

Shropshire Council Response:

Matter 8 – Infrastructure and delivery, monitoring and viability (policies SP1, SP2, SP14)

Issue

Whether the approach to infrastructure delivery, implementation and monitoring is positively prepared, justified and consistent with national policy.



Questions

Infrastructure

Question 1. What strategic infrastructure is necessary for the Local Plan (including saved sites) to be implemented? What is the likely cost? How will it be brought forward and funded?

Shropshire Council Response:

1.1. Strategic infrastructure is defined within the Shropshire Strategic Infrastructure and Investment Plan 2022 (SSIIP) (**GC4t**) as:

- “a. Power and Renewables (energy, electricity distribution, generation, storage and renewables, gas distribution, heat generation and distribution)*
- b. Environment and Utilities (water (flood risk management, water resource and water quality), wastewater treatment, green and blue infrastructure)*
- c. Data and Digital*
- d. Social Infrastructure (health and education)*
- e. Transport and Highways”*

1.2. The strategic infrastructure necessary to implement the draft Shropshire Local Plan (including proposed ‘saved’ site allocations) is primarily documented within:

- a. The SSIIP (**GC4t**) and Place Plans (**EV067.01-EV067.18**).
- b. The relevant site guidelines for proposed site allocations within the draft settlement policies (S1-S21).
- c. The relevant site guidelines for proposed saved site allocations.
- d. Draft Policy DP25. Infrastructure Provision.

1.3. The identification of the strategic infrastructure necessary to implement the draft Shropshire Local Plan has been informed by proactive discussions with key infrastructure providers, the proportionate and robust site assessment process (**SD006.02-SD006-22**), wider technical studies undertaken to inform the draft Shropshire Local Plan (such as Playing Pitch and Outdoor Sports Strategy (**EV089.01-EV089.03**), Green Infrastructure Strategy (**EV052.01**) and Water Cycle Study (**EV117.01-EV117.03**)), engagement with local communities (including through the aforementioned) Place Plans and extensive consultation as part of the Local Plan Review process.

1.4. As Shropshire Council seeks to implement the draft Shropshire Local Plan it will continue to proactively engage with infrastructure providers in order to increase its understanding (particularly as more detailed development proposals and

technical studies for site allocations become available) and seek to positively support the delivery of the infrastructure necessary to support development, through the Strategic Infrastructure and Investment Network.

- 1.5. The SSIIP provides a framework for long-term joint-working across investment and delivery partners, and identifies strategic infrastructure including that to support the proposed allocations and proposed 'saved' site allocations necessary to implement the proposals within the draft Shropshire Local Plan. It identifies funding sources; funding 'gaps', based on our understanding of infrastructure costs, to the delivery of infrastructure; and potential mechanisms for filling these 'gaps'.
- 1.6. More detailed costings for infrastructure provision will be identified at the Planning Application stage, informed by detailed proposals for the site and supporting technical assessments.
- 1.7. Draft Policy DP25 identifies the overarching approach to infrastructure delivery. It specifies that *"...where a new development would lead to a shortfall in infrastructure provision, the development will be required to fund necessary improvements through a suitable developer contribution, unless the identified shortfall is being addressed by other means."*
- 1.8. As such, consistent with draft Policy DP25, there is an expectation that much of the infrastructure necessary to support development would be funded directly through the development or through CIL and/or S106 contributions from a development.
- 1.9. As recognised within draft Policy DP25 and the SSIIP, it is expected that this will be complemented by investment from infrastructure providers (this includes those with a statutory duty to do so) and funding from other sources such as that from Government (including with regard to highways, education and medical facilities).

Question 2. What are the likely impacts of the proposed scale and distribution of development on the various aspects of infrastructure? How have these been assessed?

Shropshire Council Response:

- 2.1. The proposed spatial strategy for the level and distribution of development is primarily captured within draft Policy SP2 of the draft Shropshire Local Plan, and then expanded upon within the wider draft Policies of the draft Shropshire Local Plan.
- 2.2. Draft Policy SP2 explains that a core principle of the strategy for the distribution of development is 'urban focus', by which the

majority of residential development will be directed into identified 'urban' areas. These are the locations with the most extensive range of services, facilities and infrastructure to support new development.

- 2.3. This will be complemented by appropriate levels of development within rural areas, to support the longer-term sustainability of rural communities. However, again within the rural areas the majority of this development is directed towards Community Hubs (considered rural service centres) and to a lesser extent Community Clusters (settlements with aspirations to maintain or enhance their sustainability). As such, these are also considered locations with services, facilities and infrastructure to support new development.
- 2.4. Draft Policy SP2 explains that *"development will be supported by necessary infrastructure"*. Draft Policy DP25 then identifies the overarching approach to infrastructure delivery. It specifies that *"...where a new development would lead to a shortfall in infrastructure provision, the development will be required to fund necessary improvements through a suitable developer contribution, unless the identified shortfall is being addressed by other means."*
- 2.5. The infrastructure necessary to implement the draft Shropshire Local Plan has been informed by proactive discussions with key infrastructure providers, the proportionate and robust site assessment process (**SD006.02-SD006.22**), wider technical studies undertaken to inform the draft Shropshire Local Plan (such as Playing Pitch and Outdoor Sports Strategy (**EV089.01-EV089.03**), Green Infrastructure Strategy (**EV052.01**) and Water Cycle Study (**EV117.01-EV117.03**)), engagement with local communities (including through the aforementioned) Place Plans and extensive consultation as part of the Local Plan Review process.
- 2.6. The Local Plan Delivery and Viability Study (2020) (**EV115.01**) has assessed the ability of proposed site allocations to fund necessary supporting infrastructure (including through the use of CIL and where necessary and appropriate S106) and this provides confidence of the viability of sites to fund necessary infrastructure.
- 2.7. It is therefore considered that the proposed scale and distribution of development is appropriate, the infrastructure implications of this approach have been appropriately assessed and that consistent with the approach identified within draft Policy DP25, the infrastructure necessary to support the development envisaged within the proposed spatial strategy for the level and distribution of development is viable and deliverable.

Question 3. Are the infrastructure requirements clearly set out in a policy/policies in the Local Plan? If not, should they be?

Shropshire Council Response:

- 3.1. Yes, the infrastructure requirements are detailed within the site guidelines and wider policy requirements within the draft settlement policies S1-S21 and within draft Policy DP25: Infrastructure Provision.

Question 4. Shropshire's Strategic Infrastructure and Investment Plan 2022 includes a number projects that have funding gaps. Are these likely to affect the delivery of the Plan, including the saved sites), and if so how?

Shropshire Council Response:

- 4.1 Generally, the infrastructure projects within the Strategic Infrastructure and Investment Plan 2022 (SSIIP) considered necessary to support the implementation of the draft Shropshire Local Plan do not have funding gaps.
- 4.2 Where such gaps are identified, Shropshire Council is proactively seeking to identify appropriate funding sources for these infrastructure projects. The SSIIP and associated Strategic Infrastructure and Investment Network provide an effective framework for seeking to positively identify and secure funding to support the delivery of infrastructure.
- 4.3 Draft Policy DP25 identifies the overarching approach to infrastructure delivery. It specifies that *"...where a new development would lead to a shortfall in infrastructure provision, the development will be required to fund necessary improvements through a suitable developer contribution, unless the identified shortfall is being addressed by other means."*
- 4.4 As per draft Policy DP25, there is an expectation that much of the infrastructure necessary to support development would therefore be funded directly through the development of through CIL and/or S106 contributions from a development.
- 4.5 As recognised within draft Policy DP25 and the SSIIP, this will be complemented by investment by infrastructure providers and funding from other sources such as that from Government (including with regard to highways, education and medical facilities).
- 4.6 The Local Plan Delivery and Viability Study (2020) (**EV115.01**) has assessed the ability of proposed site allocations to fund necessary supporting infrastructure (including through the use of

CIL and where necessary and appropriate S106) and this provides confidence of the viability of sites to fund necessary infrastructure.

- 4.7 Draft Policy DP25 is supplemented by the site guidelines within the draft settlement policies (S1-S21) and wider policy requirements of the draft Shropshire Local Plan.
- 4.8 It should be noted that a number of the draft policies within financial implications for development (such as those relating to the provision of affordable housing and on-site renewable energy provision) include appropriate flexibility where this is considered necessary to ensure the viable provision of the infrastructure necessary to support development.
- 4.9 As such, Shropshire Council is confident that the infrastructure necessary to support development is deliverable and any 'gaps' within the SSIIP will not undermine the delivery of the draft Shropshire Local Plan.

Question 5. Are there known sources of funding for development expected to be delivered in the first 5-7 years of the Local Plan? Are these all in the Council's latest Infrastructure Delivery Plan?

Shropshire Council Response:

- 5.1. Yes, Shropshire Council considers that there are known funding sources for the development envisaged to occur within the first 5-7 years of the draft Shropshire Draft Policy.
- 5.2. Specifically, as per draft Policy DP25 which identifies the overarching approach to infrastructure delivery: *"...where a new development would lead to a shortfall in infrastructure provision, the development will be required to fund necessary improvements through a suitable developer contribution, unless the identified shortfall is being addressed by other means."*
- 5.3. As such, there is an expectation that much of the infrastructure necessary to support development would therefore be funded directly through the development of through CIL and/or S106 contributions from a development.
- 5.4. As recognised within draft Policy DP25 and the SSIIP, this will be complemented by investment by infrastructure providers and funding from other sources such as that from Government (including with regard to highways, education and medical facilities).
- 5.5. It should also be noted that there are significant existing commitments which are forecast to be delivered in years 1-5 and

the infrastructure requirements for such sites have already been established.

Question 6. Will the delivery of strategic infrastructure allow for the delivery of planned development in line with the submitted housing trajectory (examination document GC4p)? If not, what will be the shortcomings and how will the Council address these matters?

Shropshire Council Response:

- 6.1. Yes, Shropshire Council considers that the delivery of strategic infrastructure will allow for the delivery of planned development in line with the snapshot housing trajectory provided within the document GC4p.
- 6.2. See the response to Question 5 of Matter 8.

Question 7. How will the provision of infrastructure be related in terms of timing/phasing to development proposals / areas?

Shropshire Council Response:

- 7.1 This is generally best determined at the Planning Application stage. Nonetheless draft Policy DP25 does provide a clear mechanism for funding necessary supporting infrastructure, specifically by way of developer contributions.
- 7.2 The timescales for delivery of proposed site allocations and other forms of development to support the achievement of the proposed spatial strategy for the level and distribution of development has been carefully informed by consideration of the timescales for the delivery of necessary supporting infrastructure.

Question 8. Has the Council produced an Infrastructure Funding Statement as recommended in PPG (Paragraph: 059 Reference ID: 61-059-20190315)? If not, please explain why.

Shropshire Council Response:

- 8.1 Yes, dated December 2021 – please see Appendix 1 of the Shropshire Council Response to Matter 8.

Question 9. Are there effective mechanisms in place between the Council, other neighbouring authorities and infrastructure providers to co-ordinate the planning and provision of infrastructure?

Shropshire Council Response:

- 9.1 Shropshire Council has undertaken proactive engagement and duty to cooperate discussions with adjoining and closely related Local Planning Authorities and infrastructure providers.
- 9.2 The Shropshire Strategic Infrastructure and Investment Plan, which identifies the strategic infrastructure requirements in Shropshire, is a 'live' document and the associated Strategic Infrastructure and Investment Network provide an effective framework for proactively engaging with infrastructure providers and relevant adjoining and closely related Local Planning Authorities, in order to co-ordinate the planning and provision of infrastructure.
- 9.3 Furthermore, the majority of the 'strategic' scale sites include a requirement for the preparation of a Masterplan. This Masterplan process provides an opportunity for further site-specific engagement with infrastructure providers and relevant adjoining and closely related Local Planning Authorities and will support the coordination of the planning for and provision of infrastructure.
- 9.4 The Planning Application process, during which the detailed proposals for the development of the site and the detailed technical studies supporting these detailed proposals will become available, provides an effective method for considering the specific infrastructure requirements of a development and proactively engaging with infrastructure providers and relevant adjoining and closely related Local Planning Authorities and will support the coordination of the planning for and provision of infrastructure.

Question 10. How will other agencies and organisations be involved? What level of commitment/agreement is there?

Shropshire Council Response:

- 10.1. Please see the response to Question 9 of Matter 8.

Monitoring / Implementation

Question 11. How will the implementation of the Local Plan be monitored in terms of its effectiveness and any unintended consequences?

Shropshire Council Response:

11.1. Appendix 4 of the draft Shropshire Local Plan summarises the indicators which will be utilised to monitor the delivery and effectiveness of the draft Shropshire Local Plan. These same indicators will indicate any unintended consequences of the implementation of the draft Shropshire Local Plan.

Question 12. Are the proposed monitoring indicators measurable?

Shropshire Council Response:

12.1. Yes, Shropshire Council considers that the proposed monitoring indicators within Appendix 4 of the draft Shropshire Local Plan are measurable.

Question 13. Should the Local Plan's monitoring framework include specific policy objectives, contextual indicators, monitoring targets and triggers for any future remedial actions including a development plan review and update?

Shropshire Council Response:

13.1. Shropshire Council considers that the proposed monitoring framework is appropriate. The policy objectives are inherently embedded within the draft policies and the identified indicators within the monitoring framework will allow for the monitoring of their delivery and effectiveness.

13.2. With specific regard to housing delivery, it is important to note that the National Planning Policy Framework (NPPF) already includes remedial actions in circumstances where housing delivery, as assessed within the housing delivery test, falls below specified levels.

13.3. These measures include:

- a. Preparation of an action plan where delivery falls below 95% of the housing requirement over the previous 3 years (Paragraph 76 of the NPPF);
- b. Application of a 20% buffer to the five year housing land supply where delivery falls below 85% of the housing requirement over the previous 3 years (Paragraph 74(c) of the NPPF);

- c. Relevant policies are considered out-of-date where delivery was less than 75% of the housing requirement over the previous 3 years (Paragraph 11(d) of the NPPF).
- 13.4. This is reflected within paragraph 3.13 of the explanation to draft Policy SP2 includes: *“The annual assessment of the five-year housing land supply will also highlight any issues with the supply or delivery of new dwellings, and whether there is a need to respond through such measures as preparation of a Housing Delivery Action Plan or Local Plan Review.”*
- 13.5. It is also important to recognise that Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) includes a legal requirement for Local Planning Authorities to review their Local Plan every five years.
- 13.6. This requirement is also reflected within Paragraph 33 of the NPPF which states *“Policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary”.*

Viability

Question 14. Has the viability assessment been carried out following the advice in the PPG?

Shropshire Council Response:

- 14.1. Yes, Shropshire Council can confirm that the methodology utilised within the Local Plan Delivery and Viability Study (2020) (**EV115.01**), was fully consistent and compliant with the requirements of the National Planning Policy Framework (NPPF), relevant National Planning Practice Guidance (NPPG), the Harman Guidance, the Royal Institute of Chartered Surveyors (RICS) guidance: Assessing viability in planning under the NPPF 2019 for England, 1st Edition; and the RICS guidance: Financial viability in planning: conduct and reporting RICS professional statement, England, 1st Edition.
- 14.2. The methodology follows the existing use value plus (EUV+) approach and included a period of consultation with the development industry.

Question 15. Why was the viability assessment not updated at the regulation 19 stage of the Local Plan preparation and where is the justification for this? Is the viability assessment up to date and does it justify the policies in the Local Plan?

Shropshire Council Response:

- 15.1. Shropshire Council considers that the Local Plan Delivery and Viability Study (2020) (**EV115.01**) is up-to-date. Moreover, following the publication of the Viability Study in July 2020, Shropshire Council then proceeded with the next consultation for the draft Local Plan (Reg-19) in December 2020. It is therefore considered that the Viability Study did not need updating given the short (6 month) period that occurred between its publication and the next consultation.
- 15.2. An iterative process has been utilised in order to inform the preparation of the draft Shropshire Local Plan. This iterative process has been informed by careful consideration of best available evidence, technical assessments and extensive consultation.
- 15.3. The Local Plan Delivery and Viability Study (2020) (**EV115.01**) was completed in July 2020. It directly informed and appraised the proposals within the last Regulation 18 'Plan Making' consultation document (Regulation 18: Pre-Submission Draft of the Shropshire Local Plan (**EV007.01**)).
- 15.4. These proposals were the subject of an eight-week consultation commencing on the 3rd August 2020. Following the completion of this consultation the responses received were carefully considered and it was ultimately concluded that proposals with a viability implication for development were generally appropriate.
- 15.5. As such, these proposals generally remained the same within the draft Shropshire Local Plan. Therefore, it is considered that the Local Plan Delivery and Viability Study (2020) (**EV115.01**) remains relevant and applicable to the proposals within the draft Shropshire Local Plan and it would not have been proportionate to update this study.
- 15.6. Paragraph 31 of the National Planning Policy Framework (NPPF) states *"The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals."*
- 15.7. The need for evidence to be proportionate is also specifically referenced within the 'Justified' test of soundness in paragraph 35 of the NPPF, which states *"...Justified – an appropriate*

strategy, taking into account the reasonable alternatives, and based on proportionate evidence”.

15.8. The Local Plan Delivery and Viability Study (2020) (**EV115.01**) was dated July 2020 – but the values are based in May 2020 and the costs were based on the Building Cost Information Service (BCIS) costs from 7th December 2019, when the costs for Estate Housing Generally was £1,164/m².

15.9. The Land Registry data suggests that average newbuild values have increased by about 28%:

Table 15.1: Shropshire Land Registry data

Period	All	Detached	Semi-detached	Terraced	Flats	Newbuild	Existing
2020-05	£211,760	£306,665	£194,682	£157,314	£115,507	£253,037	£208,816
2021-12	-	-	-	-	-	£322,768	£254,068
2022-02	£267,408	£396,477	£244,253	£195,426	£135,940	-	-
Change	£55,648	£89,812	£49,571	£38,112	£20,433	£69,731	£45,252
	26.28%	29.29%	25.46%	24.23%	17.69%	27.56%	21.67%

15.10. The current BCIS costs from 23rd April 2022 for Estate Housing Generally is £1,256/m². This is an 8% increase on the costs used within the Local Plan Delivery and Viability Study (2020) (**EV115.01**). As values have increased more than costs, viability will have improved.

15.11. There are some new national policy standards (which have arisen post Reg 19 consultation):

- a. 10% Biodiversity Net Gain: This was anticipated and included within the Local Plan Delivery and Viability Study (2020) (**EV115.01**).
- b. Future Homes Standard: This was also anticipated and included within the Local Plan Delivery and Viability Study (2020) (**EV115.01**), however analysis was based on Option 1 of the Future Homes Standard and Government has ultimately indicated its intention to introduce Option 2. This is a more expensive, but the difference is marginal.
- c. First Homes: Shropshire Council is subject to transitional arrangements so this is not applicable. Furthermore, this would make little difference to viability due to the cap (£250,000).
- d. Electric Vehicle (EV) Charging: EV charging has been mandated from next year. Assessment within the Local Plan Delivery and Viability Study (2020) (**EV115.01**) allowed for the infrastructure but not the specific charging point, so this is an extra cost.

- 15.12. Ultimately it is considered that the increase in values is substantially above the increase in costs. Therefore Shropshire Council remain confident that the plan is viable and deliverable. Shropshire Council also considers that the Local Plan Delivery and Viability Study (2020) (**EV115.01**) is up-to-date, proportionate and robust.

Question 16. Has the Council engaged with landowners, developers, and infrastructure and affordable housing providers to secure evidence on costs and values to inform viability assessment at the plan making stage?

Shropshire Council Response:

- 16.1. The methodology utilised in the preparation of the Local Plan Delivery and Viability Study (2020) (**EV115.01**) included specific consultation and engagement with the industry.
- 16.2. A consultation event was held on 19th February 2020. Residential and non-residential developers (including housing associations), landowners and planning professionals were invited. Over 60 people ultimately attended this event.
- 16.3. Following the event, copies of the presentation and an early iteration of this study were circulated to all those invited, and the stakeholders were asked to make any further representations by email. About 30 written responses were received in addition to the comments made at the event. The comments of the consultees are reflected through the Local Plan Delivery and Viability Study (2020) (**EV115.01**) and the assumptions adjusted where appropriate.
- 16.4. Within the Local Plan Delivery and Viability Study (2020) (**EV115.01**):
- a. Appendix 2 includes the details of those invited and the attendees (over 60 people attended this event).
 - b. Appendix 3 includes the presentation given at the event.
 - c. Appendix 4 includes a summary of notes taken at the event.
 - d. Appendix 5 summarises the written responses received in addition to the comments made at the event.
- 16.5. It is therefore considered that the consultation process has been carried out fully in accordance with the requirements of the National Planning Practice Guidance (NPPG), the Harman Guidance, and the RICS Guidance.

- 16.6. In terms of costings, it is assumed that for S106 contributions that £5,000.00 on sites of 50 units or more (including Strategic Sites) would be provided. Likewise, the CIL is applicable on developments all creating new dwellings, with its rates being influenced by annual indexation nationally to reflect aspects such as the costs of building etc. which have changed each year. The current CIL rates for developments granted in 2022 is £59.29/sqm and £118.57/sqm dependent on location, however these change annually due to indexation.
- 16.7. The evidence prepared to support the draft Shropshire Local Plan also includes a Topic Paper on Viability (**EV115.01**). In preparing this Topic Paper, Shropshire Council undertook further discussions, as necessary, with landowners or site promoters of proposed allocations, in order to establish their position on the viability and deliverability of their site.
- 16.8. In light of the above, Shropshire Council considers that appropriate engagement has occurred throughout with the relevant stakeholders, as well as ensuring that each of the relevant aspects of the plan remain viable and deliverable.
- 16.9. There were also further opportunities for landowners, developers, and infrastructure and affordable housing providers to comment through the iterative Regulation 18 'Plan Making' and the Regulation 19 'Pre-Submission' stages of consultation.
- 16.10. As such, Shropshire Council considers that it has appropriately engaged with landowners, developers, and infrastructure and affordable housing providers.

Question 17. Has appropriate regard been had to the cumulative impacts on development of all existing and proposed local standards, supplementary planning documents and policies?

Shropshire Council Response:

- 17.1. Shropshire Council considers that appropriate regard has been had to the cumulative impacts on development. The Local Plan Delivery and Viability Study (2020) (**EV115.01**) has directly informed and appraised proposals within the draft Shropshire Local Plan.
- 17.2. As part of this assessment process, the Local Plan Delivery and Viability Study (2020) (**EV115.01**) carefully considered the cumulative impacts on development of all existing and proposed local standards, supplementary planning documents and policies.

17.3. The proposed policy requirements within the draft Shropshire Local Plan which are considered to directly impact on viability and considered within the Local Plan Delivery and Viability Study (2020) (**EV115.01**) are:

- | | |
|----------------------------|---|
| a. Design | 70% Accessible and Adaptable Category 2, 5% Accessible and Adaptable Category 3
Water efficiency measures |
| b. Climate Change | Future Homes Standards – Option1
10% Merton Rule
10% Biodiversity Net Gain |
| c. Developer Contributions | s106, Typologies at £5,000/unit on sites of 50 and larger (including Strategic Sites)
CIL at prevailing rate |

17.4. The policy requirements, in terms of density, mix and open space, are also reflected in the modelling undertaken within the Local Plan Delivery and Viability Study (2020) (**EV115.01**).

17.5. More bespoke assessments of potential infrastructure costs (S106 contributions) were undertaken for 'strategic sites' of 250 or more dwellings, informed by a precautionary principal approach to infrastructure costings, however the same policy requirements were considered.

17.6. The requirements for affordable housing provision within open market residential development sites within the draft Shropshire Local Plan are informed by and an output of the Local Plan Delivery and Viability Study (2020) (**EV115.01**).

17.7. As such, it is considered that appropriate regard has been taken to the cumulative impacts on development of all existing and proposed local standards, supplementary planning documents and policies, and this is reflected in the Local Plan Delivery and Viability Study (2020) (**EV115.01**).

Question 18. Within Shropshire's Strategic Infrastructure and Investment Plan 2022 there are some projects which rely on developer contributions. Have these been taken into account in the viability assessment?

Shropshire Council Response:

18.1. Yes, it is considered that the projects reliant on developer contributions within Shropshire's Strategic Infrastructure and Investment Plan (2022) (SSIIP) have been taken into account in the Local Plan Delivery and Viability Study (2020) (**EV115.01**).

18.2. The assessment undertaken within the Local Plan Delivery and Viability Study (2020) (**EV115.01**) inherently considers potential developer contributions from development towards infrastructure provision. Specifically, the Local Plan Delivery and Viability Study (2020) (**EV115.01**) assessment is predicated on the following assumptions:

- All residential development is liable for CIL contributions, in accordance with the adopted CIL Charging Schedule (2012).
- Development sites of 50 or more dwellings may be liable for Section 106 Planning Obligations of up to £5,000 per dwelling, where required to meet the specific infrastructure needs of a development and this contribution meets national requirements for planning obligations (the study assumes a contribution of £5,000 per dwelling on such sites).

18.3. More bespoke assessments of potential infrastructure costs (S106 contributions) were undertaken for 'strategic sites' of 250 or more dwellings, informed by a cautious approach to infrastructure costings. These potential S106 contributions, which are in addition to CIL, can be summarised as follows:

Table 18.1: Strategic Sites - Potential S106 Contributions

Site	Potential S106 Contributions
Tasley Garden Development	£13,940,000
North of Mytton Oak Road	£4,960,000
Between Mytton Oak Road and Hanwood Road	£17,380,000
West of Ellesmere Road	£6,200,000
Ironbridge Power Station	£24,660,000
Clive Barracks	£9,000,000

18.4. As recognised within paragraph 12.79 of the Local Plan Delivery and Viability Study (2020) (**EV115.01**) the 'strategic sites' are *"currently subject to CIL at the prevailing rates. This has been discussed with the Council, who has acknowledged that it would expect the s106 requirements to take into account that some of the infrastructure in the area of the specific sites could be delivered through CIL so it is unlikely that the requirement would be for the full levels of s106 contributions and CIL"*. Recognising this and the proposed policy approach to infrastructure provision as captured within draft Policy DP25, it is clear that the assessment has applied the 'precautionary principle' with regard to these assumptions.

18.5. Draft Policy DP25 of the draft Shropshire Local Plan addresses Infrastructure Provision, including the use of Community Infrastructure Levy (CIL) and Section 106 Planning Obligations. It states:

"1. New development should only take place where there is sufficient existing infrastructure capacity available. Where a new development would lead to a shortfall in infrastructure provision, the development will be required to fund necessary improvements through a suitable developer contribution, unless the identified shortfall is being addressed by other means.

2. For new development where the Community Infrastructure Levy (CIL) applies, priority will be given to using CIL funds to support any critical or statutory infrastructure requirements resulting from the development.

3. CIL funds derived from specific development which are not required to make the development acceptable in planning terms, will be prioritised according to the infrastructure needs of communities identified in the Shropshire Place Plans and the Local Infrastructure Plan.

4. On proposals where it is considered CIL funds will not be sufficient to meet the specific infrastructure needs of development, consideration will be given to applying additional Section 106 contributions for specific infrastructure items where this meets national requirements for planning obligations.

5. For development where the CIL does not apply, necessary infrastructure improvements will be secured through planning obligations where this meets national requirements."

- 18.6. As such draft Policy DP25 provides a clear mechanism for identifying and prioritising the appropriate use of developer contributions:
- a. CIL funding will be prioritised toward critical and statutory infrastructure requirements.
 - b. Where CIL is insufficient to meet the specific infrastructure needs of a development, it will be considered whether it is appropriate to apply additional Section 106 contributions for specific infrastructure, where this meets national requirements for planning obligations. In general, it is considered that this will only be the case on larger sites of 50 or more dwellings.
 - c. Where CIL is not applicable, Section 106 Planning Obligations will be utilised to meet the specific infrastructure needs of a development, where this meets national requirements for planning obligations.
- 18.7. Shropshire's Strategic Infrastructure and Investment Plan 2022 (**GC4t**) identifies strategic infrastructure requirements including those which are critical or statutory infrastructure requirements. As such, it will inform the operation of draft Policy DP25 of the draft Shropshire Local Plan.

- 18.8. Shropshire Council's Local Plan Delivery and Viability Study (2020) (**EV115.01**) has informed this proposed approach to infrastructure provision and developer contributions captured within draft Policy DP25 of the draft Shropshire Local Plan. As such, draft Policy DP25 is based on realistic and cautious assumptions about the level of likely developer contributions from development towards infrastructure.
- 18.9. In light of the above, projects reliant on developer contributions have been taken into account and are reflected in the assessment undertaken within the Local Plan Delivery & Viability Study (2020) (**EV115.01**).

Question 19. Does the viability assessment identify any issues with viability and if so, what are these? Are they likely to undermine the deliverability of the Local Plan? If so, how does the Council intend to address the issue?

Shropshire Council Response:

- 19.1. The proposed policy requirements within the draft Shropshire Local Plan were directly informed by the Local Plan Delivery & Viability Study (2020) (**EV115.01**). This approach ensures that these proposed policy requirements do not undermine the viability and deliverability of the draft Shropshire Local Plan.
- 19.2. Paragraphs 12.77 to 12.99 of the Local Plan Delivery and Viability Study (2020) (**EV115.01**) summarise the findings and recommendations of the Study. Shropshire Council provided a detailed summary of its consideration of each of these findings and recommendations within the document **GC4** in response to the Planning Inspectors Initial Questions (ID2).
- 19.3. In conclusion, as the Local Plan Delivery and Viability Study (2020) (**EV115.01**) have directly informed and appraised proposals within the draft Shropshire Local Plan, the process of undertaking this assessment has inherently reduced the potential for viability 'issues' within the draft Shropshire Local Plan.
- 19.4. Where the Local Plan Delivery and Viability Study (2020) (**EV115.01**) did identify further considerations to ensure viability and deliverability of the draft Shropshire Local Plan, these have also been carefully reflected upon and directly informed the approach, policies and proposals within the draft Shropshire Local Plan.
- 19.5. As such, Shropshire Council is of the opinion that the considerations identified within the Local Plan Delivery and

Viability Study (2020) (**EV115.01**) do not undermine the deliverability of the draft Shropshire Local Plan.

- 19.6. However, Shropshire Council has and will continue to proactively engage and work with site promoters, applicants and landowners to support the delivery of proposed allocations and the proposals of the draft Shropshire Local Plan.

Appendices



APPENDIX 1

Shropshire Council Annual Infrastructure Funding Statement

For the reported year 2020-21
(1st April 2020 - 31st March 2021)

December 2021

Contents

Introduction	3
CIL Report	4
S106 Report	6
Infrastructure List	9
Glossary	18

Introduction

This Annual Infrastructure Funding Statement (the Statement) reports on the developer contributions which Shropshire Council has received, allocated and spent during the reported year. For this Statement, the reported year refers to the previous financial year. For clarification, this is between 1st April 2020 and 31st March 2021. Any authority which receives a contribution from development through the Community Infrastructure Levy (CIL) or Section 106 planning obligations (S106) must publish an Annual Infrastructure Funding Statement on their website each year.

CIL is a charge on new development to help fund supporting infrastructure across Shropshire, and was adopted by Shropshire Council on 1st January 2012. CIL is chargeable in Shropshire on developments which propose one or more new dwellings, or create more than 100m² of new floorspace through residential extensions or annexes for existing residential properties. In Shropshire, CIL is not chargeable on commercial development. Further information on CIL and how it is collected can be found on the [website](#).

S106 planning obligations are legal agreements which were entered into to mitigate the impacts of a development. This is through a planning agreement entered into under [Section 106 of the Town and Country Planning Act 1990](#) by a person with an interest in the relevant land and Shropshire Council.

Both CIL and S106 planning obligations are used by Shropshire Council to collect developer contributions to fund infrastructure. Providing reports on these developer contributions will help local communities and developers to see how contributions have been used and how any future contributions may be spent.

The Statement consists of the following three sections:

- **The CIL Report** – sets out the CIL receipts, funding allocations and CIL spend for the reported year
- **The S106 Report** – sets out the receipts from S106 planning obligations, funding allocations and S106 spend for the reported year
- **The Infrastructure List** – sets out the infrastructure projects or types of infrastructure which Shropshire Council may fund wholly or partly by CIL. This provides a narrative for how CIL may be used in future

This Statement provides a snapshot for the collection and spend of developer contributions for the financial year 2020-2021. Through the Infrastructure List, this Statement shows the context and intention of Shropshire Council for the use of developer contributions. It is important to note that infrastructure planning changes over time and priorities for the use of developer contributions can change. Future Statements will provide updated data for CIL and S106 receipts for each financial year, whilst providing an updated Infrastructure List to present the intentions of Shropshire Council for the use of developer contributions. The infrastructure priorities listed in this Statement will be reviewed on an ongoing basis, in combination with the regular reviews undertaken for the Place Plans.

There are a number of terms used throughout the Statement where their definition or application may not be clear. These terms have been defined in the Glossary at the end of the Statement.

CIL Report

- a) The total value of CIL set out in all Demand Notices issued in the reported year was **£7,679,818.97**. Please note Shropshire Council has adopted a CIL instalment policy (see [here](#) for further information) which means a proportion of this amount would not have been due for payment within the reported year.
- b) The total amount of CIL receipts within the reported year was **£7,897.875.63**.
- c) The total amount of CIL receipts collected by the authority prior to the reported year but not allocated was **£11,472,417.35**.
- d) The total amount of CIL receipts collected by the authority applied in the reported year was **£5,135,998.90**.
- e) The total amount of CIL expenditure for the reported year was **£5,135,998.90**. This includes:-
- i. Administration expenses - £395,990.99
 - ii. Monies spent by Shropshire Council from the CIL Local and Strategic funds - £3,450,374.76
 - iii. Monies passed to parish and town councils - £1,289,633.15
- f) The total amount of CIL receipts, whenever collected, which were allocated but not spent during the reported year was **£11,932,594.29**.
- g) In relation to CIL expenditure for the reported year, summary details of
- i. The items of infrastructure on which CIL (including land payments) has been spent, and the amount of CIL spent on each item. Please note that no land payments were collected in the reported year.

Applied Administration	£395,990.99
Applied Neighbourhood Fund	£1,289,633.15
Education Facilities	£756,623.62
Medical Practice Facilities	£384.90
Highways Infrastructure	£2,340,666.83
Infrastructure Grants	£352,699.41
Total	£5,135,998.90

- ii. The amount of CIL spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part) in the reported year was **£0.00**.
 - iii. The amount of CIL spent on administrative expenses in the reported year was **£395,990.99**. This amount was 5% of CIL collected in the reported year
- h) In relation to CIL receipts, whenever collected, which were allocated but not spent during the reported year - summary details of the items of infrastructure on which CIL has been allocated, and the amount of CIL allocated to each item:

Highway Infrastructure	£6,263,183.83
Education	£5,194,896.76

Medical Facilities	£474,513.70
Total	£11,932,594.29

i) The amount of CIL passed to

- i. Any parish or town council under regulation 59A or 59B (neighbourhood fund) was **£3,968,665.79**
- ii. Any person under regulation 59(4) (CIL passed to a third party to spend on infrastructure) during the reported year was **£180,000.00**

j) Summary details of the receipt and expenditure of CIL to which regulation 59E or 59F applied during the reported year.

- i. The total CIL receipts collected by Shropshire Council under regulation 59E (Recovery of CIL passed to local councils if not spent within 5 years) during the reported year was **£0.00**
- ii. The total CIL receipts collected by Shropshire Council under regulation 59F (Use of CIL in an area to which regulations 59A and 59B do not apply) during the reported year was **£0.00**.
- iii. The amount of CIL allocated or spent on items of infrastructure to which regulations 59E and 59F applied was **£0.00**.

k) Summary details of any notices served in accordance with regulation 59E

- i. The total value of CIL receipts requested from parish and town councils under regulation 59E was **£0.00**
- ii. The total value of funds not yet recovered from parish and town councils at the end of the reported year under regulation 59E was **£0.00**.

l) The total amount of –

- i. CIL receipts retained at the end of the reported year was **£31,188,031.40**
- ii. CIL receipts for the reported year to which regulations 59E or 59F applied retained at the end of the reported year was **£0.00**.
- iii. CIL receipts prior to the reported year to which regulations 59E or 59F applied retained at the end of the reported year was **£0.00**.

S106 Report

- a) The total amount of money to be provided under any planning obligations which were entered into during the reported year was **£894,210.00**

Please Note:

- 1) The words 'entered into' are interpreted as meaning Agreements issued by the Council
- 2) A number of these Agreements have been issued in connection with outline planning applications. As such, the exact amount of S106 contributions payable to the Council is not specified in the Agreement. This is only confirmed at Reserved Matters stage. The figure quoted above is therefore subject to change.

- b) The total amount of money under any planning obligations which was received during the reported year was **£2,464,728.03** (cash basis)

- c) The total amount of money under any planning obligations which was received before the reported year which has not been allocated by Shropshire Council is **£5,803,491.20**

- d) Summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year:

Details of Non-monetary contributions which are not required by Paragraph 3 of Schedule 2 of the CIL Regulations (as amended):

- Public Open Space
- Affordable Housing
- Lease on the Recreational & Educational Land
- Travel Plan
- Poultry Litter Management
- Continued use of office accommodation
- Estate Management

- i. In relation to affordable housing, the total number of units which will be provided under planning obligations entered into during the reported year was **81**.

Please note this figure does not include affordable housing which has been provided through single plot exception schemes or 100% affordable housing schemes

- ii. In relation to educational facilities, the number of school places for pupils which will be provided under planning obligations entered into during the reported year was **zero**

- e) The total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure was **£4,740,912.27**;

The use of the word 'allocated' has been interpreted in terms of what was allocated in the Capital Programme at the start of the reported year, i.e. what was budgeted to be funded through S106, less what was actually spent, giving the total of what was allocated/budgeted but not spent – as per the table below:

Budget/Allocated to capital programme – 2020/21	£3,094,375.99
Budget/Allocated to capital programme – 2021/22	£4,348,256.00
Spent/Allocated as funding	- £2,701,719.72

Total amount of money allocated/budgeted but not spent	£4,740,912.27
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f) The total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend) was **£2,755,917.79**

Capital	£2,701,719.72
Revenue	£54,198.07
Total expenditure/transferred	£2,755,917.79

g) In relation to money (received under planning obligations) which was allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of money allocated to each item;

	Budget in Capital Programme	Commitments	Spent / allocated 2020/21	Difference – not 'spent' during reported year
Highways Infrastructure	£1,058,655.00	£1,075,000.00	£1,089,080.09	£1,044,574.91
Affordable Housing	£178,753.03		£170,000.00	£8,753.03
Play Areas / Community Facilities / Open Spaces / Estate Maintenance	£163,702.00		£163,702.00	-
Education	£1,693,265.96	£3,273,256.00	£1,278,937.63	£3,687,584.33
Total	£3,094,375.99	£4,348,256.00	£2,701,719.72	£4,740,912.27

h) In relation to money (received under planning obligations) which was spent by the authority during the reported year (including transferring it to another person to spend), summary details of—

- (i) The items of infrastructure on which that money (received under planning obligations) was spent, and the amount spent on each item;

Please note: The amount of money (received under planning obligations) transferred to a third party to spend was £0.00 for the reported year. The figures in the table below were spent directly by Shropshire Council.

Capital	£2,701,719.72
Affordable Housing	£170,000.00
Highways / Car Parks / Environmental	£1,089,080.09
Play Areas / Community Facilities / Open Spaces / Estate Maintenance	£163,702.00
Education	£1,278,937.63
Revenue	£54,198.07
Affordable Housing	£35,527.07
Highways / Car Parks / Environmental	£4,078.00
Play Areas / Community Facilities / Open Spaces / Estate Maintenance	£14,593.00

Total expenditure / transferred	£2,755,917.79

- (ii) The amount of money (received under planning obligations) spent on repaying money borrowed, including any interest, was **£0.00**.
 - (iii) The amount of money (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations was **£43,255.07**
- i)** The total amount of money (received under any planning obligations) during any year which was retained at the end of the reported year was **£15,786,721.02**. Of this retained money, the amount allocated for the purposes of longer term maintenance ("commuted sums") was **£1,040,929.57**

Infrastructure list

This infrastructure list sets out the infrastructure projects or types of infrastructure which Shropshire Council intends to be wholly or partly funded by CIL. This refers to the use of the CIL local and strategic funds by Shropshire Council. This report will not dictate how Shropshire Council must spend CIL, but will set out Shropshire Council's intentions.

The CIL neighbourhood fund is distributed to local town and parish councils who are able to directly spend this money on infrastructure to support development within their local areas. Any potential neighbourhood fund spend is therefore not detailed here.

CIL income from new development can be spent on anything that constitutes "infrastructure" as defined by Regulation 216 of the 2008 Planning Act and the CIL Regulations (as amended). This includes but is not limited to roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces.

Shropshire Council recognises that infrastructure needs vary from place to place and priorities vary over time in response to different development pressures. Shropshire's infrastructure requirements are detailed within Shropshire's Implementation Plan and the supporting Place Plans. An annual process of review is well established for these which ensures widespread and continual engagement in identifying and prioritising Shropshire's infrastructure requirements both with the local community and local infrastructure and service providers. The Implementation Plan and supporting Place Plans therefore provide a robust evidence base to assist in the targeted use of developer contributions as well as a mechanism for coordinating all available resources around an agreed set of priorities within a particular place.

In combination with the Implementation Plan and the Place Plans, the Infrastructure List sets out how Shropshire Council intends to spend CIL in future by identifying infrastructure projects which may be able to benefit from CIL funding.

Please note the Infrastructure List is not exhaustive. CIL Local and Strategic Funds may be spent on infrastructure projects not included on the Infrastructure List. The Infrastructure List provides an indication of the infrastructure projects which CIL funds may be spent on. The Infrastructure List does not dictate how CIL will be spent by Shropshire Council, but does set out the intentions of Shropshire Council for how the CIL Local and Strategic Funds may be spent. The Infrastructure List will be reviewed as part of the Annual Infrastructure Funding Statement for the next reported year which will be published prior to 31st December 2022.

The tables below set out the infrastructure projects which are to be potentially funded through the CIL, either wholly or in part. This information can also be found in the [Place Plans](#). The projects included in the Infrastructure List have not received CIL funding, but may benefit from CIL funding from Shropshire Council. Where possible, the local town or parish where the project will take place has been identified. The information in this list is correct as of the date of publication of this statement.

Albrighton and surrounding area

Infrastructure project	Notes
Ensure provision of flood risk management infrastructure that is appropriate to local conditions, including both surface water and flood risk.	This project reflects recent and repeat flooding incidents in Albrighton over the past 12 years. A flood group has now been established in Albrighton following surface water flooding from the 2018 May Bank Holiday floods. A report has been completed to assess risks and the findings were discussed with relevant flood risk authorities and the community at a meeting on 28/02/2019. An infrastructure scheme is already included in the Environment Agency's next 6-year programme (2021 onwards) to protect 27 properties in the town from surface water flooding, but this needs to be assessed in terms of cost/benefit and partnership funding for delivery. Any new development will need to factor in drainage and flood risk issues before proceeding. Any additional areas of risk and concern should be fed directly to the flood group.
Primary school place provision	The need for school places will need to be determined as any development progresses. Shropshire Council will maintain a watching brief on the situation.

Bishops Castle and surrounding area

Infrastructure project	Notes
Improvements to mobile signal and reliability across the area (ALL parishes)	There is a need to identify particular blackspots in terms of coverage and connectivity. Local intelligence around these issues will help to improve understanding of very localised coverage issues
Traffic calming through Chirbury and Marton	The speed, volume and size of vehicles travelling through these villages has been identified as a priority by the Parish Council, as through both settlements the pavements are narrow, or in some stretches of road don't exist.
Improvements to A488 through the Place Plan area including: through historic centre of Clun; through Worthen with Shelve Parish in the Hope Valley; speed restriction of 30mph at crossroads in Bishop's Castle leading to the Community College; junctions to Shelve and Priest Weston	Traffic flow, safety and parking through Clun along the A488 and B4368 has been identified as a significant issue by the Town Council, particularly around the gateways to the town and through its historic centre. Initial discussions have taken place and proposals submitted to Shropshire Council highways on possible improvements, but these require further development.

Traffic calming, pavement and junction improvements on B4386 (Worthen and Brockton)	Improvements to the road, pavements and junctions through Worthen and Brockton have been identified as needed to help facilitate new housing development in these villages
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Bridgnorth and surrounding area

Infrastructure project	Notes
Flood risk management infrastructure – central Bridgnorth area close to the River Severn may require some form of flood defence (Bridgnorth)	A Local Flood Risk Management Strategy has identified properties that may be at risk of flooding. There is potential to align any works with the strategic project for Stanmore Garden Village. An assessment of flood risk management infrastructure will be required to identify preferred management measures. An infrastructure scheme is already included in the Environment Agency’s next 6-year programme (2021 onwards) for Bridgnorth, to protect around 100 existing properties at flood risk, but needs to be assessed in terms of costs / benefits and partnership funding for delivery.
Flood risk management infrastructure (Ditton Priors)	A Local Flood Risk Management Strategy has identified properties that may be at risk of flooding. An infrastructure scheme is already included in the Environment Agency’s next 6-year programme (2021 onwards) for Ditton Priors, to protect around 18 existing properties at flood risk but needs to be assessed in terms of cost / benefit and partnership funding for delivery
Primary school place provision – capacity exists within the town to meet demand, but some funding may be required to bring existing pupil accommodation up to full teaching capacity (Bridgnorth)	Shropshire Council will retain a watching brief on capacity issues.
A454 Bridgnorth – Worfield Road, and section from Hermitage Roundabout to Staffordshire county boundary. This is a major route to Wolverhampton, and use is heavy and increasing due to sand and gravel extraction at Cannebuff, potential development at Stanmore, Swancote Energy, and Bridgnorth Rugby Club (Worfield and Rudge)	

Broseley and surrounding area

No projects have been identified in the Broseley Place Plan where CIL local or strategic may be used. Projects may however be identified in future within the area where CIL local or strategic can be used.

Church Stretton and surrounding area

Infrastructure project	Notes
Flood risk management infrastructure at Hillside housing development (Church Stretton)	An infrastructure project is in the pipeline for the Environment Agency's next investment programme (post 2021) to address the remainder of Church Stretton and around 40 properties.
Flood risk management infrastructure at Sandford Road and the Railway Station, as a structural issue with the capacity of the storm drain is causing flooding to properties at the bottom of the railway. The drain by the Police Station does not have capacity for the amount of surface water and needs upgrading (Church Stretton)	Both the Environment Agency and Severn Trent Water have inspected the site. Concerns will be picked up by Shropshire Council Flood Water Manager.

Cleobury Mortimer and surrounding area

No projects have been identified in the Cleobury Mortimer Place Plan where CIL local or strategic may be used. Projects may however be identified in future within the area where CIL local or strategic can be used.

Craven Arms and surrounding area

Infrastructure project	Notes
Flood risk management infrastructure (Craven Arms)	An infrastructure scheme is included in the Environment Agency's next 6-year programme (2021 onwards) to protect around 23 properties in the town. A selection of these properties have been accelerated into the current programme for a delivery of a scheme by 2021 (involving replacement of 3 trash screens). There is potential to align additional schemes with delivery of strategic projects.

Ellesmere and surrounding area

Infrastructure project	Notes
Flood risk management infrastructure (Ellesmere Town) (Ellesmere Rural) (Hordley) (Cockshutt) <ul style="list-style-type: none"> • Investigate and resolve local land drainage issues which cause localised flooding to roads and property (Cockshutt-Cum-Petton) • Assessment of local flood risk- Local Flood Risk Management Strategy has identified that a number of properties in Dudleston Heath may be at risk of flooding (Ellesmere Rural) • Drainage issues to the canal – flooding issues to be investigated, including the condition of the Mere Culvert which runs throughout the town, and flooding on Jebb Court (Ellesmere Town) (Ellesmere Rural) 	An infrastructure scheme is included in the Environment Agency's next 6-year programme (2021 onwards) to protect around 23 properties in the town. A selection of these properties have been accelerated into the current programme for a delivery of a scheme by 2021 (involving replacement of 3 trash screens). There is potential to align additional schemes with delivery of strategic projects.

Highley and surrounding area

No projects have been identified in the Highley Place Plan area where CIL local or strategic may be used. Projects may however be identified in future within the area where CIL local or strategic can be used.

Ludlow and surrounding area

Infrastructure project	Notes
Flood risk management infrastructure (Ludlow)	An infrastructure scheme is included in the Environment Agency's next 6-year programme (2021 onwards) to protect around 70 properties in the town from surface water flooding but needs to be assessed in terms of cost/benefits and partnership funding for delivery. There is a well-established and active flood group.

Market Drayton and surrounding area

Infrastructure project	Notes
Transport improvements – facilitate public transport for the elderly, vulnerable and young, support community transport initiatives (Woore)	Further information from the Parish. Shropshire Council is reviewing bus services around the county.
Local highways improvements- extend footpath on Newcastle Road towards Gravenhunger Moss on A525 (Woore)	Parish lead. This project is not currently within the Highways programme of works. Much of this will be considered within the development of HS2 works.
Local highways improvements – footpath from Candle Lane to centre of Woore Village via A525 (Woore)	Parish lead. This project is not currently within the Highways programme of works. Much of this will be considered within the development of HS2 works
Local highway improvements including: speed restrictions; improved footpath provision (including connecting Irelands Cross to Knighton along the B5026); extend and improve roadside pavements including on the A525 and A51; extension to the footpath on the eastern side of A51 northwards (Woore)	Parish lead. This project is not currently within the Highways programme of works. Much of this will be considered within the development of HS2 works.

Minsterley, Pontesbury and surrounding area

Infrastructure project	Notes
Local highway improvements, including speed and safety, public realm enhancements and sustainable travel, and also consideration of Pontesbury main road widening	
Review potential for traffic free links from Pontesbury onto Shrewsbury, to allow continuation of existing traffic free links from Minsterley to Pontesbury that have already been completed. Examine potential for these to link with new development on the west of Shrewsbury	

Much Wenlock and surrounding area

Infrastructure project	Notes
Flood Risk Management Infrastructure at Hunters Gate (Much Wenlock)	An infrastructure scheme is included in the Environment Agency's current 6-year programme (for delivery by 2021) for Hunters Gate to protect around 39 properties. The scheme is being developed and delivered in partnership with Severn Trent Water. The scheme could help to alleviate flooding and increase resilience in the centre of the town

Oswestry and surrounding area

Infrastructure project	Notes
Flood risk management infrastructure (Gobowen)	An infrastructure scheme is included in the Environment Agency's next 6-year programme (2021 onwards) to protect around 60 properties at risk of flooding but requires assessment for cost/benefit and partnership funding for delivery. Proposals for a Whittington pipeline project will require further data to develop the cost benefit case for the scheme
Flood risk management infrastructure (Oswestry)	Surface water problems are causing flooding in Morda Valley. The Environment Agency is aware of multiple schemes in the Oswestry Place Plan area. The One Public Estate project will fully assess risks and identify a long list of management options linked to delivery of strategic projects. Further funding will be required for capital delivery once preferred options are known.
Flood risk management infrastructure (Whittington)	An infrastructure scheme is included in the Environment Agency's next 6-year programme (2021 onwards) to protect around 24 properties at risk of flooding but requires assessment for cost/benefit and partnership funding for delivery.
Additional primary school place provision required during latter part of the plan period to accommodate planned growth shortfall (Oswestry Town) and (Whittington)	Shropshire Council to keep a watching brief
Additional secondary school place provision (potential) – more detailed analysis of available accommodation at the Marches School is needed to confirm the actual requirements (Oswestry Town)	Shropshire Council to keep a watching brief

Shifnal and surrounding area

Infrastructure project	Notes
Flood risk management infrastructure – major risk (Shifnal)	<p>Flood risk has been identified as a significant local issue, and any development must be aligned with appropriate infrastructure delivery.</p> <p>An infrastructure scheme is included in the Environment Agency's current 6-year programme (for delivery by 2021) to protect around 87 properties from flooding from the Wesley Brook, as part of an</p>

	integrated plan. A further scheme is included in the pipeline for the next investment programme (post 2021) to protect around 50 properties from surface water flooding but requires assessment in terms of cost / benefit, and partnership funding for delivery.
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Shrewsbury and surrounding area

Infrastructure project	Notes
Upgrade of Churncote roundabout (Shrewsbury)	
Shrewsbury Sustainable Urban Extension West (SUE West) to include: <ul style="list-style-type: none"> • Oxon Link Road • Oxon Business Park Extension • Shrewsbury Business and Healthcare Campus • Shrewsbury West Gateway Site • Relocation of Park and Ride site 	SUE West provides opportunities for housing, economic development and highways improvements, delivered as part of a strategic master plan.
Shrewsbury Sustainable Urban Extension South (SUE South) to include: <ul style="list-style-type: none"> • On site infrastructure including roads and power • Shrewsbury Business Park Phase ii extension and Phase iii 	SUE South provides opportunities for housing, economic development, and highways improvements, delivered as part of a strategic master plan
Little Oxon Lane extension (Bowbrook / Loton Division – Shrewsbury Town)	Linked to Oxon Link Road as part of Shrewsbury SUE West.
Improve access / egress from both sides of the village on to the A49 at peak times by improvements to Hereford Road / Lyth Hill Road / The Common junction (Bayston Hill) (Column and Sutton – Shrewsbury Town)	A detailed feasibility study was published by Highways England some years ago but was not funded at the time. This needs to be revisited due to the proposed levels of new development proposed in Bayston Hill.
Welshpool Road pedestrian and cycle links (Bowbrook – Shrewsbury Town)	Linked to Oxon Link Road as part of Shrewsbury SUE West. Additional mitigation measures required locally.
Local highway improvements, traffic management, parking provision and speed and safety enhancements in Alberbury parish, including: <ul style="list-style-type: none"> • Traffic speed in Alberbury • The need for a speed limit in Wattlesborough / Halfway House • Introduction of Quiet Lanes • The need for pedestrian crossings at both Alberbury and Wattlesborough Village Halls 	Highways issues identified by the Parish Council and through the Parish Community Led Plan
Local highway improvements, including speed and safety, public realm enhancements and sustainable travel in Baschurch parish. This can include: <ul style="list-style-type: none"> • Footway between Walford College and Baschurch Village • Improve main road crossings within the town • Provide pedestrian crossings or raised pedestrian walkways across the Shrewsbury Road near to the Spar convenience store; the Doctors Surgery in Prescott; and in the vicinity of All Saints way development, to provide safe crossing points with traffic calming near the surgery and Spar • New pedestrian crossing at development on All Saint’s Way. 	For local highways concerns – such as pavements and pedestrian linkages, speed monitoring and reduction, signage, etc – please contact Shropshire Council directly, so that the issue can be assessed in light of other priorities within the Local Transport Plan. Please email transport@shropshire.gov.uk

<ul style="list-style-type: none"> • Reduce the volume of school traffic by encouraging walking and cycling • Improve the condition of pavements and hedges • Develop footpath at Western Lullingsfields from the school to the church • Improve general road maintenance. • Increase speed enforcement – including speed sensors • Give Way to northbound traffic on the north side of the buildout on Shrewsbury Road at the Eyton Lane and Church Road crossroads 	
<p>Local highway improvements in Hanwood parish, including:</p> <ul style="list-style-type: none"> • Maintain and improve traffic calming measures on A488 • Low bridge height advance warning signs on A5 approaching A488 • Review road markings and signage at Edgebold Roundabout • Replace rotational Vehicle Activated Signs with permanent VAS at Hanwood Bank and St Thomas & St Anne’s School • Extend traffic calming measures from railway bridge to Hanwood Post Office • Improve the condition of footpaths. In particular, the surfaces of metalled footpaths throughout the Parish, which are deteriorating • Provide safe pedestrian access to existing sport and play facilities is a community priority • Introduce physical traffic calming measures on the A488 (following introduction of three VAS), particularly near to the school and on the railway bridge between Hanwood and Hanwood Bank (30mph limit throughout) • Widen the road splay to permit 2 vehicles to exit the A488 onto Edgebold roundabout • Introduce traffic calming measures in all the villages in the Parish • Provide a footpath and cycleway along Longden Road to join settlements • Engage with Police to ensure the enforcement of existing speed limits • Introduce new speed signs and limits, particularly within the settlements 	<p>For local highways concerns – such as pavements and pedestrian linkages, speed monitoring and reduction, signage, etc – please contact Shropshire Council directly, so that the issue can be assessed in light of other priorities within the Local Transport Plan. Please email transport@shropshire.gov.uk</p>
<p>Local highway improvements in Longden parish, including:</p> <ul style="list-style-type: none"> • Introduce traffic calming measures in all the villages in the Parish • Engage with Police to ensure the enforcement of existing speed limits. • Introduce new speed signs and limits, particularly within the settlements. • Remind the local community of their responsibilities as road users 	<p>For local highways concerns – such as pavements and pedestrian linkages, speed monitoring and reduction, signage, etc – please contact Shropshire Council directly, so that the issue can be assessed in light of other priorities within the Local Transport Plan. Please email transport@shropshire.gov.uk</p>
<p>Local highway improvements in Montford parish, including:</p>	<p>For local highways concerns – such as pavements and pedestrian linkages, speed monitoring and reduction,</p>

<ul style="list-style-type: none"> • Investigate the issue of speed of traffic on parish roads and for speed limits to be enforced • Need for vehicle activated signs on Forton Bank and Holyhead Road in Montford Bridge • Improving the footway / cycleway on Grange Bank (B4380) Bicton to Montford Bridge. This would include footpath widening 	<p>signage, etc – please contact Shropshire Council directly, so that the issue can be assessed in light of other priorities within the Local Transport Plan. Please email transport@shropshire.gov.uk</p>
<p>Local highway improvements in Withington parish, including:</p> <ul style="list-style-type: none"> • Explore calming measure to reduce traffic speed • Reduce / halt the flow of HGVs through the narrow / unsuitable roads within the Parish • Work with local companies to enforce recognised HGV routes • Work with local farmers and estate managers to reduce road usage by large agricultural vehicles • Environmental weight restriction • Reduce number of potholes • Improve road drainage to avoid flooding • Reduce damage to road verges created by HGVs and large agricultural machinery 	<p>For local highways concerns – such as pavements and pedestrian linkages, speed monitoring and reduction, signage, etc – please contact Shropshire Council directly, so that the issue can be assessed in light of other priorities within the Local Transport Plan. Please email transport@shropshire.gov.uk</p>

Wem and surrounding area

Infrastructure project	Notes
<p>Flood risk management infrastructure (Wem Town)</p>	<p>An infrastructure scheme is included in the Environment Agency’s next 6-year programme (2021 onwards) to protect around 20 properties at risk of flooding but requires assessment for cost/benefit, and partnership funding to enable delivery.</p>

Whitchurch and surrounding area

Infrastructure project	Notes
<p>Flood risk management infrastructure (Whitchurch)</p>	<p>An infrastructure scheme is included in the Environment Agency’s next 6-year programme (2021 onwards) to protect around 50 properties at risk of flooding but requires assessment for cost/benefits and partnership funding for delivery.</p>
<p>Provision of three infant and four junior classes, with associated infrastructure. A site for the enhancement of education provision is currently being negotiated with a developer of land to the south of the town. (Whitchurch Town)</p>	<p>Provision to be linked to development in the Whitchurch area</p> <p>Two of the four junior classes have been allocated CIL local funding within the reported year. The remaining classes can potentially benefit from CIL local funding</p>

Glossary

Administrative fees/expenses (admin fund) - expenses incurred during the implementation and enforcement of CIL

Affordable Housing – as defined by the [Type and Affordability of Housing SPD](#). This refers to social rented, affordable rented, low cost home ownership and other intermediate housing which are provided to eligible households whose needs are not met by the open market. Will also include provisions to remain available at an affordable price for future eligible households

Allocate – a decision has been made by Shropshire Council to commit funds to a particular item of infrastructure or project

Collecting Authority – refers to the authority which collects CIL from new development. In this case, this is Shropshire Council

Community Infrastructure Levy (CIL) – a charge levied by Shropshire Council on new development. Funds are then used to help deliver infrastructure needed to support development

Demand Notice – a document issued to liable parties/developers to confirm when CIL is due for payment on a particular development

‘Entered into’ – refers to S106 planning agreements which were completed by Shropshire Council during the reported year

Infrastructure – defines what CIL can be spent on. This includes roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces.

Implementation Plan - forms part of Shropshire’s local development plan. It provides clarity on the main infrastructure requirements for Shropshire's settlements, identifies whether developer contributions will be sought for each requirement, and sets out general principles as to whether these will be addressed through S106 Agreements, CIL or direct developer funding.

Land Payments – method of paying CIL through the provision of land by a developer or interested party which must then be used to deliver infrastructure.

Local Fund – the proportion of CIL used for local infrastructure priorities to meet the infrastructure needs in the area where development takes place, as identified by Town/Parish Councils within their Place Plans.

Neighbourhood Fund – the proportion of CIL provided directly to the local Town/Parish Council to fund locally identified infrastructure projects.

Place Plan – a document which focuses on local infrastructure needs in communities across Shropshire. Further information can be found on the [website](#).

Reported year – the financial year 2020-21. This is between the dates 1st April 2020 and 31st March 2021

Strategic Fund – the proportion of CIL used for strategic infrastructure priorities across Shropshire

Section 106 planning obligations (S106) - legal planning agreements which were entered into to mitigate the impacts of a development. Refers to Section 106 of the Town and Country Planning Act 1990

SUE – stands for sustainable urban extension. A site allocated in the local development plan which forms a major development extending an existing settlement