

Technical Note

Project: North Northamptonshire Greenway

Subject: Developer Contributions and Scheme Funding Note

Client:	North Northamptonshire Council	Version:	A
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I Introduction

I.1 Overview

- 1.1.1 The purpose of this note is to set out the potential development contributions formula for the proposed North Northamptonshire Greenway (NNG) network.
- 1.1.2 The note provides context to how developer contributions should be sought fairly and reasonably via the planning obligation process and explains the steps taken, and evidence used, to reach the final formula.
- 1.1.3 The work presented in this note follows the fundamental principle of planning obligations; namely, that they should not be used to ‘buy’ planning permission, nor used as a means of taxing developers. Hence, a development which is unsuitable in planning terms cannot be made acceptable by applying developer contributions to the scheme.
- 1.1.4 It should also be noted that planning obligations cannot be sought or used to mitigate an existing problem in an area; rather, they can only be sought against a future need that would be created by the proposed development.

I.2 Developer Contributions

- 1.2.1 This sub-section defines, contextualises and sets out the pathway of developer contributions.
The Need to Manage Growth Sustainably
- 1.2.2 New developments are essential to driving the delivery of new homes, jobs and economic growth in North Northamptonshire. However, development can also place additional pressure on existing infrastructure and services, including highways and transport infrastructure.

1.2.3 Therefore, it is often necessary for developers to contribute towards the provision of new or expanded infrastructure to mitigate the impacts of development and enable Council services to continue to run effectively.

Planning Obligations

1.2.4 Planning obligations are one such mechanism (in conjunction with highways agreements and planning conditions) through which developers contribute to the provision of facilities and infrastructure. Planning obligations are typically formed of financial contributions towards facilities and services, or in some cases directly delivering such infrastructure through physical works.

Section 106

1.2.5 Planning obligations can be secured through a *Section 106 Agreement*; this is a legal agreement between Local Authorities and developers that are linked to planning applications. Section 106 Agreements bind developers to ensure the impact of their development on local infrastructure can be effectively mitigated.

1.2.6 All Agreements must be supported by a robust local policy framework, the National Policy Planning Framework (NPPF) and an up to date evidence base; this is essential to ensuring that, in accordance with Community Infrastructure Levy (CIL) Regulations, requirements are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

Contributions Pathway – Highways and Transport

1.2.7 To determine whether a contribution towards improving the highway network, local public transport services or the active travel network is required, each proposed development needs to undergo an individual assessment. The assessment takes into account the findings of transport planning and highways documents, including Transport Assessments (or Statements), and Travel Plans, and the associated recommendations of Local Authority Officers.

- 1.2.8 If the individualised assessment demonstrates that a contribution is required in accordance with CIL regulations, this can be provided through a Section 106 agreement and/or a Section 278 agreement¹.

North Northamptonshire Core Strategy

- 1.2.9 North Northamptonshire Council commenced the preparation of a new district-wide Local Plan in January 2017; however, the Joint Core Strategy remains the currently adopted Local Development Plan at the time of writing (June 2023).
- 1.2.10 The North Northamptonshire Joint Core Strategy is an overarching document that outlines the strategic plans of Corby, Kettering, Wellingborough and East Northamptonshire, including the identification of policies, existing development and key areas that will support the development of greenway and green infrastructure in North Northamptonshire.
- 1.2.11 Section 106 Agreements need to be developed in accordance with the Northamptonshire Planning Obligations Framework and Guidance² and the policies of the North Northamptonshire Joint Core Strategy 2011-2031, which include, but are not limited to, the following:
- *Policy 1 – Presumption in Favour of Sustainable Development*
 - *Policy 10 – Provision of Infrastructure*
 - *Policy 15 – Well-connected Towns, Villages and Neighbourhoods*
 - *Policy 16 – Connecting the Network of Settlements*
 - *Policy 19 The Delivery of Green Infrastructure*

1.3 Policy Review

- 1.3.1 This section provides a summary of currently adopted, emerging and proposed policy documents that will need to be considered in any future discussions around planning obligations (developer contributions). A wider and more detailed policy review is contained within the Strategic Masterplan report.

¹ A voluntary agreement between the housebuilder and the Council to ensure the adoption and completion of new roads on a development Section 278 agreement, a legal agreement that allows developers to make alterations of improvements to the public highways as part of a planning approval.

² The Northamptonshire Planning Obligations Framework and Guidance was updated on 26 August 2021 to set out technical updates to the North Northamptonshire Council’s adopted “Planning Obligations Framework – Creating Sustainable Communities (Jan 2015)”

North Northamptonshire Development Framework

1.3.2 The North Northamptonshire Development Framework currently comprises the following:

Development Plan documents

- North Northamptonshire Joint Core Strategy (JCS) (Part 1 Local Plan) - adopted July 2016
- Part 2 Plan for the Borough Council of Wellingborough - adopted February 2019
- Part 2 Local Plan for Corby - adopted September 2021
- Site Specific Part 2 Local Plan for Kettering Borough - planned for adoption December 2021
- Kettering Town Centre Area Action Plan - adopted July 2011
- Rural North, Oundle and Thrapston Plan - adopted July 2011
- Northamptonshire Minerals and Waste Local Plan Update - adopted July 2017
- Saved Policies from the East Northamptonshire District Local Plan - adopted 1996
- Northamptonshire Minerals and Waste Local Plan Update - adopted July 2017

Other Development Framework documents

- North Northamptonshire Statement of Community Involvement
- North Northamptonshire Annual Monitoring Report – published annually
- Local Development Scheme

Development Plan Documents

North Northamptonshire Joint Core Strategy

1.3.3 The North Northamptonshire Joint Core Strategy (JCS) was adopted in July 2016 and covers the period from 2011 to 2031. It was prepared by the North Northamptonshire Joint Planning Unit and adopted by the North Northamptonshire Joint Planning Committee.

1.3.4 The JCS is the strategic section (Part 1) of the Local Plan for the North Northamptonshire area. The JCS includes strategic allocations and sets out the strategic direction for development across the area.

Northamptonshire Strategic Plan

1.3.5 The Joint Core Strategy will be reviewed/updated through the preparation of the North Northamptonshire Strategic Plan.

- 1.3.6 The Strategic Plan will focus on strategic matters which will, as a minimum, meet the requirement set out in the National Planning Policy Framework, to have a plan that addresses the strategic priorities for the area.
- 1.3.7 It is proposed that the statutory plan period should be 2021 to 2041, with the vision extended to 2050 to align with the Oxford-Cambridge Arc Spatial Framework.

East Northamptonshire District Wide Local Plan Part 2

- 1.3.8 The East Northamptonshire District Wide Local Plan Part 2, as with the Part 2 Local Plans for Corby (adopted 2021) and for Kettering Borough (adopted 2021), is a legacy document in its final stages of preparation, planned for adoption by North Northamptonshire Council. All the Part 2 Local Plans for the North Northamptonshire area will be intrinsically linked with the North Northamptonshire Joint Core Strategy, to read as one Local Plan.
- 1.3.9 The Part 2 Local Plan for East Northamptonshire was Submitted to the Secretary of State in March 2021. The Examination hearing sessions took place in 2022, and a consultation on the subsequent proposed modifications took place between March and April 2023.

Neighbourhood Plans

- 1.3.10 The Localism Act 2011 introduced rights and powers to enable communities to become directly involved in planning for their area. Here, communities can prepare Neighbourhood Plans as a Parish Council or via formal Neighbourhood Forums.
- 1.3.11 Neighbourhood Plans can be used to allocate land for development or influence the type and design of development that comes forward. Neighbourhood plans must, however, be in general conformity with National Policy and the strategic planning policies already adopted by the local district/borough council and should not promote less development than set out in the Local Plan or undermine its strategic policies.
- 1.3.12 North Northamptonshire Council has a large number of “made” neighbourhood plans within its area and a significant number at various stages in their preparation. These Neighbourhood Plans will thus need to be considered in decisions relating to developer contributions to the proposed Greenway.

Other documents

Community Infrastructure Levy and Planning Obligations

- 1.3.13 The Community Infrastructure Levy (CIL) is a standard pre-set charge that local planning authorities are empowered, but not required, to charge on all new developments over a minimum size. However, planning obligations through S106 Agreements remain a key means for ensuring that developments pay for infrastructure to make a development proposal acceptable in planning terms.
- 1.3.14 None of the previous sovereign authorities of North Northamptonshire prepared a CIL levy for their areas. The Government has resolved to remove pooling restrictions previously imposed limiting 5 planning obligations towards a single piece of infrastructure.
- 1.3.15 Further guidance on these topic areas was published by the Government on 2 September 2019, and further reforms to CIL are under review by Central Government.

Infrastructure Levy 2023

- 1.3.16 The Department for Levelling Up, Housing and Communities (DLHUC) stated in a press release that, *“a new levy will see developers pay a fairer share for affordable housing and local infrastructure such as roads, schools and GP surgeries the government has announced today (17 March 2023)”*³.
- 1.3.17 The infrastructure levy, which will replace Section 106 contributions for most developments, will, according to the DLHUC, seek to *“prevent developers from negotiating down the amount they contribute to the community when they bring forward new projects”*³.
- 1.3.18 Under the proposals, the amount developers will have to pay will be calculated once a project is complete, instead of at the stage the site is given planning permission. This will make sure that councils benefit from increases in land value, which can be significant for large developments that take years to complete.
- 1.3.19 It is also proposed that Councils be given powers to set rates themselves. The levy will also give communities more control over how this money is spent. A portion of the money will be passed directly to communities as a ‘neighbourhood share’ to fund their infrastructure priorities, while councils will be required to engage with communities and create an infrastructure delivery strategy.
- 1.3.20 DLHUC's consultation on the proposed Infrastructure Levy closed on 9th June 2023 and officials are currently analysing the feedback received.

³ Department for Levelling Up, Housing and Communities (March 2023). Press release: New levy to make sure developers pay fair share for affordable housing and local infrastructure

2 Methodology

2.1 Introduction

2.1.1 This section sets out the steps that were taken to develop the proposed developer contributions formula for the North Northamptonshire Greenway network. The section summarises the evidence base underpinning the formula and explains how it has been developed to align with the fair and reasonable tests set out in the CIL Regulations of 2010⁴.

2.1.2 This note has been prepared on the basis that the existing S106 regime remains in place. It is, however, recognised that, should DLUHC's proposed Infrastructure Levy be introduced, the framework for securing developer contributions will change. This being the case, it would likely require the Council to include the Greenway within their proposed Infrastructure Strategy.

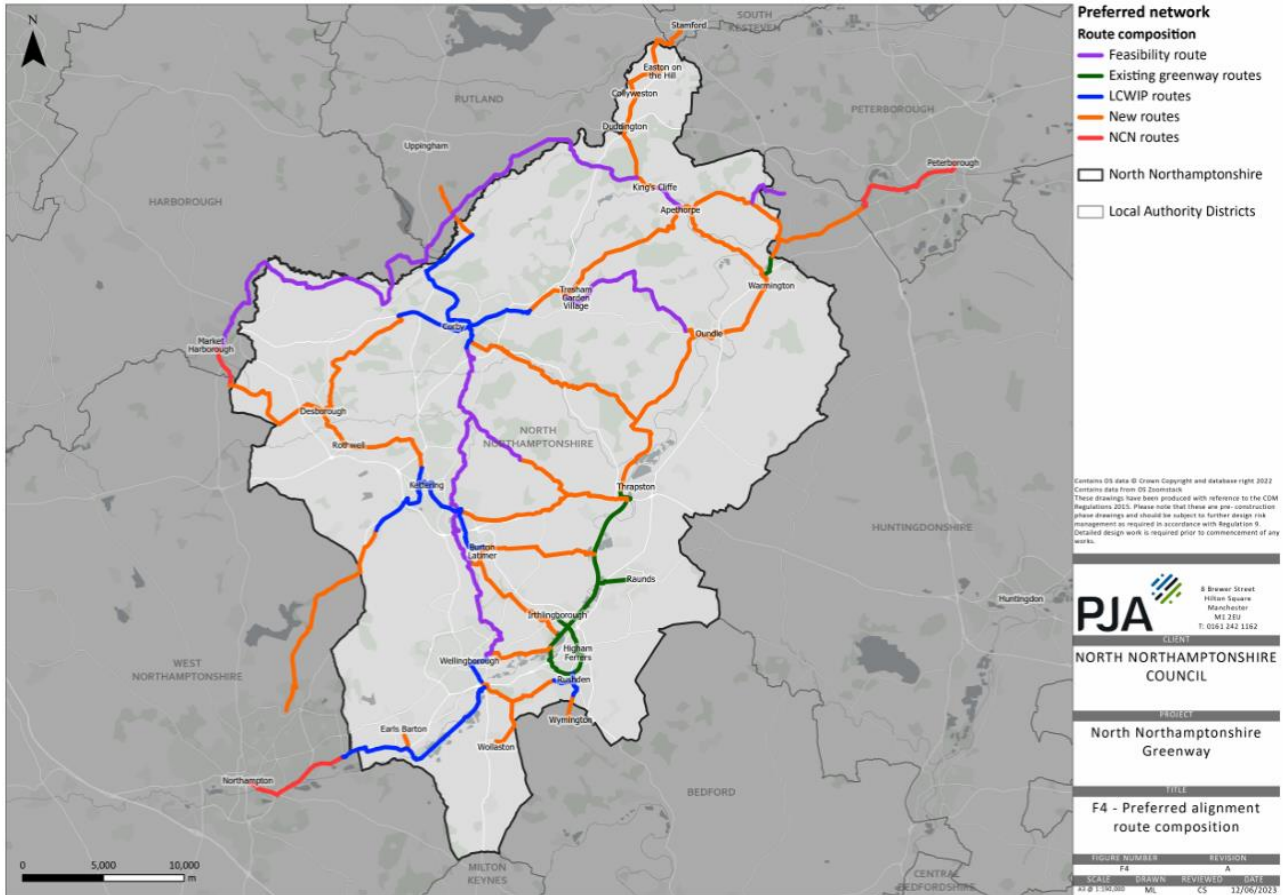
2.2 Defining and Developing the Greenway Network

2.2.1 To inform the development of the funding formula, we first needed to define the proposed extent of the Greenway network.

2.2.2 The development of the Greenway network was informed by PJA's technical analysis and input from North Northamptonshire Council (NNC) officers and wider stakeholders. The proposed network was agreed with NNC on the 7th June; the network is presented in Figure 1 below and is set out in more detail within the Strategic Masterplan document.

⁴ Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government. The Community Infrastructure Levy Regulations 2010

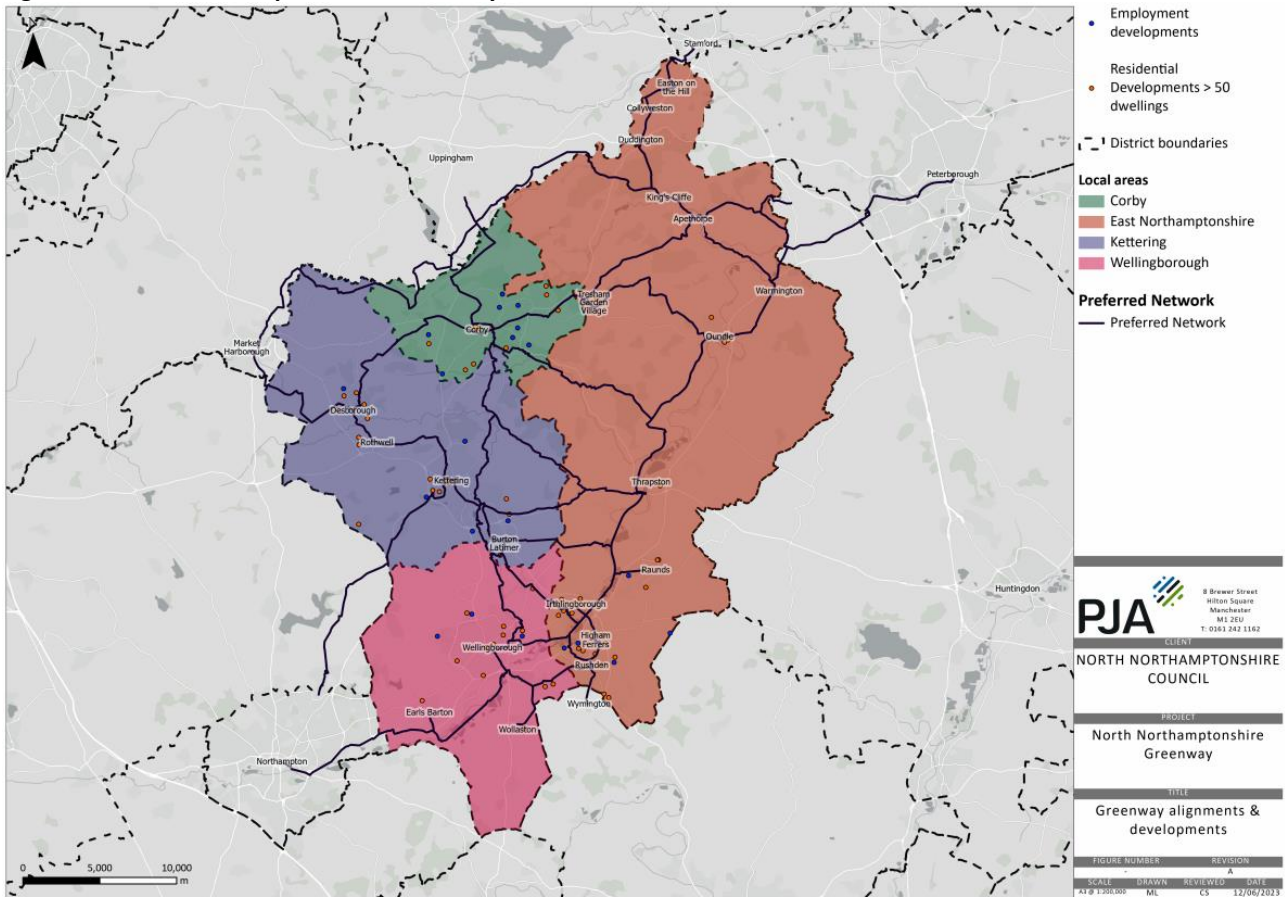
Figure 1: North Northamptonshire Greenway Network 33



2.2.3 Once the network was agreed upon, it was split into ‘Greenway areas’. The four defined areas align with the former council areas of Corby, East Northamptonshire, Kettering and Wellingborough. The Greenway areas are listed as follows, and are shown in the figure below:

- Corby Area (northern quadrant – green area)
- East Northamptonshire (eastern quadrant – brown area)
- Wellingborough Area (southern quadrant – pink area)
- Kettering Area (western quadrant – purple area)

Figure 2: North Northamptonshire Greenway Areas



Source: PJA

2.2.4 The proposed developments within each Greenway Area will generate trips that require supporting active travel infrastructure; the Greenway network will perform a key strategic function by connecting these developments to key services and employment nodes. The creation of the Greenway areas thus assists in identifying ‘in-scope’ developments from which contributions can reasonably be sought.

Baseline Review and Networking Planning

2.2.5 PJA first undertook a review of the existing active travel network in North Northamptonshire; the outcomes of this review are summarised in the Strategic Masterplan document. The review focused on understanding:

- The policy framework supporting active travel, and the Greenway specifically, in North Northamptonshire;
- The type and extent of existing active travel provision in the area and its hinterland;

- The wider transport network of North Northamptonshire and strategic connections to neighbouring areas;
- Physical and environmental constraints in the area;
- Desire lines based on an examination of origin-destination data;
- The location and extent of proposed and allocated development; and,
- Associated gaps in provision, and opportunities to close them, based on the above.

Defining the Greenway Areas

2.2.6 The following tables provide information pertaining to each of the four Greenway areas and a summary of the proposed development quantum in each area.

2.2.7 The development quantum summarised below is not inclusive of all proposed development sites in North Northamptonshire. Instead, the table only includes sites that are above the NNC threshold for the preparation of a Transport Assessment; namely, above 50 residential dwellings or 1,000 sqm of employment floorspace.

2.2.8 Developments that are above the NNC TA thresholds are considered to be potentially eligible to contribute to the Greenway network due to their likely transport impact; hence, this threshold is considered to be a reasonable method of ‘filtering out’ sites.

2.2.9 The NNC TA thresholds act as guidance rather than prescription; therefore, each development will need to be considered on a case-by-case basis. It should be noted that the employment land quantum is based on land proposed for employment uses, not the entire extent of the development footprint.

Table 1: North Northamptonshire Greenway Network Information

Greenway Area	Length of Network in Area (KM)	Cost of Greenway Network (£)	Existing Active Travel Trips in Area ⁵	Proposed Employment Land (Hectares)	Residential Dwellings Proposed in Area
Corby	35.1	£2,605,725	84,916	58	8,880
East Northamptonshire	132.7	£19,411,743	116,834	26	6,249
Wellingborough	31.7	£4,841,607	106,226	25	609
Kettering	81.6	£11,226,026	155,806	80	2,555
Combined	281.1*	£38,085,101	463,782	189	18,293

*Please note there is an additional 69km of the Greenway Network does not fall within the administrative boundary of North Northamptonshire

⁵ The methodology for estimating baseline active travel trips is set out in Section 2.3.

2.2.10 Based on the parameters set out above, in-scope developments are summarised below for their respective Greenway areas. These sites were extracted from the EEH Development Site Databank, which was provided by NNC planning officers.

Table 2: Potentially In Scope Developments

Greenway Area	Employment Sites	Residential Sites
Corby	<ul style="list-style-type: none"> • Cowthick Plantation • Land West of Uppingham Road (A6003) South of Corby Road (A427) Corby • Site E5 Tripark - ELR15c and ELR 15b 	<ul style="list-style-type: none"> • Priors Hall Park Zones 2 and 3 • West Corby SUE • Land at Brooke Academy • Former Co-Op • Land off Elizabeth Street • Parkland Gateway
East Northamptonshire	<ul style="list-style-type: none"> • Rushden East SUE • Rushden Gateway • Land at Chelveston Renewable Energy Park 	<ul style="list-style-type: none"> • Cotterstock Road, • Land Between St Christophers Drive and A605 Oundle Bypass, PE8 4HU • Land to Rear of Cemetery, Stoke Doyle Road, • Ashton Road/ Herne Road (Phase 2) • Rushden East Urban Extension, Liberty Way Phases 1-3 and 4 • West of Huxlow School/ Irthlingborough West SUE • Land east of A6 Bypass/ Bedford Road • Ferrers School • Manor Park, Bedford Road • Land off Shirley Road • Former Textile Bonding Factory/ Federal Estate Industrial Park, Newton Road, • Land Rear of Nicholas Road, • Sports Ground, Hayden Road • Rear of Green Close, Wellingborough Road, • Land east of Addington Road, • Whitworths, Wellingborough Road • Land at Northampton Road Corner/ Brambleside, Hayway, • Tresham Garden Village
Wellingborough	<ul style="list-style-type: none"> • Land between Finedon Road & the Railway, Nielsons Sidings • Land off A509 Niort Way and A510 Northen Way and South of Great Harrowden 	<ul style="list-style-type: none"> • High Street /Jacksons Lane Site • Land Between Finedon Road and Nest Lane • Phase 3 Land off Eastfield Road, • Land South of James Street • Land off Austin Close, • Windsor Road, • PBW allocation Milner Road, • Alma St/ Cambridge St,
Kettering	<ul style="list-style-type: none"> • Land at Kettering South 	<ul style="list-style-type: none"> • Desborough North

Greenway Area	Employment Sites	Residential Sites
	<ul style="list-style-type: none"> • Roxhill/Segro Park • Land at Kettering North • Land adjacent to Magnetic Park, Harborough Road 	<ul style="list-style-type: none"> • Gipsy Lane (land west) • Rothwell North/ Land to the west of Rothwell • Harborough Road (land off), Desborough • Land off Buxton Drive and Eyam Close • Desborough (land to the south of) • RESIDENTIAL QUARTER: Land north and east of Trafalgar Road (NRQ4), Kettering • Gaultney Farm (land at), Pipewell Road • RESIDENTIAL QUARTER: Land at Lidl store site, west of Trafalgar Road(SHLAA 711) NRQ1 • Silver Street Quarter: Queen Street / Horsemarket north (SSQ4) • Cranford Road (land to rear of 30-50) • Residential Quarter: B&Q & Comet site, Meadow Road / Jutland Way (SHLAA 717+718) (NRQ5) • Land to the west of Mawsley

2.3 Understanding and Predicting Active Travel Demand

2.3.1 The following section sets out the stages of the trip forecasting exercise for the North Northamptonshire area, which includes:

- The estimated existing level of active travel trip-making in the North Northamptonshire area.
- The potential number of additional active travel trips that could be generated by the development sites listed in Table 2.

Baseline Active Travel Trip Making in North Northamptonshire

2.3.2 To establish an estimate of the total baseline active travel trips for all trip purposes in North Northamptonshire, PJA undertook a number of steps, which are set out below:

- 1 **Extracted journey to work data** from QS701EW (Method of travel to work) – Census 2011⁶;
 - Data extracted for all LSOAs in North Northamptonshire; and,
 - Data extracted for all modes of travel;
- 2 **Apply an uplift to the calculated walking and cycling trips**, based on the information set out in the Department for Transport’s Capital Fund Guidance⁷; the guidance states that:

⁶ Census 2011 data is considered to represent the most robust, and comprehensive, dataset available; this is because travel behaviours were impacted by the Covid-19 pandemic at the time Census 2021 data was collected.

⁷ Department for Transport. (2021). 2021/22 Capital Fund Value for Money Guidance.

- The number of people who commute via cycle should be multiplied (x6) to estimate total weekday cycling trips; this includes scaling up to reflect outbound and homeward trips (x2) and converting from commuting to all-purpose cycling trips (x3);
- The number of people who commute on foot should be multiplied (x32) to estimate total weekday walking trips; this includes scaling up to reflect outbound and homeward trips (x2) and converting from commuting to all-purpose walking trips (x16).

2.3.3 Based on the steps set out above, the baseline walking and cycling trips for North Northamptonshire, disaggregated into the Greenway Areas, are set out below.

Table 3: Baseline Active Travel Trip Making in North Northamptonshire

Greenway Area	Number of Walking Trips	Number of Cycling Trips	Net Active Travel Trips
Corby	80,032	4,884	84,916
East Northamptonshire	113,504	3,330	116,834
Wellingborough	102,848	3,378	106,226
Kettering	151,264	4,542	155,806
Total	447,648	16,134	463,782

Forecast Active Travel Trip Making Associated with Proposed Development

2.3.4 To establish an estimate of the potential future number of active travel trips associated with proposed or allocated development in North Northamptonshire, PJA undertook a number of steps, which are set out below:

- 1 Establish all proposed or allocated residential and employment development in North Northamptonshire;
- 2 Filter out developments that are below the TA threshold for the NNC area;
 - Filter out residential sites below 50 units; and,
 - Filter out employment sites below 1,000 sqm.
- 3 Allocate developments to one of the four proposed Greenway areas based on their location;
- 4 Sum the total number of dwellings (residential sites) and floorspace (employment) for each Greenway area;
- 5 Extract trip rates for walking and cycling from the TRICS database:
 - Residential sites: trip rates were extracted for privately owned flats and privately owned houses;

- Employment sites: trip rates were extracted for office, warehousing and ‘general industrial’ developments.

6 Apply the walking and cycling trip rates to the summarised development land quantum for each Greenway quadrant to estimate development-related active travel trip-making.

2.3.5 Given that newly developed sites are likely to generate a higher proportion of sustainable transport trips than existing ones, the modal share target of reducing single occupancy car journeys from new developments by 20%, which is set out in the Northamptonshire Transport Plan⁸, was applied to the TRICS-derived trip forecast. The following steps were undertaken to achieve this:

- 7 Estimate the number of car trips that the proposed development would generate using TRICS data;
- 8 Multiply the number of forecast car trips by 0.2 (20%) to establish the number of trips that need to be distributed to other modes;
- 9 Use the extracted journey to work data from QS701EW (Method of travel to work) to calculate the proportion of total trips each mode would generate if car trips were removed; this was circa. 34% for active modes (walking and cycling);
- 10 Multiply the number of trips to be distributed to other modes (point 8) by the proportion of total trips active modes would generate (34%) if car trips were removed;
- 11 Add these trips (point 10) to the active travel trips forecast using the TRICS trip rates (point 6).

2.3.6 The following table summarises the number of forecast development-related active travel trips Based on the steps set out above.

Table 4: Development Related Active Travel Trip Making

Greenway Area	No of Trips Walking Trips	No of Trips Cycling Trips	Active Travel Combined
Corby	16,949	1,689	18,638
East Northamptonshire	10,472	1,025	11,497
Wellingborough	3,161	275	3,437
Kettering	10,963	951	11,914
Total	41,545	3,940	45,485

⁸ Northamptonshire County Council (2012) Northamptonshire Transportation Plan. [Link to document.](#)

Active Travel Trip Making: The Future Baseline and the Impact of Development

2.3.7 The calculated baseline and proposed development-related active travel trips were then used to derive the estimated uplift in total active travel trips as a result of the proposed development.

2.3.8 The uplifts are reported as percentages in the following table.

Table 5: Percentage Increase in Active Travel Trips in North Northamptonshire Due to Development-Related Active Travel Trip Making

Area	Walking Trips % Increase	Cycling Trips % Increase	Active Travel Combined
Wellingborough	3.1%	5.6%	3.2%
Corby	21.2%	50.7%	21.9%
East Northamptonshire	9.2%	22.6%	9.8%
Kettering	7.2%	5.9%	7.6%
Total	10.2%	21.2%	10.7%

Potential Developer Contributions

2.3.9 Once the cost of the Greenway and the number of baseline and development-related active trips were established, the 'cost per active trip' was calculated for each sub-area by dividing (a) the cost of the Greenway area, by (b) the baseline number of active travel trips (plus) development-related active travel trips in the Greenway area.

2.3.10 The following table summarises the forecast development-related active travel trips and the cost per active travel trip.

Table 6: North Northamptonshire Greenway Network Information

Greenway Area	Network Cost (£)	Proposed Employment Space (Hectares)	Proposed Dwellings	Baseline Active Travel Trips	Development Related Active Travel Trips	Cost Per Active Travel Trip ⁹
Corby	£2,605,725	58	8,880	84,916	18,638	£25.16
East Northamptonshire	£19,411,743	26	6,249	116,834	11,497	£151.26
Wellingborough	£4,841,607	25	609	106,226	3,437	£44.15
Kettering	£11,226,026	80	2,555	155,806	11,914	£66.93
Combined	£38,085,101	189	18,293	463,782	45,485	£78.85

⁹ Please note that the current 'cost per active travel trip' will need to be updated and refined as the quantum of proposed development changes in each area.

2.3.11 To provide an estimate of the potential total developer contribution to each Greenway area, the cost per active travel trip in each Greenway area, was then multiplied by the forecast number of development-related active travel trips; the table below summarises these numbers.

Table 7: Potential Developer Contributions to the NNG

Greenway Area	Potential Developer Contributions to the Greenway
Corby	£468,982
East Northamptonshire	£1,739,027
Kettering	£797,432
Wellingborough	£2,008,161
Total	£5,013,601
Developer Contribution (%)	12.49%

2.4 The Formula

2.4.1 Based on the steps above, the proposed developer contributions formula is as follows:

$$\text{Developer contributions} = \text{Active travel trips} \times \text{cost per active travel trips}$$

2.4.2 The developer contributions formula could be applied on a site-by-site basis in one of two ways:

Using Active Travel Trips

- 1 Establish the estimated active travel trip generation of the development; and then,
- 2 Multiply this number by the cost per trip of the appropriate Greenway.

Using Contributions Per Dwelling/Hectare

- 1 Identify the contribution per dwelling/hectare rate for the relevant Greenway area; and then,
- 2 Multiply the contribution rate by the number of dwellings / hectares.