

**TOWN AND COUNTRY PLANNING ACT 1990
THE COMMUNITY INFRASTRUCTURE LEVY REGULATIONS 2010 (AS
AMENDED)**

Appeal by: Boningale Developments Ltd

**Appeal Site: Patshull Road, Albrighton, Shropshire, WV7 3BH, United
Kingdom**

**Against: The decision by Shropshire Council to refuse planning
permission for:**

**Outline application to include access for a mixed-use development
comprising up to 800 no dwellings, a care home of up to 80 units, a
secondary school and local centre with associated access, infrastructure,
landscaping and drainage.**

**SHROPSHIRE COUNCIL
CIL COMPLIANCE STATEMENT**

Planning Inspectorate Appeal Reference:	6007402
Shropshire Council Planning Application Reference:	24/02108/OUT
Shropshire Council Appeal Reference:	26/03479/REF
Prepared by:	Lynn Parker BA (Hons) MA
Date:	10th July 2026



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1.0 Introduction

1.1 This Statement is submitted by Shropshire Council in support of the S106 Agreement relating to the development proposed in outline at the above site at Patshull Road, Albrighton. It demonstrates the manner in which the identified obligations comply with the tests set out in Regulation 122 of The Community Infrastructure Levy Regulations (as amended) ('the Regulations').

1.2 Section 122 of the Regulations states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

This is re-iterated in paragraph 58 of the National Planning Policy Framework (NPPF).

1.3 Shropshire Council is the Local Planning Authority in respect of this application. Shropshire Council is a 'Charging Authority' for the purposes of the Regulations and currently has an adopted CIL Charging Schedule. The Shropshire Council CIL Charging Schedule was adopted on 1st January 2012. The CIL Charging Schedule has two charging zone, with an urban rate of £40/sqm (2026 value based on indexation increases since 2011 is £71.23/sqm), and a rural rate of £80/sqm (2026 value based on indexation increased since 2011 is £142.68/sqm). This site is split between these two zones. Nil levy rate for affordable housing
Nil levy rate for employment-related and other non-residential types of development

2.0 Relevant Policies and Guidance

2.1 The policies within the Development Plan that are relevant to planning obligations to be secured, that would constitute a reason for granting planning permission, are as follows:

- (a) Shropshire Council Core Strategy: CS5, CS6, CS8, CS9, CS11, CS17
- (b) Shropshire Council Site Allocations and Management of Development Plan: MD2, MD3, MD8.
- (c) National Planning Policy Framework (NPPF): Paragraphs 35, 56, 57, 58, 63, 64, 67, 96, 98, 100, 101, 103, 115, 116, 155, 157, 193.
- (d) Shropshire Council Type and Affordability of Housing SPD.
- (e) Developer Contributions SPD
- (f) Playing Pitch and Outdoor Sports Strategy for Shropshire (PPOSS).
- (g) Sport England – Sports Facility Calculator
- (h) Department for Health’s guidance ‘Health Building Note 11-01: Facilities for Primary and Community Care Services’
- (i) DFE Pupil Yield Figures Dashboard.
- (j) National Schools Delivery Cost Benchmarking: Primary, Secondary and SEN Schools (June 25)
- (k) The Shropshire Council Playing Pitch and Outdoor Sports Strategy (PPOSS) (March 2024).
- (l) Sports England Sports Facilities Calculator
- (m) The Shropshire Council BNG Monitoring Calculator
- (n) Schedule 7A of the Town and Country Planning Act 1990 (as amended)
- (o) Shropshire Council CIL Charging Schedule
- (p) Developer Contributions Shropshire Public Transport Improvements

3.0 Summary of S106 Obligations

3.1 Affordable Housing

- Provision of affordable housing at the prevailing target rate at Reserved Matters (currently 35% to meet the Golden Rules at NPPF, paragraph 157)
- Affordable housing mix to be 70% Social Rent, 30% Rent to Buy or Shared

Ownership.

- Transfer of the affordable dwellings to a Registered Provider to be triggered by 50% occupation of the dwelling to constructed on each phase.

3.2 Education

- Financial contributions for increased classroom capacity and SEND transport as follows:

Early Years Places =	£0
Primary School Places =	£3,000,000.00
Secondary School Places =	£1,500,000.00
Post 16 Places =	£5,000,000.00
SEND (special school) Places =	£ 685,904.00
<u>SEND Transport =</u>	<u>£ 184,800.00</u>
TOTAL =	£5,870,704.00

3.3 Healthcare

- Financial contributions for an increase in size of the planned extension to Albrighton Medical Practice as follows:

Housing Element =	£717,256.00
<u>Care Home Element =</u>	<u>£ 59,771.00</u>
TOTAL =	£777,027.00

3.4 Highways and Transport

- A financial contribution for passenger transport in relation to a bus strategy comprising payments for infrastructure of:

£1,100.00 per dwelling (x800 = £880,000.00)
£25,000.00 per retail unit (number not yet known)
£1,500.00 per asset bus stop allocation (number not yet known)
£10,000.00 per asset bus shelter allocation (number not yet known)
£7,000.00 per asset real time information and maintenance (number not yet known)

£150.00 per dwelling local interchange contribution (x800 = £120,000.00)

- A financial contribution in respect of active travel for upgrading sustainable travel between the proposed development site and Albrighton of £TBC per dwelling (x800 = £TBC).
- A Travel Plan Monitoring Contribution as follows:

School Travel Plan contribution = £60,000.00

Employment/Retail Unit contribution = £10,000.00 per unit (number not yet known)

Residential contribution per phase/reserve matters = £20,000.00 (number of phases/reserved matters not yet known)

- Off-site highway works and enabling works as identified on drawing nos: SH5034-4PD-001 002 to 007, 009 and 010 (CD7.7, CD7.8 and CD7.9).
- An obligation to seek a Traffic Regulation Order to restrict vehicular traffic to Patshull Road, Newhouse Lane, and Cross Road as identified on drawing SH5034-4PD-001.
- A financial contribution to South Staffordshire LHA of £3000.00 for a MOVA validation at the A41/A464Holyhead Rd/A41 Newport Road signalised junction.

3.5 Sports Provision

- A financial contribution of £1795,653.00 to be spent in accordance with the Playing Pitch and Outdoor Sports Strategy for Shropshire (PPOSS).
- A Community Use Agreement to secure the school sport facilities including the sports hall.

3.6 Biodiversity Net Gain

- Submission and implementation of a Habitat Management and Monitoring Plan (HMMP)
- Payment of £41,227.00 as a Biodiversity Gain Land Monitoring Contribution.

- Maintenance of BNG Land for at least 30 years.
- Step-in rights for the Council in the event of breach.

3.7 **Public Open Space (POS)**

- Provision, layout and maintenance of Public Open Space (POS) at 30m² per bedroom in accordance with Policy MD2.
- Transfer of POS to a Management Company.
- Approval and Implementation of a Maintenance Scheme

3.8 **S106 Agreement Registration and Monitoring Fees**

- Payment of £1,000.00 S106 Agreement Registration Fee.
- Payment of £85,000.00 S106 Agreement Monitoring Fee.

4.0 **Assessment Against CIL Regulation 122**

4.1 Affordable Housing

- **Necessity:**

Required to meet the Council's adopted policy for affordable housing provision (Policy CS11 and Type and Affordability of Housing SPD). The Appeal includes units of open market housing, to which CS11 requires all new open market housing to make appropriate contributions to the provision of local needs affordable housing.

- **Direct Relationship:**

The affordable housing is provided on-site as part of the development and will directly serve future occupiers.

- **Scale and Kind:**

The number, tenure and mix of affordable dwellings are calculated in accordance with adopted policy. As major development in the Green Belt, and to comply with the Golden Rules set out in the NPPF, the affordable housing provision target is 35%.

4.2 Education

Using the latest Department for Education (DFE) Pupil Yield figures from

<https://department-for-education.shinyapps.io/pupil-yields-dashboard/ w 6faedb41/>,

it is envisaged that 800 houses will create:

- Early years places: 56 (yield 0.07)
- Primary School places: 216 (yield 0.27)
- Secondary School places: 112 (yield 0.14)
- Post 16 places: 40 (yield 0.05)
- SEND (special school places): 8 (0.01)

Where the numbers take the catchment schools to or above capacity, the National School Delivery Cost Benchmarking document is used: [F07125-National School Delivery Cost Benchmarking - Primary, Secondary and SEN Schools](#) to provide a cost per pupil figure. The yield number is multiplied the cost per pupil figures to give a maximum amount that can be claimed for a development education.

Calculation for this scheme:

Early years places: 56 (yield 0.07) x £17 941	= £1 004 696
Primary School places: 216 (yield 0.27) x £17 941	= £3 875 256
Secondary School places: 112 (yield 0.14) x £20 991	= £2 350 992
Post 16 places: 40 (yield 0.05) x £20 991	= £839 640
SEND (special school places): 8 (yield 0.01) x £85 738	= £685 904
SEND Transport: £7700 x 8 x 3years	= £184 800
Total	£8 941 288

The local catchment schools are then reviewed to identify levels of capacity and the additional space required to accommodate the increased pupil numbers. The request is rationalised by reference to comparable projects completed in recent years, ensuring that the level of funding sought is sufficient to expand or refurbish the school estate, that is necessary to meet the additional demand generated by the development

For the proposed development the re-calculated figures are:

Early Years	= £0
Primary	= £3,229,380 – (6 classrooms of 30 children at £17,941 per pupil)
Secondary	= £1,889,190 – (3 classrooms of 30 children at £20,991 per pupil)
Post 16	= £629,730 – (1 classroom of 30 children at £20,991 per pupil)
SEND	= £685,904 – (8 specialist places at £85,738 per pupil)
SEND Transport	= £184 800 – (8 pupils over 3 years at £7700 per pupil)
Total	= £6,619,004

The final refinement is having regard to other funding available through the Council to support the delivery of these facilities. To reach the finalised calculations for the scheme as set out below:

Early Years	= £0
Primary	= £3,000,000.00
Secondary	= £1,500,000.00
Post 16	= £500,000.00
SEND	= £685,904 – (8 specialist places at £85,738 per pupil)
SEND Transport	= £184 800 – (8 pupils over 3 years at £7700 per pupil)
Total	= £5,870,704.00

- **Necessity:**

Early Years – There is capacity in the existing provision, therefore no contribution is required for early years.

Primary - There are two primary schools in the place plan area, St Mary's CE Primary School, Albrighton and Albrighton Primary School. Albrighton primary has a capacity of 315 and has around 8% surplus places. St Mary's Albrighton has a capacity of 210 and has around 7% surplus places. The proposed development lies in the Albrighton Primary School catchment area where to accommodate the increase in primary pupil numbers a 4-6 classroom expansion would be required. Based on other expansion projects of a similar size this equates to a contribution of £3 million.

Secondary – The Appellant has offered the land for a new Secondary school. The Council's position is that the demand for new pupils what would require the development of a new secondary school would be 750-900 pupil increase. The existing Secondary school (Idsall) has a capacity of 1080 and the current number on role is 1020. There is capacity to accommodate pupil needs generated by the proposed development. However, this capacity is generated by modular classrooms at end of life circa 35 years old and a contribution to the local secondary school to refurbish or replace these facilities will enable the longevity of the capacity of this school absorb the demand for pupil spaces created by the new development.. Based on current projects of a similar nature we need to secure £1.5 million of developer funding to allow for this.

Post 16 – The current post 16 provision is located at the existing secondary school and is at capacity. A contribution is required to expand the offer here of £500k for classroom expansion.

SEND/SEND Transport – The full contribution is sought for SEND provision as there is increasing demand for this in all areas. Being able to provide suitable SEND places at our schools is a priority both locally and nationally.

- **Direct Relationship:**

The contributions will be spent on schools serving the development catchment area.

- **Scale and Kind:**

The contribution has been calculated using the DFE Pupil Yield Figures Dashboard and National Schools Delivery Cost Benchmarking: Primary, Secondary and SEN Schools (June 25)

4.3 Healthcare

Contribution, via commuted sum (index linked), to be calculated at reserved matters stage (*given the outline nature of the application, the initial figure provided by the ICB was based on an indicative scheme with an assumed household average of 2.4) based on multiplying the number of dwellings with

Reserved Matters approval as follows:

- any 1 bed unit that comes forward at Reserved Matters stage would equate to £459 per unit;
- any 2 bed unit that comes forward at Reserved Matters stage would equate to £654 per unit;
- any 3 bed unit that comes forward at Reserved Matters stage would equate to £897 and;
- any 4+ bed unit would be calculated at £1,046 per unit.

The total sum is to be used to secure the provision of local primary care infrastructure capacity calculated through the Department for Health's guidance 'Health Building Note 11-01: Facilities for Primary and Community Care Services': [HBN 11-01 Final.pdf](#), which provides best practice guidance on the delivery of new healthcare buildings and adaptation and extension of existing facilities. It is applicable to a range of building types including GP premises, Health centres, Primary care centres and Urgent care centres.

- **Necessity:**

New developments generate additional healthcare demands i.e., demand on existing services increases at the local level. Having reviewed the capacity of practices, which have a contract catchment covering the application site (Albrighton Medical Practice), it is confirmed that this practice requires additional clinical capacity to manage increased access demands from newly registered patients expected from a development of this scale. Consequently, mitigation for this growth, within the primary care network in which this practice is situated, will be required to ensure appropriate and sustainable community facilities may be provided for the prospective residents of this development.

- **Direct Relationship:**

The funding will be used in connection with enhancing the primary care facilities of the Albrighton Medical Practice which would serve this development; in this case the investment would therefore be contained within the South East

Shropshire Primary Care Network (PCN) and be directed to ensure that the relevant Practice is able to provide access to services for the residents of this development.

- **Scale and Kind:**

Shropshire, Telford and Wrekin ICB are requesting a capital contribution from the developer towards that part of the PCN estate which is directly attributable to the proposed development. The ICB are working with the relevant practice, local to the development, to establish investment plans for the most effective estate solution to expand capacity to effectively care for the growing patient list size.

4.4 Highways and Transport

- Passenger Transport contributions are based on the council's draft Developer Contributions Shropshire Public Transport Improvements (S106 and CIL) (Appendix E) Page 19 section 4.4 sets out the thresholds and pricing ranges for different types of development and gives the cost per dwelling and cost per retail unit. Bus stops see page 8 paragraph 3.1.7 cost £1500, bus shelters page 11 paragraph 3.2.11 £10,000, Real time information asset £5,000 page 12 paragraph 3.3.5 and maintenance for real time information asset £2,000 page 12 paragraph 3.3.7 and local interchange contributions £150 page 14 paragraph 3.5.6.
- A financial contribution for passenger transport in relation to a bus strategy comprising payments for infrastructure of:

£1,100.00 per dwelling (x800 = £880,000.00)

£25,000.00 per retail unit (number not yet known)

£1,500.00 per asset bus stop allocation (number not yet known)

£10,000.00 per asset bus shelter allocation (number not yet known)

£7,000.00 per asset real time information and maintenance (number not yet known)

£150.00 per dwelling local interchange contribution (x800 = £120,000.00)

Passenger Transport

- **Necessity:**

The Transport Assessment accompanying the application identified that the proposed development will generate a significant number of additional trips. To minimise reliance on private car travel and promote sustainable travel choices, enhanced public transport provision is required. A Bus Strategy will form an integral part of the mitigation package and is necessary to ensure that the development is accessible by sustainable modes and accords with local and national planning policy. The development would be less sustainable and could result in increased traffic impacts if an appropriate strategy for new bus services was not delivered.

- **Direct Relationship:**

The contribution will be used solely for measures identified within an agreed Bus Strategy serving the development and its future residents. The service will ensure public transport links between the site and nearby settlements, employment areas, schools, retail facilities and transport interchanges. The need for the enhanced services arises directly from the additional travel demand generated by the development. The contribution is therefore directly related to the development.

- **Scale and Kind:**

The contribution has been calculated having regard to the forecast population arising from the development, anticipated patronage and trip generation, costs for increased bus service frequency, and associated bus stop infrastructure improvements. The level of contribution reflects only the mitigation necessary to address the impacts arising from the development and does not seek to fund wider strategic transport improvements unrelated to the proposal. The contribution is therefore fairly and reasonably related in scale and kind to the development.

Active Travel

- A financial contribution in respect of active travel for upgrading sustainable travel between the proposed development site and Albrighton of £TBC per dwelling (x800 = £TBC).

- **Necessity:**

The proposed development will generate a significant number of additional journeys, including trips to education, shopping, healthcare, leisure facilities, and employment located within Albrighton. Existing walking and cycling connections between the site and Albrighton are incomplete, lack suitable infrastructure, do not provide safe crossing opportunities or fail to meet modern accessibility standards. An active travel contribution is therefore necessary to mitigate the transport impacts of the proposed development and to ensure compliance with national and local planning policies promoting sustainable transport and active travel.

- **Direct Relationship:**

The active travel improvements will be specifically intended to serve journeys generated by future residents/users of the development. The contribution will be restricted to the provision of active travel infrastructure connecting the proposed development site with Albrighton and destinations likely to be used by future occupiers.

- **Scale and Kind:**

The contributions are calculated having regard to the scale of the proposed development, estimated population, transport assessment trip forecasts, anticipated walking and cycling demand, and infrastructure costs.

Travel Plan Monitoring

- A Travel Plan Monitoring Contribution as follows:

School Travel Plan contribution is made up of £20,000 for the commissioning and writing of the travel plan. The remaining £40,000, is to cover a 10-year monitoring period and implementation of measures, (£4,000 per year x 10).

Employment/Retail Unit plan covers a 10 year monitoring period to be consistent with the development, (£1,000 per year x10)

Residential Travel plan covers a 10 year monitoring period (£2,000 per year x 10)

School Travel Plan contribution = £60,000.00

Employment/Retail Unit contribution = £10,000.00 per unit (number not yet known)

Residential contribution per phase/reserve matters = £20,000.00 (number of phases/reserved matters not yet known)

- **Necessity:**

Monitoring is required to ensure implementation and monitoring of the effectiveness of approved Travel Plan measures. It is necessary to make the development acceptable in planning terms because travel plans are a necessary tool in ensuring that sustainable travel modes are encouraged, promoted and regulated to be in accordance with the NPPF. The NPPF states that “all developments that will generate significant amounts of movement should be required to provide a Travel Plan”. The securing of a travel plan via a planning obligation allows for a greater level of detail to be agreed than could reasonably be achieved by a planning condition particularly in relation to the implementation and monitoring of the plan.

- **Direct Relationship:**

The financial contribution is directly related to the development because the travel plan would provide a long-term management strategy for the site and its proposed mixed use. The travel plan would support the need to secure specific objectives, targets and commitments (including details of survey methods, funding and any required third party engagement) and be required to address the transport impacts in association with the mixed use development.

- **Scale and Kind:**

It is fairly and reasonably related in scale and kind to the development because the development proposals meet the thresholds for requiring a full travel plan.

This accords with the NPPF. A planning obligation is the only mechanism to secure the Travel Plan that allow for the Travel Plan to be supported by the Council for a minimum period of 10 years

Off-Site Highway Works

- **Necessity:**

The submitted Transport Assessment identifies impacts on the local highway network that require mitigation. The works are necessary to provide safe and satisfactory access to the development, and changes to the existing highway infrastructure to mitigate these impacts. The NPPF states 'any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach'.

- **Direct Relationship:**

The works are required as a direct consequence of additional trip generated by the development, and the implications this will have on the existing infrastructure which will need enhancing or changing.

- **Scale and Kind:**

The extent of the work is proportionate to the forecast trip generation identified through transport assessment and to promote sustainable transport.

Traffic Regulation Order

- **Necessity:**

A Traffic Regulation Order is required to ensure that a statutory process is followed traffic generated by the development uses the intended highway network.

- **Direct Relationship:**

The requirement for the Traffic Regulation Order arises solely from the impacts identified in the Transport Assessment.

- **Scale and Kind:**

A Traffic Regulation Order represents an appropriate and proportionate form of mitigation for the proposed development.

MOVA Validation

- **Necessity:**

The submitted Transport Assessment and junction modelling identify that the development will result in increased traffic flows at the A41/A464 Holyhead Rd/A41 Newport Road signalised junction. Assessment undertaken in consultation with the South Staffordshire Council Highway Authority demonstrates that mitigation is required to maintain the efficient and safe operation of the junction and to accommodate development-generated traffic. A MOVA-controlled signal system forms part of the agreed mitigation strategy. Validation and optimisation of the system are necessary to ensure that the junction operates as intended once traffic generated by the development is introduced onto the highway network.

- **Direct Relationship:**

The requirement for MOVA validation arises directly from the additional traffic demand generated by the development.

- **Scale and Kind:**

The contribution reflects the proportionate costs associated with the development identified by South Staffordshire Council LHA.

4.5 Sports Provision

- A financial contribution of £1795,653.00 to be spent in accordance with the Playing Pitch and Outdoor Sports Strategy for Shropshire (PPOSS).
- A Community Use Agreement to secure the school sport facilities including the sports hall.

Outdoor Sports Contribution

- **Necessity:**

The proposed development will result in a significant increase in population and consequently generate additional demand for formal outdoor sports facilities and other organised recreational activities. The contribution is therefore necessary to

mitigate the recreational impacts arising from the proposed development and ensure compliance with The Shropshire Council Playing Pitch and Outdoor Sports Strategy (PPOSS): [PPOSS](#), local and national planning policy objectives promoting health and active communities.

- **Direct Relationship:**

The contribution will be used for playing field facilities intended to accommodate demand generated by the proposed development.

- **Scale and Kind:**

The contribution has been calculated using the Sports England Sports Facilities Calculator: [Sports Facility Calculator | Sport England](#) and having regard to the scale of the development, anticipated residential population, and the cost of providing new pitch capacity and associated infrastructure in accordance with the PPOSS.

Community Use Agreement

- **Necessity:**

A Community Use Agreement for the sports facilities would be required if the provision sports facilities are linked with the proposed secondary school is necessary to adequately mitigate the demand generated by the significant increase in population from the proposed development and associated demand for indoor sports and recreational facilities. It would additionally support a healthy and active community in accordance with local and national planning policy.

- **Direct Relationship:**

The need for a Community Use Agreement arises directly from the population growth generated by the proposed development and the resulting demand for indoor sports provision.

- **Scale and Kind:**

The Community Use Agreement would secure the effective use of infrastructure delivered as part of the proposed secondary school and ensures that access arrangements to it remain available throughout the lifetime of the facility.

4.6 Biodiversity Net Gain

- **Necessity:**

BNG is required to comply with Schedule 7A of the Town and Country Planning Act 1990 (as amended) and national policy for BNG.

- **Direct Relationship:**

The BNG land and associated management/monitoring are provided as part of the development, delivering measurable biodiversity improvements.

- **Scale and Kind:**

The extent of BNG, the monitoring contribution, and the 30-year management period are proportionate to the development and statutory requirements. The Shropshire Council BNG Monitoring Calculator is included at Appendix A.

4.7 Public Open Space (POS)

- **Necessity:**

POS is required to meet Policy MD2 of the Site Allocations and Management of Development Plan for open space provision in new residential developments.

- **Direct Relationship:**

The POS is provided within the proposed development site, serving future residents.

- **Scale and Kind:**

The quantum, specification and maintenance arrangements are proportionate to the scale of the development.

4.8 S106 Agreement Registration and Monitoring Fees

- **Necessity:**

The proposed development is subject to a significant number of planning obligations and the effectiveness of these obligations depends upon appropriate monitoring to ensure that they are implemented at the correct trigger points and in accordance with the terms of the S106 Agreement.

- **Direct Relationship:**

The fees relate exclusively to the administration and monitoring of obligations arising from the development, including the monitoring of contribution payments, delivery of infrastructure, occupation triggers and ongoing obligations.

- **Scale and Kind:**

The fees reflects the actual and reasonable costs of monitoring compliance and have been calculated in accordance with Shropshire Council's CIL Charging Schedule.

5.0 Conclusion

Each obligation is:

- **Necessary** to make the development acceptable in planning terms;
- **Directly related** to the development;
- **Fairly and reasonably related in scale and kind** to the development.

The obligations therefore complies with Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).

As a CIL charging authority, the following obligations will be covered by the charge:

- Education

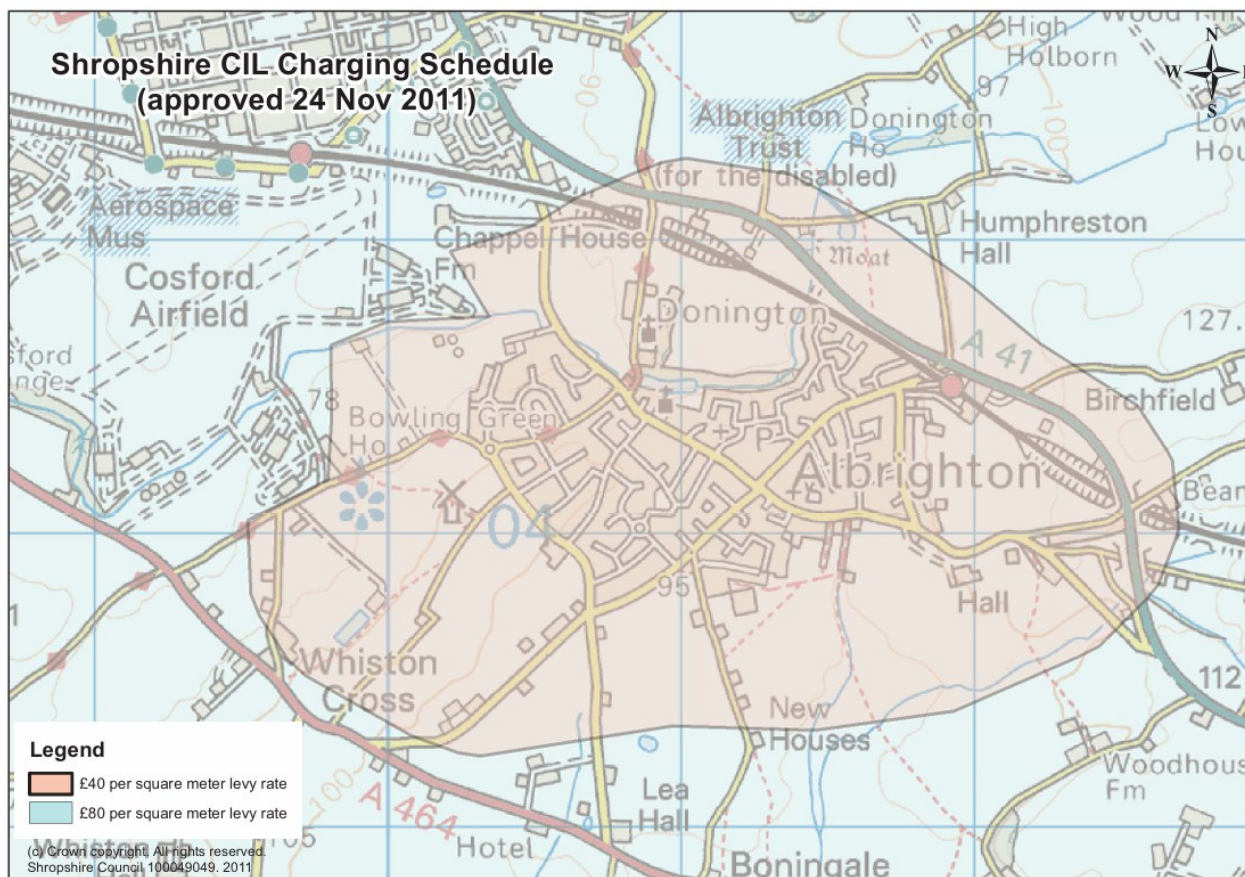
All remaining obligations are to be covered by a Section 106 agreement.

6.0 Appendices

Appendix A: CIL Charging Schedule

See separate pdf document, second page table setting out the rates at which CIL will be charged in Shropshire from 01 January 2026 to 31 December 2026.

Appendix B: Shropshire CIL Charging Plan - Albrighton



Appendix C: CIL/S106 Developer Funded Contributions Split Table

	CIL	S106	Direct works
Education			
Primary School Places	£3,000,000.00		
Secondary School Places	£1,500,000.00		
Post 16 Places	£500,000.00		
SEND places	£685,904.00		
SEND Transport		£184 800.00	

Healthcare			
Increasing Primary healthcare capacity		£777,027.00	
Passenger Transport			
New Bus Services required to support new housing		£880,000 (£1,100 Per dwelling)	
New bus service per retail unit		TBC (assumed £25k per retail unit)	
Bus stop allocation		£1500 per asset	
Bus shelter allocation		£10k per asset	
Real Time information		£7k per asset	
Local Interchange contribution		£120,000.00 (£150 per dwelling)	
Active Travel		TBC in discussion with appellant	
Travel Plan Monitoring contribution			
School Travel Plan contribution		£60,000.00	
Employment/ Retail unit		£10k per unit	
Residential		£20k per phase / reserve matters	
Offsite Highway works			Direct works
Leisure (Sports Provision)			
Used in accordance with the Playing Pitch and Outdoor Strategy		£1,795,653.00	
Ecology			
BNG		£41,227.00	

Public Open Space			
		TBC in discussion with appellant	
S106 Registration		£1,000.00	
S106 Monitoring		£85,000.00	
South Staffs Highways		£3,000	

Appendix D: BNG Monitoring Calculator

See separate Excel spreadsheet

Appendix E - Developer Contributions Shropshire Public Transport Improvements (S106 and CIL)

See separate pdf document