

Shropshire Council

Shropshire's Implementation Plan

2016 - 2017

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1. INTRODUCTION

1.1 *What is Shropshire's Implementation Plan?*

- 1.1.1 Shropshire's Implementation Plan forms an important part of the local Development Plan. It comprises this strategic Implementation Plan document and 18 supporting Place Plans. Collectively they have an important role in supporting the development strategy for Shropshire, specified within the Development Plan, providing an evidence base for infrastructure investment activities, including the allocation and spend of Community Infrastructure Levy (CIL) revenue.
- 1.1.2 The Implementation Plan and its 18 supporting Place Plans set out and prioritise the infrastructure and investment needs of Shropshire's market towns, key centres, Community Hubs and Clusters, and villages in the 'countryside'. In this way they are central to the delivery of sustainable places, informing the settlement strategies defined in the Site Allocations and Management of Development (SAMDev) Plan.
- 1.1.3 They are intended to be 'live' documents, reviewed and updated annually in partnership with local infrastructure and service providers and the local community. This ensures that the documents continue to represent an accurate reflection of a communities investment needs and that the level of prioritisation given to each investment requirement is appropriate.

1.2 *What is the purpose of the Place Plan Documents?*

- 1.2.1 Shropshire's Development Plan embraces the national Localism agenda, linking development to the delivery of local community benefits. It recognises that sustainability is based on many different factors and that what is needed to make and maintain a sustainable community in one place may differ in another.
- 1.2.2 The Place Plans support this local approach by listing all the priorities, needs and aspirations on a place by place basis for Shropshire's communities. They are 'informed by the community's requirements, identified through: an 'annual conversation' to identify needs and priorities; the outcomes of community led plans, such as Town/Parish Plans and Neighbourhood Plans; local evidence on infrastructure requirements provided by infrastructure and services providers; and the outcome of discussions regarding specific sites allocated through SAMDev.
- 1.2.3 In this way the Place Plans allow communities a much greater say on the investment needs and priorities for their area which in turn improves the sustainability of places by ensuring activity is tailored to serve local needs.
- 1.2.4 From a planning perspective, the Place Plans provide an up-to-date evidence base with which to target developer contributions, including prioritising the use of CIL funds. As the Place Plans provide detailed information on the community's vision for a place they are an important material consideration, amongst others, in planning decisions.
- 1.2.5 In terms of the local community, the Place Plans provide clarity on the investment priorities within a locality and transparency on the resources and activity currently being directed into the area. As such, they are complementary to existing community led plans, such as Town and Parish Plans.

- 1.2.6 For strategic infrastructure providers and local partners, the Place Plans provide an important basis for considering future investment priorities. In this way they provide a framework for coordinating service delivery and informing difficult decisions on where future resources should be targeted, given current constraints.
- 1.2.7 The Place Plans also provide 'off the shelf' evidence of investment needs for partners, including the local community, to assist in bidding for external sources of funding, to complement other locally available funds such as CIL.
- 1.2.8 Consequently, the Place Plans have a wide role in coordinating investment and actions across many partners to address prioritised local needs. They are an important part of Shropshire's approach to locality working, complementing the Government's focus on local leadership and delivering local services tailored to local need. They also support the bottom up approach taken in Core Strategy Policy CS4 (Community Hubs and Community Clusters).

1.3 What is the purpose of Shropshire's Implementation Plan?

- 1.3.1 Whilst the Place Plans provide a detailed list of infrastructure and investment needs and aspirations on a place by place basis, informed through an annual conversation with Town and Parish Councils and local infrastructure and service providers, this strategic Implementation Plan draws together those identified infrastructure requirements from each Place Plan which are considered to be **essential to the delivery of the Shropshire's development strategy**.
- 1.3.2 Both this Implementation Plan and supporting Place Plans should be viewed as 'living' documents that take account and reflect of changing needs and priorities. As such, the list of projects included within this Implementation Plan is not intended to be exhaustive, as the process of implementation will constantly be responding to local circumstances over the life of Shropshire's Development Plan (2011-2026).
- 1.3.3 Please Note: These infrastructure requirements may be a type of infrastructure (general category of infrastructure such as open space or broadband provision); or a specific infrastructure project (such as A5 Junction Improvements).
- 1.3.4 In this way, Shropshire's Implementation Plan seeks to:
- Provide clarity on the infrastructure requirements for Shropshire's settlements, to support the Development Plan;
 - Identify where developer contributions will be sought, setting out the general principles the Council will use in determining whether infrastructure needs will be met through Section 106 Agreements, Community Infrastructure Levy (CIL) or direct developer funding;
 - Inform the identification of strategic and local infrastructure priorities for use of CIL funding for the year ahead – within the CIL Regulation 123 List.

1.4 What is the CIL Regulation 123 List?

- 1.4.1 The CIL Regulation 123 List is one of the legislative requirements governing the use of developer contributions, as a means of identifying those infrastructure needs which will be delivered through the use of CIL.

1.4.2 Infrastructure identified within this list is expected to be fully or partially funded through the use of CIL funds. Infrastructure is therefore only included within the list where it is considered:

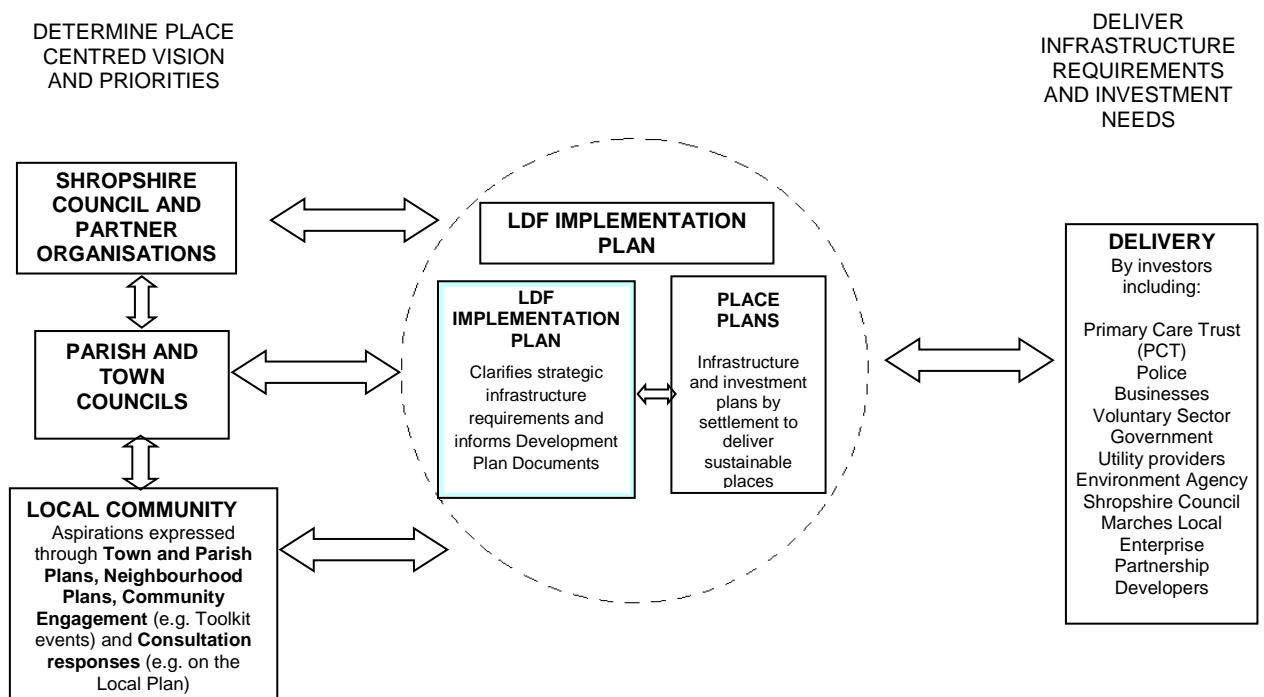
- Necessary to support the delivery of sustainable development;
- CIL, or a combination of CIL and other funding is considered an appropriate delivery mechanism; and
 - There are, or are likely to be sufficient CIL funds to deliver within the near future; or
 - For strategic infrastructure, there is a long term aspiration to ensure the infrastructure is delivered as it is considered pivotal to the delivery of the development strategy.

1.4.3 The CIL Regulation 123 List is updated annually as it is informed by the annual Place Plan Review. **However, it should be noted that infrastructure not included within this list can still benefit from CIL fund but once items are included within the CIL list, the ability to use other forms of developer contributions for their implementation is restricted.**

1.5 What is the relationship to other infrastructure planning documents?

1.5.1 The Implementation Plan is closely linked to the Marches Local Enterprise Partnership (LEP) which sets out a vision and priorities for accelerating and supporting growth within the Marches area. The Plan assists in providing a robust evidence base to guide the LEP work programme, identifying projects and programmes which can be delivered via the European Structural and Investment Funds (ESIF) Strategy and the LEP’s Strategic Economic Plan.

Figure 1: Overview of the Infrastructure Planning process in Shropshire



2. Infrastructure Provision

2.1 *How is infrastructure funded?*

2.1.1 Infrastructure can be funded through a variety of means. These can generally be divided into three categories:

- Public Sector Funding;
- Private Sector Funding; and
- Combined Funding/External Funding

Public Sector Funding

2.1.2 Traditionally, the public sector has been the source of a variety of funding streams from Government through department budgets linked to health, employment, social care and education programmes. However, spending cuts mean that there is a significant reduction in public sector finance, including local government budgets.

2.1.3 There has also been significant reduction to Shropshire Council's budget, which has had a significant impact on local service delivery and funds available for the implementation of infrastructure projects.

2.1.4 Despite these constraints, there remain potential Public Sector Funds which may be available for infrastructure delivery, such as:

- **New Homes Bonus:** A grant paid by central government to local councils for increasing the number of homes and their use. This fund is intended to help deliver the vision and objectives of the community and the spatial strategy for the area.
- **Local Enterprise Partnership (LEP) Funding:** A LEP is a public/private forum for determining infrastructure priorities and directing available funds.

Private Sector Funding

2.1.5 Shropshire has a healthy private sector which has invested significantly in the County, providing jobs and improving economic prosperity. The Development Plan provides a stable climate for future investment by setting out the strategic planning policy for Shropshire, including:

- A 'spatial' vision and objectives; and
- A development strategy identifying the level of development expected to take place across Shropshire.

2.1.6 There are two aspects to private sector funding, these are through:

- Direct investment in infrastructure, particularly by strategic infrastructure providers; and
- Developer contributions arising from development.

2.1.7 Ultimately, the levels of investment by strategic infrastructure providers is determined by the infrastructure provider themselves; informed by current and anticipated future social, environmental and economic factors. Each infrastructure provider will perform their own investment planning, however this will be informed by the Shropshire Development Plan, Implementation Plan and Place Plan documents.

2.1.8 The Council sees developer contributions as playing a vital role in securing the funding to facilitate the necessary infrastructure to support Shropshire’s development strategy.

2.1.9 Core Strategy Policy CS9 requires all development to make contributions to local infrastructure in proportion to its scale and the sustainability of its location. These development contributions can be made in a variety of ways, including **On-Site Design; Section 106 (S106) Planning Obligations; and CIL**. Figure 2 provides a summary of each of these forms of Developer Contribution:

Figure 2: Summary of the Types of Developer Contributions

Developer Contributions		
On-Site Design	CIL	S106 Obligations
<p>On-site infrastructure that is primarily to meet the needs of the occupants of the new development is usually a design requirement through Core Strategy policy CS6, CS7, CS17 and CS18.</p> <p>On-site design could include landscaping, amenity open space, car and bicycle parking, suitable road access, waste storage and site drainage.</p> <p>These elements will be addressed at the Planning Application stage, with Planning Conditions on approvals being the main mechanism for agreeing such requirements.</p> <p>Infrastructure will also be provided on-site where it represents an intrinsic element of the scheme (either in terms of design or during the development and promotion of the site).</p> <p>Maintenance of on-site infrastructure will usually be secured through adoption agreements between developers and suitable organisations.</p>	<p>CIL provides a fair, transparent and consistent mechanism for ensuring development contributes to the cost of infrastructure.</p> <p>CIL applies to all development that results in the formation of:</p> <ul style="list-style-type: none"> • A new dwelling (including holiday lets, but excluding affordable dwellings); or • 100m2 or more of new residential floorspace. <p>The approved charging schedule has set the levy at £40/m2 in Shrewsbury, Market Towns and Key Centres; and £80/m2 elsewhere.</p> <p>There is no CIL charge for other types of development as these will be addressed via other means, such as S106.</p> <p>CIL fund collected will be allocated as follows:</p> <ul style="list-style-type: none"> - 5% Administration; - 15-25% Neighbourhood Fund; <p>Of the remainder:</p> <ul style="list-style-type: none"> - 10% Strategic; and - 90% Local <p>Further information is available at: www.shropshire.gov.uk/CIL</p>	<p>S106 Planning Obligations will remain an important tool for ensuring that developers provide contributions to infrastructure where necessary.</p> <p>These include very large developments, those with special features or those with specific or unusual high infrastructure demands.</p> <p>For employment-related and other non-residential developments S106 Planning Obligations will be the main mechanism for ensuring contributions are made.</p> <p>A proportion of residential developments may require a S106 Planning Obligations for site-specific requirements that are not covered by CIL.</p> <p>Affordable Housing will be sought via S106 Planning Obligations in accordance with the Type and Affordability of Housing SPD and national government policy. This document is available to view at: www.shropshire.gov.uk</p>

2.1.10 The Developer Contributions Supplementary Planning Document (SPD) provides further details on these different forms of contributions and the relationship between them. The document is available to view on the Shropshire Council website at: www.shropshire.gov.uk

2.1.11 This Implementation Plan informs what contributions towards infrastructure may be sought from development as part of S106 and CIL and assists in directing how CIL funds will be used to address strategic and local infrastructure priorities within a given year.

Combined Funding/Drawing in External Funding

2.1.12 The Council will act with its partners to facilitate or pump-prime development, either through joint ventures or by using the necessary powers, such as Compulsory Purchase Orders, to secure development. Where there has been market failure the Council will seek to stimulate this or facilitate new investment in the provision of housing or employment sites, inward investment and local business expansion, subject to the availability of its own resources.

2.1.13 External funding is over and above government allocations, actively sought and applied for, secured through a competitive process and awarded for specific projects and programmes. Shropshire's ability to secure external funding has been critical to the delivery of Shropshire's priorities. The extent to which external funding can be secured will become increasingly important, with less public and external resources available, greater scrutiny of spend and an emphasis on delivering better quality, more efficient joined up services.

2.1.14 Given the constraints on resources and investment streams, it is important that there is a shared understanding of and clarity on the local and strategic priorities for infrastructure provision. This Implementation Plan, including the Place Plans, therefore provides an important means of co-ordinating resources between partners, to ensure the efficient and timely delivery of infrastructure to support the development proposed in the development strategy.

2.2 How are infrastructure needs identified?

2.2.1 Shropshire's Implementation Plan and supporting Place Plans are reviewed and updated annually, informed by:

- An 'annual conversation' with Town and Parish Councils (as representatives of the local community) and with agreement of the relevant elected members to identify infrastructure needs and priorities within their area.
- The outcomes of community led plans, such as Town/Parish Plans and Neighbourhood Plans. Inclusion of infrastructure priorities identified through community led plans is another way of reflecting community aspirations and will also help those communities deliver on their identified aspirations and desired actions.
- Evidence on infrastructure requirements provided by local infrastructure and services providers. This information will ensure that the strategic infrastructure required to deliver sustainable settlements is identified and considered when planning for an area.
- The outcome of discussions regarding specific development sites

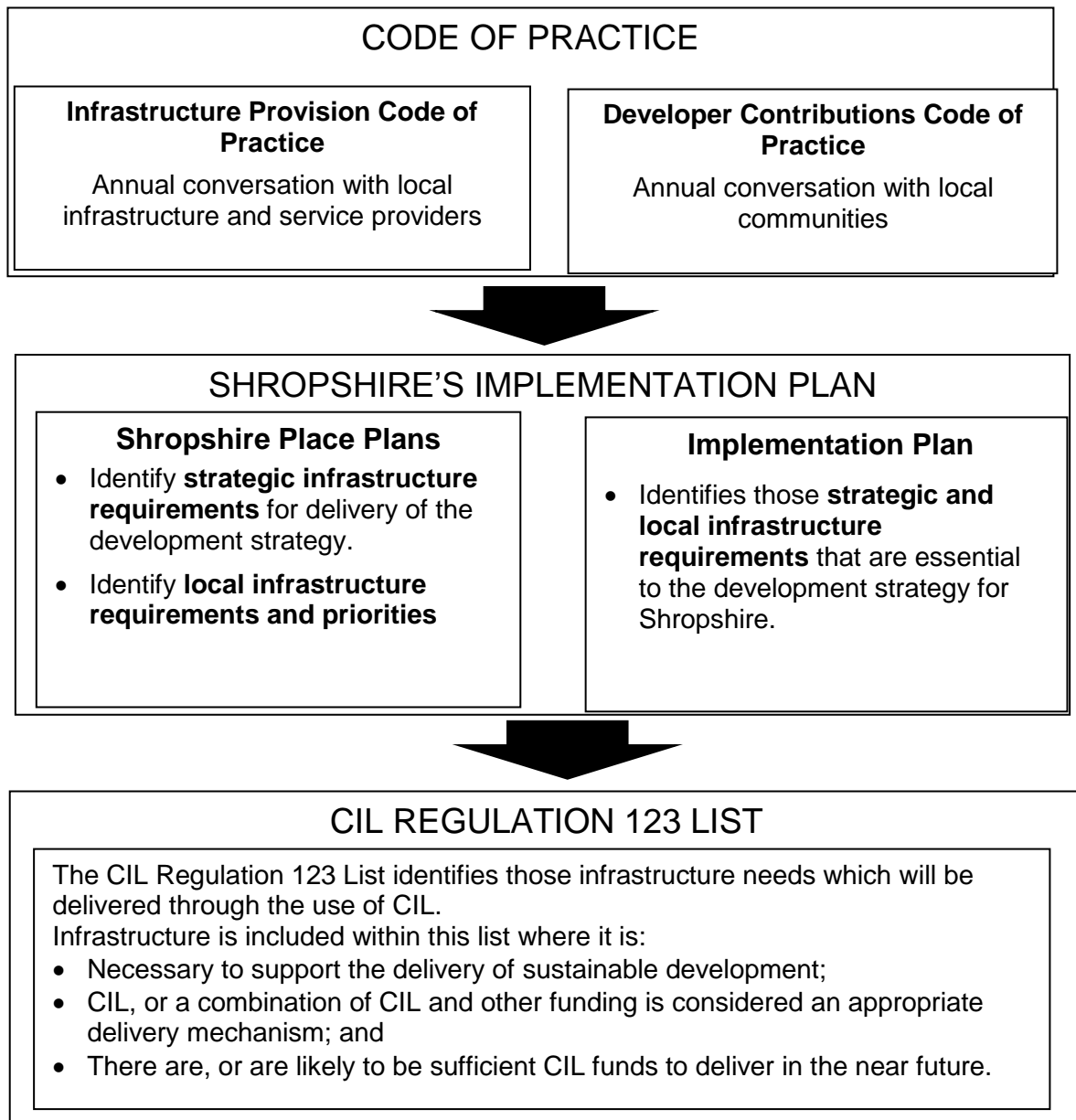
2.2.1 Further details on the annual process for identifying the infrastructure needs and priorities within the Implementation Plan and supporting Place Plans is set out in a Code of Practice. This is contained in two parts:

- Part 1: Developer Contributions Code of Practice – Outlines the annual process for identifying local infrastructure priorities through discussion and agreement with Town and Parish Councils and Shropshire Councillors.

- Part 2: Infrastructure Provision Code of Practice – Outlines the annual process for identifying strategic infrastructure requirements to deliver Shropshire’s development strategy, through discussion and agreement with infrastructure providers.

2.2.2 Figure 3, illustrates how the ‘annual review’ process outlined within the Code of Practice, informs the annual update of this Implementation Plan and Place Plan documents. This update is then agreed at Shropshire Council Cabinet and adopted as the annual delivery framework to support Shropshire’s development strategy.

Figure 3: ‘Annual Review’ LDF Implementation Plan and Place Plans



2.3 How are infrastructure needs prioritised?

2.3.1 As part of the ‘annual review’ process the identified investment needs are prioritised, reflecting how essential they are to the delivery of sustainable places.

2.3.2 This prioritisation must be informed by Core Strategy Policy CS9 (Infrastructure Contributions), which defines the level of priority as follows:

1. **Critical Infrastructure:** the essentials without which development cannot take place, such as utilities, water management and safe access.
2. **Priority Infrastructure:** that which has been identified as a particular priority at that point in time.
3. **Key Infrastructure:** all other needs not included in the previous two categories.

2.4 *How are infrastructure needs delivered?*

2.4.1 Certain infrastructure requirements will be addressed through investment by partners, such as utility companies. Where this is likely, the lead delivery partner is specified within the Implementation Plan and supporting Place Plans.

2.4.2 Other infrastructure requirements may be delivered through the use of developer contributions, including CIL. The determination of which infrastructure will be delivered will occur in accordance with Policy CS9 (Infrastructure Contributions), which states that 'critical infrastructure' will be the first call for developer contributions, followed by 'priority infrastructure' and finally 'key infrastructure'. Where infrastructure is to be delivered through the use of CIL funding (in full or part), it would usually be identified within the CIL Regulation 123 List.

2.4.3 However, changing circumstances, including development pressures may mean that identified infrastructure priorities within the Implementation Plan and Place Plans no longer represent the highest priority within an area. In particular, there is a risk that infrastructure critical to achieving sustainable development (either for a specific site or the wider settlement), may not be identified through the Place Plan review, as often specific infrastructure requirements are not known until the point of a planning application. It is therefore vital that the Local Planning Authority can respond to these changing needs in order to ensure the delivery of sustainable development. Consequently the governance arrangements for CIL spend allow some flexibility with the CIL regulations allowing the Charging Authority the flexibility to use CIL for items not identified on the CIL list.

2.4.4 It must also be recognised that due to financial limitations, not all infrastructure items identified through the Place Plans will be deliverable, particularly if developer contributions are the sole funding source. However, the Place Plans do provide an evidence base of prioritised needs for partners, including the local community, to bid for external sources of funding, to complement existing funds available in the area.

3. Shropshire's Vision and Development Strategy

3.1 Shropshire's Vision

- 3.1.1 The Core Strategy (March 2011), a key document within the Development Plan, sets out the Council's vision, strategic objectives and the broad spatial strategy to guide future development and growth in Shropshire during the period to 2026. It sets out the following spatial vision:

The Spatial Vision – Shropshire in 2026:

By 2026, quality of life for Shropshire people will have been significantly improved and Shropshire will have become a better place in which to live and work. A sustainable pattern of development and positive change will have been promoted and successfully delivered to help communities become more resilient, confident and sustainable, meeting the challenges posed by climate change and an uncertain economy. This will have been achieved by a carefully focussed spatial strategy which recognises the distinctive roles of Shrewsbury, Shropshire's market towns and key centres, and by promoting rural rebalance.

Shrewsbury will continue to be recognised as a County Town of the highest quality, enabled to develop as a strong sub-regional centre within the West Midlands and as the main commercial, cultural and administrative centre for Shropshire. As Shropshire's growth point, it will have provided the strategic focus for a planned level of housing and economic growth, inward investment and regeneration, and the development of quality town centre facilities, public services, and sustainable transport infrastructure. The town's intrinsic character, unique qualities of its historic and natural environment and the setting of the town centre within the loop of the River Severn will have been protected and enhanced.

Outside Shrewsbury, a network of vibrant and prosperous market towns will be evident, having maintained and developed their role and function as main service centres, providing employment and a range of shopping, education, healthcare, cultural, leisure, and other services and facilities accessible to their wider rural hinterlands. Oswestry in the north-west, Whitchurch and Market Drayton in the north-east, Bridgnorth in the east and Ludlow in the south will have pre-eminent roles. An appropriate balance of new housing and employment development will have taken place in sustainable locations in each of these towns. The other market towns and key centres will have continued to play a vital role in meeting local need and providing services as the focus for sustainable growth for areas not easily served by Oswestry, Whitchurch, Market Drayton, Bridgnorth and Ludlow.

In rural areas, new development of a scale and location appropriate to the size, role and function of each settlement will have delivered significant community benefit, helping places to be more sustainable. Rural areas will stay rural and villages will retain their separate, distinctive and varied character. Village based services will have become more economically resilient and strengthened.

Public and private sector investment and partnership working will have helped deliver initiatives and projects providing Shropshire residents, young and old, with access to new and improved cultural, leisure, sport, health, education, training and other facilities and services and an enhanced local environment.

New development which has taken place within Shropshire will be acknowledged by others as being of high quality sustainable design and construction that promotes

safer communities, is respectful of local character, and planned to mitigate, and adapt to, the impacts of climate change.

The infrastructure required to support the scale of development and growth proposed will have been provided in a timely and coordinated manner by working in partnership with enabling organisations and providers.

Throughout Shropshire, high priority will have been given to the provision of housing to meet the local needs and aspirations of all households, including the elderly. Affordable housing for both rent and sale will have been provided where it is needed. Shropshire will have developed a national reputation for the provision and delivery of affordable housing.

Shropshire will have a thriving, diversified local economy, with a growing enterprise culture. It will have raised its profile as a recognised location for business development and as a tourism destination, capitalising on its unique landscape and heritage assets without damaging their value for residents and visitors.

Inward investment, local enterprise and indigenous business growth, with a focus on high technology, service and knowledge based growth sectors, will have helped generate new, improved and better paid employment opportunities for a well-educated and skilled Shropshire workforce. This will have helped retain young people, enabling them to live and work in Shropshire and reduce levels of out commuting. Shrewsbury and the market towns will be key locations for sustainable economic development. In rural areas Shropshire's economy will have continued to diversify, with home working, supported by improved broadband infrastructure, becoming increasingly important. Farm diversification, food and drink processing, the environmental economy, green tourism and leisure will be expanding areas of economic activity. Agriculture and farming will still be a prominent and successful economic sector.

Targeted improvements to the County's transport infrastructure will have taken place to widen transport choices and help reduce car dependency, improving accessibility and connectivity both within and beyond Shropshire.

This will include the A5, A41, A49 and A53, improved bus and rail facilities and services, including the strategic road and rail links to Wales and the West Midlands, the proposed construction of a Shrewsbury North West Relief Road and the possible development of Shrewsbury Parkway Station. Shrewsbury will continue to develop as a 'cycling town'. Elsewhere opportunities for walking and cycling will have been developed across Shropshire, with a particular focus on market towns and the links to their respective rural hinterlands.

The character, quality and diversity of Shropshire's natural and historic environment, the County's greatest asset, will have been protected, restored and enhanced.

The quality of the landscape, geodiversity and core areas of biodiversity such as the Shropshire Hills AONB, Meres and Mosses, and Severn Valley corridor will have been maintained and managed, recognising the role played by the public and private sectors. Both designated and non-designated historic buildings, sites and landscapes will be recognised for their importance to Shropshire's character, communities, economy and sense of place. Shropshire's biodiversity network will connect with similar networks across its borders, maximising potential for wildlife to adapt to climate change. Green infrastructure and areas of recognised environmental quality within towns and villages, with links to the surrounding countryside, will provide enhanced opportunities for recreation, with associated benefits for health and well-being of residents, flood management and improved biodiversity.

3.2 *Development Strategy for Shropshire*

3.2.1 Building on this vision for Shropshire, the Core Strategy sets out a development strategy that will deliver 'around 27,500 new homes, of which 9,000 will be affordable housing, and up to 290 hectares of employment land and accompanying infrastructure' (Core Strategy Policy CS1).

3.2.2 The strategic approach in the Core Strategy (Policy CS1) is based on:

- **Shrewsbury:** as a Growth Point and strategic focus for development;
- **The market towns and key centres:** as focal points for local transport networks, employment opportunities and services;
- **The rural areas:** as areas where the scale and location of development should be appropriate to the size, role and function of the settlement and the focus is on community benefit, to help deliver more sustainable places.

Shrewsbury

3.2.3 The 'county town' and sub-regional centre for a catchment area that extends into mid-Wales. The Core Strategy focuses 'significant retail, office and employment development' in Shrewsbury, with around 25% of residential development being directed to the town (Core Strategy Policies CS1 and CS2).

Market Towns

3.2.4 Our market towns and key centres are central to the economic prosperity and quality of life of Shropshire. In addition to the five larger market towns (Oswestry, Market Drayton, Whitchurch, Bridgnorth and Ludlow) there are thirteen smaller market towns and key centres that make a vital contribution to employment, rural services, affordable housing and a sustainable rural Shropshire. They are, in descending population size, Shifnal, Wem, Albrighton, Broseley, Ellesmere, Church Stretton, Highley, Cleobury Mortimer, Craven Arms, Much Wenlock, Bishop's Castle, Pontesbury and Minsterley. The 18 market towns and key centres will receive around 40% of the residential development in order to maintain and enhance their roles in providing services and employment (Core Strategy Policies CS1 and CS3).

Rural Shropshire

3.2.5 Shropshire is a large and relatively sparse sub region. We take a holistic view of rural sustainability, encompassing housing, employment, services and the environment. The rural areas will accommodate around 35% of residential development, with an emphasis on a 'rural rebalance' approach that seeks to deliver community benefits in the form of contributions to affordable housing for local people and better facilities, services and infrastructure, to improve the sustainability of the rural area (Core Strategy Policies CS1 and CS4).

3.3 *Delivery of the Development Strategy*

3.3.1 The successful delivery of Shropshire's vision depends upon the effective implementation of supporting infrastructure. Shropshire's Implementation Plan and Place Plans detail the infrastructure priorities, including how they are prioritised, timing and mechanisms for delivery including identifying the lead delivery partners.

- 3.3.2 Whilst developer contributions are crucial to the successful delivery of necessary infrastructure, it must be recognised that Shropshire's infrastructure requirements will be funded from a variety of means and that developer contributions will deliver only a small proportion of these. Consequently, delivery of Shropshire's vision depends upon effective partnership working.
- 3.3.3 In preparing and reviewing the Implementation Plan and supporting Place Plans, the Council has engaged in discussions with a wide range of infrastructure and service providers, in addition to the local community, to identify requirements and to ensure that, where possible, our partner's investment plans underpin our infrastructure delivery.
- 3.3.4 The Implementation Plan and Place Plans identify the contribution that each partner will make to Shropshire's infrastructure needs. It is not intended to duplicate existing infrastructure investment plans that are developed by the individual infrastructure providers. Instead, it is intended to ensure that collectively infrastructure providers are planning for the right level of future development to ensure it is deliverable. It also provides a mechanism to ensure continual engagement with partners and clarifies delivery roles and responsibilities.

4. Infrastructure essential to the achievement of the Development Strategy

4.1 What Infrastructure is essential to the achievement of the Development Strategy?

- 4.1.1 Some infrastructure types or projects are vital to the delivery of Shropshire's development strategy, irrespective of how they are likely to be funded. Where this is the case they will usually be identified through the Place Plan documents and subsequently within Shropshire's Implementation Plan.
- 4.1.2 Whilst the majority of these infrastructure requirements will have a strategic rather than local focus; this is not necessarily always the case, as other factors may mean the delivery of the infrastructure is essential to the achievement of the development strategy.
- 4.1.3 Furthermore, whilst the majority of these infrastructure requirements will be deemed 'critical' some 'priority' needs may be considered essential due to the potential for cumulative impacts.
- 4.1.4 Figure 4 provides a summary of the governance arrangements for determining if infrastructure is essential to the achievement of the development strategy:

Figure 4: Determining what infrastructure is essential for the delivery of the Development Strategy

Essential Infrastructure Requirements		Justification	Decision Process
Strategic Infrastructure	Critical	The essentials without which development cannot take place, such as utilities, water management and safe access. These infrastructure requirements are essential to the delivery of the Development Strategy where: 1. The associated development is essential for the delivery of the Development Strategy. 2. The potential cumulative impact of the need to provide this infrastructure across Shropshire means it is essential.	<p>A Strategic Infrastructure Forum has been established to scrutinise the identified infrastructure needs to determine:</p> <ul style="list-style-type: none"> • Which infrastructure requirements are strategic within Shropshire; • Their relative level of priority (determined in accordance with Core Strategy Policy CS9 (Infrastructure Contributions)); and • Whether the infrastructure is necessary to ensure the achievement of the Development Strategy, and should therefore be included within the Implementation Plan. <p>This Forum includes representatives from the following infrastructure areas: highways, drainage and flood risk, education, broadband and emergency services, in addition to representatives from the voluntary and community sector and the Marches LEP.</p> <p>The Forum can also identify a full range of funding and joint working opportunities to assist in delivery.</p>
	Priority	The infrastructure identified as a particular priority at that point in time. These infrastructure requirements are essential to the delivery of the Development Strategy where: 1. The potential cumulative impact of the need to provide this infrastructure across Shropshire means it is essential.	
	Key	All other infrastructure not included in the previous two categories. It is unlikely that infrastructure within this category would be considered essential for the achievement of the Development Strategy unless there is a significant potential cumulative impact.	
Local Infrastructure	Critical	The essentials without which development cannot take place, such as utilities, water management and safe access. These infrastructure requirements are essential to the delivery of the Development Strategy where: 1. The associated development is essential for the delivery of the Development Strategy. 2. The potential cumulative impact of the need to provide this infrastructure across Shropshire means it is essential.	<p>Shropshire Council, as the accountable body is ultimately responsible for the prioritisation of infrastructure needs which in turn will inform consideration of whether the infrastructure is essential for the achievement of the Development Strategy.</p> <p>However the identification of priorities and delivery of projects will be undertaken in close partnership with others, including close engagement with local communities via Town and Parish Councils.</p>
	Priority	The infrastructure identified as a particular priority at that point in time. These infrastructure requirements are essential to the delivery of the Development Strategy where: 1. The potential cumulative impact of the need to provide this	

Essential Infrastructure Requirements		Justification	Decision Process
		infrastructure across Shropshire means it is essential.	
	Key	All other infrastructure not included in the previous two categories. It is unlikely that infrastructure within this category would be considered essential for the achievement of the Development Strategy unless there is a significant potential cumulative impact.	

4.1.5 Figure 5 identifies the infrastructure requirements being delivered in 2016-2017 which are considered to be essential for the achievement of the development strategy. This is supported by Figure 6 which sets out a longer term programme of pipeline schemes and opportunity projects post 2016/17.

4.1.6 Both these tables are not intended to be an exhaustive list of investment needs across Shropshire, as this detail is provided within the supporting Place Plans. However, it does set out the short and long terms needs that are considered to be essential to the delivery of Shropshire's development strategy. Both tables will be updated as part of the 'annual review' process.

Infrastructure considered essential for the achievement of the Development Strategy

Figure 5: 2016-2017 Infrastructure Schemes Being Delivered

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
HOUSING AND COHESIVE, SUSTAINABLE COMMUNITIES							
Affordable housing provision	PRIORITY	Shropshire Council, Homes and Communities Agency, Registered Providers	Ongoing	Varies from scheme to scheme		Section 106	
ECONOMIC INVESTMENT AND OPPORTUNITY							
Facilitation of ICT/broadband technologies	KEY	Shropshire Council, Broadband Delivery UK (BDUK) Private sector delivery partner, Town and Parish Councils	2013-2018	£30+million from Shropshire Council, BDUK, BT, Marches LEP	EU Funding, Local Growth Fund 3	CIL (Local)	The Connecting Shropshire aims to provide a minimum of 2 Mbps to all of Shropshire and as much superfast broadband as possible. The project will deliver to those communities that are not going to get either basic broadband or superfast broadband under the private sector rollout. This is a community priority for many towns, villages and rural areas of Shropshire.
Mobile Phone infrastructure	KEY	Mobile Network Operators, Ofcom	Ongoing	N/A	N/A	N/A	Improving mobile phone signal coverage for both voice and data is a key aspiration of many communities and has the full support of Shropshire MPs and SC
SOCIAL AND COMMUNITY INFRASTRUCTURE							

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
Open space provision and maintenance to meet site design requirements and standards.	PRIORITY					On-site design Section 106	See Place Plans for details of identified deficiencies and opportunities.
Provision and maintenance of facilities and equipment for sport, recreation and leisure. This includes but is not limited to: <ul style="list-style-type: none"> • Outdoor sports facilities. • Recreational facilities for children. • Allotments. 	PRIORITY					On-site design Neighbourhood Fund CIL (Local)	Informed by the Shropshire Public Open Space and Recreation Needs Assessment (currently being updated) and Shropshire Playing Pitch Strategy (currently being updated) See Place Plans for details of identified local requirements.
Enhance Shropshire's environmental networks for species adaptation to climate change, flood relief and other ecosystem services. This includes but is not limited to: <ul style="list-style-type: none"> • Amenity green space. • Parks and gardens. • Natural and semi natural open space. 	PRIORITY					CIL (Local) On-site design	Improvement of environmental assets in environmental networks. Informed by the Shropshire Public Open Space and Recreation Needs Assessment and Natural Environment SPD See Place Plans for further details.
Review of primary school places to ensure sufficient provision.	PRIORITY	Shropshire Council	Varies	Varies	Varies	Varies	An updated assessment of the effect on primary school places locally has been made, based on estimated annual levels of housing with delivery spread evenly over the remaining plan period. This currently indicates that capacity will exist in the majority of the towns, villages or rural areas overall to meet the demand. However, there are some locations where consideration will need to be given to the provision of extra primary school places during this time span,

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
							based on current anticipated year-on-year housing yield (but dependent upon developers' actual timescales) ³ .
<p>³ Focus for delivery in 2016/2017 includes, but may not be limited to:</p> <ul style="list-style-type: none"> • Bridgnorth - funding may be required to bring existing pupil accommodation up to its full teaching capacity. • Market Drayton - 2no. classbases academic year 2017/18. • Shifnal - 1no. classbase academic year 2017/18.*CRITICAL • Whitchurch - consideration needs to be given to the provision of a significant number of additional primary school places in the town within the plan period, as a result of the lack of sufficient capacity to cater for the forecast increase in pupil numbers. A site for enhancement of education provision is currently being negotiated with a developer of land to the south of the town. <p>see Figure 6 for post 2016/17 infrastructure schemes</p>							
Shrewsbury: Off-site land acquisition and provision of a new primary school for developments of 700 dwellings or more (excluding the SUE's)	PRIORITY	Shropshire Council	Dependent on development	Dependent on requirement	Local Authority Capital Programme	Section 106	Any site, or close group of sites, that will deliver 700 or more dwellings, phased or otherwise, shall be subject to the consideration of the off-site provision of a new primary school and site from developer contributions.
ENVIRONMENT AND CLIMATE CHANGE							
Reinforcement to electricity supply	CRITICAL	Western Power Distribution, Scottish Power	Varies	Varies	Western Power Distribution Capital Funding, Scottish Power Capital Funding	Direct developer funding	
<p>Focus for delivery in 2016/2017 includes, but may not be limited to:</p> <ul style="list-style-type: none"> • Shifnal primary substation reinforcement upgrading 2x5MVA transformers with 7.5/15MVA units • Shrewsbury/Roushill 33Kv cable replacements • Ironbridge 33kV s/s replacement • Dothill-new switchboard and Tx • Ketley 33Kv- new switchboard and 2x Tx's • Snedshill 33kV- new switchboard and 2xT's <p>see Figure 6 for post 2016/17 infrastructure schemes</p>							
Upgrade Wastewater Treatment Works	CRITICAL	Severn Trent Water, Welsh Water, United	Varies ²	Varies		On-site design (Welshampton-non mains)	¹ An Asset Management Plan outlines proposed spending plans for a 5 year period.

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
		Utilities				sewerage)	The majority of the required upgrades are related to either reducing phosphate loads or to increase hydraulic capacity ²For further information about the upgrades required please refer to the relevant Place Plan document.
<p><i>Focus for delivery in 2016/2017 includes, but may not be limited to:</i> Bishops Castle WwTW(2015-2020) Bucknell WwTW (2015-2020) Clun WwTW(2015-2020) see Figure 6 for post 2016/17 infrastructure schemes</p>							
TRANSPORT AND ACCESSIBILITY							
Junction capacity, sustainability and safety improvements, where necessary, to facilitate specific development sites	CRITICAL	Shropshire Council	Ongoing	Varies		Section 106	To be determined as part of particular development proposals, as part of the planning application process or in limited situations (e.g. Shifnal) town-wide studies.
Specific highway, network assets, pedestrian, cycle or public transport infrastructure or bus service improvements required to provide essential access to a new development site	CRITICAL	Shropshire Council	Ongoing	Varies		Section 106	
New Road link between Middleton Road and Shrewsbury Road (Oswestry)	CRITICAL	Developer	2016 onwards		Direct developer funding	N/A	Linked to Oswestry SUE. To be provided as part of the development.
Strategic cycle links to Shrewsbury South SUE	PRIORITY	Shropshire Council	2015-2020	c£0.15 million		Section 106	Linked to Shrewsbury South SUE. To include potential crossings at Meole Brace roundabout; Pritchardway; Hazeldine Way and Wenlock Road.
Oxon Link Road (Shrewsbury)	CRITICAL	Highways England, Shropshire	2016-2020	£12.2 million/ £8.3 million from developer		Section 106 Direct developer	Linked to Shrewsbury SUE West. To be delivered as part of the development. £8.3m from developer

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
		Council		contributions		contributions	contributions/S106 obligations
Upgrade of Churncote roundabout (Shrewsbury)	CRITICAL	Highways England, Shropshire Council	2016-2020	c£4.5 million	LEP	CIL (Strategic/Local)	£4.2 million funding secured from LEP
Welshpool Road pedestrian and cycle links	CRITICAL	Highways England, Shropshire Council	2016-2020	£1.6 million		CIL (Strategic/Local)	Linked to Oxon Link Road as part of Shrewsbury SUE West. Additional mitigation measures required locally.
Little Oxon Lane extension	CRITICAL	Shropshire Council	2016-2020			CIL (Strategic/Local)	Extension of Oxon Lane to new link road
Amendment to Oteley Road (Shrewsbury)	CRITICAL	Shropshire Council	2016-2020	c£2.2 million		Section 106	Linked to Shrewsbury South SUE.
Extension of Long Lane Industrial Estate (Craven Arms)	CRITICAL	Shropshire Council	Linked to development	c£4.5 million	Local Growth Deal 3, Highways England and Network Rail	CIL (Strategic/Local)	To include: <ul style="list-style-type: none"> • Bridge over railway line • Closure of level crossing • Improved access at Brook Road and Watling Street
Re-location of Craven Arms abattoir	CRITICAL	Shropshire Council	Linked to development	c£2 million		Section 106	To include new roundabout on the A49.
Roundabout on A53, Shawbury	CRITICAL	Developer	Linked to development	On site design		CIL- Payment in kind	Opportunity for an infrastructure gain via CIL payment in kind. Agreed priority with Parish Council.
Local highway improvements, including network assets, speed and safety, public realm enhancements and sustainable travel	PRIORITY	Shropshire Council	Ongoing	Varies	LTP	CIL (Local Fund), Neighbourhood Funds	These improvements will reflect local circumstances and will be assessed through the Road Safety Prioritisation Programme.
Subsidy for bus service improvements in Shrewsbury to improve services to development sites	PRIORITY	Shropshire Council	Ongoing	c£120,000/year for each additional bus		Section 106	Linked to retail, employment and large residential developments (major developments based on a site specific evaluation) where necessary, as identified through the Transport Assessment.
Transport Assessments	PRIORITY	Shropshire	Ongoing	Dependant on		Neighbourhood	Transport Assessment to help

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
		Council, Relevant Town/Parish Council		location		Fund	understand the capital works that are required. This will direct future capital works, providing evidence to access wider funds such as CIL and Local Growth Funds. Assessments in particular are required in: <ul style="list-style-type: none"> Whitchurch (Completed for Shifnal)
Shrewsbury inner ring road junction improvements (Shrewsbury Integrated Transport Package - outside river loop)	PRIORITY	Shropshire Council	2015-2020	Cost: £4 million Funding secured: £4 million	LEP	Section 106	

Figure 6: Post 2016/2017-Pipeline and Opportunity Infrastructure Schemes

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
ECONOMIC INVESTMENT AND OPPORTUNITY							
Oswestry Innovation Park, Oswestry	PRIORITY	Shropshire Council	2018 onwards	£13.2million (indicative cost for infrastructure provision)	Local Growth Fund 3, Local Authority Funds		Linked to Oswestry SUE. Business Park to provide 1,400 jobs To include: <ul style="list-style-type: none"> On site infrastructure including roads and power Footbridge linking residential development to employment (additional cost) Innovation and incubation units
SUE West and Oxon Business Park Extension	PRIORITY	Shropshire Council	2017 onwards	To be determined		CIL (Strategic/Local)	Part of Shrewsbury West SUE To include: <ul style="list-style-type: none"> On site infrastructure including roads and power
Shrewsbury Business and Healthcare Campus	PRIORITY	Shropshire Council	2020 onwards			CIL (Strategic/Local)	Part of Shrewsbury West SUE To include: <ul style="list-style-type: none"> On site infrastructure including roads and power
Shrewsbury Business Park Phase 3	PRIORITY	Shropshire Council	2018 onwards	£2million		CIL (Strategic/Local)	Part of Shrewsbury South SUE To include: <ul style="list-style-type: none"> On site infrastructure including roads and power
Bridgnorth new employment site	PRIORITY	Shropshire Council	2018 onwards			CIL (Strategic/Local)	Linked to Local Plan Review and outcome of Green Belt Assessment which will determine site options. To include: <ul style="list-style-type: none"> On site infrastructure including roads and power
South of Sheet Road, Ludlow	PRIORITY	Shropshire Council	2018 onwards			CIL (Strategic/Local)	Employment allocation to meet demand requirements. To include: <ul style="list-style-type: none"> On site infrastructure including roads and power

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
SOCIAL AND COMMUNITY INFRASTRUCTURE							
Review of primary school places to ensure sufficient provision.	PRIORITY	Shropshire Council	Varies	Varies	Varies	Varies	An updated assessment of the effect on primary school places locally has been made, based on estimated annual levels of housing with delivery spread evenly over the remaining plan period. This currently indicates that capacity will exist in the majority of the towns, villages or rural areas overall to meet the demand. However, there are some locations where consideration will need to be given to the provision of extra primary school places during this time span, based on current anticipated year-on-year housing yield (but dependent upon developers' actual timescales) ³ .
<p>³Focus for delivery post 2016/17 includes, but may not be limited to:</p> <ul style="list-style-type: none"> • Albrighton - the future of Cosford could result in a significant number of additional school age children, if so the school place requirement will need to be revisited. • Ellesmere - consideration will need to be given to the provision of extra primary school places during this time span. The cost of this provision will be incurred during the plan period from 2020 to 2026. • Ludlow – school place provision needed during the latter part of the plan period from 2020 to 2026. • Market Drayton- Further school place provision needed from 2020 to 2026. • Oswestry - school place provision needed during the latter part of the plan period from 2020 to 2026. • Shifnal - 1no. classbase academic year 2018/19, 1no 2019/20 *CRITICAL • Shrewsbury: <ul style="list-style-type: none"> - North: 1no classbase academic year 2018/19, 1no 2019/20. Further school place provision will need to be made during the balance of the plan period from 2020-2026 - West: A new school required in light of the lack of any capacity to cater for the forecast increase in pupil numbers. Requirement needed during latter part of plan period from 2019 to 2026. Provision of additional school places also needed in west of town in the latter part of the plan period from 2020-2026 - Central, Eastern and Southern: School place provision needed during the latter part of the plan period from 2020 to 2026. • Wem - school place provision needed during the latter part of the plan period from 2020 to 2026. • Whitchurch - consideration needs to be given to the provision of a significant number of additional primary school places in the town within the plan period, as a result of the lack of sufficient capacity to cater for the forecast increase in pupil numbers. A site for enhancement of education provision is currently being negotiated with a developer of land to the south of the town. Requirement to 2026: 7no. classbases plus infrastructure for a new school (should this be the agreed way forward) in 2020/21. <p>For further information please refer to the relevant Place Plan documents.</p>							

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
Review of secondary school places to ensure sufficient provision.	PRIORITY	Shropshire Council	Varies	Varies	Varies	Varies	An updated assessment of the effect on secondary school places locally has been made based on proposed levels of development with delivery spread evenly over the remaining Plan period. This currently indicates that capacity will exist in the majority of the towns, villages or rural areas overall to meet the demand. However, there are some locations where consideration will need to be given to the provision of extra secondary school places during this time span, based on current anticipated year-on-year housing yield (but dependent upon developers' actual timescales) ⁴ .
							<p>⁴Focus for delivery post 2016/2017 includes, but may not be limited to:</p> <ul style="list-style-type: none"> • Albrighton - capacity will exist to meet the demand in the town, with the displacement of out-of-area pupils over time. • Ellesmere - a shortfall in pupil places will occur by the end of the plan period. • Oswestry - school place provision potentially needed during the latter part of the plan period from 2020 to 2026*. *Consideration will need to be given to the provision of extra secondary school places in the town during this time span. However, more detailed analysis of available accommodation at the Marches School will need to be undertaken in order to confirm the actual requirement. • Shifnal – Increased pressure on current school capacities. It is anticipated that the additional in-area children will displace a historic out-of-area trend on the school roll. Thus, it is considered that, longer-term, additional places will not be required. • Shrewsbury - consideration will need to be given to the provision of additional secondary school places in the town during the plan period span. Provision will need to be made during the latter part of the plan period from 2020 to 2026. • Wem - the school will have sufficient accommodation to provide for the pupils within its catchment with a gradual displacement of the current out-of-area trend. <p>For further information please refer to the relevant Place Plan documents.</p>

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
Improved and expanded healthcare facilities	PRIORITY	NHS England, Relevant Town or Parish Council and local community groups	Dependent on development	Dependent on specific requirements	NHS funding, Private developers		Provide new and improved health and social care facilities where required to cater for the needs of the population and where identified in the NHS Sustainable Transformation Plan for Shropshire. See Place Plans for details of identified local requirements.
ENVIRONMENT AND CLIMATE CHANGE							
Reinforcement to electricity supply	CRITICAL	Western Power Distribution, Scottish Power	Varies	Varies	Western Power Distribution Capital Funding, Scottish Power Capital Funding	Direct developer funding	
							<p><i>Focus for delivery post 2016/2017 includes, but may not be limited to:</i></p> <ul style="list-style-type: none"> • Ketley 132kV reconfiguration to allow alternate sources for multiple circuits including new 33KV switchboard • Shrewsbury Grid new grid transformer to secure the 33kV network • Shrewsbury- Weir Hill/Roushill 33kV electricity group reinforcement • Star Aluminium (Bridgnorth) replacement 33kV equipment and additional transformer (2017) • North Shropshire Reinforcement Project- post 2020
Upgrade Wastewater Treatment Works	CRITICAL	Severn Trent Water, Welsh Water, United Utilities	Varies ²	Varies		On-site design (Welshampton- non mains sewerage)	¹ An Asset Management Plan outlines proposed spending plans for a 5 year period. The majority of the required upgrades are related to either reducing phosphate loads or to increase hydraulic capacity ² For further information about the upgrades required please refer to the

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
							relevant Place Plan document.
<p><i>Focus for delivery post 2016/2017 includes, but may not be limited to:</i></p> <ul style="list-style-type: none"> • Whitchurch (2020-2025) • Market Drayton (2020-2025) • Baschurch (future AMP) • Ludlow (future AMP) • Cheswardine (future AMP) • Minsterley (future AMP) • Mile Oak- Oswestry (future AMP) • Baschurch (future AMP) • Montford Bridge (future AMP) • Wem (future AMP) 							
Sewerage network capacity	CRITICAL	Developers, Severn Trent Water	Development led		Developers	N/A	Hydraulic modelling of the wastewater network is required to assess whether there is capacity within the network to meet development (and cumulative development) needs in: Bridgnorth; Church Stretton; Cleobury Mortimer; Cockshutt; Craven Arms; Ellesmere; Gobowen; Ludlow; Much Wenlock; Oswestry; Shifnal; St Martins; Weston Rhyn, Rhoswel, Wern and Chirk Bank; Whitchurch; Whittington; and Minsterley and Pontesbury, Market Drayton, Hanwood and Hanwood Bank. Woore, Irelands Cross and Pipe Gate. See the relevant Place Plan for further details.
Hunters Gate Flood Alleviation (Much Wenlock)	CRITICAL	Shropshire Council, Environment Agency, Severn Trent Water, Developers	Ongoing	£168,000 Funds Secured: £138,000	Flood Defence Grant in Aid Shropshire Council Severn Trent Water Developers		Investigations for this scheme, identified in the Much Wenlock Integrated Urban Drainage Management Plan, are underway. £138,000 secured from Flood Defence Grant in Aid. Funding programmed across 2016/17 and 2017/18. Further work to be carried out with partners to determine the

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
							solution.
Further investigate flood risk in Shifnal to properties outside the influence of the Wesley Brook and provide mitigation	CRITICAL	Shropshire Council, Shifnal Flood Partnership Group	Ongoing	£500,000	Shropshire Council, Flood Defence Grant in Aid, Local Levy	CIL (Local)	A number of properties in Shifnal are at risk of surface water flooding. These need to be formally assessed and mitigation proposals finalised and implemented.
Assessment of local flood risk	PRIORITY	Shropshire Council, Environment Agency, Severn Trent Water	Ongoing	Varies Between £10,000 and £80,000 See the relevant Place Plan	Flood Defence Grant in Aid	On-site design Section 106 CIL (Local)	The Local Flood Risk Management Strategy has identified a number of properties in various settlements across Shropshire that may be at risk of flooding. This includes but is not limited to Whittington, Hilton, Alveley, Ditton Priors, Annscroft, Worthen, Oretton, Aston on Clun, Bourton, Easthope, Longden, Shrewsbury, Oswestry, Bridgnorth, Ludlow, Church Stretton, Much Wenlock, Shifnal, Whitchurch, Bayston Hill and Albrighton. See the relevant Place Plan for further details.
Production of Operational Flood Response Plan	PRIORITY	Shropshire Council, Environment Agency, Severn Trent Water	Ongoing	Varies Between £3,000 and £25,000 See the relevant Place Plan		Section 106	In accordance with the Local Flood Risk Management Strategy the operational flood response plans, produced from condition surveys of the land drainage systems, will flag who is responsible for the maintenance of the systems which serve communities. The aim is to promote community awareness of these drainage systems such that communities can be more resilient. Plans particularly required in Adderley; Albrighton; Aston on Clun; Baschurch; Bayston Hill; Bishops Castle; Bomere Heath; Bridgnorth; Brockton; Broseley; Bucknell; Burford; Cheswardine; Childs Ercall; Chirbury; Church Stretton; Clee Hill; Cleobury Mortimer; Cockshutt; Craven Arms; Clun; Ditton Priors;

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Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
							Dudleston Heath; Ellesmere; Gobowen; Highley; Hinstock; Hodnet; Ightfield; Llanymynech and Pant; Ludlow; Lydbury North; Market Drayton; Minsterley; Onibury; Oswestry; Pontesbury; Ruyton XI Towns; Shawbury; Shifnal; Shrewsbury; St Martins; Wem; Whittington; Worfield and Rudge; and Worthen. See the relevant Place Plan for further details.
TRANSPORT AND ACCESSIBILITY							
A5 Whittington Road junction improvements (Oswestry)	CRITICAL	Highways England, Shropshire Council	2019-2025	c£0.5 million		Section 106	
A483 Maesbury Road	PRIORITY	Highways England	2019-2025	c£0.8 million		CIL (Strategic/ Local)	
Upgrade to Frankwell Footbridge (Shrewsbury)	PRIORITY	Shropshire Council	2020 onwards	£500,000		Section 106 Direct developer contributions	Linked to Riverside redevelopment. To include: <ul style="list-style-type: none"> • DDA compliance.
Upgrades to Shrewsbury bus station	PRIORITY	Shropshire Council	2020 onwards	c£2.5 million		CIL (Local)	Opportunity scheme
Shrewsbury Town Centre Transport package (Shrewsbury Integrated Transport Package - within river loop)	PRIORITY	Shropshire Council, LEP	2020 onwards	Cost: £12.1 million Funding secured: £6 million	LEP	CIL (Local)	Junction improvements and public realm enhancement in the river loop to include: <ul style="list-style-type: none"> • Redevelopment of Pride Hill • Extension of pedestrian zone • Wayfinding/town centre signage • Pedestrian and cycle facilities • Air quality monitoring and mitigation works £6 million secured from the LEP.
Shrewsbury North West Relief Road	PRIORITY	Shropshire Council	2020-2030	c£105million Current bid to LMF towards OBC refresh costs (£1 million)	Growth Deal, Local Majors Fund, Highways England	CIL (Strategic/Local)	

