carrington Village, it is expected that an average sales value of £325 per sq ft would be achievable for homes in Carrington, with a slight uplift applied to account for the age of evidence and the improved access/amenity when Carrington will be developed.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence for land value across the allocation area.

Address	Size (acre)	Sale Date	Sale Price	£ per acre	Comments
Shortland Way, Hoyland, S74 9NW	9.20	Asking	£1m	£108,696	• Site had previous planning permission for healthcare facilities, with plans drawn up for industrial use however these have not been further progressed • Located in established industrial location • Allocated for employment use in Local Plan.
Clough Hall Lane, Huddersfield, HD4 6TA	2.30	Asking	£45,000	£19,565	• Indicates value for agricultural use, with sale subject to restrictions on use for grazing/agricultural purposes. • Open grazing land
Land at Pelham Street, Bolton, Lancashire, BL3 3JB	0.56	Asking	£100,000	£178,571	• Well-connected open grass land, in area of mixed-use development including industrial and residential • No planning permission and subject to potential CPOs on trees on site
Land at Warrington Road, Abram, Wigan, WN2 5QF	0.55	Asking	£275,000	£500,000	• Located in residential area with local retail units interspersed • Planning permission for 9 homes.

Land Value Applied: £70k per acre

Land value evidence provides an indication on the value of land in NCM, whilst evidence has been gathered from a range of locations there are similarities with existing and proposed uses for the sites within NCM. The value Applied is higher than agricultural land to reflect an element of 'hope' value considering the policy supporting development of NCM. However, a discount has been applied when considering evidence which has planning permission as this increases value and it has been assumed no planning was acquired prior to purchase of land in NCM.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on rental value for Large B8 Units

Address	Space leased (sq ft)	Start date	Term	Achieved rent	Incentives	Comments
Warrington 255 - Hardwick Grange	254,443	Oct-23	15 years	£7.25 (achieved) £6.75 (effective with discount)	n/a	**Built:**1986 **Renovated:** 2024
Voltage Park, Carrington, V5	283,964	n/a	n/a	£9.75 (asking)	n/a	On going development, very comparable to NCM
EMDC 343 – West Meadow Rise – Derby, DE74 2HL	343,554	Feb-25	15 years	£8.25 (achieved)	48 Month's Rent-Free period (at start)	**Built:** 2023 **Tenant:** Super Smart Service **Loading Bays:** 29

Rental Value Applied: £9.50 per sq ft

Evidence suggests new, large B8 industrial units achieve rents of approximately £9.50 per square foot (per sq ft). While comparable evidence for this size and use class is limited, Unit 5 at Voltage Park is currently marketed at £9.75 per sq ft. Given that asking rents typically exceed achieved rents, £9.50 per sq ft is a reasonable assumption. This aligns with market reports indicating top logistics rents for units over 100,000 sq ft at £9.50 per sq ft over the past year, reflecting current market rates for high-quality, large B8 industrial units.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on rental value for Medium B8 Units

Address	Space leased (sq ft)	Start date	Term	Achieved rent	Incentives	Comments
Frank Perkins Way, Manchester, M44 5EW	182,628	Jun-22	25 years	6.64 (effective)	Rent Free period spread over term – 3 months Rent free followed by 27 months 50% rent free	Built in 1991, seems to have been recently refurbed (likely after sale in 2022) **Tenant:** Tenmat
80 Mosley Rd - Metro 190, Trafford Park, M17 1PG	190,660	Dec-21	15 Years	£7.50 (Headline) £6.25 (Effective)	18 Month rent free period	Built in 2021, new Industrial unit in Trafford park **Tenant:** The Fragrance Shop
F2/G Logistics North - Bolton, BL5 1BT	154,300	Jun-21	10 Years	£6.85 (Achieved)	Unavailable	BREAM Excellent **Tenant:** Amazon
Hanger 1 Manchester Airport M90 5DL	245,521	Jun-23	25 years	£12.72 (Achieved)	None	Rent may slightly higher than in NCM due to location near the airport. Rent reviewed every year in line with inflation up to 4% per year

Rental Value Applied: £10.00 per sq ft

Based on the available evidence it is reasonable to assume that new build medium sized industrial B8 units would achieve c.£10 per sq ft. There is currently a lack of up-to-date rental data for B8 Industrial units of this size around greater Manchester. However, it can be assumed that the rental value per unit area for medium sized units would be higher than large units and lower than smaller units due to increased efficiency on the landlord side associated with larger quantum.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on rental value for Small B8 Units

Address	Space leased (sq ft)	Start date	Term	Achieved rent	Incentives	Comments
Hill Top Road, Heywood, OL10 2RQ	94,907	15/12/2023	10 Years	£7.75	n/a	Location: Heywood - just off a brand new road that has been built, which connects to M62. Surrounded by other industrial uses Condition: Very good - **Built in 2016**
Carrington Gateway, Manchester Road, M31 4QJ	21,451	22/03/2024	10 years	£8.06	6 months rent free	• Very good condition • On market 6 months
Broadheath Network Centre, Altrincham, WA14 5DE	28,729	01/12/2023	10 years (from PC)	£11.50	3 months rent free	• Very good condition Good location
Macfarlane Unit AT, Fifth Ave, Manchester, M17 1TN	40,017	30/05/2023	15 Years	£10.50	n/a	Location: As Above - located in Trafford Park Condition: **Built 2001** - dated Other: On the market 15 months
Unit 2, Coronet Way, Salford, M50 1RE	27,215	15/08/2023	10 Years	£10.50	n/a	Location: Northern Gateway of Trafford Park, premium location with great connectivity. Condition: no interior images but exterior looks to be in good condition **Built 2004** Other: On the market for 18 months

Rental Value Applied: £10.50 per sq ft

Based on the available evidence it is reasonable to assume that new-build, small industrial B8 units would achieve c.£10.50 per sq ft. This is in line with what is being seen in the market currently for very good small B8 Industrial units and is higher than larger units due to increased demand as driven by higher affordability and increased risk associated with smaller units such as shorter lease terms, SME tenants. According to PMA prime rents for B8 units <100,000 sq ft was £12.00 per sq ft over the 12 months to end 2024.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on rental value for Large B2 Units

Address	Space leased (sq ft)	Start date	Term	Achieved rent	Incentives	Comments
Unit M, Longbridge Road, Trafford, M17 1SW	65,735	05/07/2020	15 years	£6.50 per sq ft	21 months rent free period	Tenant: Lindab Loading bays: 5
Unit 2 Chilwell Meadows Business Park, Beeston, NG9 6DH	50,113	06/12/2024	Unavailable	£6.59 (Headline) £6.25 (Achieved)	n/a	Built: 2004 Tenant: Murphy and Son Manufactures brewing supplies
T.K components, Manchester, M34 3SG	61,164	08/08/2024	10 years	£8.28	Unavailable	Built: 2007 Tenant: T.K components

Rental Value Applied: £10.50 per sq ft

A rental value of £10.50 per square foot has been applied to large B2 industrial units. This is consistent with current market rates observed for small B8 units. Within the Carrington context, it is assumed that tenants seeking industrial space (B2 or B8) will not differentiate significantly between the two classifications in terms of rental value, as they are within the same size bracket and tenants are likely to fit out the units to their specific operational requirements.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on rental value for Medium B2 Units

Address	Space leased (sq ft)	Start date	Term	Achieved rent	Incentives	Comments
5B, Hill Top, Derby, DE74 2WH	26,963	06/06/2025	Unavailable	£9.00	n/a	Tenant: Unilode Aviation Solutions
Unit 1 Mosley Rd, Trafford, M17 1JS	26,534	06/09/2024	10 years	£10.25	n/a	Tenant: Parkway prestige Built: 2005 Trafford location so very comparable
Unit 1 Broadway Green Business Park, Oldham, Ol9 9JE	26,996	5/12/2023	15 Years	£12.00	6 months' rent free at start	Tenant: FMG Repair ltd Build date: October 2023

Rental Value Applied: £11 per sq ft

The lower overall cost associated with these smaller units makes them more accessible to a wider range of occupiers such as growing SME's compared to larger spaces, potentially mitigating some of the downward pressure on rents.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on rental value for Small B2 Units

Address	Space leased (sq ft)	Start date	Term	Achieved rent	Incentives	Comments
Suite C – Minor street, Oldham, OL8 1EZ	2,000	16/03/2025	5 years	£10.00	Unavailable	Industrial unit built in 2024, very small basic Tenant: Artisan Event Catering
Suite 15 - Guinness Rd	6,000	Dec-24	5 years	£10.00	Unavailable	Small industrial unit
Units 5-7 Moss ln, Bury, M45 8FJ	7,136	3/10/2025	10 years	£11.00	Unavailable	Partial Build out Tenant: Mitie

Rental Value Applied: £11.00 per sq ft

Rental values for small (<25,000 sq ft) and medium-sized (25,000-50,000 sq ft) B2 units are assumed to be comparable. This assumption is supported by both available comparable evidence and the absence of differentiation between these size categories in market reports.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on rental value for B8 Open Storage

Address	Size (sq ft)	Price per annum (asking)	Price per month (asking)	Price per sq ft(asking)
Trafford Park Road,	24,392	£75,000	£6,250	£3.07
10 Bute Street, Salfrod, M50 1DU	36,155	£72,000	£6,000	£1.99
Hacken Lane, Bolton, BL3 1SJ	7,307	£15,000	£1,250	£2.06
Carrington	1,263,240	£3,480,000	£290,000	£2.75

Rental Value Applied: £2.50 per sq ft.
A rental value of £2.50 per square foot has been Applied for open storage. This is considered a reasonable assumption based on comparable evidence, which consisted of asking rents. While the most relevant comparable in Trafford Park and Carrington indicated asking rents of £3.00 and £2.75 per square foot, respectively, it is anticipated that achieved rents would likely be lower.

Appendices | D: Market Evidence and Worked Scenario Assumptions

Industry Benchmark Yields

Report Name	Date	Description	Yield
JLL Industrial/logistics	March 2025	Regional Single Let	5.25%
		Regional Multi Let	5.25%
Knight Frank Warehouse / Industrial	March 2025	Good Modern Rest of UK Estates	5.00% - 5.25%
		Good Secondary Estates	6.50% - 7.00%
CBRE Industrial	March 2025	Good Secondary	6.50%
		Secondary Estate	7.50%
Savills UK Commercial	March 2025	Prime Retail Warehouses	5.75%
		Prime Industrial Distribution	5.00%
PROMIS Industrial	May 2025	Manchester Logistics (100,000 Sq ft+)	5.13%

Prime Industrial Yields: 5% to 5.75%
Secondary Industrial yields: 6.5% to 7.5%

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on yield for Large B8 Units

Address	Size (sq ft)	Price (£)	Sale price per sq ft	Sale date	NIY	Comments
Omega North, Burtonwood Road, Warrington, WA5 4DB	630,438	£59,500,000	£94.38	18-Mar-24	5.31%	Site has direct access to J8 of the M62. Condition: No interior images, exterior looks to be in very good quality & ranked 4* Industrial Distribution by Costar - **Built in 2014**
Lyncastle Road, Warrington, Cheshire, WA4 4SN	246,136	£32,000,000	£130.01	22-Dec-22	4.96%	Location: Close to the intersect of M6 and M56, and Warrington town centre Condition: Very good BREEAM Very Good & Net Zero Carbon Accreditation in Construction. Tenant: Farmfoods Ltd Term: 25-year lease. **Built in 2022**
Hall Wood Ave, Sainsbury's Distribution Centre, St Helens, WA11 9UR	625,070	£74,250,000	£118.79	Jan 2025	6%	Built in 1996

Yield Applied: 5%

Yields on larger industrial units are driven by several factors. Lower management intensity and economies of scale reduce operating costs per square foot. Demand from institutional investors seeking large investments, combined with the limited supply of such spaces, intensifies competition for larger units which may compress yields. Furthermore, larger units often attract stable, long-term tenants, reducing investor risk and increasing desirability. These factors collectively contribute to lower yields as floor space increases, although market conditions and location also play a role. Based on comparable evidence around Greater Manchester

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on yield for Medium B8 Units

Address	Size (sq ft)	Sale Price	Sale price per sq ft	Sale date	NIY	Comments
80 Mosley Rd - Metro 190, Trafford Park, M17 1PG	190,660	£27,723,226	£145.41	Apr-23	5.02%	Built in 2021. Sold as part of a 4 property portfolio in 2023 - fully occupied
1 Stretton Rd, Iron Mountain, Warrington, WA 4ST	106,114	£11,400,000	£107.43	Feb-24	5.25%	Built: 2004 Acquired by Warehouse REIT Tenant: Iron Mountain

Yield Applied: 5.25%
As the size of B8 units decrease the risk associated with having less established occupiers and increased likelihood of void periods means that the price per square foot decreases, pushing out yields.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on yield for Small B8 Units

Address	Size (sq ft)	Sale date	Sale price	Price (£) per sq ft	NIY	Comments
Unit 1, Transpennine 200, Pilsworth Road, Heywood, OL10 2TA	88,000	14-Aug-23	£8,250,000	£93.75	5.29%	Location: In Heywood Industrial Estate approximately 1.5 miles east of J3 M66 and 1.2 miles north west of J19 M62. Condition: Exterior appears to be in good condition, sold in 2020 appeares to be slightly dated (Built 1998) but good overall condition Other: Fully let to established firm (Park Cakes) - signed 10 yr lease in 2021 paying £5.50 per sq ft. Costar 3* Industrial Warehouse ranking.
Hill Top Road – Link 95 – Hares Hill Distribution Park, OL10 2RQ	95,980	Jun-19	£10,385,000	£108.20	5.50%	Location: Heywood - just off a brand new road, which connects to M62. Condition: Very good new building
Makerfield Way, Wigan, Lancashire, WN2 2PR	45,666	05-Oct-23	£11,500,000	£251.83	5.71%	Location: Building is located in Wigan, in a location that is predominately commercial / industrial location of Ince. There is easy access to A577 Manchester Road which connects to the M61 motorway. Condition: Very good condition, brand new building Other: 127 days on the market

Yield Applied: 5.5%

The market evidence alongside recent market reports suggest that a yield of 5.5% is a reasonable assumption for B8 Small units. The yield is higher for smaller units due to having less established occupiers and increased likelihood of void periods

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on yield for Large B2 Units

Address	Size (sq ft)	Sale date	Sale price	Price (£) per sq ft	NIY	Comments
Main Ave - Westmill Foods, Trafford Greater Manchester, M17 1FD	108,892	Dec-20	£96.43	£10,500,000	4.11%	Purpose built food processing factory. Built in 2003. Tenant: Westmill Foods Within Trafford Park
Fifth Ave - Tame 115, Tameside, SK16 4PP	115,101	May 21	£79.93	£9,200,000	4.98%	Large paper and adhesive manufacturing unit Built in 1997 and renovated in 2007
Manchester Rd, Bolton, Bl3 2PQ,	25,381	June 2024	£3,385,000	£133.37	5.5%	. Tenant: MKM Building Supplies Built: 2021

Yield Applied: 5.5%

A Yield of 5.5% for Large B2 uses is a reasonable assumption based on market analysis and comparable evidence. Despite a lack of recent evidence, yields for Large B2 units will likely be similar to that of large B8 uses as they will likely be occupied by national / international business, heavier industrial production and manufacturing and beginning to move in to logistics.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on yield for Medium B2 Units

Address	Size (sq ft)	Sale date	Sale price	Price (£) per sq ft	NIY	Comments
1 Walton House Ln, Wigan Lancashire WN5 0JZ	34,492	Dec 2018	£2,750,000	£79.73	6.92%	Build Date: 2006
Foxbridge Way, Normanton, West Yorkshire, WF6 1TN	53,491	Jun 2024	£5,100,000	£95.34	6%	Build date: 2000 Tenant: Really Useful Products Ltd

Yield Applied: 5.75%

There is a distinct lack of comparable evidence in this use class. However, the comparable evidence found achieved a yields of around 6.92% and 6% however these comps are around 20 years old. Therefore, it is reasonable to assume given recent market reports and that a new unit would have a lower yield due to an increased sale price per sq ft that the yield would be 5.75%.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on yield for Small B2 Units

Address	Size (sq ft)	Sale date	Sale price	Price (£) per sq ft	NIY	Comments
Bridge Park Rd – Charnwood, Leicester LE4 8BL	4,278	Oct-2024	£398,521	£91.99	6.98%	Built: 1990 Condition: Average – poor

Yield Applied: 5.75%

There is a distinct lack of comparable evidence in this use class. The comparable evidence found achieved a yield of around 6.98%, however, this comp is 30 years old and in poor condition. Therefore, it is reasonable to assume that a new unit would have a lower yield due to an increased sale price per sq ft.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence used to guide an assumption on yield for B8 Open Storage

Address	Size (sq ft)	Sale date	Sale price	Price (£) per sq ft	NIY	Comment
Land at Radcliffe Rd, Warth Business Park,	498,142	Feb-24	£7,250,000	£7.21	6.81%	The plot is located adjacent to Warth Industrial Estate, which fronts Warth Road and Radcliffe Road, Bury. Purchased as an investment by Crown Oil Pension Fund for self-storage use
Land at Nook Lane, Wigan, WA3 3AJ	175,111	Sep-21	£3,800,000	£21.70	7.40%	Stone Cross Enterprises has sold the freehold interest in 9, Stone Cross Park, Yew Tree Way to Urban Logistics. This is the site purchase for the expansion of Alpla (a global packaging and recycling specialist).

Yield Applied: 7.5%

While comparable evidence for B8 open storage investments is limited, a 7.5% yield is considered reasonable based on the available data.

Appendices | D: Market Evidence and Worked Scenario Assumptions

The table below outlines the comparable evidence for land value across the allocation area.

Address	Size (acre)	Sale Date	Sale Price	£ per acre	Comments
Shortland Way, Hoyland, S74 9NW	9.20	Asking	£1m	£108,696	• Site had previous planning permission for healthcare facilities, with plans drawn up for industrial use however these have not been further progressed • Located in established industrial location • Allocated for employment use in Local Plan.
Clough Hall Lane, Huddersfield, HD4 6TA	2.30	Asking	£45,000	£19,565	• Indicates value for agricultural use, with sale subject to restrictions on use for grazing/agricultural purposes. • Open grazing land
Land at Pelham Street, Bolton, Lancashire, BL3 3JB	0.56	Asking	£100,000	£178,571	• Well-connected open grass land, in area of mixed-use development including industrial and residential • No planning permission and subject to potential CPOs on trees on site
Land at Warrington Road, Abram, Wigan, WN2 5QF	0.55	Asking	£275,000	£500,000	• Located in residential area with local retail units interspersed • Planning permission for 9 homes.

Land Value Applied: £70k per acre - £185k per acre (dependant on zone)

Land value evidence provides an indication on the value of land in New Carrington, whilst evidence has been gathered from a range of locations there are similarities with existing and proposed uses for the sites with New Carrington. The value Applied is higher than agricultural land to reflect an element of 'hope' value considering the policy supporting development of New Carrington. However, a discount has been applied when considering evidence which has planning permission as this increases value and it has been assumed no planning was acquired prior to purchase of land in New Carrington.

Appendices | D: Market Evidence and Worked Scenario Assumptions

BCIS evidence has been used to guide an assumption on residential and industrial build costs (assuming new build). The evidence has been rebased to the North-West to ensure robustness and is within a timeframe of 15 years.

RESIDENTIAL BUILD COSTS

Type		Mean	Median	Upper Quartile	Sample
Estate Housing	Generally	1,540	1,477	1,684	1351
	2-Storey	1,485	1,436	1,630	1053
Estate Housing Detached		2,067	1,727	2,334	18
Estate Housing Semi-Detach.	Generally	1,556	1,509	1,708	344
	2-storey	1,507	1,456	1,657	255
Estate Housing Terraced	Generally	1,551	1,455	1,675	218
	2 Storey	1,487	1,430	1,608	168

INDUSTRIAL BUILD COSTS

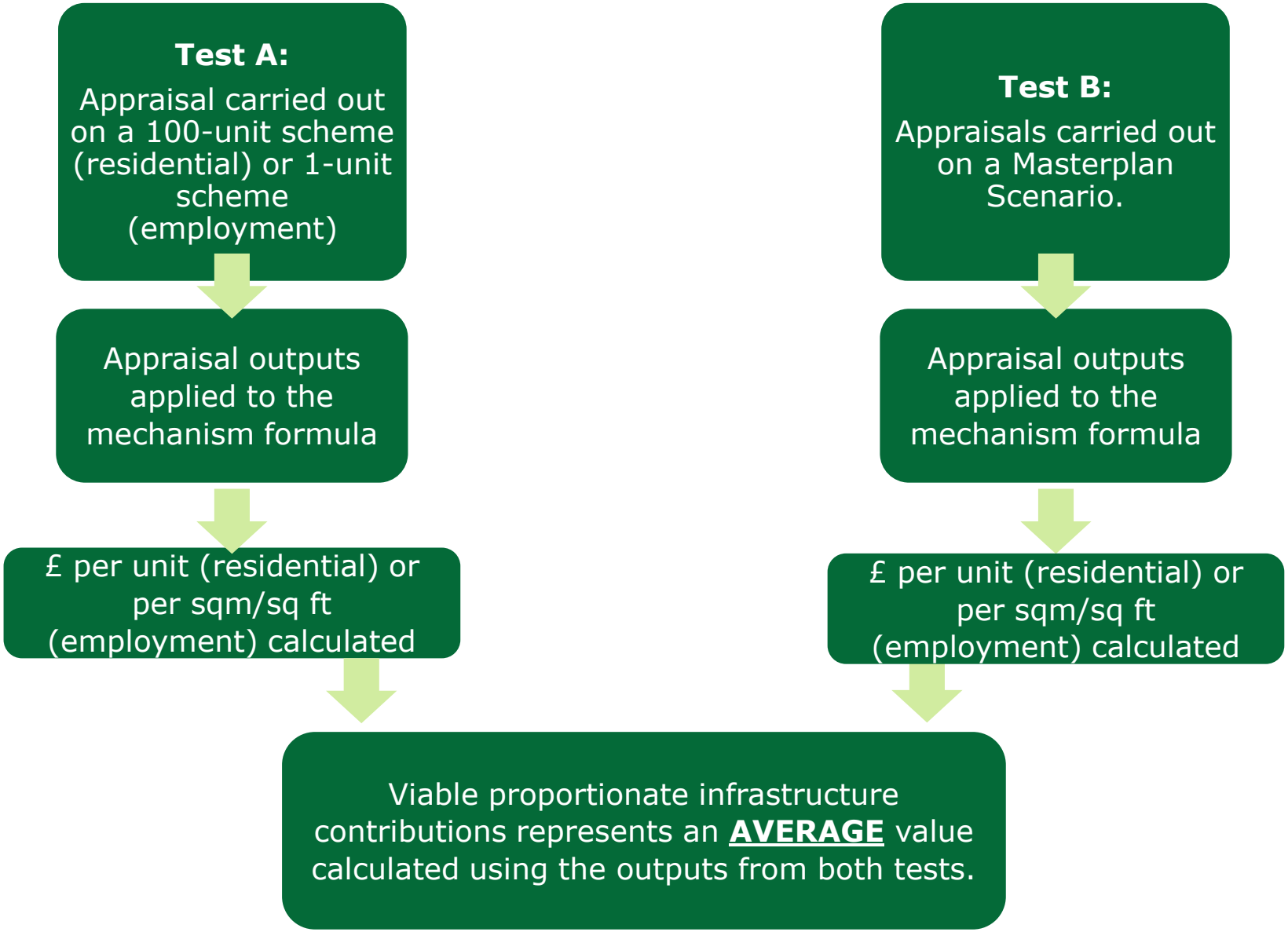
Type		Mean	Median	Upper Quartile	Sample
Advanced Warehouses / Stores		850	781	1,045	7
Purpose Built Warehouses / Stores	Generally	1,210	897	1,340	29
	Up to 500m2 GFA	2,356	1,832	2,959	6
	500 – 2000m2 GFA	992	897	1,132	13
	Over 2000m2 GFA	805	719	990	10

GFA – Gross Floor Area

Build Costs Applied: £98.50 per sq ft for employment and £170 per sq ft for residential

BCIS build cost data covers cost of the build. A figure in the upper quartile of what could be considered reasonable for residential to account for some external works has been applied. The same rationale applies for employment with an average of the upper quartile estimates on units 500-2000 sqm (i.e. £1,132 per sqm) and over 2,000 sqm (£990 per sqm) has informed the build cost assumption

Appendices | E: Approach to Calculating the Contribution Schedule



Appendices | E: Approach to Calculating the Contribution Schedule

The table below provides a summary of the key inputs to the appraisals described on the previous page.

Gross Development Value (GDV)

Represents the total value that a landowner and / or developer could expect to achieve from the sale of their development (pre-development costs). In the context of this analysis, GDV for residential development has been calculated on the assumption that 85% of the units delivered will be sold as Private Market Sales with the remaining 15% being affordable housing.

Total Costs

Accounts for all development costs including:

- **Build costs** - determined utilising BCIS and market knowledge. The upper quartile of build costs from the BCIS average prices tool was considered for the appropriate build type (i.e. residential or industrial), which was based on evidence from the North-West within the last 15 years. Costs were considered from a broader area to increase the robustness of evidence as it is assumed build costs across the North-West are broadly consistent. A range of build costs have been applied, with a lower cost for employment than residential. The average build cost is **c.£135 per sq ft**, and it is assumed this covers the cost of building construction and some external works. The build cost is applied to total floorspace.
- **Development Management (DM) Fee** - A fee that reflects the cost of managing, coordinating and delivering the development project. It covers the work of the development manager in overseeing the entire process, including assembling the development team, managing planning and statutory approvals, overseeing design, procurement construction and letting/sales, monitoring programme cost and quality and coordinating funding reporting and risk management.
- ***Contingency*** - Applied to all scenarios and is reflective of the level of risk associated with development. Factors which impact the level of risk include: availability of detailed cost analysis for schemes, planning permission, and market conditions (such as inflation, demand etc.). This contingency is applied as a percentage on build costs.
- ***Professional fees*** - include the provision of services required to bring a scheme forward. A standard rate of 10% has been applied for the worked scenarios. These fees are applied as a percentage on build costs.
- ***Finance rate*** - applied based on current market conditions, taking into consideration the BoE base rate. This is applied to the total cost of the scheme to determine the total finance cost.
- ***Purchaser's costs*** - includes agent fee, legal fee and Stamp Duty Land Tax (SDLT). A rate has been assumed for agent fee and legal fee based on what is reasonable for the market. SDLT is c.5% and is subject to the thresholds defined by HMRC, which has been applied in the worked scenarios.
- ***Land*** - for the purpose of this analysis, land is also treated as a cost to the landowner / developer.

Residual

For the purpose of this analysis, the residual represents the "profit" remaining once total costs have been subtracted from the GDV. This residual comprises of two key components:

- ***Developers Profit*** – typically set at between 10%-15% profit on GDV or Gross Development Cost (GDC) subject to the use class being delivered.
- ***Net Residual*** – what remains once the developer has secured a reasonable return from their investment. For the purposes of this analysis, the net residual represents the amount available per development from which the Proportionate Infrastructure Contributions will be provided.

Appendices | F: Employment Sub-categories Comparators & Parameters

The parameters that have been assumed for each employment sub-category have been selected based on example-comparator schemes in and around Greater Manchester.

Large B8

Example Scheme

Address: Omega North, Burtonwood Road, Warrington, WA5 4DB

- GEA: 636,743 GIA: 630,438 Sq ft
- GIA : GEA : 99%
- Site area: 1,461,002 Sq ft
- Site Density: 43.15%
- Eaves Height: 15 metres
- % office space: unavailable
- Occupier: City Plumbing
- Loading Bays: 16 (Note: more LGV's as opposed to HGV's require fewer loading bays)
- Planning Permission Ref: 2003/01449
- Transaction Date: 18 March 2024

Example Scheme

Address: Lydia Becket Way – Oldham 369 OL9 9JE

- GEA: 369,251 GIA: 367,153 Sq ft
- GIA : GEA : 99%
- Site area: 974,735 Sq ft
- Site Density: 37.8% (Note: Low site density due to green border)
- Eaves Height: 16 metres
- Office Space: 7,385 sq ft.
- % office space: 2%
- Occupier: Inspired Global Cuisine
- Loading Bays: 32
- Planning Permission Ref: FUL/353379/24
- Transaction date - N/A

Example Scheme

Address: Hulton Heys Way – 360 Logistics North, Bolton, BL5 1FJ

- GEA: 368,740 sq ft, GIA: 358,578 sq ft
- GIA : GEA : c.97%
- Site Area: 798,019 sq ft
- Site Density: 46.1%
- Eaves Height: 15 metres
- Office Space: 12,000 Sq ft
- % Office space: 3.3%
- Occupier: Amazon (owner occupied)
- Loading Bays: 34
- Planning Permission Ref : 94999/15
- Transaction Date: 28 Feb 2023

Source: Costar

Appendices | F: Employment Sub-categories Comparators & Parameters

The general parameters for large B8 units, informed by the comparator schemes, are provided in the table below.

General Parameters

Unit Size [1]	**Defined as units more than 250,000 sq. ft (GIA)** • NOTE**:** 250,000 sq ft is considered a reasonable threshold based on noticeable trends in market supply and demand below and above this unit size.
GIA : GEA [2]	**c. 95%-97.5%** • Based on Comparators
Site Density (%)[2]	**c.40%-50% of site area** • Assumed lower density due to higher requirement for employee parking, truck circulation and loading bays.
Eaves Height (metres) [2]	**c.15 metres** • Increased height supports storage capabilities and HGV access for loading and unloading. • Typically, B8 Large Units are c.12-20 metres in height
Proportion of on-site Office Space (%) [2]	**Less than 10% of floorspace** • NOTE: This is subject to the status of the building i.e. if the building comprises an HQ facility, it may house an increased on-site office / administration function.
Number of HGV Loading Bays[2]	**More than 30 HGV loading bays** • Large B8 units focus on storage and distribution at scale. • Requirement to accommodate high volume of HGVs on-site to support operations particularly for distribution facilities which required 24/7 access to the site. • NOTE: Storage facilities may require fewer HGV loading bays.

Sources:

1. Savills - https://www.savills.co.uk/research_articles/229130/371309-0
2. Informed by Comparators

Appendices | F: Employment Sub-categories Comparators & Parameters

Medium sized B8 (storage and distribution) comparators are detailed below.

Example Scheme

Address: 216 Trafford Park, M17 1TD

- GIA: 216,118 sq ft
- GIA : GEA : c.97.5%
- Site area: 409,000 sq ft
- Site Density: 54.01%
- Eaves Height: 15 metres
- % office space: 8.72%
- Occupier: Currently Vacant – still under construction
- Loading Bays: 24
- Planning Permission Ref: 108802/FUL/22

Example Scheme

Address: Lyncastle Road, Warrington, Cheshire, WA4 4SN

- GIA: 246,136 sq ft
- GIA : GEA : c.96%
- Site area: 504,719 sq ft
- Site Density: 48.8%
- Eaves Height: 15 metres
- Office Space: 11,567 Sq ft
- % office space: 4.7%
- Occupier: Farmfoods
- Loading Bays: 20
- Planning Permission Ref: 2020/37595

Example Scheme

Address: Salford Rd, Logistics 175, Bolton, Bl5 1BQ

- GIA: 174,940 sq ft
- GIA : GEA : 98%
- Site Area: 410,771 sq ft
- Site Density: 42.44%
- Eaves Height: 15 metres
- Office Space: 8,670 sq ft.
- % Office space: 5%
- Occupier: MBDA UK
- Loading Bays: 22
- Planning Permission Ref: 94417/15
- Transaction Date: Nov 2023

Source: Costar

Appendices | F: Employment Sub-categories Comparators & Parameters

The general parameters for medium B8 units, informed by the comparator schemes, are provided in the table below.

General Parameters

Unit Size [1]	**Defined as units between 100,000 to 250,000 sq ft. (GIA)** • NOTE**:** 100,000 sq ft to 250,000 sq ft is considered a reasonable threshold based on noticeable trends in market supply and demand below and above this unit size.
GIA : GEA [2]	**95% to 97.5%** • Based on Comparators
Site Density (%)[2]	**45% to 55%** • Slightly increased site density due to less requirement for HGV circulation
Eaves Height (metres) [2]	**> 10 metres** • Medium sized units generally still require HGV access • Typically, B8 Medium Units are c.8-12 metres in height
Proportion of on-site Office Space (%) [2]	**Less than 10% of floorspace** • NOTE: This is subject to the status of the building i.e. if the building comprises an HQ facility, it may house an increased on-site office / administration functions.
Number of HGV Loading Bays[2]	**More than 20 HGV loading bays** • Large B8 units focus on storage and distribution at scale. • Requirement to accommodate high volume of HGVs on-site to support operations particularly for distribution facilities which required 24/7 access to the site. • NOTE: Storage facilities may require fewer HGV loading bays.

Sources:

1. Savills - https://www.savills.co.uk/research_articles/229130/371309-0
2. Informed by Comparators

Appendices | F: Employment Sub-categories Comparators & Parameters

Small B8 (storage and distribution) use class comparators are as follows .

Example Scheme

Address: 6 Mosley Rd - The Works, Trafford, Greater Manchester, M17 1GF

- GIA: 46,519 sq. ft
- GIA : GEA: 96%
- Site area: 100,406 sq ft
- Site density: 48.2%
- Office space: 3,276 sq ft.
- %Office Space: 6.6%
- Occupier: DB Schenker
- Eaves Height: 12 metres
- HGV Loading Bays: 3
- Planning Permission Ref: 102795/FUL/20

Example Scheme

Address: Hill Top Road – Link 95 – Hares Hill Distribution Park, Oldham, OL10 2RQ

- GIA: 95,980 ft
- GIA : GEA: 95%
- Site area: 208,217 sq ft
- Site Density: 46.15%
- Eaves Height: Unavailable
- Office Space: 5,260 sq ft
- % office space: 5.5%
- Occupier: N Brown Group
- Loading Bays: 10
- Planning Permission Ref: 09/D52030
- Transaction date: 11 Jan 19 (built 2016)

Example Scheme

Address: Touchet Hall Rd, Stakehill industrial estate – Rochdale M24 2SJ

- GIA: 76,833 sq ft
- GIA : GEA: 95%
- Site Area: 200,376 sq ft
- Site Density: 40.4%
- Eaves Height: 8.8 metres
- Office Space: 2,369 sq ft
- % Office space: 3.1%
- Occupier: Vacant
- Loading Bays: 20
- Planning Permission Ref: 15/00555/FUL
- Transaction date: 15 July 2024

Source: Costar

Appendices | F: Employment Sub-categories Comparators & Parameters

The general parameters for small B8 units, informed by the comparator schemes, are provided in the table below.

General Parameters

Unit Size [1]	**Defined as units less than 100,000 sq. ft (GIA)** • NOTE: 100,000 sq ft considered reasonable threshold based on noticeable trends in market supply and demand below and above this unit size.
Gross : Net[2]	**c.95%** • Based on Comparators
Site density (%)[2]	**45% to 55%** • Higher density due to less requirement for truck circulation and loading bays
Eaves Height (metres) [2]	**<10 metres** • Reasonable assumption based on example schemes. Less likely to require access for large HGVs. • Typically, B8 Small Units are c.6-10 metres in height
Proportion of on-site Office Space (%) [2]	**c.10% of floorspace** • Smaller storage and distribution units are less likely to have on-site office / administration space.
Number of HGV Loading Bays[2]	**<10 HGV loading bays** • Lower volume of products stored on site or distributed from site. Fewer HGV spaces required. • Typically, B8 Small Units have c.1-2 bays albeit this varies subject to requirements.

Sources:

1. Savills - https://www.savills.co.uk/research_articles/229130/371309-0
2. Informed by Comparators

Appendices | F: Employment Sub-categories Comparators & Parameters

The following have been identified as comparator schemes for Open Storage.

Example Scheme

Address: Carrington Plains, 130 Manchester Road, Carrington, Manchester, M31 4QR

- Site size: c.16 hectares
- Site Density: 100%
- Eaves Height: n/a
- % office space: n/a
- Occupier: previously transport haulage operators
- Planning Permission Ref: 114663/CPE/24

Example Scheme

Address: Carrington Junction

- Site area: c.27 acres
- Site Density: 100%
- Eaves Height: n/a
- % office space: n/a
- Occupier: Former industrial land
- Planning Application Ref: 109755/OUT/22

Appendices | F: Employment Sub-categories Comparators & Parameters

The general parameters for B8 Open Storage, informed by the comparator schemes, are provided in the table below.

General Parameters

Site Description / Unit Size [1]	**n/a – land used for open storage** • i.e. storage of materials and equipment outside • Typically, hardstanding, brownfield or previously developed land • Site access / egress via single point with on-site security (i.e. security cabin) for occupied sites.
Gross : Net	**n/a – open land**
Site Density (%)[1]	**c.100% of site area** • Based on comparable evidence
Height (metres)	**n/a – open land**
Proportion of on-site Office Space (%)	**n/a – open land**
Number of HGV Loading Bays	**n/a – open land**

Sources:

1. Informed by comparators

Appendices | F: Employment Sub-categories Comparators & Parameters

The following schemes have been identified as comparators for large units which fall under the B2 industrial processes use class.

Example Scheme

Address: Westmill Foods, Main Ave, Trafford Park, M17 1FD

- GIA:, 108,892 Sq ft
- GIA : GEA : 96%
- Site Area: 187,830 sq ft.
- Site Density: 57.9%
- Office space: Unavailable
- Occupier: Westmill Foods
- Loading Bays: 9
- Planning Permission Ref: H/57269
- Transaction date: 18 December 2020

Example Scheme

Address: Tame 115, Fifth Ave, Dukinfield Tameside, SK16 4PP

- GIA: 115,101 sq ft
- Gross:Net : 96%
- Site area: 324,522 sq ft.
- Site Density: 37%
- Office Space: 18,320 sq ft
- % office space: 15.95%
- Occupier: Fedrigoni – Adhesive and paper manufacturing
- Loading Bays: 4
- Planning Permission Ref: 98/00627/FUL
- Transaction date: 28 May 2021

Example Scheme

Address: Soreen Food Processing Unit 1, Marshall Stevens Way, Trafford Park, M17 1PP

- GIA: 68,781 sq ft
- GIA : GEA : 95%
- Site Area: 154,638 sq ft.
- Site Density: 47%
- Office space: 5,851 sq ft
- % office space: 8.51%
- Occupier: Soreen
- Loading Bays: 3
- Planning Permission Ref: H31604
- Transaction Date: 14 June 2023

Note: The Kellogg's Factory, Trafford Park is c. 130,000 sq ft

Sources: Costar

Appendices | F: Employment Sub-categories Comparators & Parameters

The general parameters for large B2 (Industrial processes), informed by the comparator schemes, are provided in the table below.

General Parameters

Unit Size[1]	**Units defined as > 50,000sq ft (GIA)** • Based on market comparators.
Gross : Net[1]	**c.95%** • Based on comparable evidence
Site Density (%)[1]	**c.45 – 55% of site area** • Assumed lower density due to higher requirement for employee parking, truck circulation and loading bays.
Eaves Height (metres)[1]	**>10 metres** • Increased height supports storage capabilities and HGV access for loading and unloading. • Height accommodates manufacturing / processing equipment (where required) • Typically, B2 Large Units are c.10+ metres in height
Proportion of on-site Office Space (%) [1]	**c.10% of floorspace** • Subject to the status of the building i.e. if the building comprises an HQ facility, it may house an increased on-site office / administration functions.
Number of HGV Loading Bays[1]	**< 10 HGV loading bays** • Generally fewer HGV loading bays than B8 units as distribution is not their main purpose • B2 units typically have c.1-3 bays.

Sources:

1. Informed by example scheme

Appendices | F: Employment Sub-categories Comparators & Parameters

The following schemes have been identified as Comparators for medium units which fall under the B2 Industrial processes use class.

Example Scheme

Address: Unit 3, 1 Opus Close, Carrington, Manchester, M31 4RQ

- GIA: 36,650 sq ft
- GIA : GEA : 96%
- Site Area: 84,000 sq ft.
- Site Density: 45%
- Office space: 2,228 sq ft
- Occupier: Protective Packaging Ltd.
- Loading Bays: 3
- Planning Permission Ref: 94601/RES/18

Sources: Costar

Appendices | F: Employment Sub-categories Comparators & Parameters

The general Parameters for large B2 (Industrial processes), informed by the comparator schemes, are provided in the table below.

General Parameters

Unit Size[1]	**Units defined as 25,000 sq ft - 50,000sq ft (GIA)** • Assumed that medium sized B2 units will be geared towards SMEs.
Gross : Net[1]	**c.95%** • Based on comparable evidence
Site Density (%)[1]	**c.45 – 55% of site area** • Assumed lower density due to higher requirement for employee parking, truck circulation and loading bays.
Eaves Height (metres) [1]	**>10 metres** • Increased height supports storage capabilities and HGV access for loading and unloading. • Height accommodates manufacturing / processing equipment (where required) • Typically, B2 Medium Units are c.8-12 metres in height
Proportion of on-site Office Space (%) [1]	**c.10% of floorspace** • Subject to the status of the building i.e. if the building comprises an HQ facility, it may house an increased on-site office / administration functions.
Number of HGV Loading Bays[1]	**< 10 HGV loading bays** • Generally fewer HGV loading bays than B8 units as distribution is not their main purpose • B2 units typically have c.1-3 bays.

Sources:

1. Informed by example scheme

Appendices | F: Employment Sub-categories Comparators & Parameters

The following schemes have been identified as comparators for small units which fall under the B2 Industrial processes use class.

Example Scheme

Address: Unit 5, Carrington Gateway, Manchester Road, Carrington

- GIA: 21,451 sq ft
- GIA : GEA: 95%
- Site area: 45,302 sq ft
- Site Density: 50%
- Office Space: 1,560 Sq ft
- % office space: 7.27%
- Occupier: Max-Fame UK
- Loading Bays: 2
- Planning Permission Ref: 88779/OUT/16

Sources: Costar

Appendices | F: Employment Sub-categories Comparators & Parameters

The general Parameters for small B2 (Industrial processes), informed by the comparator schemes, are provided in the table below.

General Parameters

Unit Size[1]	**Units defined as <25,000 sq ft (GIA)** • Assumed that small sized B2 units will be geared towards SMEs.
Gross : Net[1]	**c.95%** • Based on comparable evidence
Site Density (%)[1]	**c.45-50% of site area** • Assumed higher density due to lower requirement for employee parking, truck circulation and loading bays.
Eaves Height (metres) [1]	**>10 metres** • Increased height supports storage capabilities and HGV access for loading and unloading. • Height accommodates manufacturing / processing equipment (where required) • Typically, B2 Small Units are c.6-10 metres in height
Proportion of on-site Office Space (%) [1]	**c.10% of floorspace** • Subject to the status of the building i.e. if the building comprises an HQ facility, it may house an increased on-site office / administration functions.
Number of HGV Loading Bays[1]	**< 10 HGV loading bays** • The number of loading bays associated with B2 use classes is dependent on the specific use of the unit in question. • B2 units typically have c.1-3 bays.

Sources:

1. Informed by example scheme

Appendices | G: Glossary

Abbreviation	Description
BCIS	Building Cost Information Service Index
CIL	Community Infrastructure levy
CPI	Consumer Price Index
CRR	Carrington Relief Road
EC	Energy Centre
ELR	Eastern Link Road
ENWL	Electricity North West
FE	Form Entry
GDC	Gross Development Costs
GDV	Gross Development Value
GM	Greater Manchester
GSP	Grid Supply Point
NCM	New Carrington Masterplan
NPPF	The National Planning Policy Framework
NR	Net Residual
ONS	Office for National Statistics
PfE	Places for Everyone
RICS	Royal Institute of Charted Surveyors
RPI	Retail Price Index
SCI	Statement of Community Involvement
Sf	Square Foot
SLR	Southern Link Road
SWLR	Sale West Link Road
UU	United Utilities

Appendices | H: References

Reference	Reference Name	Source
1	Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039, Applied 21 March 2024	https://www.greatermanchester-ca.gov.uk/media/3ccbetc4/post-adoption-places-for-everyone-joint-development-plan.pdf
2	New Carrington GMCA Masterplan	https://www.greatermanchester-ca.gov.uk/GMCAFiles/PFE/Supporting%20documents/10.09%20Site%20Allocations%20-%20Trafford/JPA33%20New%20Carrington/10.09.06%20-%20JPA33%20-%20New%20Carrington%20Masterplan%202020.pdf
3	Assessing viability in planning under the National Planning Policy Framework 2019 for England	Assessing viability in planning under the National Planning Policy Framework 2019.pdf
4	TRAFFORD LOCAL PLAN: CORE STRATEGY	core-strategy-adopted-final.pdf

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