

**Shropshire Council
Community Infrastructure Levy Charging Schedule**

Statement of Common Ground

July 2011

Between

1. Shropshire Council (the Council)
2. Highways Agency (HA)

1. Purpose of This Document

1.1 This document has been prepared to :

- Help deliver the actions previously agreed between the Council and the HA in the Memorandum of Understanding (30th July 2010) and the Statement of Common Ground (3rd November 2010) to deliver the infrastructure requirements of the Local Development Framework.
- Identify the areas now under AGREEMENT between Shropshire Council and the Highways Agency, in respect of the use of Community Infrastructure Levy (CIL) funds towards the cost of improvements to junctions on the A5 at Shrewsbury and Oswestry.
- 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 on the CIL Draft Charging Schedule

2.1 In its CIL representation, the HA seeks clarity regarding the delivery of the SRN junction improvements. The use of CIL funds, Section 106 or s278 Agreements will be required to fund the delivery of the junction improvements. The HA shall be an active partner. The HA will also need to clarify that developers who enter into s106 agreements with Shropshire Council for sustainable transport measures can meet the obligations of the s106 agreement on the basis that failure to deliver may have an adverse effect on the SRN.

2.2 In a later letter (16th June) the HA is generally supportive of the Council's approach. It seeks a mix of funding from the strategic and local infrastructure CIL funding streams as appropriate to the nature of traffic growth.

2.3 The HA also seeks assurance and confirmation that the HA will play an integral role in terms of the annual review process and allocation of CIL funds, including updating of SRN scheme costs and responsibilities for delivery, which at the present time carry significant uncertainty.

2.4 The HA seeks explicit acknowledgement that the scheme costs for the SRN junction improvements are estimates only, are based only on preliminary concept designs; and that they may alter at more detailed design stages. There is a need for additional modelling to determine the timing and funding of this further work.

3.0 Associated documents

3.1 The Developer Contributions SPD provides guidance on the use of planning obligations, and in particular the following principles:

- a Infrastructure requirements that are expected to be partially or fully met by developers through planning obligations will be detailed in the LDF Implementation Plan.
- b The level of developer contribution will be proportionate to a development's viability and impact.
- c Developer contributions to sustainable travel will be sought from developments that generate a large number of trips, such as major retail or employment developments, irrespective of whether these are specified in the LDF Implementation Plan in advance. The exact detail and cost of schemes which may be required to be delivered through planning obligations are only likely to be fully determined in the context of detailed Transport Assessment which will accompany any planning application, in accordance with Core Strategy Policies CS6 and CS7.

3.2 These principles, tempered by the legal restrictions placed on planning obligations by CIL Regulation 122, are contained in the following text of the Developer Contributions SPD (paragraphs 2.3 to 2.5):

"In determining whether planning obligations are required to make the proposed development acceptable in planning terms (test a), the Council will have regard to the infrastructure requirements that are identified in the LDF Implementation Plan.

In negotiating a planning obligation that is fairly and reasonably related in scale and kind to a development (test c), the Council will consider development viability and the benefit of the development in relation to its impact.

Planning obligations may be necessary for other matters not identified in the LDF Implementation Plan, depending on the specific impacts of the development. For example, sustainable travel to meet Core Strategy Policies CS6 and CS7 may not be detailed in the LDF Implementation Plan, but may be required to make development acceptable particularly where a development

generates a large number of trips, such as a major retail or employment development.”

3.3 Developer contributions through planning obligations will not be duplicated by CIL, and a clear process of distinguishing whether these will be sought through planning obligations or CIL is set out in the Developer Contributions SPD, which refers to the LDF Implementation Plan as the means of detailing this division.

3.4 The LDF Implementation Plan for 2011/12 in relation to transport schemes for Shrewsbury and Oswestry is reproduced as Appendix A. This document reflects the parties current understanding of SRN infrastructure requirements to support the Core Strategy growth, but its content will be refined and regularly updated as the detailed evidence in relation to infrastructure requirements and cost become clearer. At this stage the costs included in the LDF Implementation Plan should be treated as indicative only.

3.5 The Code of Practice provides the process and principles for updating the LDF Implementation Plan. It explains the governance procedures for determining how CIL receipts will be used, and is available from two perspectives: the Code of Practice for Developer Contributions is focused on the engagement of the community in the process, while the Code of Practice for Infrastructure Provision relates to the same process from the perspective of infrastructure providers. The latter provides for the ongoing engagement of the HA in determining the use of CIL receipts for critical infrastructure, as well as updating the evidence to determine the need for, and costs of infrastructure essential to delivering the development strategy for Shropshire.

3.6 The CIL Annual Report will report on CIL funds received, spent and year end balances carried forward. The Council intends to use 10% of net CIL receipts for strategic infrastructure, and the remaining 90% of net receipts for local infrastructure. However, most large scale schemes will be able to draw from both the strategic and local CIL funds as they meet both strategic and local needs. The A5 junction improvements will be funded partly from the CIL funds that are assigned to strategic infrastructure, and partly from CIL funds that are assigned to local infrastructure. The use of both funding pots will be made clear in the CIL annual report, as illustrated by the extract from the CIL annual report proforma attached at Appendix B.

4.0 Areas under agreement

4.1 Evidence base - As stated in the Core Strategy Statement of Common Ground (November 2010) between the Council and the HA, both parties agree that there is a robust transport evidence base which assesses the impact of the proposed growth of Shrewsbury and

Oswestry on the Strategic Road Network (SRN), and identifies the intervention measures that are necessary to address the impacts.

4.2 It is agreed that the costs included in the LDF Implementation Plan are indicative only; they are based purely on concept designs, and are not inclusive of all costs and contingency allowances. As such, the potential for variation is high and they should be treated with caution.

4.3 Other sources of funding – It is noted that the HA cannot make any commitments whatsoever at the current time and that it is extremely unlikely that HA funding will be available in the foreseeable future. The LDF Implementation Plan refers to potential future funding from the Department of Transport as part of major scheme package bids. Whilst the HA will seek to optimise any potential to secure funding through these routes, it is understood that success in such package bids cannot be assumed.

4.4 Use of CIL in relation to Section 106 and 278 Agreements – the parties agree that Shropshire Council will from time to time be required to secure s106 agreements with developer(s) to ensure that impacts not covered by s278 agreements with the HA and / or CIL are mitigated. The HA is broadly supportive of the need for Shropshire Council to enter into s106 agreements. For the avoidance of doubt it is agreed that the HA cannot, by operation of Section 106 of the Town and Country Planning Act 1990 as amended, be a party to any section 106 agreement between developer(s) and Shropshire Council as the local planning authority.

4.5 Breakdown of CIL, Section 106 and 278 – the parties agree to the content of the LDF Implementation Plan 2011/12 based upon current, preliminary understanding of the SRN infrastructure requirements and potential junction impact generated by future development. Both parties agree that apportionment of CIL, s.106 and s.278 funding towards individual junction schemes will be refined as part of the ongoing design work and evidence base testing undertaken as part of ongoing review processes throughout the delivery period of the plan.

4.6 Process for future updating of the LDF Implementation Plan – the parties agree to the approach set out in the Infrastructure Provision Code of Practice.

4.7 Use of CIL funds from both strategic and local infrastructure funds – strategic infrastructure will be able to draw on both the strategic CIL funding share and the local CIL funding share.

4.8 Funding Shortfall - The parties acknowledge that there is a probability at the present time of a 'funding gap' – an inadequate level of available funding to ensure the timely delivery of critical infrastructure to support new development. It is recognised that if

development impacts cannot be satisfactorily mitigated, then it may be appropriate to direct that planning permission should not be granted or impose conditions which effectively limit all or part of the development being implemented until such time as requisite infrastructure is in place.

4.9 The parties agree the following approach to addressing potential funding shortfalls:

- i Prioritisation of junctions, reflected in the LDF Implementation Plan as part of a process of regular review with the Highways Agency as per paragraph 4.6;
- ii Ensuring funding is sought from all suitable funding streams, as per paragraphs 4.3 and 4.4;
- iii Splitting elements of individual junctions where appropriate, as per paragraphs 4.4 and 4.5, to utilise CIL, s.106 and s278 where appropriate.

5.0 Agreed future action

5.1 The parties will continue to work together as previously agreed in the Memorandum of Understanding (30th July 2010) and the Statement of Common Ground on the Core Strategy (3rd November 2010) as well as in this Statement of Common Ground on CIL, to deliver the necessary SRN infrastructure requirements. The parties will work together and with developers to secure forward funding where necessary to deliver agreed improvements to the SRN in a timely manner and where possible avoid the use of Direction powers to refuse planning permission.

6.0 Conclusion

6.1 There are no outstanding matters of disagreement between the parties.

Signed on behalf of Shropshire Council:

.....
Tom McCabe, Director of Places

Date:

Signed on behalf of the Highways Agency

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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 INFRASTRUCTURE 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

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	
										to DfT with Highways 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	CS7, CS2, CS6, CS9	KEY	Ongoing	N/A	N/A	N/A	N/A	N/A	Scheme entirely funded from

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							S106	CIL	DEVELOPER FUNDED DIRECT- Eg On Site Design/Land Provision/Maintenance	
	radiating from Shrewsbury									alternative sources-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	✓			

Table 1- Shrewsbury 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	North West Relief Road	CS7, CS2, CS9	PRIORITY	ongoing	None	c£100 million	N/A	N/A	N/A	Long term project. Scheme funded from a variety of sources- see Shrewsbury Place Plan
	Oxon Link Road	CS7, CS2, CS9	CRITICAL	2014-2015	None	£6.5 million	✓		✓	Linked to Shrewsbury West Sustainable Urban Extension. Fully Developer Funded.
	Downgrade of Welshpool Road, improved cyclist, pedestrian and bus priority and strategic pedestrian and cycle links.	CS7, CS2, CS9	PRIORITY	2015-2017	None	c£1.5 million		✓		Developer contributions/ Local Transport Plan Funding assumed
	Upgrade of A5/A458 Churncote junction- including link to Oxon Link Road	CS7, CS2, CS9	CRITICAL	2014-2018	None	c£2.7 million		✓		Assumed to be predominately developer funded
	Upgrade of A5 Shrewsbury bypass junctions	CS7, CS2, CS9	CRITICAL	2014-2022	None	c£7 million	✓			Linked to Shrewsbury South Sustainable Urban Extension and

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	to the east of A49(T)									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 Agency support
	Improvements to Oteley Road (including provision of improved pedestrian, cyclist and bus facilities and a new junction)	CS7, CS2, CS9	CRITICAL	2014-2015	None	c£2 million	✓			Linked to Shrewsbury South Sustainable Urban Extension. Fully Developer Funded
	Strategic cycle and pedestrian links to Shrewsbury South Urban Extension, including crossings at Meole Brace roundabout, Prichardway/ Hazeldine Way and Wenlock Road	CS7, CS2, CS6, CS9	CRITICAL	2014-2015	None	c£0.5 million	✓			Linked to Shrewsbury South Sustainable Urban Extension. Fully Developer Funded
	Shrewsbury Urban Traffic Management and Control System	CS7, CS2, CS6, CS9	PRIORITY	2011-2022	£0.5 million	c£5 million		✓		Developer contributions / Local Transport Plan Funding / Potential to

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										form part of a major scheme package bid to DfT
	Junction capacity and safety improvements necessary to facilitate development as identified through the Transport Assessment	CS7, CS2, CS9	CRITICAL	Ongoing	None	ongoing	✓		✓	Fully Developer Funded
	Local highway network capacity improvements	CS7, CS2, CS9	PRIORITY	2011-2026	£0.5 million	c£4.5 million		✓		Developer contributions/ Local Transport Plan Funding/ Potential to form part of a major scheme package bid to DfT
	Speed and safety enhancements on local highway network	CS7, CS2, CS9	PRIORITY	2011-2026	c£0.5 million	c£1.5 million		✓		Developer Contributions/ Local Transport Plan Funding assumed
	Car and cycle parking facilities for new development	CS7, CS2, CS6, 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, CS2, CS6, CS9	CRITICAL	Ongoing	None	Ongoing	✓			Fully Developer Funded

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On site cycle and pedestrian facilities within SUE's	CS7, CS2, CS6, CS9	CRITICAL	2014-2015	None	N/A			✓	Fully developer funded
Cycle network development	CS7, CS2, CS6, CS9	PRIORITY	2011-2026	c£2 million	c£3 million		✓		Developer Contributions / Local Transport Plan funding/ potential to form oart of a major scheme package bid to DfT
Pedestrian network improvements	CS7, CS2, CS6, CS9	PRIORITY	2011-2026	c£2 million	c£2 million		✓		Developer Contributions / Local Transport Plan funding/ potential to form oart of a major scheme package bid to DfT
Upgrade of the Frankwell Footbridge- including DDA compliance	CS7, CS2, CS6, CS9	PRIORITY	2011-2015	None	£500,000	✓		✓	Fully Developer Funded
Relocation of Oxon Park and Ride	CS7, CS2, CS6, CS9	PRIORITY	2014-2015	N/A	N/A			✓	Linked to Shrewsbury West Sustainable Urban Extension. Fully developer funded
Relocation of Arriva Bus depot	CS7, CS2, CS6, CS9	PRIORITY	2011-2013	£2.9million	None	N/A	N/A	N/A	Scheme entirely funded from alternative sources- see Shrewsbury Place Plan
Development of Shrewsbury Parkway Rail station and fourth park and ride site	CS7, CS2, CS6, CS9	KEY	2015-2026	None	c£8 million		✓		Developer contributions/ potential to form part of a major scheme package bid to DfT

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	Subsidy for Park and Ride service enhancements, including new fourth service-from town centre/edge of town centre retail or employment developments	CS7, CS2, CS6, CS9	CRITICAL	Ongoing	None	c£500,000 per annum	✓			Funding expected to be a combination of developer contributions and other sources
	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, CS2, CS6, CS9	CRITICAL	Ongoing	None	As required eg c£120,000 /yr for each additional bus				Fully developer funded for agreed period
	Upgrade of Shrewsbury bus station	CS7, CS2, CS6, CS9	PRIORITY	2014-2019	None	c£2million		✓		Developer contributions/ potential to form part of a major scheme package bid to DfT
	Bus infrastructure (eg stops, shelters, bus gates) where necessary to serve new development	CS7, CS2, CS6, CS9	CRITICAL	2011-2026	None	ongoing	✓		✓	Fully Developer Funded
	Bus priority measures	CS7, CS2, CS6, CS9	PRIORITY	2011-2026	c£1 million	c£1 million		✓		Developer contributions/ Local Transport Plan

OSWESTRY

	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	Junction capacity and safety improvements necessary to facilitate development as identified through the Transport Assessment	CS7, CS3, CS9	CRITICAL	Ongoing	None	ongoing	✓		✓	Fully developer funded
	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 Ave, College Rd Shrewsbury Rd cycle/ pedestrian route and 	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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	controlled crossing(s)									
	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 railway line access points and links	CS7, CS3, CS9	KEY	2017-2026	None	c£2million		✓		Developer contributions/ grant funding/ Local Transport Plan funding assumed.
	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
	New road link between Middleton Road and Shrewsbury Road	CS7, CS3, CS9	CRITICAL	2014-2015	None	ongoing			✓	Fully developer funded linked to Sustainable Urban Extension

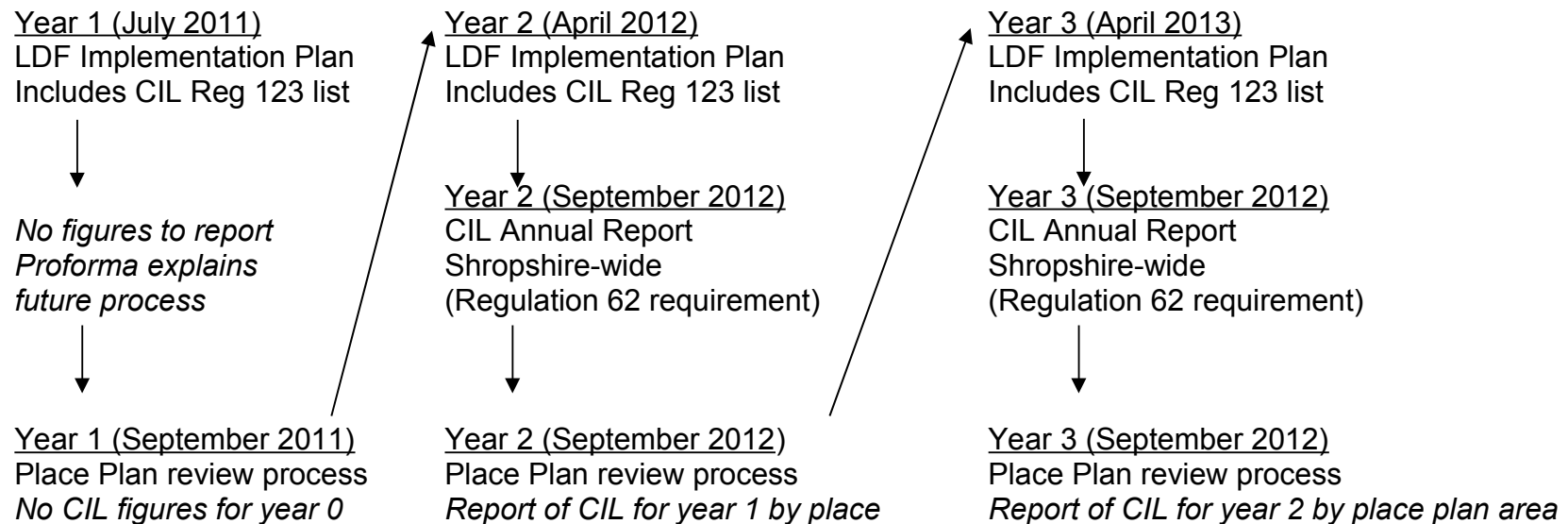
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	Junction improvements to A5 Mile End roundabout	CS7, CS3, CS9	CRITICAL	2014-2020	None	c£2.1 million		✓	✓	Linked to Sustainable Urban Extension Developer Contributions/potential to form part of a major scheme package bid to DfT with Highways Agency support
	Junction improvements to A5 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		✓		

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 preceding 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 31 st 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