

APPENDIX B

Shropshire Council

LDF Implementation Plan

2014 - 2015

CONTENTS

1. INTRODUCTION	3
1.1 What is the Local Development Framework (LDF) Implementation Plan?	3
1.2 What is the purpose of the Place Plan Documents?	3
1.3 What is the purpose of the LDF Implementation Plan Document?	4
1.4 What is the CIL Regulation 123 List?	5
1.5 What is the relationship between the LDF Implementation Plan; Place Plan Documents and CIL Regulation 123 List?	5
1.6 What is the relationship to other infrastructure planning documents?	5
2. Infrastructure Provision	7
2.1 How is infrastructure funded?	7
2.2 How are infrastructure needs identified?	9
2.3 How are infrastructure needs prioritised?	11
2.4 How are infrastructure needs delivered?	11
3. Shropshire's Vision and Development Strategy	12
3.1 Shropshire's Vision	12
3.2 Development Strategy for Shropshire	14
3.3 Delivery of the Development Strategy	15
4. Infrastructure essential for the Development Strategy	16
4.1 What Infrastructure is essential to the achievement of the Development Strategy?	16

1. INTRODUCTION

1.1 *What is the Local Development Framework (LDF) Implementation Plan?*

- 1.1.1 The LDF Implementation Plan forms an important part of Shropshire's LDF. It comprises this strategic LDF 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 LDF 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 Plan (SAMDev).
- 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 LDF 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 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. 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. Consequently, the Place Plans have a wide role in coordinating investment and actions across many partners to address prioritised local needs.

1.2.7 Each Place Plan consists of five key sections:

- **Introduction:** The role of place plans and the communities within the Place Plan area.
- **Community led planning:** Local vision and summary of community priorities
- **Development and associated infrastructure requirements:** Infrastructure needs and priorities required to support sustainable development occurring within the area.
- **Wider Investment Priorities:** Investment needs and priorities required to support the wider sustainability of communities.
- **Place Plan Profile:** A summary of statistical evidence and key trends within the area to help inform and prioritise future investment needs.

1.2.8 The Place Plans 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 the LDF Implementation Plan Document?

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, the strategic LDF 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 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).

1.3.3 In this way, the LDF Implementation Plan:

- Provides clarity on the infrastructure requirements for Shropshire's settlements, to support the LDF;
- Identifies 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;
- Informs 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 funds. However, 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 between the LDF Implementation Plan; Place Plan Documents and CIL Regulation 123 List?

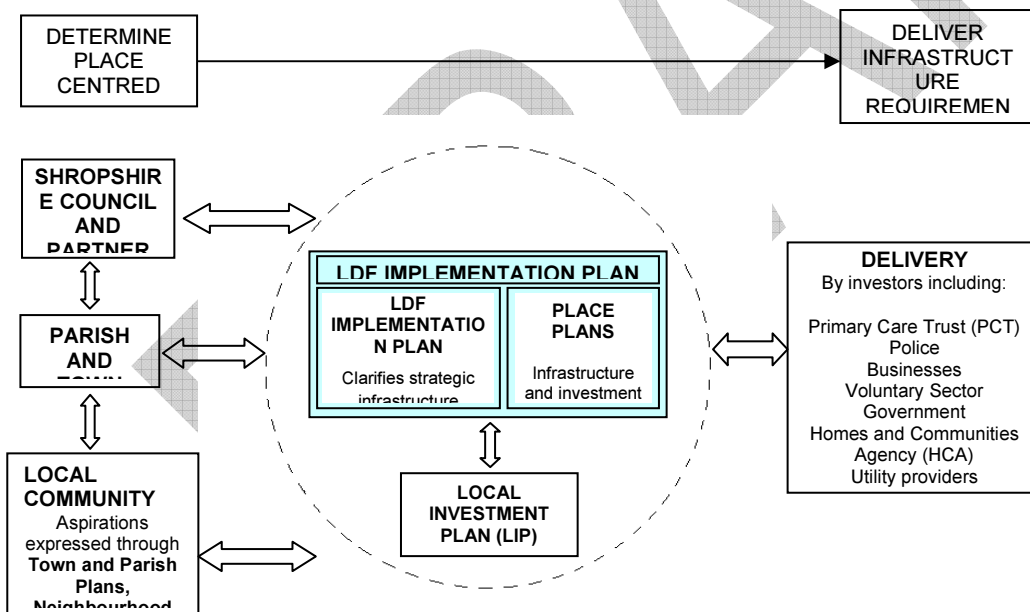
- 1.5.1 The Place Plans contain a detailed summary of all identified investment needs within Shropshire. These investment needs are divided into two groups: the infrastructure required to support sustainable development; and the wider investment required to support the sustainability of communities. Each group of needs is then prioritised in accordance with Policy CS9 (Infrastructure Contributions).
- 1.5.2 As an important planning tool, this LDF Implementation Plan document contains a refined list of the infrastructure priorities within the Place Plans, focusing on those deemed **essential to the development strategy for Shropshire**.
- 1.5.3 The CIL List contains a selection of the infrastructure priorities identified within the Place Plans and LDF Implementation Plan, where it is considered that CIL is the most appropriate delivery mechanism and the infrastructure is considered deliverable – or for strategic infrastructure, where there is a long term aspiration to ensure the infrastructure is delivered.

1.6 What is the relationship to other infrastructure planning documents?

- 1.6.1 The LDF Implementation Plan is closely aligned to the Local Investment Plan (LIP) arising from the 'Single Conversation' with the Homes and Communities Agency. Together the documents are aimed at coordinating investment and funding streams between partners to ensure the delivery of sustainable places in Shropshire, as set out in Figure 1.

- 1.6.2 In addition, the LDF Implementation Plan is closely linked to the Shropshire Partnership External Funding Strategy, which identifies how partners will work together to secure the external funding needed to deliver Shropshire's priorities. The LDF Implementation Plan also informs the work of the Marches Local Enterprise Partnership (LEP).
- 1.6.3 The strategic LDF Implementation Plan and supporting Place Plans are reviewed and updated annually to reflect changing needs and priorities. This includes incorporating the infrastructure requirements identified through 'annual conversations' with Town and Parish Councils; strategic infrastructure priorities; and infrastructure identified during discussions about specific sites allocated through the Site Allocations and Management of Development (SAMDev) DPD.
- 1.6.4 The LDF Implementation Plan and supporting Place Plans should therefore be viewed as 'living' documents that take account of these changes as they come forward and provide a continual process by which to align the programmes and actions of many organisations. The list of projects included within this LDF Implementation Plan is therefore not intended to be exhaustive, as the process of implementation will constantly be responding to local circumstances over the life of the LDF.

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.
- **Homes and Communities Agency Funding:** Funding to delivery affordable homes and bring empty homes back into use.
- **LEADER programmes in the Shropshire Hills and Northern Marches:** Funding to encourage sustainable communities and tourism.

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.

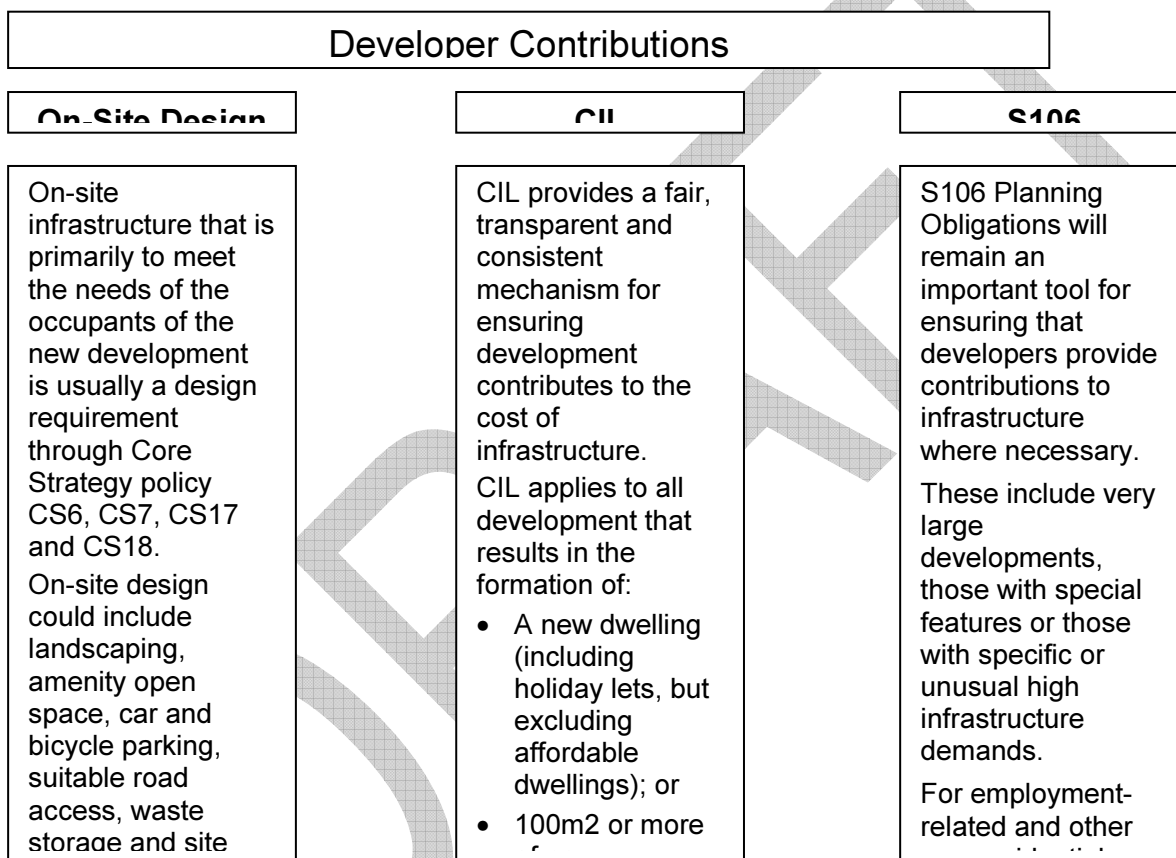
2.1.7 Ultimately, the levels of investment by strategic infrastructure providers is determined by the infrastructure provider themselves; informed by current and anticipated future social, environmental and economic factors. Each infrastructure provider will perform their own investment planning, however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

will be informed by the Shropshire Development Plan, LDF 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



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 LDF 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 The Shropshire Partnership External Funding Strategy is about change and innovation, with partners working collaboratively to secure additional external funding and adopting alternative models of delivery to help achieve Shropshire's priorities. The External Funding Strategy is closely aligned to this Implementation Plan.
- 2.1.15 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 The LDF 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.

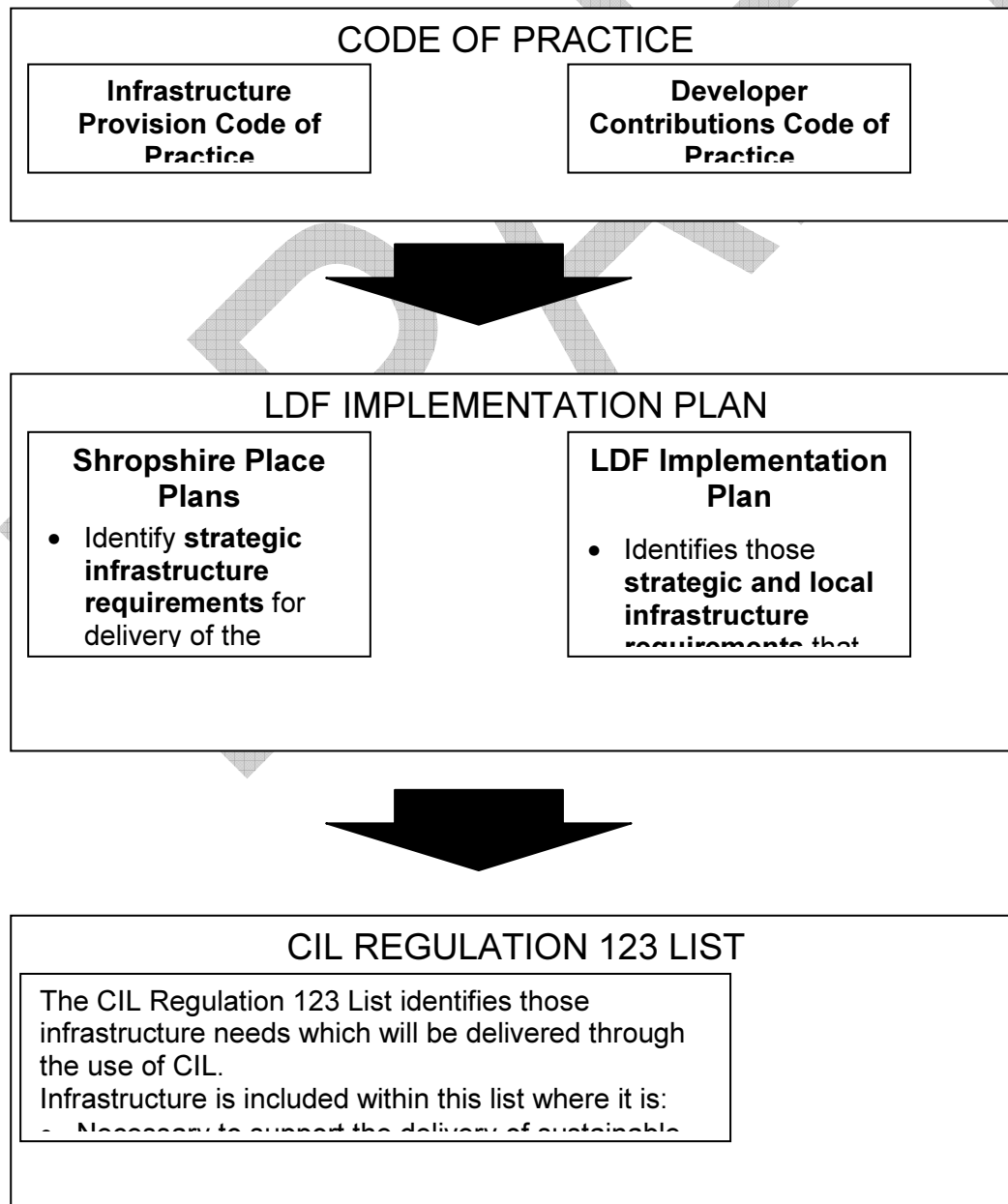
- The outcome of discussions regarding specific development sites

2.2.1 Further details on the annual process for identifying the infrastructure needs and priorities within the LDF 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 LDF 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 LDF 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 LDF 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 vision for Shropshire is set out in the Sustainable Community Strategy (2010-2020) and is of:

"A flourishing Shropshire"

3.1.2 To deliver this vision, the Sustainable Community Strategy sets out the following three priorities:

1. Enterprise and growth, with strong market towns and rebalanced rural settlements

- A dynamic and modern economy, with an enterprise culture that attracts investors and skilled workers.
- Shrewsbury and Shropshire's market towns will have a distinct identity, be vibrant and accessible.
- Rural settlements will be strengthened as hubs of activity and development either individually or as networked clusters, providing community benefit leading to more sustainable places and a rebalancing of the countryside.

2. Responding to climate change and enhancing our natural and built environment

- Shropshire will be recognised as a leader in responding to climate change.
- Working with communities to prepare for and adapt to the issues that climate change may bring and ensure the rich varied environment is valued, protected and enhanced.
- Natural resources, waste and water will be managed efficiently and we will adapt our needs to meet the changing demands of the climate.

3. Healthy, safe and confident people and communities

- Ensuring our communities are strong, healthy, safe and inclusive,
- Encouraging cultural diversity, voluntary effort and participation in community life.

Shropshire Partnership Community Strategy (2010-2020)

3.1.3 The LDF Core Strategy, a key document within the Development Plan, provides a comprehensive framework for delivering the spatial aspects of 'A flourishing Shropshire'. It therefore seeks to reflect and deliver the Sustainable Community Strategy priorities, within its own spatial vision, as follows:

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 (February 2011) 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. The LDF Implementation Plan and Place Plans detail the infrastructure priorities within Shropshire, 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 LDF 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 LDF 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 the LDF 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	<p>The essentials without which development cannot take place, such as utilities, water management and safe access.</p> <p>These infrastructure requirements are essential to the delivery of the Development Strategy where:</p> <ol style="list-style-type: none"> 1. The associated development is essential for the delivery of the 	<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

Essential Infrastructure Requirements		Justification	Decision Process
		Development Strategy. 2. The potential cumulative impact of the need to provide this infrastructure across Shropshire means it is essential.	<ul style="list-style-type: none"> Whether the infrastructure is necessary to ensure the achievement of the Development Strategy, and should therefore be included within the LDF Implementation Plan.
	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.	<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>
	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 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 those infrastructure requirements that are considered to be essential for the achievement of the development strategy. This is 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 those needs that are considered to be essential to the delivery of Shropshire's development strategy. This list will be updated as part of the 'annual review' process.

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Figure 5: Infrastructure considered essential for the achievement of the Development Strategy

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, Private sector delivery partner, Town and Parish Councils		Initially £16.4 million. £8.2million secured from BDUK. £8.2 million secured from Shropshire Council.		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.
SOCIAL AND COMMUNITY INFRASTRUCTURE							
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 Open Space Assessment and Shropshire Playing Pitch Improvement Plan. See Place Plans for details of identified local requirements.

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
<p>Enhance Shropshire's environmental networks for species adaptation to climate change, flood relief and other ecosystem services.</p> <p>This includes but is not limited to:</p> <ul style="list-style-type: none"> • Amenity green space. • Parks and gardens. • Natural and semi natural open space. 	PRIORITY					<p>CIL (Local) On-site design</p>	<p>Improvement of environmental assets in environmental networks. Informed by the Open Space Assessment.</p> <p>Includes projects to achieve targets and actions in:</p> <ul style="list-style-type: none"> • Shropshire Biodiversity Action Plan; & • Shropshire Geological Action Plan. <p>See Place Plans for further details.</p>
Review of Children's Centre services	PRIORITY	Shropshire Council	Dependent upon developers' timescales	Dependent upon extent and location of development	Private sector financed	Neighbourhood Fund, CIL (Local)	<p>A children's centre is defined by law as a place or group of places:</p> <ul style="list-style-type: none"> • Managed by, or on behalf of, an English local authority, with a view to securing that early childhood services are made available in an integrated manner through which early childhood services are made available – either by provision of services on site, or by the provision of advice and assistance in gaining access to services elsewhere • At which (some) activities for young children are provided on site. <p>Children's Centre services are delivered throughout Shropshire. Residential development creates the following impact on children's centres:</p> <ul style="list-style-type: none"> • A higher volume of parents and carers accessing provision in what tend to be relatively small spaces, resulting in the potential of further investment required to increase space. • Where the children's centre services are delivered in part of an existing school building, increasing demand for school places can result in conversion of this space back into a Primary School. <p>Facilities must therefore be reviewed and sufficient provision made available to support expected development.</p>

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
	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 .
Review of primary school places to ensure sufficient provision.	<p>³This 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. • Bridgnorth - funding may be required to bring existing pupil accommodation up to its full teaching capacity. • Church Stretton - 1no. classbase (academic year 2016/17). • Ellesmere - 1no. classbase academic year 2014/15; 1no classbase 2017/18. Further provision needed from 2019 to 2026. Funding secured for £300,000 which leaves a shortfall of £900,000. • Ludlow – school place provision needed during the latter part of the plan period from 2019 to 2026. • Market Drayton - 2no. classbases academic year 2017/18. Further school place provision needed from 2019 to 2026. • Oswestry - school place provision needed during the latter part of the plan period from 2019 to 2026. • Shifnal - 2no. classbases academic year 2016/17; 2no. 2017/18. Further school place provision needed from 2019 to 2026. • Shrewsbury: <ul style="list-style-type: none"> - North: 1no. classbase academic year 2017/18. Further school place provision needed from 2019 to 2026. Further school place provision will need to be made during the balance of the plan period from 2019-2026 - 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 later part of plan period from 2017 to 2026. Provision of additional school places also needed in west of town in the later part of the plan period from 2019-2026 - Central, Eastern and Southern: School place provision needed during the latter part of the plan period from 2019 to 2026. • Wem - school place provision needed during the latter part of the plan period from 2019 to 2026 - see other infrastructure needs. • 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: 4no. classbases plus infrastructure for a new school (should this be the agreed way forward) in 2018/19. • Whitchurch Rural, Ightfield and Calverhall Cluster - consideration may need to be given to the provision of extra primary school places during the plan period. <p>For further information please refer to the relevant Place Plan documents.</p>						

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

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>⁴This 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. However, some accommodation may be required on a short-term basis whilst this trend evens out. • Ditton Priors - requirements will be fully determined following SAMDev adoption. • Ellesmere - small shortfall in pupil places may now be provided for within expansion of the school post-academy transfer. • Oswestry - school place provision potentially needed during the latter part of the plan period from 2019 to 2026*. <p>*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.</p> <ul style="list-style-type: none"> • 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. However, shorter-term provision may need to be made whilst out-of-area children make their way through the school. • Shrewsbury - school place provision potentially needed 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>						
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.
Improved and expanded healthcare facilities	PRIORITY	NHS	Dependent on development	Dependent on specific	NHS funding,		Provide new and improved health and social care facilities where required to cater

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
		England, Relevant Town or Parish Council and local community groups		requirements	Private developers		for the needs of the population. See Place Plans for details of identified local requirements. Identified community priority in: <ul style="list-style-type: none"> • Bucknell- new doctors surgery • Albrighton- replacement GP surgery • Church Stretton- multipurpose health and wellbeing centre • Hadnall- central location for health facilities and prescription collection service • Whitchurch-joint community medical centre • Ellesmere- new medical facilities • Highley- improved car parking facilities at medical centre
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	<ul style="list-style-type: none"> • Shifnal primary substation reinforcement Upgrading 2 x 5MVA transformers with 7.5/15MVA units (2010-2015) • Market Drayton- additional primary transformer at Market Drayton primary substation and an additional 33kV circuit from Meaford to Hookgate (ongoing) • Malehurst- Replace transformers with higher rated units (2010-2015) • Oswestry- Additional 132kV electricity line between Legacy substation and Oswestry (2011-2015) • Oswestry- reinforcement at Coney Green 33kV substation (ongoing) • Shrewsbury- Shrewsbury – Harlescott 33kV electricity circuit reinforcement (ongoing)

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
							<ul style="list-style-type: none"> Shrewsbury-Weir Hill / Roushill 33kV electricity group reinforcement (ongoing) Bayston Hill- primary electricity substation reinforcement (2010-2015) Whitchurch- upgrades to reinforce supply (ongoing) Bridgnorth, Shrewsbury, - potential reinforcements for employment land <p>Identified community priority in:</p> <ul style="list-style-type: none"> Clun- improve reliability of supply Chirbury-improve stability and reliability of supply
Upgrade Wastewater Treatment Works	CRITICAL	Severn Trent Water, Welsh Water, United Utilities	Varies ²	Varies	AMP6 ¹ (Bishops Castle, Bucknell, and Clun) AMP7 ¹ (Whitchurch) Future AMPs ¹ (Baschurch, Ludlow, Cheswardine, Minsterley, Miles Oak, Baschurch, Montford Bridge, and Wem).	On-site design (Welshampton-non mains sewerage)	<p>¹An Asset Management Plan outlines proposed spending plans for a 5 year period.</p> <p>Upgrades to Wastewater Treatment Works are required at: Bishops, Castle, Bucknell; Clun; Baschurch; Welshampton; Ludlow; Cheswardine; Minsterley; Mile Oak; Montford Bridge; Wem; and Whitchurch. The majority of the required upgrades are related to either reducing phosphate loads or to increase hydraulic capacity</p> <p>²For further information about the upgrades required please refer to the relevant Place Plan document.</p>

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
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; Hanwood & Hanwood Bank; Irelands Cross & Pipe Gate; Ludlow; Market Drayton; Much Wenlock; Oswestry; Shifnal; St Martins; Weston Rhyn, Rhoswel, Wern and Chirk Bank; Whitchurch; Whittington; Woore; and Minsterley and Pontesbury. 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	Flood Defence Grant in Aid Severn Trent Water	Section 106 Neighbourhood Fund CIL (Local)	Investigations for this scheme, identified in the Much Wenlock Integrated Urban Drainage Management Plan, are underway. £30,000 secured; £138,000 funding gap. Funding bid submitted for remaining £138,000, to be confirmed early 2015.
Provision of flood storage areas on the Shylte and Sytche Brooks (Much Wenlock)	CRITICAL	Shropshire Council, Environment Agency, Developers	Ongoing	£1,300,00	Flood Defence Grant in Aid	Section 106	Detailed design of this scheme, identified in the Much Wenlock Integrated Urban Drainage Management Plan, is largely complete. £500,000 secured; £800,000 funding gap. Funding bid submitted for remaining £800,000, to be confirmed early 2015.
Investigate and enhance outfall arrangements at Silvermere Pool	PRIORITY	Shropshire Council, Shifnal Flood Action Group	Ongoing	£100,000		Section 106 CIL (Local)	The outlet that drains this natural pond of Silvermere is believed to have collapsed somewhere below the 1970s housing estate. The blocked outlet on Silvermere Pool, whilst not increasing flood risk to residential property due to the overflow culvert, has resulted in raised water levels.

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
							Investigation and, if necessary, construction of a solution is required. This is also an identified community priority, as it is considered that resolution will support new development coming forward.
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 that a number of properties in various settlements across Shropshire that may be at risk of flooding. This includes but is not limited to Adderley; Albrighton; Aston on Clun; Baschurch; Bayston Hill; Bishops Castle; Bridgnorth; Brockton; Broseley; Bucknell; Burford; Cheswardine; Childs Ercall; Chirbury; Clee Hill; Clun; Cockshutt; Ditton Priors; Dudleston Heath; Ellesmere; Gobowen; Highley; Hinstock; Hodnet; Ightfield; Llanymynech and Pant; Ludlow; Lydbury North; Market Drayton; Minsterley; Munslow; Pontesbury; Ruyton XI Towns; Shawbury; Shrewsbury; St Martins; Wem; Whittington; Worfield and Rudge; and Worthen. 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;

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
							Cleobury Mortimer; Cockshutt; Craven Arms; Clun; Ditton Priors; 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							
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 (eg Shifnal) town-wide studies.
Specific highway, 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	CRITICAL	Developer	2015		Direct developer funding	N/A	Linked to Oswestry SUE. To be provided as part of the development.
A5 Mile End junction improvements	CRITICAL	Highways Agency	July 2014-March 2015	c£4.8 million	Highways Agency		Highways Agency Pinch-point funding.
Strategic cycle links to Shrewsbury South SUE	CRITICAL	Highways Agency	2014-2017	c£0.6 million			Linked to Shrewsbury South SUE. To include potential crossings at Meole Brace roundabout; Pritchardway; Hazeldine Way and Wenlock Road.
A5 Whittington Road junction improvements	CRITICAL	Highways Agency	2018-2026	c£0.5 million		Section 106	
Oxon Link Road	CRITICAL	Developer	2015-2017	£8.5 million		Section 106 Direct developer contributions	Linked to Shrewsbury SUE West. To be delivered as part of the development.
Upgrade of Churncote	CRITICAL	Highways	2014-2018	£4.5 million		CIL (Strategic/	

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
roundabout		Agency				Local)	
Upgrade remaining A5 junctions	CRITICAL	Highways Agency	2014-2022	c£3.5 million	Potential to form part of a major scheme package bid to DFT/LEP with Highways Agency support	CIL (Strategic/ Local), Section 105	Individual projects to be confirmed and appropriate funding source (CIL / Section 106 / DFT / LEP) to be identified, dependent on available funding from LEP/DFT.
Improvements to Oteley Road	CRITICAL	Highways Agency	2014-2017	c£2.2 million		Section 106	Linked to Shrewsbury South SUE.
Downgrade of Welshpool Road	PRIORITY	Shropshire Council	2015-2018	£1.6 million		CIL (Local)	
Extension of Long Lane Industrial Estate, Craven Arms	PRIORITY	Shropshire Council	Linked to development	£3.5 million		CIL (Local)	To include: • Improved access to Railway Station. • Improved access at Brook Road and Watling Street.
Re-location of Crave Arms abattoir	PRIORITY	Shropshire Council	Linked to development	c£1 million		Section 106	To include new roundabout on the A49.
Oswestry Innovation Park, Oswestry	PRIORITY	Shropshire Council	2014-2018	£3.5 million		CIL (Local)	Linked to Oswestry SUE. Business Park to provide 2,389 jobs. To include: • On site infrastructure including roads and power • Footbridge linking residential development to employment
A5 Maesbury Road junction improvements	PRIORITY	Highways Agency	2016-2022	c£0.8 million		CIL (Strategic/ Local)	
Welshpool Road pedestrian and cycle links and public transport enhancements	PRIORITY	Shropshire Council		£1 million		Section 106	Linked to Shrewsbury West SUE.
Upgrade remaining A5 junctions	PRIORITY	Highways Agency		c£3.5 million		Section 106	Linked to development sites on western part of Shrewsbury.
Local highway improvements, including speed and safety, public realm enhancements and sustainable travel	PRIORITY	Shropshire Council	Ongoing	Varies		CIL (Local Fund)	These improvements will reflect local circumstances. For further information please refer to the relevant Place Plan documents.

Appendix B: Cabinet 30th July 2014: Draft LDF Implementation Plan 2014-2015

Infrastructure	Level of Priority	Delivery Partner(s)	Timing of Delivery	Potential Cost / Funds Secured	Potential Funding		Notes
					Wider Sources	Developer Contributions	
Upgrade to Frankwell Footbridge	PRIORITY	Shropshire Council	2014-2017	£500,000		Section 106 Direct developer contributions	Linked to Riverside redevelopment. To include: • DDA compliance.
Upgrades to Shrewsbury bus station	PRIORITY	Shropshire Council	2014-2022	c£2.5 million		CIL (Local)	
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 (50+ dwellings) where necessary, as identified through the Transport Assessment.
Transport Assessments	PRIORITY	Shropshire Council, Relevant Town/Parish Council				Neighbourhood Fund	Transport Assessment to help understand the capital works that are required. This will direct future capital works. Assessments in particular are required in: • Wem • Whitchurch
Shrewsbury Town Centre Transport package	PRIORITY	Shropshire Council	2014-2022	Cost: £6 million Funding secured: £4 million	LEP	CIL (Local)	Junction, enhancement and public realm enhancement in the river loop to include: • Redevelopment of the Pride Hill pedestrian zone • Wayfinding/town centre signage • Pedestrian and cycle facilities • Air quality monitoring and mitigation works £4 million secured from the LEP.
Shrewsbury inner ring road junction improvements	PRIORITY	Shropshire Council	2014-2022	Cost: £4 million Funding secured: £2 million	LEP	Section 106	£2 million secured from LEP.
General highway, pedestrian, cycle or public transport infrastructure or bus service improvements	KEY	Shropshire Council	Ongoing	Varies		CIL (Local Fund)	These improvements will reflect local circumstances. For further information please refer to the relevant Place Plan documents.