

Notification under Regulation 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

Adoption Statement

Runnymede Infrastructure Delivery & Prioritisation Supplementary Planning Document (SPD)

In accordance with the above regulations, notice is hereby given that Runnymede Borough Council formally adopted the Infrastructure Delivery & Prioritisation SPD on **4 November 2020** which replaces the existing Planning Obligations Supplementary Planning Guidance (SPG) dated December 2007.

The Infrastructure Delivery & Prioritisation SPD sets out guidance on how the Council will prioritise infrastructure funding to support the 2030 Local Plan and how it will operate Section 106 planning agreements and undertakings once a Community Infrastructure Levy (CIL) has been implemented. The SPD also sets out the cost impact implications of development on various infrastructure types which will act as a starting point for the Council in negotiating financial contributions through Section 106 agreements/undertakings.

The adopted SPD incorporates modifications made pursuant to Section 23(1) of the Planning & Compulsory Purchase Act 2004 (as amended). A list of the modifications made are set out in the table below.

In accordance with Regulation 11(2)(c) & (d) of the Town & Country Planning (Local Planning)(England) Regulations 2012 (as amended), any person with sufficient interest in the decision to adopt the Infrastructure Delivery & Prioritisation SPD may apply to the High Court for permission to apply for judicial review of that decision. Any such application must be made promptly and in any event not later than 3 months after the date on which the SPD was adopted.

Further information

For further information, please contact a member of the Planning Policy Team by email at planningpolicy@runnymede.gov.uk or by telephone at 01932 838383.

Table of Modifications to the Infrastructure Delivery & Prioritisation SPD

Additional text is set out in red text with deletions crossed through

Paragraph	Original Text	Text as Modified on Adoption	Reason
2.4	The Borough Council will coordinate and prioritise contributions or physical delivery of infrastructure secured from development through Section 106 and/or CIL in accordance with the hierarchy of prioritisation set out in Table 2-2. This includes Local Plan allocation sites unless the allocation Policy specifically indicates otherwise.	The Borough Council will coordinate and prioritise contributions or physical delivery of infrastructure secured from development through Section 106/ Section 278 and/or CIL in accordance with the hierarchy of prioritisation set out in Table 2-2. This includes Local Plan allocation sites unless the allocation Policy specifically indicates otherwise. In respect of the A320 road improvement scheme, it should be noted that the A320 corridor and M25 Junction 11 improvements are listed as 'critical' infrastructure in Table 2-2. The improvement scheme is required to enable a number of development sites allocated in the Local Plan which are dependent upon the improvements proposed, to come forward. To enable early delivery of the scheme, forward funding has been secured through a Housing Infrastructure Fund (HIF) grant from Government. In accordance with the conditions attached to the grant, all development contingent on A320 improvements included in the HIF bid award will be expected to make a contribution towards repayment of the grant. Such contributions will take account of the need to ensure a fully policy compliant development, including any CIL charge, affordable housing, sustainable design and any other infrastructure required by 2030 Local Plan policies. Further detail on the approach to securing	To clarify that A320 contributions will be sought after contingent development schemes achieve policy compliance.

Paragraph	Original Text	Text as Modified on Adoption	Reason								
		contributions to repay the HIF grant can be found in Section 3 of this SPD.									
2.5	The exception to the hierarchy is Longcross Garden Village, where the mix of infrastructure types and timing will be agreed as part of a bespoke Section 106 agreement. Given the strategic nature of the site and its delivery in phases, not having a separate approach could prejudice the early and comprehensive delivery of infrastructure which will be fundamental to delivering a new settlement to garden village principles.	The other exception to the hierarchy is Longcross Garden Village, where the mix of infrastructure types and timing will be agreed as part of a bespoke Section 106 agreement. Given the strategic nature of the site and its delivery in phases, not having a separate approach could prejudice the early and comprehensive delivery of infrastructure which will be fundamental to delivering a new settlement to garden village principles, although the approach to HIF grant repayment for the garden village will be negotiated as set out in Section 3 of this SPD.	To clarify that Longcross Garden Village will be subject to A320 contributions								
Table 2-2	<table border="1"> <tr> <td>1) Critical</td> <td>Suitable Accessible Natural Greenspace (SANG); Improvements to junctions and links on the A320 Corridor and M25 Junction 11.</td> </tr> <tr> <td>2) Essential</td> <td>Improvements to the Local or Strategic Road Network not identified as A320 Corridor improvements; Active and sustainable transport improvements and facilities;</td> </tr> </table>	1) Critical	Suitable Accessible Natural Greenspace (SANG); Improvements to junctions and links on the A320 Corridor and M25 Junction 11.	2) Essential	Improvements to the Local or Strategic Road Network not identified as A320 Corridor improvements; Active and sustainable transport improvements and facilities;	<table border="1"> <tr> <td>1) Critical</td> <td>Suitable Accessible Natural Greenspace (SANG); Improvements to junctions and links on the A320 Corridor and M25 Junction 11 as identified in the A320 North of Woking bid as awarded and at the St Peter's Hospital Roundabout (junction 8).</td> </tr> <tr> <td>2) Essential</td> <td>Improvements to the Local or Strategic Road Network not identified as A320 Corridor improvements as specified above;</td> </tr> </table>	1) Critical	Suitable Accessible Natural Greenspace (SANG); Improvements to junctions and links on the A320 Corridor and M25 Junction 11 as identified in the A320 North of Woking bid as awarded and at the St Peter's Hospital Roundabout (junction 8).	2) Essential	Improvements to the Local or Strategic Road Network not identified as A320 Corridor improvements as specified above;	<p>To clarify critical infrastructure includes A320 links and corridors identified in the HIF bid.</p> <p>For clarification</p>
1) Critical	Suitable Accessible Natural Greenspace (SANG); Improvements to junctions and links on the A320 Corridor and M25 Junction 11.										
2) Essential	Improvements to the Local or Strategic Road Network not identified as A320 Corridor improvements; Active and sustainable transport improvements and facilities;										
1) Critical	Suitable Accessible Natural Greenspace (SANG); Improvements to junctions and links on the A320 Corridor and M25 Junction 11 as identified in the A320 North of Woking bid as awarded and at the St Peter's Hospital Roundabout (junction 8).										
2) Essential	Improvements to the Local or Strategic Road Network not identified as A320 Corridor improvements as specified above;										

Paragraph	Original Text	Text as Modified on Adoption	Reason
	<p>Early years, primary and secondary education facilities including SEN;</p> <p>Primary, secondary and mental healthcare facilities;</p> <p>Flood defence and drainage projects.</p>	<p>Active and sustainable transport improvements and facilities;</p> <p>Early years, primary and secondary education facilities including SEN;</p> <p>Primary, secondary and mental healthcare facilities;</p> <p>Flood defence and drainage projects.</p>	Addition of blue infrastructure as requested by the Environment Agency
	<p>3) Policy High Priority</p> <p>Green Infrastructure (GI) including outdoor sports, play space for children & teenagers, parks & gardens, amenity greenspace;</p> <p>Built community space and facilities;</p>	<p>3) Policy High Priority</p> <p>Green and Blue Infrastructure (GI & BI) including outdoor sports, play space for children & teenagers, parks & gardens, amenity greenspace, main rivers, water courses, floodplains, river corridors and wetlands;</p> <p>Built community space and facilities;</p>	
2.13	A financial contribution taken in lieu of physical infrastructure provision is normally the cost equivalent to physical provision of infrastructure. The contribution collected is either spent by the Borough Council in the case of infrastructure provided by the Borough or transferred to the relevant service provider who delivers the	A financial contribution taken in lieu of physical infrastructure provision is normally the cost equivalent to physical provision of infrastructure. The contribution collected is either spent by the Borough Council in the case of infrastructure provided by the Borough or transferred/ payed directly to the relevant service provider who delivers the infrastructure (e.g.	For clarification

Paragraph	Original Text	Text as Modified on Adoption	Reason
	infrastructure (e.g. Surrey County Council for local highways infrastructure).	Surrey County Council for local highways infrastructure).	
2.15	Once CIL is implemented, the Borough Council will use CIL as the key vehicle to deliver infrastructure improvements in the Borough except for 'critical' infrastructure and/or physical provision which will continue to be secured through Section 106 and/or Section 278 agreements in order to ensure that development is acceptable in planning terms.	Once CIL is implemented, the Borough Council will use CIL as the key vehicle to deliver infrastructure improvements in the Borough except for 'critical' infrastructure (including repayment of the HIF grant for A320 & M25 J11 improvements) and/or physical provision which will continue to be secured through Section 106 and/or Section 278 agreements in order to ensure that development is acceptable in planning terms. This approach includes the 2030 allocation sites, with the exception of Longcross Garden Village where delivery will solely be through S106/S278.	To clarify CIL will not be applied to A320 improvements and that infrastructure funding at Longcross Garden Village will be through S106/S278 not CIL.
2.17	The A320 and M25 Junction 11 mitigation works, will be delivered with the help of financial contributions from developers and/or physical provision, secured through Section 106 and Section 278 agreements. Contributions will be required from those sites identified in the Runnymede 2030 Local Plan as contingent on the A320 and M25 Junction 11 improvements. The Borough Council will also apply CIL receipts to the A320 project from sites not contingent on A320 improvements, if required.	The A320 and M25 Junction 11 mitigation works will be delivered with the help of as identified in the A320 North of Woking HIF award have been forward funded by a HIF grant from Homes England which requires recovery. The conditions of HIF require the Council to target recovery of 100% of the monies from developments dependent upon the improvement scheme going ahead, through financial contributions from developers and/or physical provision, secured through Section 106 and Section 278 agreements. Contributions will be required from those sites identified in the Runnymede 2030 Local Plan as contingent on the A320 and M25 Junction 11 improvements and further detail is set out in Section 3 of this SPD. The Borough Council will also apply CIL receipts to the A320 project from sites not contingent on A320 improvements, if required.	To clarify that HIF grant conditions require the Council to target 100% clawback from development dependent on A320 improvements.

Paragraph	Original Text		Text as Modified on Adoption		Reason
Table 2-3	A320 & M25 Junction 11	<p>Physical provision of A320 & M25 Junction 11 improvements by a developer secured through Section 106 & Section 278 agreement from sites contingent on A320 and M25 Junction 11 improvement works as identified in Local Plan Policy SD2 where this is preferable to a financial contribution; or</p> <p>Financial contributions in lieu of A320 and M25 Junction 11 improvement works secured through Section 106 & Section 278 agreements from sites contingent on A320 and M25 Junction 11 improvement works as identified in Local Plan Policy SD2; and</p> <p>Financial contributions from CIL for A320 & M25 J11 improvements.</p>	A320 & M25 Junction 11	<p>Physical provision of required improvements to the A320 & M25 Junction 11 improvements by a developer secured through Section 106 & Section 278 agreement from sites contingent on A320 and M25 Junction 11 improvement works as identified in Local Plan Policy SD2 where this is preferable and equivalent to a financial contribution; or</p> <p>Financial contributions in lieu of A320 and M25 Junction 11 improvement works secured through Section 106 & Section 278 agreements from sites contingent on A320 and M25 Junction 11 improvement works as identified in Local Plan Policy SD2; and</p> <p>Financial contributions from CIL for A320 & M25 J11 improvements.</p>	For clarification
	Highway Mitigation and/or Improvements	Physical provision or financial contributions in lieu of site-specific mitigation or improvements to the local road network as identified through	Other Highway Mitigation and/or Improvements	Physical provision or financial contributions in lieu of site-specific mitigation or improvements to the local road network as identified through individual Travel Plans/	For clarification that 'Other' highway mitigation does not include A320 improvements and schemes will be identified

Paragraph	Original Text		Text as Modified on Adoption		Reason
		<p>individual Travel Plans/ Transport Assessments secured through Section 106 and Section 278 agreements (non A320 & M25 J11); and/or</p> <p>Financial contributions from CIL to the local or strategic road network as identified in the IDP Schedules</p>	<p>ts (beyond A320 and Junction 11 M25 improvements)</p>	<p>Transport Assessments secured through Section 106 and Section 278 agreements (non A320 & M25 J11); and/or</p> <p>Financial contributions from CIL to the local or strategic road network as identified in the IDP Schedules or Runnymede Local Transport Strategy.</p>	through the IDP schedules and a Runnymede LTS.
	Active & Sustainable Travel	<p>Physical provision or financial contributions in lieu of site-specific mitigation or improvements for active & sustainable travel projects as identified through Travel Plans/Transport Assessments secured through Section 106 & Section 278; and/or</p> <p>Financial contributions from CIL for active & sustainable travel projects as identified in the IDP Schedules.</p>	Active & Sustainable Travel	<p>Physical provision or financial contributions in lieu of site-specific mitigation or improvements for active & sustainable travel projects as identified through Travel Plans/Transport Assessments secured through Section 106 & Section 278; and/or</p> <p>Financial contributions from CIL for active & sustainable travel projects as identified in the IDP Schedules or Runnymede Local Transport Strategy.</p>	For clarification as above
	Health	Physical provision of on-site land and/or facilities for health-related infrastructure required	Health	Physical provision of on-site land and/or facilities for health-related infrastructure required by Local Plan Policies SL12 & IE8 and	To clarify Policy SL12 allocation requires provision of land not facilities.

Paragraph	Original Text		Text as Modified on Adoption		Reason
		<p>by Local Plan Policies SL12 & IE8 secured through Section 106; or</p> <p>From sites other than Local Plan allocations SL12 & IE8, financial contributions from CIL in lieu of health related infrastructure facilities;</p>		<p>physical provision of on-site land for health related infrastructure required by Local Plan Policy SL12 secured through Section 106; and</p> <p>☞</p> <p>From sites other than Local Plan allocations SL12 & IE8, financial contributions from CIL in lieu of health related infrastructure facilities;</p>	
	No original text in Table for Blue Infrastructure		<p>Blue Infrastructure</p>	<p>Physical provision of blue infrastructure projects and their management & maintenance secured through Section 106; or</p> <p>A financial contribution from CIL toward blue infrastructure projects and their management & maintenance.</p>	Blue Infrastructure added at request of the Environment Agency
	Community Facilities	Physical provision of land for a Community Hub Building required by Local Plan Policy SL14 secured through Section 106; or	<p>Built Community Facilities</p>	<p>Physical provision of land for a Community Hub Building required by Local Plan Policy SL14 secured through Section 106; or</p> <p>For sites other than SL14 a financial contribution from CIL toward</p>	For clarification that SPD refers to built community facilities and that CIL could be used for enhancement

Paragraph	Original Text	Text as Modified on Adoption	Reason
	For sites other than SL14 a financial contribution from CIL toward provision of community facilities.	provision or enhancement of built community facilities.	
2.20	The SPD also sets out the Council’s approach to Section 106 obligations before and after a CIL Charging Schedule has been implemented adopted. The SPD therefore includes guidance to ensure that it is clear what the basis is for requiring Section 106 contributions after CIL is adopted and implemented and how it intends to fund infrastructure projects or types. This helps to ensure that developers have certainty on the financial contributions they will be expected to make and through which funding mechanism.	The SPD also sets out the Council’s approach to Section 106 obligations before and after a CIL Charging Schedule has been implemented and adopted. The SPD therefore includes guidance to ensure that it is clear what the basis is for requiring Section 106 contributions after CIL is adopted and implemented and how it intends to fund infrastructure projects or types. This helps to ensure that developers have certainty on the financial contributions they will be expected to make and through which funding mechanism.	Typographical error
3.4	When seeking Section 106 contributions the Borough Council will use the calculations of cost impact set out later in this SPD as the basis for negotiation. The cost impact calculations are not tariffs to be applied rigidly but are an aid to the Council as a starting point for negotiation. The exception to this is ‘critical’ infrastructure where the costs are required to guarantee avoidance/mitigation to a standard necessary for development to proceed. Contributions will be negotiated on a site by site basis and this will be the approach taken to all residential development (excluding use Class C1) including	When seeking Section 106 contributions the Borough Council will use the calculations of cost impact set out later in this SPD as the basis for negotiation. The cost impact calculations are not tariffs to be applied rigidly but are an aid to the Council as a starting point for negotiation. The exception to this is ‘critical’ infrastructure for SANG where the costs are required to guarantee avoidance/mitigation to a standard necessary for development to proceed without significant effect on protected sites of nature conservation importance . Contributions will be negotiated on a site by site basis and this will be the approach taken to all residential development	To clarify that SANG payments are required as per the cost impact set out in the SPD

Paragraph	Original Text	Text as Modified on Adoption	Reason
	Local Plan allocations and student accommodation.	(excluding use Class C1) including Local Plan allocations and student accommodation.	
New para 3.5	No original text	Where physical delivery (either in whole or proportionally) of an infrastructure project has been secured through S106/S278 the Council will not require a financial contribution through S106 for that infrastructure project from the same planning permission, other than for management and/or maintenance over a specified period or for A320 contingent sites where a financial contribution is required on top of physical provision to ensure a proportionate contribution is secured. The Council may however still request a financial contribution through S106 toward an infrastructure type physically delivered through S106/S278 where individual site assessments indicate this is necessary to make a development acceptable in planning terms. An example may be where site access or a localised improvement to a road junction is physically delivered but contributions towards wider highway improvements are required to mitigate development as evidenced in Transport Assessments/Travel Plans.	To avoid double charging of development for S106 contributions and that they remain proportionate and necessary
3.12 (previously 3.11)	The Council's full legal fees in drafting, preparing and checking a Section 106 agreement or unilateral undertaking will have to be paid by the developers before the agreement or undertaking is executed. The Council's full legal fees will also have to be paid in the event of the agreement/undertaking not being completed for	The Borough Council's full legal fees in drafting, preparing and checking a Section 106 agreement or unilateral undertaking will have to be paid by the developers before the agreement or undertaking is executed. The Borough Council's full legal fees will also have to be paid in the event of the agreement/undertaking not being completed for	Typographical error and to clarify that Surrey County Council may also apply their legal fees

Paragraph	Original Text	Text as Modified on Adoption	Reason
	whatever reason, or where planning permission is refused or where the developer does not proceed with the development or proposal. The Council's legal fees are charged at an hourly rate based on the actual number of hours required to deal with all the reasonable work incurred.	whatever reason, or where planning permission is refused or where the developer does not proceed with the development or proposal. The Borough Council's legal fees are charged at an hourly rate based on the actual number of hours required to deal with all the reasonable work incurred. Surrey County Council also seek legal fees in the preparation of legal agreements where a contribution is for infrastructure or services provided by the County Council. Further guidance on County's legal fees can be found in their developer contribution guide¹¹	
Para 3.18 (previously 3.17)	In this respect, a monitoring charge of 5% of the total value of the Section 106 agreement or undertaking will be charged and added to each Section 106 agreement or undertaking.	In this respect, a the Borough Council may request contributions towards monitoring of S106 obligations on a case by case basis and related to the obligation sought. Surrey County Council have set out their own guidance on contributions towards monitoring of planning obligations in their Developer Contributions guide¹¹. charge of 5% of the total value of the Section 106 agreement or undertaking, capped at a maximum of £10,000 will be charged and added to each Section 106 agreement or undertaking with 1% (or £2,000 if capped) of this passed to the County Council to meet their monitoring costs.	To clarify that any contribution to monitoring will be on a case by case basis
3.25 (previously 3.24)	Where cost impacts are based on a sqm basis, the Borough Council will negotiate contributions based on the net sqm of development and where based on number of dwellings, it will be based on the net number of dwellings. Other than for SANG infrastructure, affordable housing	Where cost impacts are based on a sqm basis, the Borough Council will negotiate contributions based on the net sqm of development and where based on number of dwellings, it will be based on the net number of dwellings. Other than for SANG infrastructure, affordable housing units/floorspace	To note that SANG contributions are being reviewed

Paragraph	Original Text	Text as Modified on Adoption	Reason
	units/floorspace and occupants will not be expected to be included in the calculation of financial contributions. SANG is treated differently because all net dwellings have an impact on the SPA which must be avoided to ensure no likely significant effect.	and occupants will not be expected to be included in the calculation of financial contributions. SANG is treated differently because all net dwellings have an impact on the SPA which must be avoided to ensure no likely significant effect. The Council is currently reviewing the way it charges development for SANG and if changes are made these will be set out in a Thames Basin Heaths SPD.	
New para 3.26	No original text	The net number of market dwellings/occupancy will be calculated on the gross market dwellings/occupants proposed minus existing occupants/dwellings to be demolished multiplied by the percentage of market housing proposed. For example, a development proposes 100 market dwellings which is 65% of total housing proposed and existing dwellings to be demolished on site is 10. Net market dwellings will be $100 - (10 \times 0.65) = 93.5$. The same formula can be used for occupants which can be calculated from Table 3-1. Net sqm will be calculated using the formulas in CIL Regulations 40, 50 and Schedule 1.	To set out how net impact of development will be calculated
3.27 (previously 3.25)	For outline planning applications where the housing mix and therefore occupancy/floorspace is unknown, the Council will apply cost impact calculations based on a mix of dwellings which would be policy compliant with Policy SL19 of the Runnymede 2030 Local Plan. If at Reserved Matters stage, housing mix and therefore occupancy/floorspace, is different to that calculated at outline stage, the Council will negotiate either an increase or decrease in	For outline planning applications where the housing mix and therefore occupancy/floorspace is unknown, the Council will apply a formula based approach in the S106 secured at outline stage to ensure that the physical delivery or financial contributions secured reflect the development as implemented where it is deemed by officers appropriate to do so. cost impact calculations based on a mix of dwellings which would be policy compliant with Policy SL19 of the Runnymede 2030 Local Plan. If at Reserved Matters	To clarify approach to outline applications

Paragraph	Original Text	Text as Modified on Adoption	Reason
	contributions as appropriate via a deed of variation to the original Section 106 or, will require a supplementary unilateral undertaking.	stage, housing mix and therefore occupancy/floorspace, is different to that calculated at outline stage, the Council will negotiate either an increase or decrease in contributions as appropriate via a deed of variation to the original Section 106 or, will require a supplementary unilateral undertaking.	
New para 3.28	No original text	Section 106 financial contributions for infrastructure or services provided by Surrey County Council will need to be paid directly to the County Council along with any payment for their proportion of monitoring fees and legal fees.	For clarification
New para 3.29	No original text	Forward funding to enable early delivery of the A320 corridor and M25 Junction 11 improvements has been secured through the Housing Infrastructure Fund (HIF). The A320 North of Woking HIF award of £41.8m is slightly lower than the original HIF bid ask, as the improvements required to the St Peter's Hospital roundabout (referred to as Junction 8 in the HIF bid) no longer form part of the successful bid. This junction was removed from the bid as mitigation works (also identified as critical infrastructure) are being funded separately and delivered early.	For clarification
New para 3.30	No original text	The HIF funding secured from Homes England has conditions attached. One of the conditions is that the Council should target to clawback 100% of the forward fund grant from all new development contingent on the A320 improvements contained in the bid as awarded. The Runnymede 2030 Local Plan	To clarify HIF conditions to target 100% clawback from A320 contingent sites

Paragraph	Original Text	Text as Modified on Adoption	Reason
		<p>identifies the sites that are contingent on improvement works along the A320 corridor, however it is Surrey County Council who is the accountable body for the purposes of HIF recovery and recycling.</p>	
<p>3.31 -3.33 (previously 3.26)</p>	<p>As 'critical' infrastructure, the Council will seek to mitigate impacts on the A320 corridor on the basis of the cost impact calculation set out in Table 3-4 below. Contributions through Section 106 (or through physical improvements secured through Section 278) will apply to all Local Plan allocations whose delivery is contingent on A320 and M25 Junction 11 improvements. These allocations are set out in the Local Plan.</p>	<p>Whilst the A320 corridor and M25 Junction 11 improvements are As 'critical' infrastructure, the Council must also seek to deliver policy compliant development in accordance with the policies of the 2030 Local Plan, such as affordable housing, sustainable design and infrastructure contributions as well as complying with any Community Infrastructure Levy (CIL) rates once implemented. As such, in targeting 100% clawback of HIF for the junctions and links identified in the award, the Council will expect the allocations contingent on these junction and link improvements to achieve a policy compliant development first, followed by clawback of HIF through S106 and/or S278.</p> <p>The Council is obliged under the terms of HIF to seek to recover 100% clawback toward the junctions and links identified in the award. Where promoted schemes exceed Local Plan policy requirements, the Council will still target 100% clawback in order to achieve sustainable development. In these circumstances, developers will be expected to provide comprehensive evidence to show how they will provide as close to 100% clawback of HIF as is viable.</p>	<p>To clarify A320 contributions will be targeted at 100% clawback after policy compliance achieved but if schemes go beyond policy compliance the Council will still target 100% clawback</p>

Paragraph	Original Text	Text as Modified on Adoption	Reason
		<p>For information, the Council has calculated what it believes to be the level of contributions required on a per sqm basis to achieve 100% clawback based on the cost impact of A320 corridor improvements secured through HIF. will seek to mitigate impacts on the A320 corridor on the basis of the cost impact calculation set out in Table 3-4 below. Contributions through Section 106 (or through physical improvements secured through Section 278) will apply to all Local Plan allocations whose delivery is contingent on A320 and M25 Junction 11 improvements. These allocations are set out in the Local Plan.</p>	
3.34 (previously 3.27)	<p>The A320 cost impact has been calculated on an estimate of net square meterage (sqm) proposed at the allocation sites including netting off affordable housing. The estimate of net additional floorspace from A320 contingent sites is set out in Table 3-4. The estimate of proposed floorspace is based on the housing mix set out in the Council’s Strategic Housing Market Assessment which is required by Policy SL19 of the Local Plan as well as the target for affordable housing set out in Policy SL20. As such, estimates are based on policy compliant development. The estimates of existing floorspace are based on the Council’s GIS, aerial photography and planning history. Affordable housing floorspace has been netted off by using the formula in Regulation 50 of the CIL Regulations 2010 (as amended).</p>	<p>The A320 cost impact has been calculated on an estimate of net square meterage (sqm) proposed at the allocation sites contingent on A320 improvements specified in the HIF award, with including netting off affordable housing netted off. The estimate of net additional floorspace from the relevant sites is set out in Table 3-4 with the method for calculation set out in Appendix 1 to this SPD. The estimate of proposed floorspace is based on the housing mix set out in the Council’s Strategic Housing Market Assessment which is required by Policy SL19 of the Local Plan as well as the target for affordable housing set out in Policy SL20. As such, estimates are based on policy compliant development. The estimates of existing floorspace are based on the Council’s GIS, aerial photography and planning history. Affordable housing floorspace has been netted off by</p>	For clarification

Paragraph	Original Text				Text as Modified on Adoption				Reason
					using the formula in Regulation 50 of the CIL Regulations 2010 (as amended).				
Table 3-4	Site	Estimate d Existing Floorspac e	Estimate d Proposed Floorspac e	Net Floorspac e (discount ed for affordabl e and non-residentia l)	Site	Estimate d Existing Floorspac e	Estimate d Proposed Floorspac e	Net Floorspace (discounte d for affordable and non-residential)	To reflect policy numbering in adopted Local Plan and sites contingent on A320 as identified in the 2030 Local Plan and clarify estimated floorspace from development.
	SD10 – LGV South	9,980sqm	130,251sqm	85,029sqm	SD9 – LGV South	9,980sqm	132,952 130,251 sqm	86,845 85,029 sqm	
	SL6 – Pyrcroft Road	3,470sqm	23,148sqm	14,089sqm	SL3 – Hanworth Lane (2) (158 Units)	0sqm	12,911sqm	9,719sqm	
	SL11 – Vet Labs	0sqm	12,606sqm	8,970sqm	SL3 – Hanworth Lane (3) (52 Units)	0sqm	3,370sqm	2,350sqm	
	SL12 – Ottershaw E	1,270sqm	16,735sqm	11,141sqm	SL6 – Pyrcroft Road	3,470sqm	23,472 23,148 sqm	14,144 14,089 sqm	
	SL14 Bittams A	235sqm	14,670sqm	10,384sqm	SL11 – Vet Labs	0sqm	12,938 12,606 sqm	9,654 8,970 sqm	
	SL15 Bittams B	800sqm	10,062sqm	6,659sqm	SL12 – Ottershaw E	1,270sqm	17,111 16,735 sqm	11,170 11,141 sqm	
					SL14 Bittams A	235sqm	14,961 14,670 sqm	10,387 10,384 sqm	
					SL15 Bittams B	800sqm	10,246 10,062 sqm	6,677 6,659 sqm	

Paragraph	Original Text				Text as Modified on Adoption				Reason
	SL16 Bittams C	0sqm	867sqm	867sqm	SL16 Bittams C	0sqm	867sqm	867sqm	
	SL17 Bittams D	0sqm	10,443sqm	7,458sqm	SL17 Bittams D	0sqm	10,443 10,443 sqm	7,458 7,458 sqm	
	SL18 Bittams E	0sqm	7,405sqm	4,562sqm	SL18 Bittams E	0sqm	7,405 7,405 sqm	4,562 4,562 sqm	
	Total	15,755sqm	226,187sqm	149,159sqm	Total	15,755sqm	254,930 226,187 sqm	170,213 149,159 sqm	
3.35 (previously 3.28)	<p>The amount of estimated net floorspace coming forward is 149,159sqm from those sites contingent on the A320. In order to mitigate the development sites in the Local Plan dependent on the A320, the Borough Council in partnership with Surrey County Council, made a bid to the Housing Infrastructure Fund (HIF) to secure funds to help deliver the A320 and M25 Junction 11 mitigation works. The HIF bid is for £44.14m of which 25% will be clawed back from developer contributions (£11m). Taking account of contributions already agreed through the Section 106 agreements for the Local Plan allocations at Hanworth Lane (Policy SL3) and St Peter's Hospital (Policy SL13) a residual £9.01m of clawback from developer contributions is required. Taking the residual £9.01m and dividing by 149,159sqm gives the following cost impact per sqm:- £9.02m/149,159sqm = £61 per sqm</p>				<p>The amount of estimated net floorspace coming forward is 170,213sqm 149,159sqm from those sites contingent on the A320 and specified in the HIF award. In order to mitigate the development sites in the Local Plan dependent on the A320, the Borough Council in partnership with Surrey County Council, made a bid to the Housing Infrastructure Fund (HIF) to secure funds to help deliver the A320 and M25 Junction 11 mitigation works. The cost of the works in the HIF award bid is for £41.8m. of which 25% will be clawed back from developer contributions (£11m). Taking account of contributions already agreed through the Section 106 agreements for the Local Plan allocations at Hanworth Lane (Policy SL3) and St Peter's Hospital (Policy SL13) a residual £9.01m of clawback from developer contributions is required. Taking the residual £9.01m and Dividing this sum by 170,213sqm 149,159sqm gives the following cost impact per sqm:-</p>				<p>To update estimated floorspace total and HIF award and cost impact calculation</p>

Paragraph	Original Text	Text as Modified on Adoption	Reason
		£41.8m/170,213sqm = £246 per sqm £9.02m/149,159sqm = £61 per sqm	
New para 3.36	No original text	The Council will therefore seek to negotiate contributions toward HIF repayment based on the cost impact set out above. The 2030 Local Plan was supported by viability assessments of its policies and requirements as well as bespoke viability which considered the A320 contingent sites and ability to repay HIF¹. As such, the Council's starting point for negotiations is that A320 contingent sites can achieve 100% clawback based on the cost impact set out above.	To clarify the Council's starting point in negotiations is based on the cost impact set out in the SPD and targeted at 100% clawback after achieving policy compliance
New para 3.37	No original text	However, whilst the target is 100%, the level of clawback will be negotiated on a site by site basis. The Council will aim to maximise the level of contributions that can be raised toward repayment of HIF, based on development viability. Where developers of sites do not consider that 100% clawback is viable having achieved policy compliant development first, planning applications for sites contingent on A320 improvements will be expected to be accompanied by viability assessment(s) of the proposed development. The Borough Council will work with Surrey County Council to actively engage with developers in order to recover HIF funding so that further new development opportunities can be progressed and align with strategic priorities throughout the county.	To clarify contributions to clawback are negotiable based on evidence of viability and RBC will engage with developers and SCC

Paragraph	Original Text	Text as Modified on Adoption	Reason
New para 3.38	No original text	In this respect, the Council will carefully scrutinise site viability assessments and where necessary this will be through the use of specialist viability consultants at cost to the developer. The Council will scrutinise all assumptions used in site viability assessments including the approach to benchmark land value and whether this reflects achieving policy compliant development in line with the Planning Practice Guidance note on Viability². This will also be based on developer profit not exceeding 20% on cost (20% blended on market and affordable).	To clarify that the Council will use specialist viability consultants to assess development viability at cost to the developer
3.39 (previously 3.29)	On occasions developers of A320 contingent sites may wish to bring forward improvements on the A320 corridor including direct physical improvements through Section 106 and Section 278 agreements with Surrey County Council rather than pay a financial contribution in lieu of physical provision. Where this is the case, this will need to be negotiated with and to the satisfaction of Surrey County Council as the Highways Authority.	On occasions developers of A320 contingent sites may wish to bring forward improvements on the A320 corridor including direct physical improvements through Section 106 and Section 278 agreements with Surrey County Council rather than pay a financial contribution to repay the HIF grant in lieu of physical provision. Where this is the case, this will need to be negotiated with and to the satisfaction of Surrey County Council as the Highways Authority and be consistent with the principles of the A320 north of Woking scheme taking account of the cumulative level of development as required by Policy SD5 of the 2030 Local Plan.	To ensure physical provision of A320 improvements by developers are consistent with the A320 scheme
New para 3.40	No original text	Paragraph 3.5 of this SPD confirms that where a development proposes physical improvements to the A320, a financial contribution will also be requested	To clarify that where physical provision of A320 improvements are agreed

Paragraph	Original Text	Text as Modified on Adoption	Reason
		where this is to ensure a proportionate contribution is maintained. Where the opposite is true and the cost of physical provision is greater than a financial contribution in lieu of physical provision based on the cost impact set out in paragraph 3.35 of this SPD, the Council will consider whether this warrants an overall reduction in financial contributions to other infrastructure types/projects on a case by case basis to maintain proportionality.	overall infrastructure contributions will remain proportionate.
3.41 (previously 3.30)	As set out earlier, on implementation of CIL, the Borough Council will continue to secure physical provision or financial contributions for A320 mitigation through Section 106 and/or Section 278 agreements. However, the Council may also spend CIL receipts on A320 & M25 Junction 11 improvements as appropriate.	As set out earlier, on implementation of CIL, the Borough Council will continue to secure physical provision or financial contributions as repayment of the HIF loan for A320 mitigation through Section 106 and/or Section 278 agreements. However, the Council may also spend CIL receipts on A320 & M25 Junction 11 improvements as appropriate.	For clarification
3.43 (previously 3.32)	As 'critical' infrastructure the Council will continue to secure physical provision of or contributions in lieu of physical provision for Suitable Accessible Natural Greenspace (SANG) through Section 106 agreements. This will continue to be £2,000 per dwelling although the Council in negotiation with Natural England may require more bespoke contributions from sites of 50 or more units with the 5km-7km zone of the Thames Basin Heaths SPA. This will continue following the implementation of CIL.	As 'critical' infrastructure the Council will continue to secure physical provision of or contributions in lieu of physical provision for Suitable Accessible Natural Greenspace (SANG) through Section 106 agreements. This will continue. At the current time a contribution of to be £2,000 per dwelling is required (both the amount of money required and the method of calculation is currently being reviewed as part of the preparation of the Thames Basin Heaths Special Protection Area SPD which will be subject to public consultation in due course) although the Council in negotiation with Natural England may require more bespoke contributions from sites of 50 or more units with in the 5km-7km zone of the Thames Basin Heaths	To clarify that method of calculating SANG contribution is being reviewed

Paragraph	Original Text	Text as Modified on Adoption	Reason
		SPA. This will continue following the implementation of CIL.	
3.46 (previously 3.35)	The basis for the education cost impact and financial contribution is set out within Surrey County Council's Developer Contribution Guide . As such, Surrey County Council will lead in the negotiation of education contributions.	The basis for the education cost impact and financial contribution is set out within Surrey County Council's Developer Contribution Guide ³ . As such, Surrey County Council will lead in the negotiation of education contributions. It should be noted that developer contributions may be secured retrospectively from a development, where it has been necessary for Surrey County Council to forward fund education infrastructure projects in advance of anticipated housing growth from that development. Such retrospective contributions will not however be used to mitigate existing infrastructure deficits but only the impact from that development.	To clarify retrospective education contributions may be secured where additional capacity has been forward funded by SCC
New para 3.48		Surrey County Council working in partnership with Runnymede Borough Council may also introduce Controlled Parking Zones (CPZ) in locations around the Borough. Where this is the case, contributions towards the infrastructure required to set up CPZ's (or where an existing CPZ is to be extended) may be negotiated from developments within the vicinity of a planned or extended CPZ. Further detail will be set out in the Council's emerging Parking Guidance SPD.	To ensure contributions towards CPZ's can be negotiated

Paragraph	Original Text	Text as Modified on Adoption	Reason
3.51 (previously 3.39)	In terms of education the government has set out guidance on securing developer contributions towards school places. The guidance states that 'DfE expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development' and as such contributions for education infrastructure is justified.	In terms of education the government has set out guidance ⁴ on securing developer contributions towards school places. The guidance states that 'DfE expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development' and as such contributions for education infrastructure are justified. The PPG note on Planning Obligations at paragraph 008 also sets out that requirements should include all school phases 0-19 and special educational need.	For clarification
3.53 (previously 3.41)	The cost impact for GP list size and the cost per sqm for new floorspace can be converted into a cost per occupant for new residential development. The calculation of the impact is set out in Table 3-5.	The cost impact for GP list size and the cost per sqm for new primary healthcare floorspace can be converted into a cost per occupant for new residential development. The calculation of the impact is set out in Table 3-5.	For clarification
3.54 (previously 3.42)	The physical provision of Primary Healthcare facilities or land for such facilities will be secured through Section 106 obligations. Prior to the implementation of a CIL charge, the Council will consult with the relevant health provider to determine whether a financial contribution in lieu of physical provision is required and negotiate a contribution on the basis of the cost impact. In this respect, the Council will expect the relevant health provider to provide evidence of the infrastructure to which any financial contribution	The physical provision of Primary Healthcare facilities or land for such facilities as required by 2030 Local Plan policies SL12 & IE8 will be secured through Section 106 obligations. Prior to the implementation of a CIL charge, the Council will consult with the relevant health provider to determine whether a financial contribution in lieu of physical provision is required and negotiate a contribution on the basis of the cost impact. In this respect, the Council will expect the relevant health provider to provide evidence of the infrastructure to which any financial contribution	For clarification

Paragraph	Original Text	Text as Modified on Adoption	Reason
	would be applied to ensure it meets the tests set out in NPPF, paragraph 56.	would be applied to ensure it meets the tests set out in NPPF, paragraph 56 and CIL Regulation 122.	
3.70 (previously 3.58)	The Borough Council also maintains a range of outdoor sports facilities and sports pitches at 7 sites across the Borough with 19 publicly accessible outdoor sports facilities.	The Borough Council also maintains a range of outdoor sports facilities and sports pitches at 7 sites across the Borough with 19 publicly accessible outdoor sports facilities. The Council has published a Playing Pitch Strategy⁵ which sets out evidence of quantity, quality, accessibility and availability of the Borough's playing pitches and associated facilities for a number of sports. The Strategy contains a site-specific action plan for each sporting type and for each playing pitch including a number of specific projects.	To reference the Council's Playing Pitch Strategy
New para 3.71	No original text	Therefore, contributions towards outdoor sports facilities may be secured through physical provision or where it is more appropriate/feasible to do so, by financial contributions in lieu of physical provision to enhance existing outdoor sports facilities as identified by the Council's Playing Pitch Strategy and action plans.	To clarify contributions could be sought for projects identified in the Council's Playing Pitch Strategy
3.73 (previously 3.61)	The INA also identifies a cost after compound inflation since 2016 of £372,851 per ha for outdoor sports. The cost impact and basis for contributions for outdoor sports can be found in Table 3-9.	The INA also identifies a cost after compound inflation since 2016 of £372,851 per ha for outdoor sports and the Playing Pitch Strategy sets out project specific costs in its action plans. The cost impact and basis for contributions for outdoor sports based on the INA can be found in Table 3-9 .	For clarification

Paragraph	Original Text	Text as Modified on Adoption	Reason
3.74 (previously 3.62)	Prior to the implementation of a CIL charge, physical provision of playspace and outdoor sports will be secured through S106 obligations.	Prior to the implementation of a CIL charge, physical provision and financial contributions in lieu of physical provision for playspace and outdoor sports will be secured through S106.	For clarification
3.75 (previously 3.63)	Upon implementation of CIL, physical provision of playspace and outdoor sports will continue to be secured through Section 106. Financial contributions in lieu of physical provision will be secured through a CIL charge.	Upon implementation of CIL, physical provision of playspace and outdoor sports will continue to be secured through Section 106. Financial contributions in lieu of physical provision will be secured through a CIL charge save for housing allocation sites where financial contributions in lieu of physical provision of playspace or outdoor sports will continue to be requested through S106 where physical delivery is not feasible.	To ensure proportionate contributions for playspace and outdoor sport maintained
3.76 (previously 3.64)	The Runnymede Open Space Study found a deficit of children's and teen playing facilities across the Borough with the IDP identifying a need for a further 11ha to support Local Plan growth. The IDP Schedules also identify a number of playspace projects to be delivered across the Borough. The IDP also identified a need for an additional 22.3ha of outdoor sports facilities to meet Local Plan growth.	The Runnymede Open Space Study found a deficit of children's and teen playing facilities across the Borough with the IDP identifying a need for a further 11ha to support Local Plan growth. The IDP Schedules also identify a number of playspace projects to be delivered across the Borough. The IDP also identified a need for an additional 22.3ha of outdoor sports facilities to meet Local Plan growth and the Playing Pitch Strategy identifies a series of action plans for each sport and playing pitch.	To reference the Council's Playing Pitch Strategy
New para 3.77	No original text	The Council's CIL Viability Assessment takes account of the costs of the 2030 Local Plan allocation sites physically delivering playspace and/or outdoor sports and this is reflected in the Councils' CIL rates. As such, where a 2030 Local Plan allocation cannot feasibly deliver playspace and/or outdoor sports	To ensure proportionate contributions for playspace and outdoor sport maintained

Paragraph	Original Text	Text as Modified on Adoption	Reason
		physically as required by the allocation Policy or Policy SL26, a financial contribution toward off-site provision through S106 is justified given that the costs of off-site provision is not reflected in CIL rates.	
3.81 (previously 3.68)	Prior to the implementation of a CIL charge, physical provision of allotments will be secured through S106 obligations.	Prior to the implementation of a CIL charge, physical provision of allotments will be secured through S106 obligations and based on net number of market dwellings proposed.	For clarification
3.82 (previously 3.69)	Upon implementation of CIL, physical provision of allotments will continue to be secured through Section 106. Financial contributions in lieu of physical provision will be secured through a CIL charge.	Upon implementation of CIL, physical provision of allotments will continue to be secured through Section 106 based on net number of market dwellings. Financial contributions in lieu of physical provision will be secured through a CIL charge. As for playspace and outdoor sports however, where 2030 Local Plan Policy SL26 applies to housing allocation sites, financial contributions in lieu of physical provision of allotments will continue to be requested through S106 where physical delivery is not feasible.	To ensure proportionate contributions for allotments are maintained

Paragraph	Original Text	Text as Modified on Adoption	Reason
3.83 (previously 3.70)	The IDP identifies that there is already a deficit of allotment provision with a further 3.8ha required to meet Local Plan growth.	The IDP identifies that there is already a deficit of allotment provision with a further 3.8ha required to meet Local Plan growth. As for playspace and outdoor sports, the Council's CIL Viability Assessment takes account of the costs of the 2030 Local Plan allocation sites SL6, SL11 & SL12 physically delivering allotments and this is reflected in the Councils' CIL rates. As such, where allocations SL6, SL11 & SL12 cannot feasibly deliver allotments physically as required by Policy SL26 a financial contribution toward off-site provision through S106 is justified given that the costs of off-site provision is not reflected in CIL rates.	To ensure proportionate contributions for allotments are maintained
New Appendix 1	No original text	Appendix 1 Calculation of Net Additional Floorspace for Sites Contingent on the A320 Existing floorspace of sites contingent on A320 improvements north of Woking through the HIF forward fund have been estimated from the site's planning history, Council's GIS and aerial photography. Proposed floorspace is based on a policy compliant mix of housing types including market and affordable and dwelling size in line with space standards as set out in 2030 Local Plan Policy SL19. Policy SL19 expects development to come forward with a mix which reflects the Strategic Housing Market Assessment (SHMA) as follows:	For clarification

Paragraph	Original Text	Text as Modified on Adoption	Reason																																				
		<table border="1"> <thead> <tr> <th></th> <th>1 bed</th> <th>2 bed</th> <th>3 bed</th> <th>4 bed</th> </tr> </thead> <tbody> <tr> <td>Market</td> <td>5%</td> <td>30%</td> <td>45%</td> <td>20%</td> </tr> <tr> <td>Affordable</td> <td>35%</td> <td>30%</td> <td>30%</td> <td>5%</td> </tr> </tbody> </table> <p>Dwelling size is based on the figures in the table below which are all compliant with the space standards set out in 2030 Local Plan Policy SL19:</p> <table border="1"> <thead> <tr> <th></th> <th>Market</th> <th>Affordable</th> </tr> </thead> <tbody> <tr> <td>1 Bed Flats</td> <td>50</td> <td>50</td> </tr> <tr> <td>2 Bed Flats</td> <td>70</td> <td>65</td> </tr> <tr> <td>2 Bed House</td> <td>79</td> <td>75</td> </tr> <tr> <td>3 Bed House*</td> <td>95</td> <td>91</td> </tr> <tr> <td>4 Bed House</td> <td>125</td> <td>115</td> </tr> <tr> <td>5 Bed House</td> <td>145</td> <td>N/A</td> </tr> </tbody> </table> <p>*Average based on standards in Policy SL19</p> <p>1 bed units are assumed to be flats and 50% of 2 bed units are assumed to be flats and their floorspace already discounts communal areas.</p> <p>Once gross floorspace has been calculated for market and affordable units, existing floorspace and affordable floorspace is netted using the formulas in CIL Regulations 40 & 50 and Schedule 1.</p>		1 bed	2 bed	3 bed	4 bed	Market	5%	30%	45%	20%	Affordable	35%	30%	30%	5%		Market	Affordable	1 Bed Flats	50	50	2 Bed Flats	70	65	2 Bed House	79	75	3 Bed House*	95	91	4 Bed House	125	115	5 Bed House	145	N/A	
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