

# **Draft Infrastructure Delivery & Prioritisation SPD**

**Runnymede Borough Council**

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## Foreword

This Draft 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 Draft 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 in lieu of physical infrastructure provision through Section 106 agreements/undertakings.

Once adopted this SPD will replace the existing Planning Obligations Supplementary Planning Guidance (SPG) dated December 2007.

**This is the second draft version of the SPD which incorporates a number of amendments with additions highlighted in bold red text and deletions struck through. Amendments are in response to representations received on the first draft version consulted on between February to April 2020 as well as in response to conditions attached to the Council's successful bid to the Housing Infrastructure Fund (HIF) for A320 and M25 Junction 11 improvements.**

This second draft SPD is open to public consultation for a period of **4** weeks from **Friday 17 July 2020 to 5pm Friday 14 August 2020.**

All representations made during the course of the consultation must be made in writing. Anonymous representations will not be accepted. Any comments that could be construed as derogatory towards any particular individual or group will not be recorded or considered.

Copies of comments received during the course of the consultation will be made available for the public to view on the Council's website. Comments therefore cannot be treated as confidential. Personal details will be redacted prior to publishing. Data will be processed and held in accordance with the Data Protection Act 2018.

We would like you to send us your views electronically if possible. Representations should be sent to: [planningpolicy@runnymede.gov.uk](mailto:planningpolicy@runnymede.gov.uk)

If you are unable to submit your comments electronically please send your written comments to the Planning Policy and Economic Development team, Runnymede Borough Council, Civic Centre, Station Road, Addlestone, KT15 2AH to arrive by the close of the consultation period.

If you need help with your representation, please contact the Technical Administration team in the first instance on 01932 425131 or email [planningpolicy@runnymede.gov.uk](mailto:planningpolicy@runnymede.gov.uk)

# 1. Purpose of this SPD

- 1.1 The Runnymede 2030 Local Plan proposes the delivery of nearly 8,000 new dwellings, around 80,000qm of employment and nearly 6,000sqm of retail floorspace. In parallel to this development, new supporting infrastructure is required.
- 1.2 This Supplementary Planning Document (SPD) sets out the Council's approach to infrastructure delivery and funding including how developer contributions will help provide infrastructure and the infrastructure projects that are the Council's priority. The SPD is an important material consideration in the Council's planning decision taking, setting the framework for how the Council will prioritise and fund supporting infrastructure through developer contributions.
- 1.3 In addition to the physical provision of infrastructure by developers, financial contributions in lieu of physical provision are a further means by which a developer can mitigate the impact of their development.
- 1.4 Financial contributions can be secured either by negotiation with the developer through the use of planning obligations commonly referred to as Section 106 or when implemented by the Council, through a non-negotiable contribution called a Community Infrastructure Levy (CIL) or by a combination of both. Developers can also enter into S106 planning obligations unilaterally.
- 1.5 This SPD sets out how the Council intends to approach the negotiation of planning obligations in the short term prior to the implementation of a CIL. The SPD also sets out the Council's approach to negotiating planning obligations once CIL has been adopted.
- 1.6 It is not the role of this SPD to set out the charges associated with a CIL. The preparation of a CIL is subject to different legislative procedures and will be set out in a separate CIL Charging Schedule which will be subject to public consultation and independent examination in due course.
- 1.7 The costs of providing supporting infrastructure associated with the levels of growth set out in the Local Plan are identified in the Runnymede Infrastructure Delivery Plan (IDP) and its accompanying schedules. The schedules show an overall infrastructure cost (without the River Thames Scheme) in the region of £289m with a current funding gap of around £100m.
- 1.8 Given the scale of the funding gap, delivering all the infrastructure needed in the area will be challenging and is unlikely to be met through developer contributions alone. The Council, along with other service providers and partners such as Surrey County Council, will continue to explore other forms of available funding to complement developer contributions.
- 1.9 Other sources of funding will include: -
  - Local Enterprise Partnership (LEP) funding;
  - Central government funding which Runnymede Borough is able to bid for itself or with other organisations such as Transport for South East, Surrey County Council etc;
  - Capital funds identified by the Borough and/or County Council; and

- Funding identified by local area committees.

### **Infrastructure and Funding**

- 1.10 Section 216 of the Planning Act 2008 (as amended) sets out the types of infrastructure to which a CIL charge may be applied. The Runnymede 2030 Local Plan also sets out a definition of infrastructure which expands on this list and to which S106 obligations may also apply.
- 1.11 Some infrastructure, such as utility services, will continue to be delivered by the private sector and it is not the role of this SPD to plan its delivery or set out mechanisms to secure funding. Developers may need to contribute directly to the private sector utility companies for connections or reinforcements to the network, but this is not a matter for this SPD or the responsibility of the Borough Council.
- 1.12 There will also be publicly funded infrastructure where the Borough or County Councils are not responsible for delivery. In these circumstances, the Borough Council may agree Section 106 contributions or apply CIL towards these types of infrastructure, but delivery will be the responsibility of other organisations. The Borough Council will enter into governance arrangements with other public bodies in this respect prior to negotiating or committing any developer contributions to ensure transparency in the transfer and use of any developer funding.
- 1.13 Section 216 of the 2008 Act and the CIL Regulations 2010 (as amended) do not define affordable housing as infrastructure. The Council will therefore continue to secure delivery of affordable housing through Section 106 planning obligations in accordance with the requirements of Policy SL20 of the Runnymede 2030 Local Plan. Applicants are advised to refer to further guidance on the Council's approach to affordable housing including how it applies the vacant building credit on the Council's website.
- 1.14 The Strategic Access Management & Monitoring (SAMM) avoidance measure for the Thames Basin Heaths SPA does not constitute infrastructure and the Council will therefore continue to agree contributions towards SAMM through Section 106 planning obligations.

### **The Runnymede 2030 Local Plan**

- 1.15 The Runnymede 2030 Local Plan sets out the vision, objectives and planning policies for the Borough over the Local Plan period as well as the level of housing, employment and retail development to be delivered.
- 1.16 The 2030 Local Plan contains a number of objectives and policies which are relevant to the delivery of infrastructure whether in general or site specific and which set the framework for the delivery of infrastructure and means for funding.
- 1.17 The Local Plan also sets out the spatial strategy for the Borough to 2030. The strategy in Policy SD1 distributes development to the most sustainable locations in the Borough including the strategic allocation of Longcross Garden Village. The distribution of development is set out in Table 1-1 and ultimately drives the requirement and location for infrastructure.

**Table 1-1: Runnymede Local Plan 2015-2030 Spatial Distribution of Development**

Location	Development Type (Net)			
	Residential <sup>1</sup>	Employment	Retail	Student
Addlestone (including Rowtown)	1,267 units	11,700sqm	4,400sqm	0 beds
Chertsey (including Chertsey South)	2,236 units	0sqm	910sqm	0 beds
Egham	956 units	41,580sqm	630sqm	198 beds
Longcross	1,789 units	42,350sqm <sup>2</sup>	TBD	0 beds
Virginia Water	426 units	0sqm	0sqm	0 beds
Woodham & New Haw	123 units	20,000sqm	0sqm	0 beds
Englefield Green	611 units	0sqm	0sqm	3,315 beds
Ottershaw	300 units	0sqm	0sqm	0 beds
Thorpe	89 units	0sqm	0sqm	0 beds

<sup>1</sup> Includes Traveller Pitches & C2 Units

<sup>2</sup> Includes 35,000sqm for a data centre.

## 2. Infrastructure Hierarchy & Prioritisation

### Infrastructure Requirements of the Spatial Strategy

- 2.1 Delivery of the 2030 Local Plan spatial strategy will add to pressure on existing infrastructure capacity within the Borough and needs to be mitigated or improved so that infrastructure can cope with the additional demands upon it. Infrastructure demands will be greatest in those areas where more significant scale development, especially residential development, is being focussed, such as Addlestone, Chertsey, Egham and the strategic allocation of Longcross Garden Village.
- 2.2 Improvements to local infrastructure will focus on these localities as well as the key infrastructure projects which are critical to delivering the Local Plan spatial strategy, such as the A320 and M25 Junction 11 mitigation works.
- 2.3 The Council's Infrastructure Delivery Plan (IDP) and its accompanying schedules set out the projects required to deliver the spatial strategy. The projects listed are a product of discussions with infrastructure partners taking account of the evidence supporting the Runnymede 2030 Local Plan. The IDP schedules cover the period of the Runnymede 2030 Local Plan but are also 'living' documents that can be updated on a regular basis, ensuring that project information remains up to date and can be monitored effectively. The IDP also ranks infrastructure projects and types into those which are critical, essential, a policy high priority or desirable. A description of each of these categories is set out in Table 2-1 based on the descriptions in the IDP.

**Table 2-1: Infrastructure Priority Categories**

Prioritisation Level	Description
Critical	Infrastructure which must happen to enable growth. Without critical infrastructure development cannot proceed and the Plan cannot be delivered.
Essential	Infrastructure required to mitigate impacts arising from the operation of development. Lack of delivery is unlikely to prevent development in the short-term but failure to invest could result in delays to development in medium-long term as infrastructure capacity becomes constrained.
Policy high priority	Infrastructure supporting wider strategic or site-specific objectives as set out in Plan Policies but lack of delivery would not prevent development.
Desirable	Infrastructure required for sustainable growth but unlikely to prevent development in short to medium term.

- 2.4 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 contributions to repay the HIF grant can be found in Section 3 of this SPD.

- 2.5 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.**

**Table 2-2: Infrastructure Hierarchy: Types of Infrastructure within each Priority Category**

Prioritisation Level	Infrastructure Project/Type
<b>1) Critical</b>	Suitable Accessible Natural Greenspace (SANG);  Improvements to junctions and links on the A320 Corridor and M25 Junction 11 <b>as identified in the A320 North of Woking bid as awarded and at the St Peter's Hospital Roundabout (junction 8).</b>
<b>2) Essential</b>	Improvements to the Local or Strategic Road Network not identified as A320 Corridor improvements <b>as specified above;</b>  Active and sustainable transport improvements and facilities;  Early years, primary and secondary education facilities including SEN;  Primary, secondary and mental healthcare facilities;  Flood defence and drainage projects.
<b>3) Policy High Priority</b>	Green <b>and Blue</b> Infrastructure (GI & BI) including outdoor sports, play space for children & teenagers, parks & gardens, amenity greenspace, <b>main rivers, water courses, floodplains, river corridors and wetlands;</b>  Built community space and facilities;
<b>4) Desirable</b>	Allotments;

	<p>Natural and semi-natural greenspace not designated as SANG;</p> <p>Biodiversity Opportunity Area (BOA) projects and Priority Habitat restoration/enhancement projects;</p> <p>Emergency service infrastructure.</p>
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### Justification

- 2.6 A hierarchy is therefore used to ensure the Council determines which infrastructure projects or types should be prioritised for funding. The hierarchy is broadly established by the IDP but also reflects the infrastructure priorities of the Local Plan. As such, there are some infrastructure projects/types which the Borough Council give a higher priority than the IDP, specifically on highway impacts and need for additional built community space. This is set out in Table 2-2.

### Neighbourhood Funding ‘Top Slice’ from CIL Receipts

- 2.7 Whilst not relevant to Section 106 contributions, the CIL Regulations 2010 (as amended) require an element of CIL funds to be top sliced for local neighbourhood projects before any funds can be spent on critical infrastructure. In areas without ‘made’ neighbourhood plans the amount top-sliced is 15% of the CIL funds raised through development in that area capped to a maximum of £100 per dwelling. For areas with ‘Made’ neighbourhood plans this ‘top slice’ rises to 25% and is uncapped.
- 2.8 There are no Parish or Town Councils in Runnymede Borough, however the neighbourhood funding element must still be ‘top-sliced’ from CIL receipts. In areas without Town or Parish Councils the neighbourhood funding element is retained by the Borough Council and the Council will engage with communities where development has taken place to agree how best to spend the neighbourhood funding element collected.
- 2.9 For areas with neighbourhood forums the Borough Council will engage with the forum to determine infrastructure priorities if these are not set out within a ‘made’ neighbourhood plan. For areas without neighbourhood forums the Borough Council will determine the size and boundaries of areas that constitute a ‘neighbourhood’ and engage with the communities in those areas.
- 2.10 The Council’s Statement of Community Involvement (SCI) does not set out procedures for engaging with neighbourhoods on the neighbourhood funding element of CIL. In this respect the Council will take account of advice in the Planning Practice Guidance Note on CIL<sup>1</sup> on how to engage with its neighbourhoods.

### Infrastructure Delivery Mechanisms

- 2.11 Whether Section 106, Section 278 or CIL, infrastructure can be secured either as the physical provision of infrastructure delivered by the developer or as a financial contribution towards infrastructure delivered by the Council or other infrastructure and service providers.

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<sup>1</sup> Planning Practice Guidance: CIL (2019) MHCLG. Available at: <https://www.gov.uk/guidance/community-infrastructure-levy>

- 2.12 Where physical provision of infrastructure is agreed, it will usually be a requirement of a Section 106 planning obligation that developers provide the infrastructure and make a contribution towards its management and/or maintenance. There will also be some physical infrastructure that is not secured through Section 106. This can include physical improvements to the public highway which are secured through Section 278 agreements with the Highways Authority with delivery either by the developer directly or the Highways Authority.
- 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/**payed directly** to the relevant service provider who delivers the infrastructure (e.g. Surrey County Council for local highways infrastructure).
- 2.14 CIL receipts can be spent on any infrastructure project defined under Section 216 of the Planning Act 2008 (as amended)<sup>2</sup>. For contributions collected through Section 106 there are restrictions on when a planning obligation can be agreed which restricts the type of infrastructure on which funds can be spent. The restrictions set out in CIL Regulation 122 and NPPF paragraph 56 are that a planning obligation in a Section 106 agreement must be:
- 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.
- 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 **(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.**
- 2.16 In terms of Suitable Alternative Natural Greenspace (SANG), which is critical infrastructure required to avoid impact to the Thames Basin Heaths Special Protection Area (SPA) both bespoke SANG solutions provided by a developer and financial contributions toward SANG which the Borough Council delivers will be secured through S106 obligations. To ensure that sites of less than 10 units can continue to avoid impact to the SPA, contributions toward SANG from small sites will be made through Unilateral Undertakings.
- 2.17 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~~

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<sup>2</sup> Roads and other transport facilities, flood defences, schools and other educational facilities' medical facilities, sporting & recreational facilities and open spaces

~~Council will also apply CIL receipts to the A320 project from sites not contingent on A320 improvements, if required.~~

- 2.18 From December 2020 the Borough Council has to prepare annual Infrastructure Funding Statements. These monitor the infrastructure contributions Runnymede has collected and spent. The statements must also set out the types of infrastructure to which Section 106 and CIL apply.
- 2.19 The Borough Council can choose to use funding from different routes to fund the same infrastructure provided this is indicated in the Infrastructure Funding Statement. This SPD guides the content of the Infrastructure Funding Statement and the Council's approach to this is set out in Table 2-3.

**Table 2-3: Section 106 & Application of CIL**

<p><b>Prior to the implementation of a CIL Charge</b></p> <p>The Borough Council will secure physical infrastructure mitigation or improvements through Section 106 agreements from major development sites<sup>3</sup>. The Borough Council will also secure financial contributions in lieu of physical infrastructure mitigation or improvements through Section 106 agreements from major development sites.</p> <p>As the Highways Authority, Surrey County Council may also secure improvements to the public highway from development either as a financial contribution or through physical delivery by developers secured by Section 106 or Section 278 Highway Agreements as appropriate.</p>	
<p><b>On implementation of a CIL Charge</b></p> <p>The Borough Council will secure the physical provision of infrastructure from development through Section 106 or Section 278 agreements as appropriate, where this is indicated in specific policies of the Runnymede 2030 Local Plan and/or where this is preferable to financial contributions in lieu of physical provision.</p> <p>For 'critical' infrastructure which is not physically provided by a developer, the Borough Council will seek contributions in lieu of provision through Section 106 or Section 278 agreements as appropriate.</p> <p>For other infrastructure priorities or where Runnymede 2030 Local Plan policies indicate a financial contribution in lieu of physical provision, the Borough Council will secure these contributions through the application of the CIL charge.</p> <p>The Council may apply CIL receipts to infrastructure projects or types which have already been part funded by Section 106 obligations, Section 278 agreements or other funding sources.</p> <p>The approach to funding different infrastructure types will be further detailed in Infrastructure Funding Statements guided as below.</p>	
<b>Infrastructure</b>	<b>Infrastructure Delivery Mechanism</b>

<sup>3</sup> Sites of 10 or more dwelling units or residential sites 0.5ha or more in area or non-residential development of 1,000sqm or more or 1ha in area or more.

<p>A320 &amp; M25 Junction 11</p>	<p>Physical provision of <b>required improvements to the</b> A320 &amp; M25 Junction 11 improvements by a developer secured through Section 106 &amp; 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 <b>and equivalent</b> to a financial contribution; or</p> <p>Financial contributions in lieu of A320 and M25 Junction 11 improvement works secured through Section 106 &amp; Section 278 agreements from sites contingent on A320 and M25 Junction 11 improvement works as identified in Local Plan Policy SD2; <del>and</del></p> <p><del>Financial contributions from CIL for A320 &amp; M25 J11 improvements.</del></p>
<p>Thames Basin Heaths SPA avoidance measures</p>	<p>Provision of SANG as avoidance for the Thames Basin Heaths SPA and its management &amp; maintenance in perpetuity secured physically or through financial contributions in lieu of provision through Section 106 agreements<sup>1</sup>; and</p> <p>Financial contributions towards Strategic Access Management &amp; Monitoring (SAMM) secured through Section 106 agreements<sup>1</sup>.</p>
<p><b>Other</b> Highway Mitigation and/or Improvements <b>(beyond A320 and Junction 11 M25 improvements)</b></p>	<p>Physical provision or financial contributions in lieu of site-specific mitigation or improvements to the local road network as identified through individual Travel Plans/ Transport Assessments secured through Section 106 and Section 278 agreements (<del>non A320 &amp; M25 J11</del>); and/or</p> <p>Financial contributions from CIL to the local or strategic road network as identified in the IDP Schedules <b>or Runnymede Local Transport Strategy.</b></p>
<p>Active &amp; Sustainable Travel</p>	<p>Physical provision or financial contributions in lieu of site-specific mitigation or improvements for active &amp; sustainable travel projects as identified through Travel Plans/Transport Assessments secured through Section 106 &amp; Section 278; and/or</p> <p>Financial contributions from CIL for active &amp; sustainable travel projects as identified in the IDP Schedules <b>or Runnymede Local Transport Strategy.</b></p>
<p>Education</p>	<p>Physical provision of on-site early years and primary education facilities at Longcross Garden Village secured through Section 106. Financial contributions in lieu of secondary education facilities secured through Section 106 from Longcross Garden Village; or</p> <p>From sites other than Longcross Garden Village, financial contributions from CIL in lieu of early years, primary and secondary education facilities.</p>

Health	<p>Physical provision of on-site land and/or facilities for health-related infrastructure required by Local Plan Policies <del>SL12 &amp; IE8</del> <b>and physical provision of on-site land for health related infrastructure required by Local Plan Policy SL12</b> secured through Section 106; <del>and or</del></p> <p>From sites other than Local Plan allocations <del>SL12 &amp; IE8</del>, financial contributions from CIL in lieu of health related infrastructure facilities;</p>
Flood Defence & Drainage	<p>Physical provision of flood defence/mitigation and/or drainage infrastructure and their management &amp; maintenance secured through Section 106; and/or</p> <p>Financial contributions from CIL in lieu of flood defence/mitigation and drainage infrastructure and their management &amp; maintenance;</p>
Green Infrastructure (Children & Teenager Playspace)	<p>Physical provision of on-site equipped and unequipped playing space for children and teenagers and its management &amp; maintenance as required by Local Plan Policies SD10, SL3, SL5 to SL18 and SL26 secured through Section 106; or</p> <p>From sites other than Local Plan allocations SD10, SL3, SL5 to SL18 and SL26 financial contributions from CIL in lieu of equipped and unequipped playing space for children &amp; teenagers and their management &amp; maintenance.</p>
Green Infrastructure (Outdoor Sports)	<p>Physical provision of outdoor sports facilities and/or playing pitches and their management &amp; maintenance as required by Local Plan Policies SD10, SL6, SL11, SL12 &amp; SL26 secured through Section 106; or</p> <p>From sites other than SD10, SL6, SL11, SL12 &amp; SL26, financial contributions from CIL toward outdoor sports/ playing pitches and their management and maintenance.</p>
Green Infrastructure (Parks & Gardens)	<p>Physical provision of a Park &amp; Garden and its management &amp; maintenance as required by Local Plan Policy SL9 secured through Section 106; or</p> <p>For sites other than Local Plan allocation SL9 financial contributions from CIL toward parks &amp; gardens and their management &amp; maintenance.</p>
Green Infrastructure (Allotments)	<p>Physical provision of allotment plots and their management &amp; maintenance as required by Local Plan Policies SD10, SL6, SL11, SL12 &amp; SL26 secured through Section 106; or</p> <p>For sites other than SD10, SL6, SL11, SL12 &amp; SL26 a financial contribution from CIL toward allotment plots and their management &amp; maintenance.</p>

<b>Blue Infrastructure</b>	<p><b>Physical provision of blue infrastructure projects and their management &amp; maintenance secured through Section 106; or</b></p> <p><b>A financial contribution from CIL toward blue infrastructure projects and their management &amp; maintenance.</b></p>
<b>Built Community Facilities</b>	<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 provision <b>or enhancement</b> of <b>built</b> community facilities.</p>
Biodiversity	<p>Physical provision of biodiversity improvements and priority habitat restoration and their management &amp; Maintenance secured through Section 106 (not SANG); or</p> <p>Financial contributions from CIL toward Green and Blue Infrastructure projects not already set out in this table including biodiversity improvements and priority habitat restoration (not SANG);</p>
Emergency Services	Financial contributions from CIL toward emergency services facilities.

<sup>1</sup>Includes Unilateral Undertakings for sites less than 10 units and/or less than 0.5ha in area.

### **Justification**

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 **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.

### 3. Approach to Section 106 Financial Contributions

- 3.1 The power of a local planning authority to enter into a planning obligation with anyone having an interest in the land to which a development relates is contained within Section 106 of the Town & Country Planning Act 1990 (as amended). Obligations made under Section 106 (S106) can be in the form of a planning obligation or unilateral undertaking (where the Borough Council is not a party to the agreement).
- 3.2 An obligation can only be created by a person with an interest in the land to which a planning application relates. The main features of a planning obligation are set out in the National Planning Practice Guidance Note (PPG) on Planning Obligations<sup>4</sup>
- 3.3 The costs of expected impacts from development are derived on a per person, per dwelling or per sqm basis depending on the infrastructure type. The cost impact from development on infrastructure is evidenced from the Runnymede Infrastructure Needs Assessment (INA)<sup>5</sup> and Infrastructure Delivery Plan (IDP)<sup>6</sup> which underpinned the 2030 Local Plan. To enable growth the IDP sets out the future infrastructure needs for the Borough. The projects in the IDP Schedules form the basis for requesting developer contributions as they are evidence of future infrastructure needs required to support Local Plan growth and are necessary to make development acceptable in planning terms.
- 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 **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 (excluding use Class C1) including Local Plan allocations and student accommodation.
- 3.5 **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.**
- 3.6 The cost impact calculations do not apply to non-residential floorspace. For these types of development, the Borough Council will negotiate contributions on a case by case

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<sup>4</sup> Planning Practice Guidance Note: Planning Obligations (2019) MHCLG. Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

<sup>5</sup> Runnymede Infrastructure Needs Assessment (2017) Aecom. Available at: <https://www.runnymede.gov.uk/article/15570/Infrastructure>

<sup>6</sup> Runnymede Infrastructure Delivery Plan (2017) Aecom. Available at: <https://www.runnymede.gov.uk/article/15570/Infrastructure>

basis. This will also apply to mixed use development although for any element of residential development the starting point for contributions will be the cost impact calculations set out in this SPD.

- 3.7 The Borough Council considers its cost calculations to be viable given the evidence of viability for the Local Plan and CIL. If developers consider that the application of Section 106 financial contributions would render their development unviable, appropriate evidence must be submitted to demonstrate this with an indication of the level of contributions which would be achievable. The cost to the Council of engaging independent viability advice to review viability evidence will be at the expense of the applicant.
- 3.8 In negotiating Section 106 contributions the Council will have regard to the requirements of CIL Regulation 122 and paragraph 56 of the NPPF (2019).
- 3.9 The Borough Council may from time to time require developments to deliver infrastructure via planning conditions rather than planning obligations. This could be for infrastructure such as sustainable drainage systems (SuDS), flood mitigation measures, other green infrastructure improvements and/or public art. In these instances, the Council will consider the need to secure other infrastructure by condition on a case by case basis having regard to infrastructure prioritisation in Table 2-2 of this SPD.

### **Implementation**

- 3.10 Applicants should engage with the Borough Council in pre-application discussions to obtain the local planning authority's view of proposals and also to clarify the likely content of a Planning Obligation or Heads of Terms at the earliest opportunity.
- 3.11 In cases where this SPD indicates a Section 106 agreement or undertaking or Section 278 agreement is required, applications for planning permission for minor schemes should be accompanied by a draft agreement or unilateral undertaking. In other cases, it will be acceptable to provide detailed draft heads of terms.
- 3.12 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 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 guide<sup>11</sup>**
- 3.13 The submission of a completed unilateral undertaking does not mean that an application is necessarily acceptable. Its content will still need to be assessed in relation to all other material planning considerations. If following consideration of a planning application the scheme is refused, any sums paid to the Local Authority, excluding legal fees, will be returned following the expiry of the time limit for lodging an appeal or sooner if requested.
- 3.14 Developers will be expected to inform the Borough Council when any development is about to commence. This will trigger the necessary steps to be undertaken to comply

with the terms of the agreement and will be the reference point for any future milestones in the process.

- 3.15 If specific obligations are time limited and cannot be discharged within the agreed time period, arrangements will be made for any unspent financial contributions to be returned where appropriate. This would not normally apply to unilateral undertakings.
- 3.16 Infrastructure Funding Statements (IFS) will be prepared on an annual basis to highlight the various benefits resulting from contributions collected throughout the year and to show how such improvements have contributed, or are yet to contribute, to the infrastructure and essential public services of the area.
- 3.17 The Planning Practice Guidance Note on Planning Obligations<sup>7</sup> sets out that local authorities can charge a monitoring fee through Section 106 obligations to cover the cost of monitoring and reporting on delivery of that Section 106 obligation. Fees can either be a fixed percentage or fixed monetary amount but must be proportionate and reasonable to reflect the actual cost of monitoring.
- 3.18 In this respect, a monitoring 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.**
- 3.19 To maintain the value of any contribution sought, a S106 obligation will be subject to indexation during the period when planning permission was granted to when payment of the contribution is made. This will be based on the appropriate method of indexation for each specific obligation.
- 3.20 The Borough Council will also negotiate any increase or decrease in Section 106 contributions through a deed of variation if planning applications seek to vary the original permission.
- 3.21 The following sections set out the Council's infrastructure cost impact calculations for a range of infrastructure types and projects set out in the INA and IDP.
- 3.22 Where a cost impact calculation is based on occupancy, financial contributions will be negotiated on the standard occupancy ratios based on the Thames Basin Heaths SPA Strategic Access Management & Monitoring (SAMM) strategy, shown in Table 3-1, below.

**Table 3-1: Standard C3 Residential Occupancy Rates & Size (sqm)**

Dwelling Units Size	Occupancy Rate (no of persons)	Size (sqm)
1 bed	1.4	50
2 bed	1.85	70
3 bed	2.5	95
4 bed	2.85	125
5+ bed	3.7	145

- 3.23 When calculating the number of bedrooms for C3 dwellings, additional habitable rooms capable of realistic conversion to bedrooms will be included. Habitable rooms capable of future conversion into a bedroom will include, for a dwelling house with more than

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<sup>7</sup> Planning Practice Guidance: Planning Obligations (Sept 2019) MHCLG. Available at: <https://www.gov.uk/guidance/planning-obligations>

one storey, any room at first floor level and above with an external window (excluding bathrooms and the like), with a floor area greater than 7.5 sqm<sup>8</sup>.

- 3.24 For C2, C4 and student accommodation, the cost impacts will be applied based on an occupancy of 1 person per bedspace, except for SANG/SAMM contributions which will be considered on a case by case basis. If a C2 or student accommodation scheme replaces an existing residential use (C2, C3 or student accommodation) a comparison will be made with the lawful occupancy of the existing residential use so that the net impact of additional occupants can be taken into account.
- 3.25 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 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.**
- 3.26 **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.**
- 3.27 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 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.~~
- 3.28 **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.**

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<sup>8</sup> Minimum floor area for a 1 bedspace bedroom as given by the Technical Housing Standards Nationally Described Space Standard (2015) CLG. Available at: <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>

## Infrastructure Cost Impact Calculations

### Critical Infrastructure

#### A320 Corridor & M25 Junction 11 Improvements

- 3.29 **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.**
- 3.30 **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 identifies the sites that are contingent on improvement works along the A320 corridor.**
- 3.31 **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.**
- 3.32 **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.~~
- 3.33 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 using the formula in Regulation 50 of the CIL Regulations 2010 (as amended).

**Table 3-4: Estimated Net Floorspace from Local Plan Allocations Subject to A320 and M25 Junction 11 mitigation**

Site	Estimated Existing Floorspace	Estimated Proposed Floorspace	Net Floorspace (discounted for affordable and non-residential)
SD10 – LGV South	9,980sqm	<del>132,952</del> 130,251sqm	<del>86,845</del> 85,029sqm
<b>SL3 – Hanworth Lane (2) (158 Units)</b>	<b>0sqm</b>	<b>12,911sqm</b>	<b>9,719sqm</b>
<b>SL3 – Hanworth Lane (3) (52 Units)</b>	<b>0sqm</b>	<b>3,370sqm</b>	<b>2,350sqm</b>
SL6 – Pyrcroft Road	3,470sqm	<del>23,472</del> 23,148 sqm	<del>14,144</del> 14,089 sqm
SL11 – Vet Labs	0sqm	<del>12,938</del> 12,606 sqm	<del>9,654</del> 8,970 sqm
SL12 – Ottershaw E	1,270sqm	<del>17,111</del> 16,735 sqm	<del>11,170</del> 11,144 sqm
SL14 Bittams A	235sqm	<del>14,961</del> 14,670 sqm	<del>10,387</del> 10,384 sqm
SL15 Bittams B	800sqm	<del>10,246</del> 10,062 sqm	<del>6,677</del> 6,659 sqm
SL16 Bittams C	0sqm	867sqm	867sqm
SL17 Bittams D	0sqm	<del>17,111</del> 10,443 sqm	<del>12,065</del> 7,458 sqm
SL18 Bittams E	0sqm	<del>8,991</del> 7,405 sqm	<del>6,335</del> 4,562 sqm
<b>Total</b>	<b>15,755sqm</b>	<b><del>254,930</del>226,187 sqm</b>	<b><del>170,213</del>149,159 sqm</b>

3.34 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:-

$$\text{£41.8m} / \text{170,213sqm} = \text{£246 per sqm} \quad \text{£9.02m} / \text{149,159sqm} = \text{£61 per sqm}$$

3.35 **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 HIF<sup>9</sup>. 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.**

3.36 **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.**

<sup>9</sup> **RBCLP\_51: A320 Impact & Longcross Viability Update Study (2019) AGA Ltd. Available at: <https://www.runnymede.gov.uk/article/16273/Runnymede-2030-Local-Plan-Examination->**

- 3.37 **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 Viability<sup>10</sup>. This will also be based on developer profit not exceeding 20% on cost (20% blended on market and affordable).**
- 3.38 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.
- 3.39 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.~~

#### **Justification**

- 3.40 Runnymede Borough Council has prepared evidence specific to the A320 corridor. The Council's evidence shows that without mitigation the A320 will suffer 'severe' impacts as a result of growth set out in the Local Plan.

#### **Thames Basin Heaths Special Protection Area**

- 3.41 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 SPA. This will continue following the implementation of CIL.
- 3.42 Strategic Access Management & Monitoring (SAMM) is not infrastructure to which CIL applies, financial contributions towards SAMM will continue to be secured through S106 obligations. This will continue to be £630 per dwelling for all C3 dwellings. The Council in consultation with Natural England may also negotiate SAMM contributions from other types of development and this will be considered on a case by case basis.

#### **Justification**

- 3.43 Following implementation of CIL and to ensure that provision of SANG remains directly related to the development proposed, physical provision or financial contributions in lieu of physical provision of SANG will continue to be secured through Section 106 agreements.

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<sup>10</sup> <https://www.gov.uk/guidance/viability>

## Essential Infrastructure

### Other Local Highway, Active & Sustainable Travel & Education

- 3.44 The basis for the education cost impact and financial contribution is set out within Surrey County Council's Developer Contribution Guide<sup>11</sup>. As such, Surrey County Council will lead in the negotiation of education contributions. **It should be noted that developer contributions may be secured retrospectively, where it has been necessary for Surrey County Council to forward fund education infrastructure projects in advance of anticipated housing growth.**
- 3.45 The Developer Contribution Guide also sets out the steps Surrey County Council will take to secure improvements to the local highway and to mitigate impact through the use of Transport Assessments and Travel Plans including through active & sustainable travel improvements. There is no cost impact stated and mitigation is considered on a case-by-case basis. As such, Surrey County Council will lead in the negotiation of local highway and active/sustainable transport provision or contributions.
- 3.46 **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.**

### Justification

- 3.47 The Borough Council's IDP has identified a number of highway and active/sustainable travel projects which are required to mitigate the cumulative level of development set out in the Local Plan. Surrey County Council are also preparing a Local Transport Strategy (LTS) for the Borough which will contain a number of highway, transport and active/sustainable travel projects which will be included in the IDP in due course.
- 3.48 The Borough Council wishes to see as many of these projects delivered as possible but recognises that sources of funding other than developer contributions will be required to deliver them. The Borough Council will continue to work with Surrey County Council and others to ensure that any financial contributions in lieu of physical provision includes projects identified in the IDP/Transport Strategy, especially where other sources of funding have been secured or can be sought.
- 3.49 In terms of education the government has set out guidance<sup>12</sup> 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.**

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<sup>11</sup> The Surrey County Council Developer Contribution Guide (2018) SCC. Available at: <https://www.surreycc.gov.uk/land-planning-and-development/planning/transport-development/developer-contributions>

<sup>12</sup> Securing Education Contributions from Development (Nov 2019) DfE. Available at: <https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth>

## Primary Healthcare Facilities

- 3.50 The Runnymede Infrastructure Needs Assessment identifies a cost per sqm for additional GP floorspace as £2,500. Adding in compound inflation<sup>13</sup> since the cost figures were published in 2016 gives a cost of £2,676 per sqm for GP surgery floorspace with the floorspace equivalent per GP at 165sqm.
- 3.51 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.
- 3.52 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 would be applied to ensure it meets the tests set out in NPPF, paragraph 56 **and CIL Regulation 122**.
- 3.53 Upon implementation of CIL, the physical provision of primary healthcare facilities or land for such facilities will continue to be sought through Section 106 agreements. Financial contributions in lieu of physical provision will be secured through a CIL charge.
- 3.54 The exception to this will be at Longcross Garden Village where any financial contribution in lieu of physical primary healthcare facilities or land will be secured through Section 106.

**Table 3-5: Primary Health Calculation**

A. GP Standard Patient List Size	1,800
B. GP Surgery Floorspace Requirement per GP	165sqm
C. Cost of GP Surgery Floorspace per sqm	£2,676
D. Total Floorspace Cost per occupant (C x B)/1800	£245

## Justification

- 3.56 The Runnymede Infrastructure Needs Assessment (INA) identifies 9 GP surgeries in Runnymede with a total of 37.7 full time equivalent (FTE) GPs. The average patient list size across the Borough is 2,124 which exceeds the GP to patient standard of 1,800 patients per GP. Only 2 of the 9 surgeries located in Runnymede have patient list sizes lower than the 1,800 standard where additional capacity remains, Packers Surgery in Virginia Water and The Bridge Practice in Chertsey. The locations where GP list sizes are exceeded are shown in Table 3-6.

**Table 3-6: GP Surgeries in Runnymede List Size**

GP Surgery	FTE GPs	Registered Patients	Patients per GP
Ottershaw Surgery	2.5	5,281	2,112

<sup>13</sup> As calculated using the Bank of England's Compound Inflation Calculator between years 2016 & 2018

Staines & Thameside Medical Centre	1.7	4,200	2,461
The Abbey Practice, Chertsey	5.9	11,340	1,912
The Crouch Oak Family Practice, Addlestone	6.6	16,108	2,444
The Grove Medical Centre, Egham	4.3	13,949	3,221
The Hythe Medical Centre, Egham	2	4,475	2,237
Runnymede Medical Practice, Englefield Green	6.1	12,144	1,980

- 3.57 Since publication of the IDP, The Bridge and Abbey Practices have merged ensuring that patient list sizes in Chertsey are now below the 1,800 patient standard. However, the Staines & Thameside Medical Centre has now closed which is likely to place further pressure on GP facilities in the Borough especially in the Egham area.
- 3.58 The IDP identifies that additional GP facilities will be required to support growth over the Local Plan period. The IDP estimates that an additional 7.7 FTE GPs will be required equivalent to an extra 1,278sqm of GP surgery floorspace.

### High Priority Infrastructure

#### Built Community Facilities

- 3.59 For the purposes of this SPD, built community facilities cover Borough or County facilities such as community, day or youth centres, public halls and museums.
- 3.60 To enable a contribution to be negotiated, Table 3-7 sets out the cost impact from residential development on built community facilities. This is based on a standard of 65sqm per 1,000 population and construction cost including compound inflation of £1,529 per sqm.
- 3.61 Prior to the implementation of a CIL charge, the physical provision of built community facilities or land for such facilities will be secured through Section 106.
- 3.62 Upon implementation of CIL, the physical provision of built community facilities or land for such facilities will continue to be sought through Section 106 agreements. Financial contributions in lieu of physical provision will be secured through a CIL charge.

**Table 3-7: Built Community Facilities Calculation**

A. Community Facilities Standard per 1,000 population	65sqm
B. Community Facilities Construction Cost per sqm	£1,529
C. Total Cost per occupant (AxB)/1000	<b>£99</b>

### Justification

3.63 The Runnymede IDP has identified a deficit of built community space over the lifetime of the Local Plan as a result of need arising from additional population. The IDP concludes there is a need for around 905sqm of additional built community space across the Borough.

### **Children's Playspace & Outdoor Sports**

3.64 The Runnymede Local Plan sets out requirements for children's playspace and outdoor sports from new development. Policy SL26 of the Local Plan requires that residential development of 20 or more net dwellings will be required to provide new or enhanced children's playspace and outdoor sports provision. Policy SL26 sets out the space standards required for each type based on population as set out below:-

- Children and teen facilities – 0.8ha per 1,000 population
- Outdoor sports facilities – 1.6ha per 1,000 population

3.65 Although Policy SL26 does not differentiate between equipped and unequipped playspace provision, the Fields in Trust (FiT) benchmarks break down playspace to 0.25ha for equipped and 0.55ha for unequipped playspace.

3.66 There are three designations of children's playing space, Local Areas of Play (LAP), Local Equipped Areas of Play (LEAP) and Neighbourhood Equipped Areas of Play (NEAP). The Borough Council currently maintains 41 playing spaces across the Borough with a total area of 4.92ha.

3.67 LAPs typically consist of small areas of incidental amenity space which form informal play areas for children of years 4-6 and may or may not be equipped (typically 400sqm). LEAPs are more formal areas for children's play and are aimed at children of minimum age 5 and are equipped with children's play equipment. NEAPs are larger areas of equipped play space which can serve more than just a single development and are aimed at children of minimum age 8.

3.68 In addition to children's playing space, the Borough Council also makes provision for teen facilities such as multi use game areas (MUGAs).

3.69 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 Strategy<sup>14</sup> 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.**

3.70 **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.**

3.71 The INA identifies a cost for equipped playspace at £348 per sqm which when compound inflation is added since 2016 rises to £373 per sqm. Unequipped playspace

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<sup>14</sup> **Runnymede Playing Pitch Strategy (2018) Ploszajski Lynch Consulting Ltd. Available at: <https://www.runnymede.gov.uk/article/15803/Playing-Pitch-Strategy>**

has a cost after compound inflation since 2016 of £27 per sqm. The cost impact and basis for contributions for playspace can be found in Table 3-8.

- 3.72 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 .
- 3.73 Prior to the implementation of a CIL charge, physical provision **and financial contributions in lieu of physical provision for** of playspace and outdoor sports will be secured through S106.

**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.**

**Table 3-8: Playspace Calculation**

A. Equipped Playspace Standard per 1,000 population	2,500sqm
B. Informal Playspace Standard per 1,000 population	5,500sqm
C. Equipped Playspace Cost per sqm	£373 <sup>1</sup>
D. Informal Playspace Cost per sqm	£27 <sup>1</sup>
E. Total Cost of Equipped Playspace per occupant (A x C)/1000	£933
F. Total Cost of Informal Playspace per occupant	£149
G. Total Cost of Playspace per occupant	<b>£1,082</b>

**Table 3-9: Outdoor Sports Calculation**

A. Outdoor Sports Standard per 1,000 population	1.6ha
B. Outdoor Sports Cost per ha	£372,851
C. Total Cost of Outdoor Sports per occupant (A x B)/1,000	<b>£597</b>

### Justification

- 3.74 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.**
- 3.75 **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 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.**

## Desirable Infrastructure

### Allotments

- 3.76 The Borough Council also manages and maintains a number of allotment sites across the Borough covering some 36ha.
- 3.77 As for children’s playspace and outdoor sports, Policy SL26 of the 2030 Local Plan requires allotment provision on sites of 20 or more dwellings to the following standard:
- 20 standard allotment plots (250sqm) per 1,000 households.
- 3.78 The INA identifies a cost for allotments with compound inflation £248,567 per ha. The cost impact and basis for calculation for allotments can be found in Table 3-10.
- 3.79 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.**
- 3.80 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.**

**Table 3-10: Allotments Calculation**

A. Allotments Standard per 1,000 dwellings (ha)	0.5ha
B. Allotments Cost per ha	£248,567 <sup>1</sup>
C. Total Cost of Allotments per dwelling (A x B)/1000	<b>£124</b>

### Justification

- 3.81 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.**

### 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:

	1 bed	2 bed	3 bed	4 bed
Market	5%	30%	45%	20%
Affordable	35%	30%	30%	5%

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:

	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

\*Average based on standards in Policy SL19

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.

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.