

Warrington Borough Council

Planning Obligations - CIL Compliance Statement

Land to the west of Junction 20 of the M6 Motorway, and Junction 9 of the M56 Motorway and to the south of Grappenhall Lane/Cliff Lane (known as Six:56 Warrington) Grappenhall, Warrington (Land at Bradley Hall Farm)

Warrington Borough Council Ref: 2019/34799

Planning Inspectorate Ref: APP/M0655/V/22/3311877

Paragraph 57 of the National Planning Policy Framework and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) set tests in respect of planning obligations. Obligations must only be sought where they meet 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

The following table set out the policy context, basis of need and CIL Compliance to support the case that the planning obligation sought in respect of the scheme meets the tests.

	Obligation	Policy context	Basis of need	CIL Compliance 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.
1.	<p>Highways – footway/cycleway contribution Contribution towards the provision of footway/cycleway infrastructure linking the site with Broad Lane and Barleycastle Lane</p> <p>Amount: £405,950.00</p> <p>Trigger for payment: 100% prior to first occupation</p> <p>How the calculation has been derived: See information provided at Appendix 1</p>	<ul style="list-style-type: none"> • Warrington Local Plan Policy INF1 • NPPF paragraphs 114, 116 • Warrington Planning Obligations SPD 	<p>As identified in the applicant's Transport Assessment (TA) there are issues in respect of accessibility by sustainable means given the location of the site remote from existing settlements.</p> <p>The contribution, together with the physical implementation of foot/cycleway infrastructure along the B5356 Grappenhall Lane from the A50 Cliff Lane roundabout to a point 180m east, would allow the foot/cycle way to be extended through to the Broad Lane roundabout and would encourage access by active travel modes.</p>	<p>a) Without this contribution there would be a failure to adequately cater for pedestrians and cyclists accessing the proposed development and the proposed development would not adequately reduce the need to travel by private car.</p> <p>(b) The Obligation will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) Given the size, scale and nature of the proposed development, this contribution is considered to be fairly and reasonably related in scale and kind to the development.</p>
2.	<p>Highways – bespoke public transport contribution Contribution towards a bespoke public transport service to meet the needs of the employees of the final occupiers</p>	<ul style="list-style-type: none"> • Warrington Local Plan Policy INF1 • NPPF paragraphs 114, 116 	<p>As identified in the applicant's TA, there are issues of accessibility by sustainable means given the location of the site remote from existing settlements. The TA highlights</p>	<p>a) Without this contribution there would be a failure to adequately promote sustainable transport modes or offer a genuine choice of transport modes and the proposed development would not adequately reduce the need to travel by</p>

	<p>Amount: £687,800.00</p> <p>Trigger for payment: 50% on commencement of development and 50% on first occupation</p> <p>How the calculation has been derived:</p> <ul style="list-style-type: none"> • The service would operate 362 days per year (the nature of the development is presumed to be 24/7 except for Christmas Day, Boxing Day and New Year's Day) • The number of miles per day is 100 – this assumes 6 return journeys (arrival and departure at each of 0600/1400/2200) of 17 miles per single journey • The cost of operating bus services in the UK in 2011/12 was 286p per mile (last available reference point; source Statistical Release - Annual Bus Statistics: Costs, Revenue and Support 2011/12 (publishing.service.gov.uk)). • Official statistics show that overall inflation between 2012 and December 2022 sits at 33.1% (source Inflation calculator Bank of England). • 286p per mile becomes in excess of 380p per mile • 36,200 miles at 380p per mile = £137,560 per annum/£687,800 over five years. 	<ul style="list-style-type: none"> • Warrington Planning Obligations SPD • 	<p>a lack of existing public transport provision in the area.</p> <p>The contribution would fund a bespoke bus service connecting the site with its workforce (although the final routing would be informed by employee data from Travel Plan surveys).</p> <p>The contribution would facilitate access to the site by more sustainable modes of transport.</p>	<p>private car or connect the new employment area with new residential and other areas.</p> <p>(b) The Obligation will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) The contribution is based on the most recent available information taking account of inflation and a reasonable assessment of the number of days of operation and the number of miles per day. Given the size of the proposed development and the likely number of employees who will wish to access the site, the contribution is considered to be fairly and reasonably related in scale and kind to the development.</p>
<p>3.</p>	<p>Highways – Travel Plan contribution Contribution to the operation of a strategic Travel Plan covering the entire site</p>	<ul style="list-style-type: none"> • Warrington Local Plan Policy INF1 	<p>This contribution would enable the Council's Smarter Travel Choices Team to</p>	<p>a) Without this contribution there would not be a coordinated approach to travel planning and securing successful sustainable transport solutions.</p>

	<p>Amount: £50,000.00</p> <p>Trigger for payment: 100% prior to first occupation</p> <p>How the calculation has been derived: See information at Appendix 2.</p>	<ul style="list-style-type: none"> • NPPF paragraphs 114, 116, 117 • Warrington Planning Obligations SPD 	<p>operate the overarching Travel Plan. This would allow for a coordinated approach to securing appropriate successful sustainable transport solutions throughout the area.</p>	<p>(b) The contribution will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) The contribution is based on the Council coordinating the travel plan for a period of 5 years. Given the likely lifespan of the development and its scale and nature, the contribution is considered to be fairly and reasonably related in scale and kind to the development.</p>
<p>4.</p>	<p>Highways – overarching Travel Plan The preparation and submission of an overarching travel plan for the development.</p>	<ul style="list-style-type: none"> • Warrington Local Plan Policy INF1 • NPPF paragraphs 114, 116, 117 • Warrington Planning Obligations SPD 	<p>To ensure that there is a consistent approach to travel planning across the whole of the development and to guide and inform travel plans for individual units within the development.</p>	<p>a) Without this contribution there would not be a coordinated approach to travel planning and securing successful sustainable transport solutions.</p> <p>(b) The Obligation will be used to directly mitigate predicted highways impacts of the development.</p> <p>(c) Given size and nature of the proposed development and that it will comprise a number of different units/phases, the requirement for an overarching travel plan is considered to be fairly and reasonably related in scale and kind to the development.</p>
<p>5.</p>	<p>Cessation of use of residential property within the site</p> <p>No development, other than matters of highway detail shown on drawing numbers</p> <ul style="list-style-type: none"> • 64076-CUR-00-XX-DR-TP-75002-P02 (Western Access Roundabout), • 64076-CUR-00-XX-DR-TP-75001-P03 (Eastern Access Roundabout), 	<ul style="list-style-type: none"> • Warrington Local Plan Policy ENV8 • NPPF paragraph 135 • Warrington Planning Obligations SPD 	<p>To ensure residential amenity is not unacceptably affected.</p>	<p>a) Given the position of Bradley Hall Farmhouse in relation to the proposed development, its residents would be adversely impacted by construction and operational noise and specific mitigation to protect them has not been proposed. It is therefore necessary for the residential use to cease prior to development commencing (other than the highway works shown on the drawings referred to which are considered to be sufficiently</p>

	<ul style="list-style-type: none"> 64076-CUR-00-XX-DR-TP-0502-P02 (Cliff Lane Roundabout Proposed Improvements), 64076-CUR-00-XX-DR-TP-75014-P02 (Pedestrian and Cycle Improvements) <p>shall commence until the use of Bradley Hall farmhouse and curtilage buildings for residential purposes has ceased.</p>	<ul style="list-style-type: none"> Warrington Environmental Protection SPD 		<p>distant from the property so as not to cause an unacceptable impact).</p> <p>b) The cessation of the use of these buildings is directly related to the proposed development.</p> <p>c) The cessation is related to the development in kind and scale</p>
6.	<p>Ecology mitigation contribution</p> <p>TBA</p>			
7.	<p>Ecological mitigation area measures</p> <p>To not commence development until information pursuant to condition 7 of the Cheshire East planning permission (see Appendix 4) has been submitted, such details to include the ecological mitigation measures and Landscape and Environmental Management Plan (LEMP) measures, and for a copy of such to be provided to the Council.</p> <p>To not commence development until Cheshire East Council has approved the details submitted to condition 7 of the Cheshire East planning permission and WBC has been provided with a copy of the decision.</p>	<ul style="list-style-type: none"> Warrington Local Plan Policy DC4 NPPF paragraphs 180, 186 Warrington Planning Obligations SPD 	<p>To ensure that measures to mitigate the impacts of the development in Warrington are secured in accordance with the requirements of the Cheshire East planning permission.</p>	<p>a) Without this obligation, WBC would not be provided with the information submitted to Cheshire East Council, which relates to the mitigation of impacts within Warrington, or with details of its approval.</p> <p>b) The approval of the details and the supply of this decision to WBC are directly related to the development of the site within Warrington.</p> <p>c) Given the size of the application site, its current and proposed uses and the ecological mitigation, the requirement for this information to be supplied to WBC is considered to be fairly and reasonably related in scale and kind to the development.</p>
8.	<p>Landscape and Ecological Management</p> <p>Submit a Framework Landscape and Ecological Management Plan (LEMP) for approval prior to commencement, to include:</p>	<ul style="list-style-type: none"> Warrington Local Plan Policy DC4 NPPF paragraphs 180, 186 	<p>To ensure that the landscaped and ecological areas within the site within Warrington are adequately managed for a suitable period of time.</p>	<p>a) Without this obligation there would be a failure to adequately manage the landscaped areas within Warrington.</p>

<ul style="list-style-type: none"> a) Description and evaluation of features to be managed b) Ecological trends and constrains on Site that might influence management c) Aims and objectives of management d) Appropriate management options for achieving aims and objectives e) Prescriptions for management actions f) Preparation of a work schedule (including annual work plan capable of being rolled forward over a five year period) g) Details of the body or organisation responsible for implementation of the plan h) Ongoing monitoring and remedial measures i) Details of the legal and funding mechanism(s) by which the long term implementation of the plan, for a minimum of 30 years, will be secured by the developer with the management body(ies) responsible for its delivery j) Where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, how contingencies and/or remedial action will be identified, 	<ul style="list-style-type: none"> • Warrington Planning Obligations SPD 		<p>b) The Obligation will directly mitigate predicted ecological and landscape impacts of the development.</p> <p>c) Given the size, type and phased nature of the proposed development and its likely lifespan, the management of landscaped and ecology areas within the site within Warrington for a minimum of 30 years and the submission of details for each phase are considered to be fairly and reasonably related to the development in scale and kind.</p>
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	<p>agreed and implemented so that the development still delivers the fully functioning biodiversity and landscape objectives of the originally approved scheme;</p> <p>Submit LEMPs for each phase of development, including a timetable for implementation and details for management, maintenance and monitoring, in accordance with the details set out in the approved Framework LEMP, prior to the commencement of the development of that phase.</p>			
<p>9.</p>	<p>Local Employment Scheme Submission of a Local Employment Scheme prior to commencement, to include: a) Details of how the initial staff/employment opportunities at the development will be advertised and how liaison with the Council and other bodies will take place in relation to maximising the access of the local workforce to information about employment opportunities; b) Details of how sustainable training opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships or an agreed alternative; c) A procedure setting out criteria for employment, and for matching of candidates to the vacancies; d) Measures to be taken to offer and</p>	<ul style="list-style-type: none"> • Warrington Local Plan Policy DEV4 • Warrington Planning Obligations SPD 	<p>To ensure adequate employment and training opportunities for residents of the Borough in order to strengthen the Borough's workforce and to ensure that local residents have the opportunity to benefit from Warrington's economic growth and development.</p>	<p>a) Policies require major developments to maximise access to employment and training opportunities for local residents</p> <p>b) The local employment scheme would directly relate to the development.</p> <p>c) Given the likely number of employment and training opportunities that would be generated by the proposed development, the submission of a local employment scheme is considered to be fairly and reasonably related to the proposed development in scale and kind.</p>

	<p>provide college and/or work placement opportunities at the development to students within the locality;</p> <p>e) Details of the promotion of the Local Employment Scheme and liaison with contractors engaged in the construction of the development to ensure that they also apply the Local Employment Scheme so far as practicable having due regard to the need and availability for specialist skills and trades and the programme for constructing the development;</p> <p>f) A procedure for monitoring the Local Employment Scheme and reporting the results of such monitoring to the Local Planning Authority including details of the origins qualifications numbers and other details of candidates; and,</p> <p>g) A timetable for the implementation of the Local Employment Scheme.</p>			
<p>10.</p>	<p>Holcroft Moss Restoration</p> <p>Contribution towards the delivery of long-term ecological resilience works involving hydrological restoration measures.</p> <p>Amount: £112,284.51</p> <p>Trigger for payment: 100% on commencement</p> <p>How the calculation has been derived: see information at Appendix 5.</p>	<ul style="list-style-type: none"> • Warrington Local Plan Policy ENV8 • NPPF paragraphs 180 and 186 • Draft Planning Obligations SPD 	<p>The Manchester Mosses Special Area of Conservation (SAC) and in particular Holcroft Moss has been identified as being at risk of harm from increased air pollution caused by traffic. Specific allocation sites in the Local Plan, together with other developments which will result in a significant level of traffic generation on the M62 which pass the moss are required to make a proportionate contribution</p>	<p>a) Without this contribution there would be a failure to adequately mitigate harm to the Moss from increased air pollution caused by additional traffic.</p> <p>b) The Obligation will be used to directly mitigate predicted ecological impacts of the development.</p> <p>c) Given the size of the application site and the amount of traffic on the M62 passing the Moss it is likely to generate, the proposed contribution to Moss restoration is considered to be reasonably and fairly related to the development in scale and kind.</p>

			towards the delivery of long-term ecological resilience works involving hydrological restoration measures to benefit the Moss.	
11.	<p>S106 monitoring fee</p> <p>Towards the Council's reasonable costs of monitoring compliance with the obligations in the S106 agreement</p> <p>Amount: £4,312</p> <p>Trigger for payment: 100% prior to commencement of development</p> <p>How the calculation has been derived: £370 per obligation (10 in total) = £3,700 plus £57 on site monitoring fee £57 per annual site visit for 7 years (applicant says 6.5 year construction period) = £399 £57 completion fee.</p>	<ul style="list-style-type: none"> • Draft Planning Obligations SPD 	<p>For the Council's reasonable costs of monitoring compliance with the obligations in the S106 agreement</p>	<p>a) Without this fee, the Council would not be able to cover its reasonable costs of monitoring compliance with the obligations in the S106 agreement</p> <p>b) The fee will be used to monitor compliance with the obligations in the S106 agreement and is therefore directly related to the development</p> <p>c) The fee is based on the number of obligations and the number of site visits required, using the calculation contained at Appendix 2 of the draft Planning Obligations SPD. It is therefore fairly and reasonably related in scale and kind to the development.</p>
12.	<p>Biodiversity Net Gain (BNG) monitoring fee</p> <p>Towards the Council's reasonable costs of monitoring BNG.</p> <p>Amount: £12,893 per phase of development</p> <p>Trigger for payment: prior to commencement of each phase</p> <p>How the calculation has been derived: Calculated using the Verna Excel Calculator:</p>	<ul style="list-style-type: none"> • Warrington Local Plan Policy DC4 • NPPF paragraphs 180 and 186 • Draft Planning Obligations SPD 	<p>For the Council's reasonable costs of monitoring BNG.</p>	<p>a) Without this fee, the Council would not be able to cover its reasonable costs of ensuring that BNG is maintained and managed for a 30 year period</p> <p>b) The fee will be used to monitor the BNG which is required by conditions attached to the planning permission and is therefore directly related to the development</p> <p>c) The fee is based on the time required to monitor BNG per reporting year and to assess the</p>

<p>a) Habitat monitoring over 30 year period (9 reporting years in total):</p> <ul style="list-style-type: none"> ○ Ecologist – 14 hours per reporting year for each phase ○ LPA officers – 4 hours per reporting year for each phase <p>= £11,767 for habitat monitoring per phase</p> <p>b) Assessment of management plan 10% of monitoring charge for each phase = £1,127</p> <p>Total = £12,893 per phase</p>			<p>management plan and reflects that the BNG may be delivered both on and off-site. The fee also reflects the fact that the development will be phased. It is therefore fairly and reasonably related in scale and kind to the development.</p>
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APPENDIX 1 – CALCULATIONS RELATING TO THE CONTRIBUTION TOWARDS THE PROVISION OF FOOT/CYCLEWAY INFRASTRUCTURE LINKING THE SITE WITH BROAD LANE AND BARLEYCASTLE LANE

Grappenhall Lane/Barleycastle Lane

Scheme Financial Summary

Cost Code TBC

Order No.	Activity	Comm?		Forecast (£)	Comments
Consultant Commissions					
	RSA 1	N		£ 2,000.00	
	RSA 2	N		£ 3,000.00	
	RSA 3	N		£ 2,000.00	
	RSA 4	N		£ 2,000.00	
Surveys & Investigations					
	Topographical Survey	N		£ 1,000.00	
	Trial Holes	N		£ 10,000.00	
	GPR Survey	N		£ 7,500.00	
	Drainage Survey	N		£ 7,500.00	
	As Built Survey	N		£ 2,500.00	
	TOTAL =		£ -	£ 37,500.00	
Consultation & Planning Application Costs					
	Public notification and consultation	N		£ 3,000.00	
	Permitted Development Certificate	N		£ 600.00	
	TOTAL =		£ -	£ 3,600.00	
Misc					
	TRO's	N	£ -	£ 5,000.00	
	TTRO's	N		£ 5,000.00	
	UU sewer connections			£ 600.00	Allowance
	Setting Out	N		£ 1,500.00	
	TOTAL =		£ -	£ 12,100.00	
WBC Internal Capital Salaries & PM Fees					
	Pre Construction (including design fees)	n/a		£ 20,000.00	Estimate
	During Construction (including site supervision)	n/a		£ 10,000.00	Estimate
	Post Construction	n/a		£ 5,000.00	Estimate
	TOTAL =		£ -	£ 35,000.00	
Statutory Undertakers					
	Not reviewed	N		£ 22,500.00	Assumed 10% construction cost
	TOTAL		£ -	£ 22,500.00	
Construction Costs					
	Budget Construction Cost - Crossing improvements	N	£ 30,000.00		SEE SHEET 4
	Budget Construction Cost - Shared use path (650 x 3m)	N	£ 195,000.00	£ 225,000.00	Inclusive of advance works (vegetation clearance etc), preliminaries, construction works, traffic management.
	Inflation	N			Assumes s106 being indexed linked.
	Street Lighting WBC	N		£ 25,000.00	Relocation of columns on links and redesign at conflict points
	QRA	N		£ 45,000.00	Assumed 20% construction cost.
	TOTAL =		£ 195,000.00	£ 295,000.00	
Property and Land Costs					
	Acquisition	N			
	Part 1 claims	N	£ -	£ -	
	Business Relocation	N	£ -	£ -	
	Agreements	N	£ -	£ -	
	Professional Fees	N	£ -	£ -	
	Other	N	£ -	£ -	
	TOTAL =		£ -	£ -	
Legal tasks					
Land/Rights Acquisition					
	General	N	£ -	£ -	
	Fees & land transfer	N	£ -	£ -	
	Search fees	N	£ -	£ 250.00	Allowance
	SDLT	N	£ -	£ -	
	TOTAL =		£ -	£ 250.00	
SCHEME TOTAL =				£ 405,950.00	
Current Budget					INSERT BUDGET FIGURE
Variance from Budget				£ 405,950.00	

APPENDIX 2 – CALCULATIONS RELATING TO TRAVEL PLAN CONTRIBUTION

Six56 Travel Plan Contributions					
		Costs to Council	Management time (hrs)	Travel advisor time (hrs)	
Travel Plan Development	Umbrella Travel Plan		7.5	37	
	Individual unit action plans each year for 5 years			157.5	
Travel Surveys	Development and printing of travel survey	500	1	3.5	
	Events to undertake travel survey - 1 event per unit, 5 years			337.5	
	Report to summarise findings and action plan development		45	337.5	
Travel Guides	Development of travel guide		1	7.5	
	Printing	1000			
	Updates each year for 4 years		2	8	
Maps / travel boards	Cycling map per board @ £50 each	450			
	Public transport map per board @ £50 each	450			
	Car sharing (including development) map per board	450		3.5	
Dr Bike	Cycle maintenance supplier per event @£500 each	12500			assumes some units can be combined and a joint event run (5 events run)
	Staff time			187.5	
Total hours			56.5	1079.5	
Costs per hour					
Total cost		£ 15,350		£34,645	
				£ 49,995	
Based on:					
9 employment units (average number of units from Parameters Plans document)					
2342 jobs					

Costs per hour not provided due to commercial sensitivity

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APPENDIX 4 – CONDITION 7 FROM CHESHIRE EAST PLANNING PERMISSION

7. The first reserved matters application shall be accompanied by: a Construction Environmental Management Plan detailing safeguarding of Bradley Brook, a habitat creation specification detailing the types of habitats to be created, a habitat creation method statement, an ecological monitoring strategy and a 30 year habitat management plan for all the retained, enhanced and newly created habitats for the Ecological Mitigation Area shown on the submitted Illustrative Masterplan (drawing reference 16-184-F013 001 Rev: AG) .

The habitat creation method statement to detail how the newly created habitats will be delivered and a include a timetable for the delivery of habitats in accordance with the proposed details.

The 30 year habitat management plan will provide target conditions for all retained, enhanced and newly created habitats in the ecological mitigation area and detail how the newly created, retained and enhanced habitats in the ecological mitigation area be managed to achieve these target conditions.

The ecological monitoring strategy shall include proposals for the surveying and reporting of the results of the habitat creation and management works to the LPA for the duration of the management plan period. The strategy shall include a mechanism whereby revised management and habitat creation proposals shall be submitted to and approved by the Local Planning Authority in the event that habitats are found to be failing to achieve their condition targets.

The agreed, habitat creation specification, a habitat creation method statement; ecological monitoring strategy and 30 year habitat management plan to be implemented in full.

Reason: to safeguard biodiversity in accordance with Local Plan Policy SE3.



WARRINGTON
Borough Council

Holcroft Moss – Calculation of contribution for Six:56

March 2024

- Contribution for Six:56 calculated in accordance with the Council's draft Planning Obligations SPD, December 2023.
- Projects costs as set out in 'Holcroft Moss - baseline calculation at the point of adoption of the Plan' document, published in support of the SPD consultation, December 2023.
- Six:56 scheme included in transport modelling assessment.
- Transport model confirms that including Six:56 increases the proportion of trips past Holcroft Moss from employment development from 25% to 54%.
- Results in required contribution of £39 per 100 sq.m. of employment floorspace.
- Contribution from Six:56 would therefore be £112,285.
- It should be noted that the Council has resolved to grant permission for two Local Plan allocation sites which are required to make a contribution towards Holcroft Moss. Should these contributions be received before the point of determination of the Six:56 application, the required contribution from Six:56 will need to be re-calculated in accordance with the Council's draft Planning Obligations SPD.

Hocroft Moss Mitigation Scheme Costs

Restoration Costs	717,216
Professional services hydrology, engineering drawings and design	
Water level control pipes/ overflow pipes	
Ditch crossing	
Piled ditch blocks	
Tree clearance (felling)/access	
Ditch infilling	
Earth/peat bunding	
New ditch	
Wetland scrape creation to win peat for bunding	
New fencing	
Gate	
Contingency	
Land costs	
Natural England Monitoring and Advice	11,825
Project initiation and advice Meetings:	
Future meetings	
Preparation of Management Plan Draft to date	
Estimation of time to complete management plan	
Advice from Senior Adviser during implementation phase of restoration works	
NE monitoring annual	
NE monitoring on 5 year cycle	
Maintenance Costs	21,500
Clearance of trees and scrub	
Clearance of silt from ditches	
Contingency for repair of overflow pipes, gates, fences, and dams	
Warrington staff costs	65,000
Planning Policy	
Env Services	
Project Management	
Property	
Legal	
Procurement	
Finance	
Other Professional Fees	64,013
Land Referencer	
AECOM/Modelling Financial Contribution Methodology	
Planning Application fee	
Finance Costs	
Total Cost	879,554

Warrington Proportion (HRA Impact - 47%)	413,390
Total Warrington homes on qualifying sites (accounts for 46% of impact)	4,265
Total Warrington emplomynet floorspace on qualifying sites (Accounts for 54% of impact)	681,809
Warrington Residential pre unit (including 20% site contingency)	54
Warrington Employment per 100sqm (including 20% site contingency)	39
Required contribution from Six:56 (287,909 sq.m.)	112,285