

**Shropshire Council
Community Infrastructure Levy Charging Schedule**

Statement of Common Ground

July 2011

Between

1. Shropshire Council (the Council)
2. J Ross Developments

1. Purpose of This Document

1.1 This document has been prepared to:

- Identify the areas now under AGREEMENT between Shropshire Council and J Ross Developments, in respect of their representations on the Community Infrastructure Levy (CIL) Draft Charging Schedule.
- Outline future courses of action that have been agreed by the parties as necessary to address outstanding issues, and AGREE that they are no longer areas of dispute with regard to the examination of the CIL Charging Schedule.

2. Summary of representations

The CIL Draft Charging Schedule

- 2.1 J Ross Developments raised concerns over the lack of clarity on what additional s106 contributions and infrastructure works will be sought beyond the CIL Levy in respect of the South East Oswestry Sustainable Urban Extension (SUE) site.
- 2.2 The proposed Levy rate of £40/m² was accepted by the development industry to be affordable and viable in comparison with the levels of contributions secured previously under s106 planning obligations. However, that level included significant costs associated with commuted sum payments for open space maintenance which would now be sought in addition to the CIL charges. A reduction of 20% in the Levy rate is sought, to reflect the fact that CIL will not include all contributions to public open space including maintenance.
- 2.3 Whilst supporting the use of CIL for local infrastructure, it is important that the A5 junctions at Shrewsbury and Oswestry also benefit from the 10% of CIL to be used for strategic infrastructure. The A5 junctions should therefore be clearly identified in the CIL statements as “strategic infrastructure” as well as “local infrastructure”.
- 2.4 If a s106 contribution is sought towards the Mile End junction improvement on the A5/A483, then J Ross Developments would seek a

separate and reduced Levy rate commensurate with the size of contribution sought. On the other hand, if CIL is attributed towards this junction improvement, this would be considered to be an equitable basis for the apportionment of costs amongst developments across Oswestry and the county.

- 2.5 Support the principle of the differential between urban and rural areas which is aligned with the Core Strategy approach of positively directing development to the defined towns and other Key Centres and encouraging locally generated proposals for housing growth in the rural areas, particularly at Community Hubs and Community Clusters. The charging zone maps, which include defined buffers around the urban areas, are considered sound and acceptable.

Representations on associated documents

- 2.6 J Ross Developments submitted comments on associated documents in a response dated 10th June. It supported the principle of the CIL Instalment Policy, but objected to the timing of payments on large developments unless clarity could be provided on the arrangements for a phased CIL application.
- 2.7 As it has become clear that the often significant costs associated with open space maintenance would not be fully included within the CIL eligible infrastructure list, a reduction of the Levy rate by at least 5% is sought, or alternatively a commitment that the Council will fund the maintenance of amenity and natural and semi-natural open spaces.
- 2.8 A clear reference to strategic infrastructure as an identifiable list within the LDF Implementation Plan is sought.
- 2.9 The reasons for the exclusion of the Whittington Road and Maesbury Road junctions from the CIL list in the LDF Implementation Plan needs to be clarified. J Ross Developments would object to any expectation that the Oswestry SUE would be expected to fund the non-CIL junction improvements through s106 obligations in addition to its CIL contribution.
- 2.10 The reference to new walking and cycling connections associated with the scheme at a cost estimated of £1million in the Draft LDF Implementation Plan (circulated June 2011) needs explaining, and there is concern about contributions towards generic infrastructure. It should be expected that the SUE's contributions will be more specific and there would not be potential generic additions.
- 2.11 Concern is expressed regarding the educational contributions at the Oswestry SUE. There is a need for clarification that education will be covered by CIL.

3.0 Associated documents

- 3.1 The Developer Contributions SPD provides guidance on the combination of developer contributions through on-site design, planning obligations and the Community Infrastructure Levy.
- 3.2 The LDF Implementation Plan for 2011/12 details which developer contributions will be sought through planning obligations and which through the CIL. Extracts in relation to strategic infrastructure and to Oswestry as reported to the Council's Cabinet on 13 July are reproduced as Appendix A.
- 3.3 The Code of Practice provides a process for deciding which infrastructure projects will benefit from CIL in any year, and the process and principles for updating the LDF Implementation Plan.
- 3.4 The CIL Annual Report will report how funding is assigned to specific infrastructure schemes, providing greater clarity on the timing and detail of their delivery. The Council intends to use 10% of net CIL receipts for strategic infrastructure, and the remaining 90% of net receipts for local infrastructure. The use of both funding pots for the Mile End A5/A483 junction will be made clear in the CIL annual report, as illustrated by the extract from the CIL annual report proforma attached at Appendix B.
- 3.5 The CIL Instalment Policy sets out the Council's requirements for CIL payments. It requires half of the CIL liability to be paid 60 days after commencement of a development, with the balance 150 days after commencement.

4.0 Areas under agreement

- 4.1 The CIL Instalment Policy - the parties agree that the footnote added to the Policy, together with the commitment to elaborate with guidance for applicants (para 5.4 below), resolve the concerns previously raised.
- 4.2 Clarity on s106 requirements— the parties agree that the LDF Implementation Plan (LDFIP) 2011/12 provides clarity on the following points:
- There will be no planning obligation sought for the Mile End A5/A483 junction improvements, which will be funded through the CIL, possibly with DfT funds contributing.
 - The link road through the site will be a development cost and not a section 106 requirement.
 - Land for a one form of entry primary school will be provided as part of the development, but no section 106 obligation will be required for its construction as this will be funded through CIL and other sources.

4.3 The parties are agreeable in principle to joint provision and dual use of playing fields for the required school, in order to achieve the efficient and effective use of land, and will explore the scope to achieve this at the masterplan stage.

4.4 Planning obligations for the Oswestry SUE – the parties agree that the only planning obligations for off-site cycle and pedestrian requirements that will be sought are those listed in the LDFIP 2011 as “links to the existing network, eg. Eaton Fields path, Maple Ave, College Rd and Shrewsbury Road cycle/pedestrian route and controlled crossing”. Any other contributions made by the SUE to off-site cycle and pedestrian will be covered through the CIL.

4.5 The parties agree that Oswestry SUE masterplan, which will be prepared jointly by the parties and subject to public consultation, when finalised will be reflected in the following year’s LDFIP.

4.6 Use of CIL funds from both strategic and local infrastructure funds – the parties agree that there is now clarity regarding the eligibility of the Mile End A5/A483 junction improvements for funding from both the strategic CIL funding share and the local CIL funding share.

4.7 Implementation Phasing of the Oswestry SUE – the parties agree that it is important that the highest priority CIL-funded infrastructure and the Oswestry SUE are delivered in a timely manner, which will require phasing arrangements to ensure viable delivery of development. The parties will work together and with the Highways Agency to secure forward funding where necessary to deliver agreed improvements to the SRN in a timely manner without prejudicing the viable delivery of development.

5.0 Agreed future action

- 5.1 Principles will be agreed to inform a masterplan. The masterplan will be included in the public consultation on the preferred option Site Allocations & Management of Development Plan Document (SAMDev) in early 2012.
- 5.2 The parties will explore joint provision and dual use of playing fields for the required school when preparing the masterplan for the SUE.
- 5.3 The parties will investigate the scope for joint provision and dual use of recreation land provision, recognising the potential for co-location of some of the requirement with the existing Oswestry Leisure Centre.
- 5.4 The Masterplan will clarify inter alia the provision and maintenance of open space on site.

5.5 Further guidance will be provided by the Council to guide applicants on the operation of the CIL. This will include the impact of a development's phasing on the timing of its CIL liability, particularly illustrating how phases of a single outline planning consent will form separate "chargeable developments".

5.6 The LDF Implementation Plan will be updated in April 2012 to reflect the content of the Oswestry SUE masterplan.

6.0 Conclusion

6.1 Work is ongoing on a masterplan, where all outstanding issues will ultimately be resolved in due course. The Council has gone as far as it reasonably can at this stage to demonstrate that the intention and direction of travel of the masterplan is unlikely to render the scheme unviable.

Signed on behalf of Shropshire Council:

.....
Tom McCabe, Director of Places

Date:

Signed on behalf of J Ross Developments

.....
Mark Sackett, Senior Director of RPS Planning & Development (authorised to sign on behalf of J Ross Developments)

Date:

EXTRACTS from the LDF Implementation Plan 2011/12*Strategic Infrastructure Requirements*

Some infrastructure requirements are vital to the delivery of Shropshire's development strategy and have a strategic rather than local focus. Whilst the following sections of this plan outline the individual local infrastructure requirements for Shrewsbury, the market towns and key centres and the rural community hubs and clusters, the below table identifies those elements that are considered to be Shropshire-wide strategic requirements.

Table 1- Strategic Infrastructure requirements

	INFRASTRUCTURE REQUIREMENT	CORE STRATEGY POLICY LINK	LEVEL OF PRIORITY	TIMING OF DELIVERY	FUNDING SECURED	INDICATIVE FUNDING GAP	DEVELOPER CONTRIBUTIONS			NOTES
							S106	CIL	DEVELOPER FUNDED DIRECT- Eg On Site Design/Land Provision/ Maintenance	
PHYSICAL INFRASTRUCUTRE REQUIREMENTS										
TRANSPORT	Upgrade of A5/A458	CS7, CS2, CS9	CRITICAL	2014-2018	None	c£2.7 million		✓		Indicative costs are for a 4-arm junction.
	Upgrade of A5 Shrewsbury bypass junctions to the east of A49(T)	CS7, CS2, CS9	CRITICAL	2014-2018	None	c£7 million	✓			Linked to Shrewsbury South Sustainable Urban Extension and other major developments. Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Upgrade of A5 Shrewsbury bypass junctions to the west of A49 (T)	CS7, CS2, CS9	CRITICAL	2018-2022	None	c£4.3 million		✓	✓	Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways

Appendix A: Extracts from the LDF Implementation Plan July 2011

	INFRASTRUCTURE REQUIREMENT	CORE STRATEGY POLICY LINK	LEVEL OF PRIORITY	TIMING OF DELIVERY	FUNDING SECURED	INDICATIVE FUNDING GAP	DEVELOPER CONTRIBUTIONS			NOTES
							S106	CIL	DEVELOPER FUNDED DIRECT- Eg On Site Design/Land Provision/Maintenance	
										Agency support
	Junction improvements to A5 Mile End roundabout	CS7, CS3, CS9	CRITICAL	2016-2026	None	c£2.1 million		✓	✓	Linked to Sustainable Urban Extension Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Junction improvements to A5 Whittington Road junction	CS7, CS3, CS9	CRITICAL	2016-2026	None	c£0.35 million	✓			Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Junction improvements to A5 Maesbury Road junction	CS7, CS3, CS9	CRITICAL	2016-2026	None	c£0.6 million	✓			Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Electrification of the Shrewsbury to Wolverhampton Rail Line and improvements in line speeds	CS7, CS2, CS6, CS9	KEY	2014-2019	None	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Shrewsbury Place Plan
	Improvements to line speeds on lines radiating from	CS7, CS2, CS6, CS9	KEY	Ongoing	N/A	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-

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							S106	CIL	DEVELOPER FUNDED DIRECT- Eg On Site Design/Land Provision/Maintenance	
	Shrewsbury									see Shrewsbury Place Plan
	Provision of hourly service to Aberystwyth and extension of service on to the Shrewsbury to Crewe Line	CS7, CS2, CS6, CS9	KEY	2011-2012	Yes	£60million	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Shrewsbury Place Plan
	Improvement to the Heart of Wales line, between Shrewsbury and Knighton	CS7, CS2, CS6, CS9	KEY	ongoing	N/A	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Shrewsbury Place Plan
	Improvements to Shrewsbury to Chester rail line	CS7, CS3, CS9	KEY	2011-2012	Yes	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Oswestry Place Plan
ICT	Facilitation of ICT/broadband technologies	CS8, CS6, CS7, CS13 CS3, CS9	KEY	ongoing	N/A	N/A		✓		
SOCIAL INFRASTRUCTURE REQUIREMENTS										
AFFORDABLE HOUSING	Affordable housing provision	CS11, CS2, CS1, CS9	PRIORITY	ongoing	N/A	N/A	✓			

OSWESTRY

	INFRASTRUCTUR E REQUIREMENT	CORE STRATEGY POLICY LINK	LEVEL OF PRIORITY	TIMING OF DELIVERY	FUNDING SECURED	INDICATIVE FUNDING GAP	DEVELOPER CONTRIBUTIONS			NOTES
							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
PHYSICAL INFRASTRUCTURE REQUIREMENTS										
WATER	Upgrade to Mile Oak Sewage Treatment Works	CS18, CS3, CS9	CRITICAL	2010-2015	Yes	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Oswestry Place Plan
	Surface Water Management Plan	CS18, CS3, CS9	CRITICAL	2011-2013	None	£80,000		✓		Developer contributions/ Shropshire Council funding assumed
ENERGY	Additional 132kV electricity line between Legacy substation and Oswestry	CS8, CS3, CS9	CRITICAL	2011-2015	Yes	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Oswestry Place Plan
	Refurbish Oswestry Grid 132kV	CS8, CS3, CS9	CRITICAL	2011-2015	Yes	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Oswestry Place Plan
	Reinforcement at Coney Green 33kV substation	CS8, CS3, CS9	CRITICAL	ongoing	Yes	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Oswestry Place Plan
TRANSPORT	Junction capacity and safety improvements (excluding junctions named below) necessary to facilitate	CS7, CS3, CS9	CRITICAL	Ongoing	None	ongoing	✓		✓	Fully developer funded

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	development as identified through the Transport Assessment									
	Local highway improvements and speed and safety enhancements	CS7, CS3, CS9	PRIORITY	2011-2026	None	c£1million		✓		Developer contributions / Local Transport Plan funding assumed
	Car and cycle parking facilities for new developments	CS7, CS6, CS3, CS9	CRITICAL	Ongoing	None	ongoing			✓	Fully developer funded
	Cycle and pedestrian facilities – on site, adjacent to or forming strategic links to retail or employment or large residential developments (50+ dwellings) (excluding SUE's)	CS7, CS6, CS3, CS9	CRITICAL	Ongoing	None	ongoing	✓		✓	Fully Developer funded
	Pedestrian and cyclist facilities within and adjacent to the SUE, including <ul style="list-style-type: none"> Links to the existing network eg Eaton Fields path, Maple 	CS7, CS6, CS3, CS9	PRIORITY	2014-2016	None	ongoing	✓		✓	Fully developer funded linked to Sustainable Urban Extension. Majority of requirement to be met through onsite design.

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	Ave, College Rd • Shrewsbury Rd cycle/ pedestrian route and controlled crossing									
	New road link between Middleton Road and Shrewsbury Road	CS7, CS3, CS9	CRITICAL	2014-2015	None	N/A			✓	Fully Developer funded Linked to Sustainable Urban Extension
	Cycle and pedestrian network development	CS7, CS6, CS3, CS9	PRIORITY	2011-2026	None	c£2 million		✓		Developer contributions/ grant funding/ Local Transport Plan funding assumed
	Oswestry Greenway Phase 1 & 2 (Oswestry Town to Gobowen): Walking/cycling route along the line of the disused railway line, A5 bridge, access points and links	CS7, CS3, CS9	PRIORITY	2012-2016	None	c£2million		✓		Developer contributions/ grant funding/ Local Transport Plan funding assumed. Funding application for £700k submitted
	Oswestry to Blodwel Greenway (Phase 3) Walking/cycling route along the line of the disused	CS7, CS3, CS9	KEY	2017-2026	None	c£2million		✓		Developer contributions/ grant funding/ Local Transport Plan funding assumed.

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	railway line access points and links									
	Bus infrastructure (e.g. stops and shelters, bus gates) where necessary to serve new development	CS7, CS6, CS3, CS9	CRITICAL	ongoing	None	ongoing	✓		✓	Fully Developer funded
	Subsidy for bus service improvements to improve service to development sites –retail or employment or large residential developments (50+ dwellings) (where necessary as identified through the Transport Assessment)	CS7, CS6, CS3, CS9	CRITICAL	ongoing	None	As required c£120,000/yr for each additional bus	✓			Fully Developer funded for agreed period.
	Improved bus infrastructure	CS7, CS6, CS3, CS9	PRIORITY	2011-2026	None	c£2.5 million		✓		Developer contributions/ Local Transport Plan funding assumed
	Junction improvements to A5 Mile End	CS7, CS3, CS9	CRITICAL	2014-2020	None	c£2.1 million		✓	✓	Linked to Sustainable Urban Extension Developer

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	roundabout									Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Junction improvements to A5 Maesbury Road junction	CS7, CS3, CS9	CRITICAL	2016-2022	None	c£0.6 million	✓			Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Junction improvements to A5 Whittington Road junction	CS7, CS3, CS9	CRITICAL	2018-2026	None	c£0.35 million	✓			Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Gobowen to Blodwel railway line reinstatement	CS7, CS3, CS9	KEY	Ongoing	None	£4-6 million		✓		Developer contributions / grant funding/ private contributions assumed
	Improvements to Shrewsbury to Chester rail line	CS7, CS3, CS9	KEY	2011-2012	Yes	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Oswestry Place Plan
ICT	Facilitation of ICT/broadband technologies in Oswestry	CS8, CS6, CS7, CS13, CS3, CS9	KEY	ongoing	N/A	N/A		✓		
ECONOMIC INFRASTRUCTURE REQUIREMENTS										
BUSINESS GROWTH AND	Rural Enterprise Centre	CS3, CS13, CS9	KEY	Ongoing	None	N/A	N/A	N/A	N/A	Scheme entirely funded from alternatives

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
EMPLOYMENT										sources- see Oswestry Place Plan
SOCIAL INFRASTRUCTURE REQUIREMENTS										
AFFORDABLE HOUSING	Affordable housing provision	CS11, CS3, CS1, CS9	PRIORITY	ongoing	N/A	N/A	✓			
EDUCATION	Improvements/ expansion of existing primary educational facilities in Oswestry	CS8, CS3, CS9	PRIORITY	ongoing	None	£1.5million		✓		
	New primary school provision in Oswestry	CS8, CS3, CS9	CRITICAL	ongoing	None	£2.5 million		✓	✓	Land to be safeguarded within the Oswestry SUE. Developer contributions/Shropshire Council funding assumed.
	New primary school provision in Oswestry	CS8, CS3, CS9	CRITICAL	ongoing	None	£3.5 million		✓	✓	To be determined through SAMDev, base don need. However, a further primary school site is likely to be needed during the plan period, most likely in the south of the town. Although the level of development for the plan period will be determined through SAMDev, it should be noted that for any sites

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
										that are allocated for 700+ dwellings different principles for developer contributions will apply as per Shrewsbury- see table 1.
	Improvement/ expansion of secondary school educational facilities in Oswestry	CS8, CS3, CS9	PRIORITY	ongoing	None	£3.75 million		✓		To be determined through SAMDev, based on need.
COMMUNITY FACILITIES	Replacement police section station	CS8, CS3, CS9	KEY	2015-2020 (Dependent on level of development in SAMDev)	None	£2.5 million		✓		Jointly funded with West Mercia Police- see Oswestry Place Plan
	Provision of burial land to provide additional capacity at Oswestry cemetery	CS8, CS3, CS9	KEY	2020-2026	None	Yes		✓	✓	
HEALTH	GP/Primary Care Provision	CS8, CS3, CS9	Ongoing	None	Ongoing- to be determined through SAMDev	N/A			✓	Extra accommodation/premises to meet the needs of population growth. To be determined through SAMDev, based on need. Potential to negotiate

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
										land provision of appropriate new development sites. Developer funding direct/PCT and other funding sources assumed
	New Primary Care Centre at Cambrian Works	CS8, CS3, CS9	PRIORITY	2011	Yes	N/A	N/A	N/A	N/A	Scheme entirely funded from alternative sources-see Oswestry Place Plan
GREEN INFRASTRUCTURE REQUIREMENTS										
AMENITY OPEN SPACE	On site open space provision and maintenance (includes verges, landscaping etc)	CS6, CS3, CS9	PRIORITY	2011-2026	None	Typical maintenance costs are £0.55/m2			✓	To meet site design requirements and standards identified in the Interim Planning Guidance and to be superseded by the Design Part 2 SPD and Oswestry SUE Masterplan in due course. See Oswestry Place Plan for details of identified deficiencies. On going maintenance through an adoption agreement of suitable contract.
RECREATIONAL OPEN SPACE	Land provision for sport and recreational facilities on sites	CS6, CS8, CS3, CS9	PRIORITY	ongoing	None	Typical maintenance costs are £0.55/m2 (20 years)			✓	See Oswestry Place Plan and Oswestry SUE Masterplan in due course for details of identified

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	providing 20+ dwellings									local requirements. Ongoing maintenance through an adoption agreement or suitable contract (until site becomes used for facilities' for play or sports facilities when maintenance will be covered by CIL)
FORMAL PLAY EQUIPMENT FOR CHILDREN AND YOUNG PEOPLE, SPORTS FACILITIES, ENHANCEMENT OF PUBLICLY ACCESSIBLE OPEN SPACE AND LEISURE AND COMMUNITY FACILITIES	Facilities for sport and recreation and maintenance	CS6, CS8, CS3, CS9	PRIORITY	2011-2026	None	ongoing		✓		See requirements in Oswestry Place Plan and Oswestry SUE Masterplan in due course
NATURAL AND SEMI NATURAL GREENSPACE PROVISION	Maintain, strengthen and enhance the green network by including onsite natural and semi natural	CS6, CS17, CS3, CS9	PRIORITY	ongoing	None	c£4,680 per ha (average figure for habitat creation and 20 yrs establishment)	✓		✓	To address deficiencies identified in the PPG17 study- see Oswestry Place Plan. Also to protect and enhance Shropshire's Environmental Networks

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	greenspace provision within developments, to meet the targets set out in Natural England's Accessible Natural Greenspace Standard (ANGSt) and consolidate Shropshire's Environmental Network									for species adaptation for to climate change, flood relief and other ecosystem services
	Maintain, strengthen and enhance the green network within and beyond Oswestry by providing off-site natural and semi natural greenspace provision within developments, to meet the targets set out in Natural England's Accessible Natural Greenspace Standard (ANGSt) and consolidate	CS6, CS17, CS3, CS9	PRIORITY	ongoing	None	c£4,680 per ha (average figure for habitat creation and 20 yrs establishment)		✓		To address deficiencies identified in the PPG17 study- see Oswestry Place Plan. Also to protect and enhance Shropshire's Environmental Networks for species adaptation for to climate change, flood relief and other ecosystem services.

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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	Shropshire's Environmental Network									
	Biodiversity and geological conservation projects	CS17,CS3, CS9	PRIORITY	ongoing	Some grant funding secured	ongoing		✓	✓	Projects contributing to targets and actions in the Shropshire Biodiversity Action Plan and Shropshire Geological Action Plan and improvement of environmental assets in Environmental Networks-see Oswestry Place Plan
GREEN PUBLIC REALM	Rights of way improvements to create new circular walks	CS17, CS16, CS3, CS9	KEY	2011-2026	None	£11,820		✓	✓	
	Urban Landscape Character Assessment	CS6, CS3, CS9	KEY	ongoing	None	c£30,000		✓		
	Allotment provision	CS2, CS6, CS9, CS17	KEY	ongoing	none	Ongoing – determined by local need		✓	✓	To address the local requirements set out in the place plan. Potential to negotiate land provision on appropriate new development sites
	Community Tree Scheme to provide opportunities to enhance the natural	CS6, CS17, CS3, CS9	PRIORITY	ongoing	None	c£2640/ha planted with tree whips and c£260 per new street		✓		

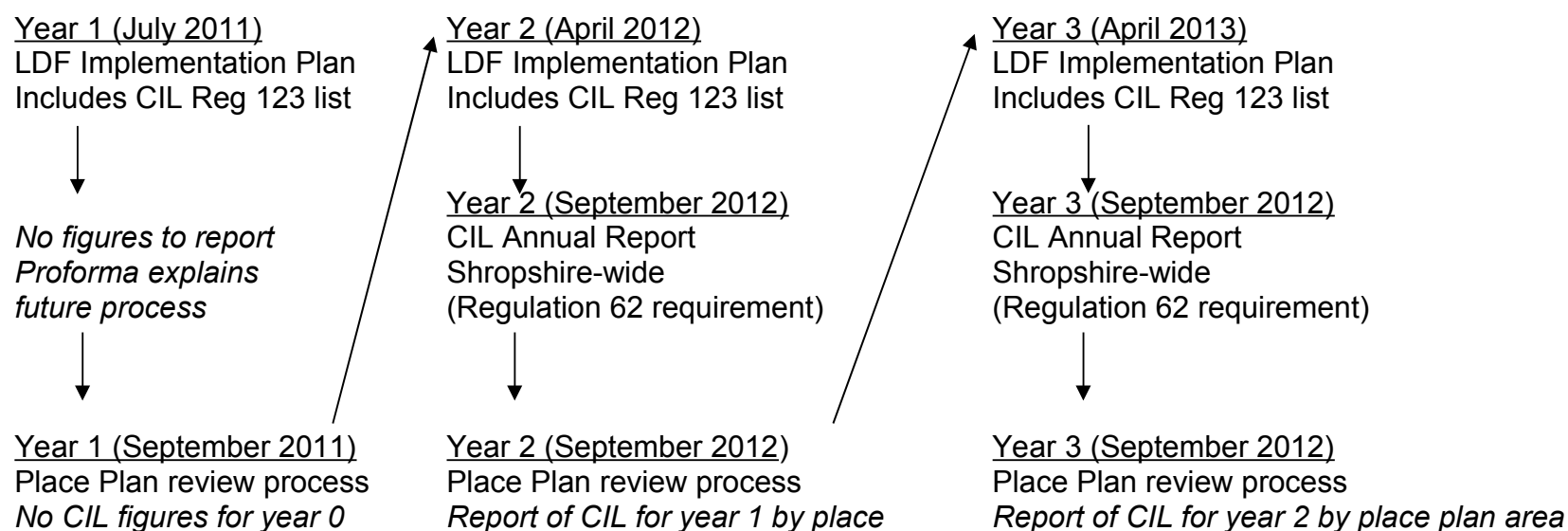
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							S106	CIL	DEVELOPER FUNDED DIRECT- eg on site design/ land provision/ maintenance	
	environment of the area					tree				

CIL Annual report – proforma

The Council is required to produce an annual report of CIL expenditure in accordance with CIL Regulation 62 by 31st December for the preceeding financial year. It is Shropshire Council's intention to also provide this information broken down by each of the 18 Shropshire Place Plan areas, and report it to each local community as part of the Place Plan annual review process.

This proforma of the annual CIL report has been produced in order to illustrate how the CIL Regulation 123 list in the LDF Implementation Plan is translated into a report of CIL expenditure the following year, which in turn will inform decisions in the Place Plans and be fed into the next year's LDF Implementation Plan.



As stated in the Code of Practice, 10% of net CIL receipts will be allocated for strategic infrastructure and the remaining 90% (net) will be spent on local infrastructure. Some infrastructure projects will be able to draw from both the strategic and local CIL funds, as illustrated in table a overleaf.

CIL expenditure

To illustrate the link between the LDF Implementation Plan and the following year's Place Plan review, the tables below show how the CIL Regulation 123 list (July 2011) will be reported in CIL Annual Report (September 2012).

Table a: strategic infrastructure 2011/12

CIL Reg 123 list Strategic Infrastructure Project	Priority	Est total cost and funding sources	Funding gap	CIL expenditure* from strategic CIL funds 2011/12 (a)	CIL expenditure from local CIL funds (b)	Total CIL expenditure (a) + (b)	CIL expenditure in previous years	CIL retained / carried forward at 31st March 2012
Upgrade of A5/A458 Churncote junction- including link to Oxon Link Road at Shrewsbury	CRITICAL	c.£2.7 million DfT & CIL	c.£2.7 million	None – funds carried forward	None – funds c/f	None – funds c/f	£0	£x
Upgrade of A5 bypass junctions to the west of A49(T) at Shrewsbury excluding Dobbies roundabout	CRITICAL	c.£4.3 million DfT & CIL	c.£4.3 million	None – funds c/f	None – funds c/f	None – funds c/f	£0	£x
Improvements to A5 Mile End roundabout at Oswestry	CRITICAL	c£2.1 million DfT & CIL	c£2.1 million	None – funds c/f	None – funds c/f	None – funds c/f	£0	£x

* (including any interest on borrowings to fund infrastructure)

Table b: Local Infrastructure: spend by Place Plan area

Settlement Arranged by Place Plan Area	CIL Reg 123 list Project	Priority	Est total cost and funding sources	Funding gap	CIL expenditure 2011/12 from local infrastructure fund*	CIL expenditure in previous years	CIL retained / carried forward at 31st March 2012
Shrewsbury	Upgrade of A5/A458 Churncote junction- including link to Oxon Link Road	CRITICAL	c.£2.7 million DfT & CIL	c.£2.7 million	None – funds c/f	£0	£x
Shrewsbury	Upgrade of A5 bypass junctions to the west of A49 (T) excluding Dobbies roundabout	CRITICAL	c.£4.3 million DfT & CIL	c.£4.3 million	None – funds c/f	£0	£x
Minsterley and Pontesbury	Surface Water Management Plan	CRITICAL	None	£80,000	None – funds c/f	£0	£x
Much Wenlock	Provision of flood storage areas and remedial sewer works in the south eastern area of Much Wenlock	CRITICAL	None	£120,000	None – funds c/f	£0	£x
Oswestry	Surface Water Management Plan	CRITICAL	None	£80,000	None – funds c/f	£0	£x
Oswestry	Improvements to A5 Mile End roundabout	CRITICAL	c£2.1 million DfT & CIL	c£2.1 million	None – funds c/f	£0	£x
Wem	Surface Water Management Plan	CRITICAL	None	£80,000	None – funds c/f	£0	£x

*including any interest on borrowings to fund infrastructure