

LGV S106 & CIL Tracker – as at 14.12.21

| Obligation | Purpose | EST. Quantum or Description | Payment or Compliance Trigger | TOTAL (before Indexation) |
|---|---|---|--|--|
| TRANSPORT AND HIGHWAYS | | | | |
| Transport Contribution | a) Offsite mobility hub infrastructure b) Contribution to LGV sustainable transport measures to include A390 online cycle provision, electric bike system, car club system. | a) 1,200,000 b) 1,350,000 Total = £2,550,000 | £1,000,000 before Substantial Implementation on Phase 1 Balance (£1,550,000) payable pro rata, before Commencement in each Residential RMA Area | £2.55m *CIL Pooling |
| Personalised Travel Plan and MEP Evaluation Contribution | To fund an officer at the LPA or in the Stewardship Vehicle to (a) liaise with TP Coordinator and Stewardship Vehicle; (b) directly engage with residents and staff in Development to encourage them to try greener, cheaper and healthier ways of getting from A to B and (c) to undertake MEP monitoring and analysis | £464,973 total | Before Occupation of more than no. of Dwellings set out below: 1. Occupation of 50 Dwellings 2. Occupation of 150 Dwellings 3. Occupation of 300 Dwellings 4. Occupation of 450 Dwellings 5. Occupation of 600 Dwellings 6. Occupation of 750 Dwellings | £465k |
| Travel Plans | To facilitate achievement of Modal Shift Target in LGV TA and achieve aspirations of LGV Framework TP including measures to include an introductory offer to subsidise bus / e-bike / car club. | Residential, Commercial and Personalised TPs which, inter alia, provide for appointment of TP Coordinator plus public transport incentives at c. £50 per Dwelling. | TP to be submitted to and approved by the LPA before Occupation in each RMA Area | £200k estimated |
| Travel Plan (TP) Monitoring Fee | To (a) fund monitoring and management of performance of TPs for each RMA Area over Travel Plan Monitoring Period and (b) implement upfront costs associated with LGV Monitoring and Evaluation Plan (MEP) including but not limited to sensor fitting | £6,500 per TP | Before Occupation in each RMA Area | c.£60k (depending on no. of delivery phases/sub-phases) |
| Bus Service Contribution | Subsidised bus service to serve Development (declined subsidy over time as bus service becomes viable) | Pump prime / declining subsidy based on following: • £400,000 for first 2 years • £ 300,000 for next 3 years • £ 200,000 next 3 years • £100,000 next 2 years | Before the following delivery milestones / in the following instalments: 1. First Occupation – £400,000 2. Occupation of 100 Dwellings - £400,000 3. Occupation of 200 Dwellings - £300,000 4. Occupation of 350 Dwellings - £300,000 5. Occupation of 500 Dwellings - £300,000 | £2.5m |

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| | | | 6. Occupation of 650 Dwellings – 200,000 7. Occupation of 800 Dwellings – 200,000 8. Occupation of 950 Dwellings - 100,000 9. Occupation of 1100 Dwellings - 100,000 | |
| [NAR Contribution] | [Eastern Junction] | [£7,500,000] [pay or provide] | [Pro rata, before Occupation in each Residential RMA Area (subject to Eastern Junction Offset in the event Eastern Junction delivered as works in kind (WIK))] | [£7.5m] |
| P&R Extension Contribution | P&R Extension for 600 spaces to be delivered before Occupation of more than 750 Dwellings | £7.5m total / £1973 per Dwelling subject to P&R Extension Offset | Payment pro rata, before Occupation in each Residential RMA Area (subject to P&R Extension Offset in the event P&R Extension delivered as WIK before Occupation of more than 750 Dwellings) | £7.5m *CIL Pooling |
| TRO Contribution | To help Council consult on, implement and monitor TRO(s) to reduce on-street parking / make effective use of existing parking including carrying out a study into parking management in Threemilestone village | £7,500 per TRO | Before the following delivery milestones: 1. Substantial Completion of NAR 2. Occupation of 250 Dwellings 3. Occupation of 500 Dwellings 4. Occupation of 750 Dwellings 5. Occupation of 1000 Dwellings 6. Occupation of 1250 Dwellings 7. Occupation of 1500 Dwellings 8. Occupation of 1750 Dwellings 9. Occupation of 2000 Dwellings 10. Occupation of 2250 Dwellings 11. Occupation of 2500 Dwellings 12. Occupation of 2750 Dwellings 13. Occupation of 3000 Dwellings 14. Occupation of 3250 Dwellings | £113k |
| Air Quality Contribution | Towards measures to address the air quality impacts of the Development and to achieve compliance with Cornwall's Clean air for Cornwall Strategy 2020-2025 | £60 per Dwelling | Before Occupation in each RMA Area (subject to Onsite Air Quality Mitigation Offset) | £228k (depending on onsite mitigation) |

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| Sustainable Transport Bond | Cash Deposit or Bond to incentivise achievement of Modal Shift Target and pay for Additional Transport Mitigation Measures as part of “predict and provide” strategy (priority given for sustainable travel then highway capacity/junction improvements) | Sustainable Transport Bond = $(N \times \text{£}x + n \times \text{£}y) / 2470 \times Z$ Where: <ul style="list-style-type: none"> ▪ $\text{£}x = 3,000,000$ (value assigned for a full mitigation of a junction) ▪ $\text{£}y = 200,000$ value assigned for a “half” mitigation of a junction; ▪ N is the number of new junctions where traffic impact suggests mitigation would be required in 2023 Scenario C, compared with 2023 Scenario A under the LGV MEP (3 junctions); and ▪ “n” is the number of junctions which would require mitigation in 2023 Scenario A, but would experience an increase in development impact in Scenario C under the LGV MEP (2 junctions). $Z = \text{maximum number of Open Market Dwellings specified a RMA}$ | Deposit / Bond to be put in place before Occupation in each RMA Area | c.£5-10m (refundable depending monitoring results) |
| COMMUNITY FACILITIES | | | | |
| Community Facilities | Implementation of LGV Social Infrastructure Strategy for a range of Community Facilities as set out in the Strategy, including Phase 1 and Phase 2 Community Hubs | Phase 1 Community Hub min. 400 sqm Phase 3 Community Hub min. 400 sqm | <u>Community Facility Scheme</u> to be submitted to and approved by the LPA before Commencement of Phase 1 (this will set out location, specification, standards, timing for delivery, proposed management details etc. for all of the Community Facilities across LGV including indicative details for Health Facility) and shall thereafter implemented in accordance with approved details <u>Community Use Agreement</u> for Phase 1 Community Hub to be submitted to and approved by LPA before Commencement on Phase 1 | N/A |

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| | | | Community Use Agreement for Phase 3 Community Hub to be submitted to and approved by LPA before Commencement on Phase 3 (this sets out the end user requirements and public access and charging arrangements etc.) | |
| HEALTH | | | | |
| CCG Contribution | Capacity improvements at the following medical centres: • Chacewater Health Centre • Lander Medical Practice • The Three Spires Medical Practice (unless Health Facility provided onsite) | £447 per Open Market Dwelling excluding Student Accommodation Units and Extra Care Units | Pro rata, before Occupation of each residential RMA area - subject to Health Facility Offset in the event Health Facility provided onsite – see below | £984k (subject to Health Facility Offset) |
| Health Facility | OPTIONAL provision of onsite primary healthcare facility on Phase 1 in lieu of or in part payment of CCG Contribution | At least 300 sqm (stand alone or co-located facility) | Health Facility Scheme to be submitted to and approved by the Council before Occupation of more than 200 Dwellings (this Scheme will set out the detailed specification and delivery timeframe) | N/A |
| EDUCATION | | | | |
| Education (£) | - First School /First School Extensions - Second School (subject to pupil yield) | £2736 per Qualifying Dwelling (Open Market Dwelling with more than one bedroom) | Before Occupation in each RMA Area | £5.5-£6m (depending on number of Qualifying Dwellings) |
| First School (delivery) | First School | Provision of First School | Before Occupation of more than 200 Dwellings | N/A |
| Education (land) | Second School Land safeguarded for delivery of second primary school until Occupation of 2300 th Dwelling | Council can serve Second School Notice calling for transfer of the Second School Land for use as Second School | Second School Notice to be served between Occupation of 1700 and 2300 Dwellings | N/A |
| OFFSITE PUBLIC REALM & CONNECTIVITY | | | | |
| Threemilestone Contribution | - Improved parking for the TMS GP surgery - Mobility hub in TMS - Village centre public realm, highway and parking improvements to manage traffic impacts (particularly construction traffic impacts) from Development improve connectivity and integration with the Development | £2,780,000 | Three Instalments linked to calendar dates: - £100,000 - 12m of start of NAR - £1,800,000 - 36m from start of NAR - £880,000 - 48m from start of NAR | c£2.8m *CIL Pooling |

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| OFFSITE SPORTS PROVISION | | | | |
| Offsite Sports Pitch Contribution | Compensation for under-provision of formal sports public open space onsite including but not limited to pitches at TMS, Stadium Land (if Stadium not provided here), and any other local facilities approved by LPA | £1,265,400 / £333 per Dwelling | Pro rata, before Occupation in each RMA Area | £1.27m |
| ONSITE OPEN SPACE AND SUDS | | | | |
| POS | Provisions governing delivery, inspection, completion, ongoing maintenance and management, Open Space Land Transfer / adoption in consideration for payment of Open Space Commuted Sum (which is to be calculated by reference to the approved Open Space Scheme assuming a 20 year maintenance period) | <p>Delivery in accordance with LGV Landscape Strategy (or any subsequent landscape plans or strategies approved under the Planning Permission)</p> <p>The default provision is that Open Space will be Practically Completed by 50% Occupation and Finally Completed by 75% Occupation in each RMA Area; and thereafter the Open Space Transfer will be completed to the approved management body, and any Open Space Commuted Sum due will be paid</p> | Open Space Scheme (governing typologies, layout etc.) and Open Space Management Plan (governing arrangements for ongoing management and maintenance) to be submitted to and approved by the LPA before Commencement in each RMA Area and implemented in accordance with approved details | <p>N/A</p> <p>(Open Space Commuted Sum payable in the event Open Space is adopted by CC, a Parish Council, OR the Stewardship Vehicle)</p> |
| SUDS | Provisions governing SUDS Land Transfer / adoption if not privately maintainable by a Management Company | Delivery in accordance with details approved under Planning Permission | Default provisions for SUDS Transfer / payment of SUDS Commuted Sum as per Open Space (see above), unless Planning Permission otherwise specifies | <p>N/A</p> <p>(SUDS Commuted Sum payable in the event SUDS is adopted by CC, a Parish Council, OR the Stewardship Vehicle)</p> |
| FLOODING AND RESILIENCE | | | | |
| New Mills Dam Contribution | Monitoring the effectiveness of the design of the New Mills Dam and working up design improvements in order to improve the future extreme event resilience of the New Mills Dam | £100,000 | Before Occupation of more than 250 Dwellings | <p>£100k</p> <p>*CIL Pooling</p> |
| STEWARDSHIP | | | | |
| Stewardship Vehicle | <p>Functions</p> <p>a) to assume ongoing responsibility for the management and maintenance of certain Open Space, Green Infrastructure,</p> | To submit to and secure the LPA's approval of a Stewardship Vehicle Business Plan which will explain the various different lawful sources of funding to enable the set up and | Form of Stewardship Vehicle to be confirmed to LPA before Substantial Implementation it could be one of the following: | N/A |

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| | <p>SUDS, Community Facilities and other public benefit assets associated with the Development as set out in the Stewardship Vehicle Business Plan;</p> <p>b) to promote informal and formal forms of community governance;</p> <p>c) to promote the vision of LGV including but not limited to through promoting understanding of the LGV Design Code;</p> <p>d) to promote commercially viable social enterprise, economic development and job creation;</p> <p>e) to promote development of social networks and health and wellbeing of the community within the Development;</p> <p>f) to liaise with the TP Coordinators or TP Coordinators to promote the objectives of the Framework Travel Plan;</p> <p>g) (if appointed to do so) to undertake or assist the Personalised Travel Plan officer in the performance of their role including undertaking of the interim and full monitoring, surveys and evaluation of traffic generated by the Development in accordance the LGV Monitoring and Evaluation Plan (including proposing and agreeing additional mitigation with the Council in its capacity as Highway Authority);</p> <p>h) to perform any roles allocated in the Stewardship Vehicle Business Plan in relation to the LGV Energy Centre</p> <p>i) to keep residents aware of opportunities to participate in or democratically influence the</p> | <p>operation of the Stewardship Vehicle, form public or private grant, service charge, rents, dividends, commuted sums payable under the s106 in respect of infrastructure to be maintained by the Stewardship Vehicle etc.</p> <p>Developers will need to include in land disposal documents covenants for owners and occupiers to pay a proportionate service or estate charge (or equivalent) towards the Stewardship Vehicle, in accordance with the approved Stewardship Vehicle Business Plan</p> <p>Developers are also required to provide residents with a Stewardship Vehicle Welcome Pack explaining the role of the Stewardship Vehicle and opportunities for residents to participate in governance</p> | <ul style="list-style-type: none"> company limited by guarantee; company limited by shares; community interest company; community benefit society; or another organization, person or body capable <p>Stewardship Vehicle Business Plan is to be submitted to the LPA before Substantial Implementation of Phase 1 (unless LPA agrees a later timeframe) approved before first Occupation on any Phase</p> <p>Stewardship Vehicle Welcome Pack is to be submitted to and approved by the LPA before occupation in any RMA Area</p> | |

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| | governance and decision-making of the Stewardship Vehicle j) (if appointed to do so) to monitor the performance of the Development against key performance indicators including but not limited to renewable energy, energy efficiency, access to and uptake of electric vehicles, healthy living objectives, compliance with Planning Conditions relating to landscaping and biodiversity | | | |
| ECOLOGY, HABITATS AND BIODIVERSITY | | | | |
| SANG | To offset impacts of Phases 1 and 2 on Terrestrial SAC (Penhale Dunes SAC) | SANG at Governs - SANG Plan setting out standards and specification of SANG, plus details for ongoing management and maintenance | SANG Plan to be submitted to LPA before Commencement in Phase 1 and to be approved by LPA (in consultation with NE) before Occupation in Phase 1 If SANG delivered SANG to be Practically Completed before Occupation of more than 50% Dwellings in Phase 1 and Finally Completed before Occupation of more than 75% Dwellings in Phase 1 If SANG not delivered then SAC contributions towards Terrestrial SAC below apply to Phases 1 and 2. | N/A |
| SAC (SAMM payments) | a) Terrestrial SAC Contribution towards Penhale Dunes SAC b) Marine SAC Contribution towards Fal and Helford SAC | a)Terrestrial SAC: - £180 per Dwelling other than a Student Accommodation Unit; - £75 per Student Accommodation Unit | Terrestrial SAC Contribution to be paid before Occupation of in each RMA Area across Phases 3-5 (from Occupation of 1475 | c.£1.6m¹ |

¹ Marine SAC is approximately 3600 x 335 (£1.2m) plus 148 x 200 (£30k); and Terrestrial SAC is only payable for Phases 3-5, so assuming 2000 Dwellings for simplicity this is 2000 x 180 (£360k)

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| | | b) Marine: - £335 per Dwelling excluding Student Accommodation Unit - £148 per Student Accommodation Unit | Dwellings) (and Phases 1 and 2 if SANG not delivered). In Phases 3 to 5 there is an option for the payment obligation to be offset through the provision of Additional SANG onsite or offsite with the agreement of the LPA and NE Marine SAC Contribution is to be paid before Occupation in each RMA Area across Phases 1-5 | |
| SANG and BNG Monitoring | Additional contribution towards monitoring SANG and Additional SANG and Biodiversity Areas | £30 per Dwelling for SANG monitoring | Before Occupation in each RMA Area served by SANG | c. £60k² |
| Woodlark Habitat | Compensatory habitat for protected species | Interim: onsite habitat provision and management over 10-15 years Permanent: offsite habitat provision | Interim Woodlark Habitat Scheme to be appended to the s106; Permanent Woodlark Habitat Scheme to be submitted to the LPA before Occupation of more than 700 Dwellings; and approved before Occupation of more than 1000 Dwellings | N/A |
| Biodiversity Net Gain | Monitoring, maintenance and management of Biodiversity Areas laid out pursuant to Planning Permission | Covenant Period is 30 years from the date of Practical Completion of each Biodiversity Area (Covenant Start Date) | Management in accordance with Biodiversity Strategy approved in connection with Planning Permission for Covenant Period Monitoring at the following intervals: <ul style="list-style-type: none"> • two year anniversary of the Covenant Start Date; • five year anniversary of the Covenant Start Date; • thereafter, at five year intervals for the remainder of the Covenant Period | N/A |
| DESIGN CODES – REVIEW AND IMPLEMENTATION | | | | |

² Assuming, for simplicity, that 2000 Dwellings served by SANG

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| Design Code Review and Implementation Contribution | Checking conformity of RMAs with LGV Design Code; monitoring performance of the LGV Design Code over the lifetime of the Development; periodic updates to the LGV Design Code to reflect latest national and local standards and guidance | £70, per Dwelling | Within 20 Working Days of validation of RMAs | £266k |
| Neighbourhood Design Code Review and Implementation Contribution | Review and implementation of the LGV Neighbourhood Design Code and thereafter checking conformity of RMAs with LGV Neighbourhood Design Code | £15,000, per Neighbourhood | Within 20 Working Days of validation of RMAs containing Neighbourhoods | £90,000 (depending on number of Neighbourhoods) |
| ENERGY | | | | |
| Heating Plan | Plan setting out how the Dwellings in each RMA will be heated | Plan to have regard to LPA's preferred energy hierarchy (in order of preference) (a) geothermal heating provided through the District Heating Network; (b) shared-loop ground source heat pumps; (c) individual air source heat pumps; (d) any other heating solution compatible with the Council's net zero carbon objectives | Heating Plan to be submitted to and approved by the LPA before Commencement in each RMA Area | N/A |
| District Heating Network Connection | Connection to DHN if in place | Obligation to connect the Dwellings and Commercial Units constructed in each RMA to the DHN if in place unless connection not feasible or viable | Connection obligation applies if DHN in place when Development is Commenced in a RMA | N/A |
| CLERK OF WORKS AND LOCAL LABOUR | | | | |
| Clerk of Works | Owner to appoint person or body (either independent or Council or Stewardship Vehicle officer at Owners discretion but in each case approved by the LPA) to ensure, inter alia, that the quality of materials and workmanship of construction in the RMA Are are in accordance with the details approved under the Planning Permission; to help the S106 Monitoring Officer monitor compliance with the s106; to coordinate compliance across development phases | To report on satisfaction of key delivery milestones and to be an accountable person / the first point of contact to ensure compliance with planning control (NB: links with Local Forum condition) | To be appointed before Commencement in each RMA Area (with each appointment approved by the LPA) | N/A |

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| | | | | |
| Local Labour & Materials | To ensure LGV contributes to Council's employment and skills strategy and uses local labour and materials wherever possible | Local Labour and Materials Strategy for each RMA including local advertising of Construction Phase jobs | To be submitted to and approved by LPA before Commencement in each RMA Area | N/A |
| POLICE | | | | |
| [Police | Personnel / accommodation infrastructure | TBC | TBC | TBC Request not considered CIL Reg 122 compliant] |
| AFFORDABLE HOUSING | | | | |
| Total | To ensure policy compliant affordable housing delivery | 35% total | Subject to viability review mechanism | |
| Mix | | Default mix: 70% rented 30% intermediate including self-build and custom build and key worker accommodation | Type, tenure, size, plot etc. details to be approved as part of Affordable Housing Scheme accompanying each RMA | N/A |
| Phasing | | Delivery triggers linked to Open Market Occupations | | N/A |
| Viability Review Mechanism | To ensure LGV is economically viable throughout build out period | Mechanism which can be utilised at RM stage and which is subject to open book evidence of Development Costs and Expert determination and where Developer pays for LPA review of viability evidence | Viability Appraisal to be agreed by LPA before Commencement in relevant RMA Area | N/A |

| CIL (before Indexation and subject to Charging Schedule Reviews) | | |
|---|--|---|
| Question | Answer | Comment |
| Rate | Currently £60 per sqm (Value Zone 3) Indexed | Rate in Charging Schedule on date of RM Approvals applies (it could be more, it could be less, over the lifetime of the Development) ³ |

³ CIL Regulation (3A) provides: *In the case of a phased planning permission, planning permission first permits a phase of the development— (a) for any phase of an outline planning permission which is granted in outline— (i) on the day of final approval of the last reserved matter associated with that phase...*

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| | NB: this could change over time as it is the rate on the date on which the Planning Permission first permits development which counts | |
| Open Market Residential Floorspace | 135,000 sqm (estimate) | CIL is charged on actual floorspace consented under RMAs - any estimate at outline stage is therefore indicative only |
| Total | £8,100,000 (estimate) assuming Social Housing Relief for all Affordable Housing floorspace and subject any other Exemptions and Reliefs which may apply e.g. Self-Build Relief | Total figure will depend on actual floorspace under RMAs (it could be more, it could be less, depending on details approved) |
| When Calculated? | On approval of RMAs | This is when the LPA would issue a Liability Notice confirming the CIL due |
| When Paid? | As the LGV Development is phased, on commencement of Development in each RMA Area | The Developer is required to serve a Commencement Notice before material start on site; after which the LPA serves a Demand Notice confirming arrangements for payment |
| What can CIL be used for? | Generally, provision, improvement, replacement, operation or maintenance infrastructure as defined in Planning Act 2008 | Such as roads, transport, flood defences, health and social care and other community facilities including schools, open spaces and sporting facilities etc. (but not affordable housing) |
| What is the Neighbourhood Portion? | 25% as there is a NDP for the area in which the Development is situated (TKNDP) | The Neighbourhood Portion is paid to the Parish in which the floorspace is located (Kenwyn) – this can be spent on the provision, improvement, replacement, operation or maintenance any infrastructure and anything else that is concerned with addressing the demands that development places on an area (including affordable housing) |
| Infrastructure towards which CIL Receipts from LGV may be applied by CC (subject to Cabinet approval 15.12.21) | <ul style="list-style-type: none"> • Cycle and car club 'mobility' hubs serving LGV • Integrated bus services with Park & Ride and local services • Additional bus services serving LGV and key local connections • Dedicated cycle paths in NAR • Public realm improvements in Threemilestone • Cycle routes: St Georges Road, Saints Trail Chiverton Link, Truro loops • Use of Park & Ride for out of hours van parking • Park & Ride Extension • Strategic Flood mitigation measures serving Truro and wider area | <p>It is permissible to 'pool' CIL receipts with s106 receipts (and other funding sources) for the same item of infrastructure. See reference to *CIL Pooling in the table above.</p> <p><i>The actual CIL spending purposes over the lifetime of the Development will be published in the Council's Annual Infrastructure Funding Statement; this sets out the infrastructure projects or types of infrastructure which CC intends will be, or may be, wholly or partly funded by CIL.</i></p> |