

Infrastructure Delivery and Contributions

Supplementary Planning Document for the Strategic Development Locations

Adopted October 2011



WOKINGHAM
BOROUGH COUNCIL

**Infrastructure Delivery and Contributions Supplementary
Planning
Document (SPD)
For the Strategic Development Locations (SDLs)
October 2011**

Foreword

Our approved Core Strategy sets out the broad vision for how the Borough of Wokingham will develop in the period to 2026 and how the Council aims to protect and enhance the very good quality of life enjoyed in the Borough. The adoption of other planning documents further secures our control over development over that period.

The Core Strategy is a vitally important document that sets out the local policies we need to ensure the provision of the new roads we will drive on, the new homes we will live in, the new schools our children will go to, the new parks they will play in, the new shops and doctors' surgeries we will visit – in short, the way our communities will look across the Borough. It takes forward the views of the community for high quality development concentrated in a few locations with all necessary infrastructure delivered

The Core Strategy identifies four Strategic Development Locations (SDLs). These are Arborfield Garrison, South of the M4, North and South Wokingham. Separate Supplementary Planning Documents (SPD) have been produced for each SDL along with an overarching Infrastructure Delivery and Contributions SPD (IDC SPD) which covers all of the SDLs (5 SPD's in all).

These documents have been the subject of extensive public consultation which is summarised in the statement of consultation. I would personally like to thank the Council Officers, the many members of the community and others who have put so much effort into the preparation of these documents. I also thank my predecessor Councillor Gary Cowan for his considerable input into the formulation of these documents.

The Infrastructure Delivery and Contributions SPD has evolved from work undertaken in preparing the Core Strategy and is aimed at delivering a viable infrastructure rich solution to support the new developments. The key message is that I expect a high level of new infrastructure of the highest possible design quality.

I appreciate that many people did not want any new development at all, but I have been encouraged that residents now recognise that if we show we need further development then it must be of the very highest standard. We do live in what is still a high growth area for our nation's economy and this brings with it inevitable housing needs. I challenge the developers to not only meet but exceed current design standards.

Where possible we need to integrate developments with existing communities and ensure that they are in keeping with the area in which they will be located. I will expect developers to give particularly careful attention to this. Provision of community hubs within the new areas will help 'kick-start' the sense of community with the benefits that this can bring to all.

These SPDs and other policies will provide the framework for developers to submit planning applications. These applications will be tested against this guidance and those found wanting will be refused or re-negotiated in order to find the right solution.

In summary, this guidance aims at enabling infrastructure rich, high quality design solutions for our SDL's which I believe we will be proud of.

Councillor Angus Ross
Executive Member for Planning.
Wokingham Borough Council.

Introduction

- 1.0 This Infrastructure Delivery and Contributions Supplementary Planning Document (IDC SPD) for the Strategic Development Locations has been produced to update information on infrastructure delivery to take account of the ongoing work undertaken by the Council including further studies and discussions between Council officers and potential developers. The discussions have been aimed at securing the Infrastructure requirements under Appendix 7 of the Core Strategy period. It sets out the necessary Infrastructure and initial details of the phasing, funding and the application of planning obligations (Section 106 agreements including contributions) to allow for the sustainable development of the four Strategic Delivery Locations (SDLs) identified in Policies CP18 -CP21 in the Council's adopted Core Strategy. It forms part of a suite of documents to deliver the four SDLs and should be read alongside the SPD for each SDL. The IDC SPD enhances policies in the Core Strategy and reflects the approach to sustainable communities laid down in Planning Policy Statement (PPS) 1 Sustainable Communities and PPS3 Housing. This approach is consistent with Appendix 5 of the Core Strategy, which makes provision for monitoring. This ensures that the Council will monitor and where necessary review the adopted SPD and supporting SA/SEA/HRA documents (as necessary) over its anticipated 15 year lifespan in relation to key issues that arise. This is to ensure that it provides the optimum guidance based on the best information available at that time, and taking into account any development and infrastructure as it occurs, in order to achieve the best possible outcome from the Development Management process.
- 1.1 The Infrastructure Delivery and Contributions SPD will be a document in the Council's Local Development Framework and whilst not having development plan status will have significant material weight in the determination of any outline or full planning applications for each SDL and any subsequent planning applications made during the Core Strategy Plan period.
- 1.2 The four Strategic Development Locations (SDLs) with reference to the relevant Core Strategy Policy are:
- . •Policy CP18 Arborfield Garrison
 - . •Policy CP19 South of the M4
 - . •Policy CP20 North Wokingham
 - . •Policy CP21 South Wokingham
- 1.3 The IDC SPD enhances the Core Strategy Policies and reflects Paragraph 4.81 of that document. It does not contain any new requirements other than those already laid down in Policies CP18 - CP21, accompanying paragraphs and in Appendix 7 of the Core Strategy which provides additional guidance for the development of the Strategic Development Locations. The infrastructure requirements shown in the Core Strategy were discussed and agreed at the Examination in Public and by the Inspector for the Core Strategy, who found the spatial strategy to be sustainable and sound. It was agreed as being viable by the consortia and developers representing the Strategic Development Locations at the Examination in Public. The IDC SPD

has also been the subject of an independent validation study (July 2011) and been found to be comprehensive in regard to the forms of infrastructure considered and included in the document.

- 1.4 The SPD should also be read in conjunction with other relevant policies in the Core Strategy, including those on affordable housing and inclusive communities. The Infrastructure SPD should be read alongside the individual SPDs for each SDL.

Community Engagement

- 1.5 This SPD has been prepared in consultation with the local community, other stakeholders and potential developers. The consultation on this SPD has been largely in parallel with community engagement on the SDL SPDs, which has involved the following consultation exercises:
- Stakeholder workshop (May 2009)
 - Community workshop 1 (June 2009)
 - Community workshop 2 (July 2009)
 - Options exhibition (September-October 2009)
 - Statutory consultation 1 (Feb-March 2010)
 - Statutory consultation -South of M4 SDL – (November –December 2010)
 - Statutory consultation 2 (June- July 2011)
- 1.6 The detailed outcome of the community engagement is set out in each of the SDL SPDs. The full details of the consultation are contained in the Statement of Community Views (SCV). Initially there was a need to develop a suitable phasing strategy to ensure adequate infrastructure was put in place in the early stages of development. At the first stage of statutory consultation, there was considerable concern that the developments would proceed without the infrastructure requirements of Appendix 7 of the Adopted Core Strategy being met or being only partially met. However, detailed consideration of viability has taken place using external consultants which further supports deliverability as established through the EiP Inspector report and the adopted Core Strategy. Phasing will be critical and this will be an integral consideration to the determination of the subsequent planning applications based upon the consortia's and developer's infrastructure delivery plans in due course. These will be agreed as part of submitted planning applications. In addition, In respect of infrastructure capacities detailed consultation has been undertaken with the widest possible range of service providers and statutory undertakers as part of the formulation of the SPDs. The requirements identified by them and set out in the Core Strategy are therefore robustly carried forward into the IDC SPD and will form the basis of subsequent planning applications and associated s106 legal agreements. In respect of transport issues, the SDLs have been traffic modelled and the outputs show that the SDL package once delivered will achieve a nil detriment scenario in 2026. A more detailed assessment has confirmed this is the case based

upon the Council's preferred transport option. There has been some concern about the impact on minor roads but generally these are matters that will be dealt with in more detail through the planning application process and will be subject of further public consultation at that time. Traffic modelling has been completed and ongoing discussions with the Highways Agency and neighbouring authorities will help to inform and refine transport solutions.

- 1.7 In relation to the IDC SPD, the consultation in June-July 2011 generated a total of 69 representations [plus one late comment] from a variety of statutory consultees, organised groups, development consortia and local residents. As with comments on the four individual Strategic Development Location Supplementary Planning Documents the vast majority of representations (some 60%) related to infrastructure and contributions required in relation to the Arborfield Garrison SDL, whilst South Wokingham SDL attracted 12% of comments, North Wokingham SDL and South of the M4 SDL each received 8% of representations and general comments on the IDC SPD accounted for the remaining 12% of comments. This is a very healthy level of response on this latest round of consultation and reflects the intense interest in the proposed SDL locations and supporting infrastructure in the Borough.
- 1.8 In general, the majority of the representations on the IDC SPD express concerns about the capacity of existing Infrastructure in the vicinity of the SDLs to cater for the scale of development proposed. Respondents highlighted that the local infrastructure and services would not be able to cope with the new development. All the relevant statutory consultees were consulted and their responses will inform the SPD. There will be further opportunities to respond to outline and reserved matters planning applications as part of the statutory planning process. Contributions from future development will be required towards new infrastructure through Section 106 Agreements and CIL as well as direct provision on site. The Council will continue to monitor infrastructure delivery. The phasing of infrastructure and service provision is vital and needs to be planned for. The requirement for an overarching infrastructure delivery plan for the SDL, along with Section 106 Agreements and CIL provision will ensure that infrastructure is delivered at the appropriate time. This relates not only to highways but also to electricity, gas, internet, waste, water supply, sewage, emergency services, health services, flood prevention and drainage. Policy CP4 of the Core Strategy states that planning permission will not be granted unless appropriate arrangements for the improvement and provision of infrastructure and services have been made and all future planning applications must conform to this. The SPD requires a flood risk assessment be undertaken and agreed with the Environment Agency. An overarching planning application or an Infrastructure Delivery Plan should be prepared to demonstrate how the SDL will deliver the required infrastructure. The Core Strategy sets out the key infrastructure required to support them in Policies CP4 and CP18-CP21 and supporting information in Appendix 7.
- 1.9 The Core Strategy at Appendix 5 makes provision for monitoring. This ensures the Council will monitor and where necessary review the adopted SPD and supporting SA/SEA/HRA documents (as necessary) over its anticipated 15 year lifespan in relation to key issues that arise to ensure it provides the optimum guidance based on the best information available at that time, and taking into account any development and infrastructure as it occurs, in order to achieve the best possible outcome from the Development Management process. Another recurring theme, raised particularly by adjacent Borough, County and

Parish Councils, is a desire for cross-boundary liaison and co-ordination to deal with transport impacts that transcend Wokingham Borough and affect neighbouring areas by attracting traffic onto a complex transport network. This is reflected in the IDC SPD. Overall, the representations received generally fall into three categories of comment:

- Those matters covered by the Core Strategy, including Appendix 7; or
- Those specific matters relevant to the SPD (and related SDL SPD); or
- Implementation issues

- 1.10 The IDC has been amended to reflect output from the new statutory consultation. A number of changes to the text have been required in order to amend or to clarify issues or to correct facts. The text has also been amended to reflect changes to the SDL SPDs. Where appropriate illustrative material has been amended or included to provide additional clarity.
- 1.11 In adopting the SPD in 2010 regard was also given to the evidence put forward by the Council, the consortia and developers representing the Strategic Development Locations, to any Statements of Common Ground agreed to as part of the Examination in Public and to the Infrastructure Delivery Schedule produced by the Council in line with Planning Policy Statement 12 on deliverability, viability and indicative phasing. The Infrastructure Schedule was subject to independent verification as to the approach taken and considered at the Examination in Public on the Core Strategy. This verification undertaken by Levvels in 2008 and 2009 indicated that the levels of infrastructure sought do not appear to compromise the development viability of the proposals. The viability assessments took account of the impacts of affordable housing delivery, including the assumptions regarding standard costs. The recent independent validation study by GL Hearn (July 2011) also sees no reason as to why the SDLs would not be able to support proposed infrastructure delivery in viability terms. The SPD builds on the evidence base that supported the Core Strategy and that was presented at the Examination in Public. It incorporates the findings of more detailed studies or work, which has been used to identify infrastructure requirements (e.g. more detailed transport modelling, education, health care requirements)
- 1.12 The Council has also had regard to the three workshops held with various partners and stakeholders regarding service provision and delivery. These workshops were based around the Social Infrastructure Matrix developed by the Advisory Team for Large Applications (ATLAS). Regard will be given to the information currently used on planning applications to determine contributions set out in the Planning Advice Note on Infrastructure Delivery and Contributions which is reviewed annually and is available on the Council's website. In producing this SPD the Council has had regard to the Community Hub workshop and associated report produced in 2010 and the extensive consultation undertaken on the IDC SPD between June and July 2011.
- 1.13 The aim of the approach laid down in this SPD is to provide for the direct delivery of the necessary infrastructure to support the four SDLs and to ensure the proper phasing and implementation of this infrastructure. Delivery will be by land-owner/developer consortia, non-consortia developers at the SDL and other bodies/organisations/statutory undertakers.

Irrespective of which body or organisation is to deliver the infrastructure, the important aspect is the delivery of a comprehensive range of infrastructure, which is safely secured and delivered in a timely manner to meet demand and the needs of the SDLs and related communities.

- 1.14 To be in conformity with Policy CP4 of the Core Strategy Section 106 Legal Agreements will need to be in place before planning permission is granted and prior to commencement of the SDL development. This is to ensure that the necessary infrastructure will be in place at the appropriate time for the development to proceed in line with policies in the South East Plan (the regional spatial strategy (RSS) that *remains part of the Development Plan although it is the Government's intention that RSS be abolished* and Policy CP4 of the adopted Core Strategy.
- 1.15 1.15The Council has consulted fully on the SDL SPDs and the supporting SA/SEA documents. The SA/SEA has informed the new SPDs. The SA/SEA is founded upon the Core Strategy's Sustainability Appraisal and evidence base, which has been held to be sound after independent examination. The objectives of the SPDs set out how the plan is designed to achieve and help guide the future implementation of the SDLs. It is therefore important that the objectives are in general conformity with the Council's Sustainability Objectives, which has been demonstrated within Appendix B. The SA/SEA has further informed the evolution of the SPDs through the identification, analysis and reasoned consideration of a series of alternative and preferred options. The evolution of the baseline without implementation of the SDLs (a do nothing approach) has also been considered by the SA/SEA.
- 1.16 Large-scale outline planning applications for SDLs and infrastructure are subject to Environmental Impact Assessment, including cumulative effects and The Conservation (Natural Habitats, &c.) Regulations 1994 as amended require that where an authority concludes that a development proposal unconnected with the nature conservation management of a Natura 2000 site is likely to have a significant effect on the site, it must undertake an Appropriate Assessment of the implications for the conservation interests for which the area has been designated. The need for Appropriate Assessment extends to plans or projects within and outside the boundaries of European Sites, in order to determine their implications on the qualifying features for which the sites are designated.

2.0 **Need for Planning Contributions**

- 2.1 In many cases the delivery of infrastructure in the SDLs is likely to be secured by means of a planning obligation Planning obligations are Legal Agreements made under Section 106 of the Town and Country Planning Act 1990 (as amended) or a Section 299 agreement in respect of MOD land, which can secure various purposes such as restricting the use of land or requiring land to be used in a particular way. They can also require specific operations and allow for the delivery of infrastructure, buildings and services and a sum, or sums, to be paid to the Local Planning Authority. Circular 05/2005 supplements the Act; this makes clear that it is appropriate to seek financial or other contributions to compensate for loss or damage caused by a development, or to mitigate the impact of development. Circular 05/2005 encourages the use of formulae and standard charges where appropriate to ensure transparency. Circular 05/2005 as amended by the Community

Infrastructure Levy Regulations 2010 sets out five tests that a planning obligation must meet. These are:

- Necessary to make the proposal acceptable in planning terms
- Directly related to the proposed development
- Fairly and reasonably related in scale and kind to the development

The Planning Act (2008) provides for local planning authorities to apply a Community Infrastructure Levy (CIL) to development proposals to support infrastructure delivery in an area. The Council envisages that the policies and provisions of the Core Strategy and the Masterplan SPD for each Strategic Development Location and this overarching IDC SPD for the Strategic Development Locations could be readily incorporated into a future CIL if this is the mechanism chosen by the local authority.

- 2.2 The Community Infrastructure Levy (CIL) will be levied on buildings, rather than development generally. The Community Infrastructure Levy (CIL) will be levied on buildings, rather than development generally. The Council anticipates that it will introduce a CIL charging schedule by April 2014 and that when preparing a draft charging schedule in respect of the SDLs the Council will have regard to the level of Section 106 obligations already agreed for development within the SDLs and (in so far as is permitted by the Community Infrastructure Levy regulations 2010) shall seek to avoid double counting of contributions under Section 106 and CIL. This charging schedule will be subject to independent testing. A binding report will be issued following this testing. The Council could accept this binding report or submit a new charging schedule which would be subject to another examination. Given the nature of the SDLs there is presently considered to be a good rationale for adopting a Section 106 agreement approach through which key infrastructure is delivered directly by developers to ensure up-front delivery of the key infrastructure elements associated with the SDLs, which will contribute to their sustainability.
- 2.3 This IDC SPD has been subject to a Sustainability Appraisal which incorporates a Strategic Environmental Assessment. The SPD has also been subject to an Appropriate Assessment under the Habitats Directive and a Habitats Regulations Assessment (HRA), which has also been consulted on (June-July 2011).

3.0 National and Local Policy Background

- 3.1 This SPD has been prepared in accordance with the Planning Act 1990 (as amended); the Community Infrastructure Levy Regulations 2010 and Circular 05/2005. In addition regard has also been given to Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs) which provide guidance on the use of planning obligations and developer's contributions in relation to specific aspects of development. These include;

National Policy

PPS1 (Delivering Sustainable Communities) recognises the fact that proposed development can have an adverse effect on

people who do not benefit directly and suggests that it is reasonable to expect developers to contribute to the cost of Infrastructure arising from the development

PPS3 (Housing) allows authorities to secure affordable housing to meet locally defined targets, based on a housing needs assessment PPS4 (Planning for Sustainable Economic Growth)

PPS5 (Planning for the Historic Environment)

PPS9 (Biodiversity) Planning obligations can be used to mitigate the harmful effects of development and where possible, to ensure the conservation and enhancement of the sites biodiversity

PPG13 (Transport) to seek contributions to assist public transport, walking, cycling and other transport improvements

PPG17 (Planning for Open Space, Sport and Recreation) to secure the provision of public open space and sporting, recreational, social, educational or other community facilities

PPS22 (Renewable Energy)

PPG23 (Planning and Pollution Control) to protect the environment and prevent or control emissions.

PPG24 (Noise) to consider the level of protection or mitigation measures which may be necessary

PPS25 (Flood risk) Annex F allows for a Maintenance Agreement/ Maintenance Framework Agreement may be included within the relevant Section 106 agreement

The emerging National Planning Policy Framework

- 3.2 The following Local Plan Policies are also relevant in considering the Infrastructure and planning obligations requirements of the SDLs:

Local Plan Policy

The relevant Core Strategy Policies to be considered are:

CP1 Sustainable Development

CP2 Inclusive Communities

CP3 General Principles for Development

CP4 Infrastructure Requirements

CP5 Housing mix, density and affordability

CP6 Managing Travel Demand

CP7 Biodiversity

CP8 Thames Basin Heaths Special Protection Area

CP10 Improvements to the Strategic Transport Network

CP13 Town Centres and Shopping

CP14 Growth and renaissance of Wokingham Town Centre

CP15 Employment Development

CP17 Housing Delivery
CP18 Arborfield Garrison SDL
CP19 South of the M4 SDL
CP20 North Wokingham SDL
CP21 South Wokingham SDL

3.3 Evidence Base

- 3.4 In developing the Core Strategy and the approach to SDLs the Council has a robust evidence base which has informed the infrastructure needs and the phasing strategy arising from the provision of the SDLs. This evidence base can be viewed at www.wokingham.gov.uk/planning/localdevelopmentframework/corestrategy/examination
- This evidence base reflects the community aspirations laid down in the Council's Community Strategy and has been tested through the Examination in Public on the Core Strategy, which has been found to be sound. The Council has considered the capacity of existing facilities in the SDLs in seeking new or additional infrastructure.
- 3.5 With regard to highways and transport provision the Council has evidence which it has used to develop the highway strategy, transport modelling, demand management, public transport and cycling and walking. It also considers the current and future patterns along strategic transport corridors, which reflect the location and impact of the SDLs and seeks to mitigate for the development impacts based on forecast travel demands. This will be achieved either by the provision of necessary transport infrastructure and services or by Section 106 contributions and/or section 278 Agreements (to cover situations where a development requires works to be carried out on the adopted highway, such as a new access/junction improvement). The evidence base was used to inform the Council's Local Transport Plan 3 (LTP3) which was adopted on 31 March 2011. LTP3 sets the tone and direction of sustainable transport provision across the Borough including the SDLs for the period up to 2026. It refers to the Wokingham Transport Model which assesses the impact that future development will have in the peak hour to 2026 and identifies (Paragraph 6.5) that individual SDLs will need to provide mitigation in order to manage traffic. Reference is also made to related documents promoting Active Travel, Public Transport, Smarter Choices and Road Safety in the evidence base.
- 6.7 With regard to education provision and community facilities, including health, Section 2 of the Core Strategy entitled 'Spatial Issues' provides an evidence base for these requirements. Open space provision is based upon the requirements laid down in Appendix 4 of the Core Strategy and should also reflect the National Playing Fields in Trust (FIT) standards. With regards to affordable housing, the Berkshire Housing Market Assessment 2007, Affordable Housing Viability Study 2008 and Affordable Housing Viability Study Update 2009 provide an evidence base for the requirements as set out in Core Strategy Policy CP5. In respect of flood risk, there is on-going work by the Environment Agency and the Council to revise the Strategic Flood Risk Assessment (SFRA) for Wokingham and to undertake further detailed flood risk modelling based on flood events that have affected parts of the Borough. This on-going work is in accordance with Core Strategy Appendix 5

which makes provision for monitoring and review to ensure the SPD provides optimum guidance based on the best information available.

- 3.7 The IDC SPD gives indicative costings for some schemes. This is in line with advice in Planning Policy Statement 12 (PPS12) which indicates that the infrastructure planning process should identify as far as possible the infrastructure needs and costs, phasing, funding sources and responsibility for delivery. Costs will be further clarified and refined based upon the need for developers to mitigate the impact of proposals in a comprehensive, phased and organised way to demonstrate deliverability of the SDLs. This may require further evidence and modelling to be funded and provided; for example, in relation to the evidence base, Infrastructure Business Cases (IBCs) for transport for the SDLs are being prepared along with the preparation of Infrastructure Delivery Plans (IDPs) for each of the SDLs. The SPDs will inform the business cases and will assist in ensuring viability, phasing and deliverability.

In terms of the indicative costs given these have been based on the following evidence:

Transport Costs

- Evidence was provided at the Examination in Public on the Core Strategy by the Council's transport consultants WSP and by the consortia promoting the Strategic Development Locations: ; The Council has also commissioned further transport modelling which will be published shortly
- Work undertaken by WSP to provide cost estimates for highway schemes and public transport (bus corridors) costs. This work has been based on normal best practice within the industry and Scheme costings produced by WSP on behalf of the Council. As indicated in Para 6.2 of the IDC SPD highway scheme costs are based on 'line on plan' proposals and non specific industry average rates for construction costs.
- Bus corridor costs are based on requirements laid down in the Core Strategy and following consultation with the Council's Public Transport Officer. The approach to costing reflects the recognised approach used in transport assessments based on modal split and census data and has regard to both support costs and revenue. The costings have taken a midrange estimate for the level of bus support.
- In September 2010 the Council with the SDL Consortia set up a Transport Focus group to work on the delivery of transport infrastructure for the SDLs. The Transport Focus Group has agreed an approach to preparation of Transport Infrastructure Delivery Plans for each SDL which will incorporate Infrastructure Business Cases for the relevant infrastructure. This will include detailed costings, phasing and funding and costs will be independently reviewed. The Focus Group includes third parties as necessary for example Network Rail and the Highways Agency. Liaison with adjoining authorities, particularly

Bracknell Forest Borough Council, is ongoing. The Council is committed to an integrated traffic and transport plan and is working closely with adjoining authorities, particularly Bracknell Forest Borough Council, and the Highways Agency.

- **Education**

- Secondary School –. The costing and contributions towards the provision of the school at Arborfield Garrison have been based on evidence given at the Examination in Public on the Core Strategy, the anticipated pupil yield, guidance on specifications from Department for Children and Families (DCSF) Building Bulletin 98, historical data and nationwide cost indicators based on Building Cost Information Service and DCSF location factor. The Council has also had regard to the recent secondary school provision at Waingels College.
- Primary Schools - Costings are based on current Department for Children and Families (DCSF) guidance on specifications for new primary schools (Building Bulletin 99), historical data and nationwide cost indicators based on Building Cost Information Service and DCSF location factor.

Regard will be given to the information currently used on planning applications within the Planning Advice Note to determine contributions which indicates that in the case of large scale development this is through the provision of a suitable site and construction of the school. Other information will also be used (e.g. admissions arrangements) where appropriate.

Community and Sport

- Community centre estimates are based on costings for Finchampstead Baptist Church which has a floor area of 2500 square metres.)
- Children's play areas LEAPS/NEAPS /playing fields based on open space provision in Appendix 4 of the Core Strategy and regard will be given to the information currently used on planning applications to determine contributions

SANG and Open space

SPA access and Management costs are based on Natural England and the Thames Basin Heaths Joint Strategic Partnership Board advice. The overall cost of maintaining SANG was derived by dividing the total cost of operating the Council's countryside service by the amount of land managed.

- 3.8 As indicated in Paragraph 9.3 of this document costings will be subject to annual monitoring; and review (e.g. index-linking); this is important to ensure satisfactory delivery of infrastructure over the lifetime of the SDLs and to meet demand. Index linking will be included in Section 106 provisions.

4.0 Sustainable development and climate change

- 4.1 The inclusion of renewable energy, surface water drainage, lifetime homes, affordable homes and Suitable Alternative Natural Greenspace (SANG) provision and maintenance will be expected to be delivered as part of the development of the SDL and will be included in S106 Legal Agreements. Developers will have to demonstrate how schemes are not viable or deliverable for these not to be included and delivered as part of the scheme.
- 4.2 In line with Planning Policy Statement 1 (PPS1) and PPS22 (Renewable Energy) Policies CP1 and CP18 - 21 and Appendix 7 of the Core Strategy the Council will require all development within the SDLs to contribute towards the goal of reaching zero-carbon developments. Developers should incorporate a range of technologies suitable to the site. Developers are also encouraged to include district heating infrastructure where appropriate. Regard should also be given to the Council's Sustainable Design and Construction SPD , adopted in May 2010, and Companion Document (Developers Guidance Note for the 10% Renewable Energy Requirement of South East Plan Policy NRM11), which provide sustainable design and construction advice for new developments. This means including environmentally friendly technologies and materials (e.g. those that produce renewable energy) in the construction of buildings and structures
- 4.3 A full Sustainability Report (incorporating an Energy Statement) should be submitted with every planning application. This report should clearly show compliance with this requirement. Guidance on a Sustainability Report is included within the Sustainable Design and Construction SPD adopted in 2010. The Sustainability Report should be in line with the Sustainability Checklist www.sustainabilitychecklist.co.uk
- 4.4 The residential element of the SDLs should be built in line with the timetable for the Code for Sustainable Homes (CfSH) and the Code Level required at the time of submission (i.e. Code Level 4 from 2013, Code Level 6 from 2016). Developers are also encouraged to build dwellings to higher standards than those required. For example, since 2010 the Energy Saving Trust has been promoting the higher energy performance requirements of the Code, notably Code Level 4, including water consumption, energy, materials, waste and ecology. Future requirements will be set out in the Managing Development Delivery Development Plan Document (MDD DPD).
- 4.5 There is also a requirement for non residential development to be built to best practice standards which at the current time are the BREEAM (Building Research Establishment Environmental Assessment Method) 'very good' or 'excellent' standards. The Council will seek these to be built in line with the timetable set for Code for Sustainable Homes. Regard will need to be given to any new energy efficiency standards which may be introduced for commercial development such as the proposal for zero carbon development by 2019.

4.6 Surface Water Drainage (SuDS)

- 4.7 In line with PPS25 (in particular paragraphs 10, 11 and 12 of Annex F), Policy CP1 and paragraph 4.3 of the Core Strategy the Council will expect surface water drainage arrangements for the SDLs to be such that the volumes and peak flow rates of surface water leaving a developed site are no greater than the discharge rates prior to the proposed development (normally regulated by the Environment Agency). However development of the SDLs may provide opportunities for improvement. It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. Whilst the Borough Council as Highway Authority may adopt Sustainable Urban Drainage Systems (SuDS), commuted payments will be required to secure the relevant funding for ongoing maintenance costs associated with Sustainable Urban Drainage Systems (SuDS) Guidance can be found at: http://ciria.org/suds/model_agreements.htm . Regard will also need to be given to the Flood and Water Management Bill 2010 in relation to SuDs maintenance.
- 4.8 In those SDLs which have complex drainage ditch systems developers will need to show how this function is not compromised by the development and mitigation will need to be provided. Flood risk has been a major concern in previous consultations. Flood risk and related issues are the subject of on-going discussions between the Council, Environment Agency, Thames Water and developers. Developers should take account of this issue in their community engagement strategies and exercises. Core Strategy Appendix 5 makes provision for monitoring. This ensures the Council will monitor and where necessary review the adopted SPD and supporting SA/SEA/HRA documents (as necessary) over its anticipated 15 year lifespan in relation to key issues that arise to ensure it provides the optimum guidance based on the best information available at that time, and taking into account any development and infrastructure as it occurs, in order to achieve the best possible outcome from the Development Management process.
- 4.9 Lifetime Homes**
- 4.10 In line with Government advice laid down in 'Lifetime Homes, Lifetime Neighbourhoods; A National Strategy for an Ageing Society' (2008) the Council will seek new standards in homes to ensure they are built to age friendly designs. Affordable housing will be required to be built to Lifetime Homes Standards from 2011. The Council's Affordable Housing Viability Studies undertaken by Levvels in 2008 and 2009 assumed in their calculation on viability that homes were built to lifetime standards. The Council will also seek a lifetime neighbourhood approach to be applied by the SDLs to ensure careful consideration of issues such as better paving and kerb design, amenities, good street lighting, well located bus stops, information services, disabled parking bays and accessible public transport. Applicants will be expected to demonstrate full compliance with this approach in the Design and Access Statement which will need to be submitted and validated with the relevant planning application.
- 4.11 Affordable Homes**
- 4.12 Policy CP5 of the Core Strategy seeks up to 50% affordable housing on 5 dwellings (net) or more or 0.16ha (net) and a

minimum of 35% within the SDLs. Regard should be given to Policy CP2 and paragraphs 4.30 and 4.31 of the Core Strategy in respect of being socially inclusive. The Berkshire Housing Market Assessment and the Council's Affordable Housing Viability Study undertaken by Levvels in 2008 and 2009 provide the evidence for this proportion. The Levvels Studies assume affordable homes will be built to lifetime home standards. The provision of affordable housing will normally be achieved through the involvement of a Registered Provider (RP), and via a Section 106 Legal Agreement so that affordable housing can be secured for successive, as well as initial, occupiers. The form of onsite provision will be subject to negotiation between the applicant and the Council. The Council may consider varying the proportion of affordable housing if land/ buildings are provided for the provision of other specialist housing needs as identified in the Council's Older Peoples Strategy.

4.13 Specialist Housing

- 4.14 To meet the needs of an ageing population the Council has identified within its Older Peoples Strategy the need for small dementia units, extra care housing and enhanced sheltered housing units. The Core Strategy recognises this need at Para 2.40 and Policy CP2 'Inclusive Communities'. Tables 1-4 of the IDC SPD identify the scale of requirements. The Core Strategy at Para 2.38 also recognises the importance of developing housing for people with a range of disabilities and mental health needs. Some of this requirement could be met from within the affordable housing proportion mentioned above. However there will be a need for some specialist housing for those with physical or learning disabilities. The Council will work with the consortia and developers to seek provision of some of this need within the new SDL developments and will consider relaxing the affordable housing provision in appropriately and fully justified cases.

4.15 Housing Mix

- 4.16 The Council's current housing mix is identified in Policy CP5 of the Core Strategy, paragraph 5.41 and Policy WH10 of the Wokingham District Local Plan (WDLP) and will be set out in the future Managing Development Delivery Development Plan Document (MDD DPD) to be produced by the Borough Council. It is expected that developers will adopt design strategies which broadly comply with paragraph 5.41 of the Local Plan. However it is envisaged that the design of proposals will take priority over mix. The Masterplan SPDs set out detailed guidance on the high quality of design expected within the SDLs over the course of the Core Strategy Plan period (to 2026).

4.17 Use of Wi Fi

- 4.18 The Council will encourage the provision of a hub approach to community facilities (community hub) and individual access to WiFi and broadband. Where super high -speed broadband is not provided the provision of community hub(s) and/or Wi -Fi umbrellas/clouds shall be made available to the community in conjunction with the Travel Plan to reduce the need to travel.

5.0 SANG and Access Management

- 5.1 The development envisaged for each SDL through the Core Strategy will have a significant effect upon the Thames Basin Heaths Special Protection Area (the SPA) both on their own and in combination with other proposals both within the borough and elsewhere. To address this impact, a combination of the following measures is required – Suitable Alternative Natural Greenspace (SANG) together with appropriate contributions to SPA access management and monitoring. The extent of mitigation measures required varies according to the proportion of the SDL within either 5km or 7km (both linear) of the SPA.
- 5.2 Within 5km of the SPA, SANG is required at a minimum of 8 ha per 1,000 new residents, constructed and delivered to Natural England's quality and quantity standards and a contribution (currently an average of £630 per dwelling) towards pan SPA access management and monitoring (as advised by the Thames Basin Heaths Joint Strategic Partnership Board); Between 5 and 7km, the proposals will need to be individually assessed but it is likely that SANG will be required on site in line with Natural England's quality and quantity standards, although the exact requirement will be agreed having regard to evidence supplied. Any dwellings delivered on the SDL in this zone will also need to fund monitoring of the effectiveness of the solution, and this is likely to be an appropriate contribution towards strategic monitoring rather than for the specific proposal.
- 5.3 The Council will only accept SANG which is delivered in line with Natural England's advice and is provided in perpetuity.
- 5.4 It is the Council's intention for the SDLs to avoid and mitigate impacts on the SPA through a bespoke combination of on-site SANGs and contributions to Strategic Access Management and Monitoring Measures (SAMM) in line with Policy CP8 of the adopted Core Strategy and the Council's SPA Impact Avoidance Strategy (IAS) which states that the SDLs will need to contribute towards appropriate access management and monitoring.

6.0 Infrastructure Delivery and Contributions for Individual Strategic Development Locations

- 6.1 To ensure the delivery of the necessary onsite and off site infrastructure required for the successful delivery of the SDLs Tables 1 - 4 of this SPD identify the necessary infrastructure (and/or contributions) required from each SDL. This reflects the requirements laid down in policies in the Core Strategy including Policies CP4, CP10, CP18 - CP21 and Appendix 7 of the Core Strategy. It also has regard to the delivery and viability work undertaken for the Examination in Public on the Core Strategy and Statements of Common Ground agreed with all landowners within the consortia at the Examination in Public of the Core Strategy. . In addition, there has been subsequent studies or work which the Council has undertaken or commissioned, which has also been used to identify infrastructure requirements.
- 6.2 Regard should also be given to Paragraph 9.3 of this SPD with regard to monitoring the costs of provision or contributions to the infrastructure requirements required from each SDL, Scheme costs shown on some elements of transport infrastructure provision have been developed from initial 'line on plan' proposals and using non specific industry average rates for construction costs which do not take account of land acquisition, Compulsory Purchase Orders (CPO), environmental

mitigation, design and consent costs or implementation and monitoring; others are based on more detailed costings but still excluding external factors. Once the Infrastructure Business Cases are produced these will include detailed costs of delivery including commuted sums for maintenance. Transport Infrastructure will be subject to legal agreements under section 106 of the Town and Country Planning Act or section 38 or 278 of the Highways Act.

- 6.3 All development proposals are required to demonstrate that their immediate (localised) impact can be mitigated by appropriate interventions to the satisfaction of the Local Planning Authority and following consultation with other appropriate authorities/bodies such as the Highways Agency, the Environment Agency, Natural England, Thames Water and neighbouring local authorities. In relation to transport infrastructure it should be noted that the schemes noted in Tables 1 - 4 are not an exhaustive list due to need for development to mitigate their impact; this will be carried forward through the Transport Focus Group.
- 6.4 In accordance with Policy CP4 of the Core Strategy the Council (as local planning authority) will assess the infrastructure requirements of all new development proposals. To ensure the delivery of all the infrastructure requirements laid down in Policies CP18 - 21 and Appendix 7 of the Core Strategy the Council seeks either an overarching planning application or another relevant mechanism such as an overarching Infrastructure Delivery Plan. The best way of achieving delivery is through a legally constituted consortia able to show delivery of all the required infrastructure. The Council has engaged specialist infrastructure legal advisers to negotiate with developers, to ensure that infrastructure is provided in a timely manner. If there is not an overarching planning application the Council will expect planning applications to be accompanied by an Infrastructure Delivery Plan for the SDL and for Section 106 agreements to reflect this approach. This is in order to ensure delivery of the infrastructure requirements laid down in the Core Strategy including Policies CP18 - 21 and Appendix 7, and reflects Paragraphs A7.13, A7.28, A7.41 and A7.53 of Appendix 7 of the Core Strategy. This infrastructure will include highways, transport, community buildings, schools, open space and SANG. All SDLs will need to show how all components of the SDL will come forward within the Core Strategy period (to 2026) before planning permission is granted. Any piecemeal planning applications on any SDL will need to demonstrate how they will provide the infrastructure requirements for the delivery of the designated SDL as a whole. The key to delivery is cooperative working between individual developers/consortia and with the Council and stakeholders. The scale and timescale of these projects is significant. However, they provide a unique opportunity to deliver an infrastructure rich environment, to strengthen existing communities and to make good places. In previous consultations many residents have expressed concern at the lack of detail or transparency of ongoing work. It is therefore essential that regular public engagement is undertaken and that developers in preparing their applications fully explain not only the onsite but also the offsite implications of infrastructure delivery.
- 6.5 In accordance with Policy CP4 of the Core Strategy any requirement for planning contributions will take account of and offset where appropriate the actual provision of infrastructure works or facilities proposed as part of a development to avoid double counting. Further advice is given in the Council's Planning Advice Note (Revised November 2010) on planning obligations.

- 6.6 Should economic conditions dictate that at a given point scheme viability is compromised, the Council will adopt the approach as set out in Section 7 of this SPD.
- 6.7 For the purposes of this SPD planning contributions may take the following forms provided that they are necessary for the proposed development to be constructed;
- The direct provision of essential, relevant and necessary infrastructure both on and off the site; (which may be secured through a s106 agreement, s278 agreement and/or a planning condition on a planning permission);
 - The provision of land for a specific community/specialist use as agreed between the developer and the Council;
 - Commuted payments in lieu of provision of infrastructure normally derived through standard formulae which may be pooled;
 - Monetary contributions towards strategic and offsite community Infrastructure normally derived through standard charges and or formulae which may be pooled with an allowance being made for situations where strategic infrastructure is provided as part of the development
- 6.8 Other Section 106 obligations might be sought in order to prescribe the nature of development or use of land within the SDLs. The Borough Council will ensure that development is not double charged in respect of the same obligation.

Definitions of type of infrastructure

Infrastructure	Means of Delivery
On site Provision The site related infrastructure such as access roads and open space, and other inclusions (e.g. community facilities, education, health and affordable housing) required as a direct result of the impact which the development schemes places on its site and surroundings.	Provided by the developer as part of the development. (secured through a s106 agreement and/or planning conditions on a planning permission).

Off Site Provision This will include neighbourhood infrastructure arising from the impact of development on the surrounding neighbouring facilities, existing infrastructure and communities.	Pooled contributions to allow the relevant service provider to provide the necessary infrastructure or payments in lieu of provision to enhance existing provision/ direct provision as commuted payment. Proportionate contributions will be sought from other SDLs or across SDLs towards new or replacement infrastructure where such provision will serve a wider area. For example developers within South of M4 SDL will contribute to the new secondary school at Arborfield Garrison SDL
Strategic Infrastructure These are major land or development works or facilities, including transport which are required to mitigate impacts of the SDLs and are primarily identified in Policies CP10 and CP18CP21 of the Core Strategy and following work with key partners	Pooled contributions/ direct provision by the developer or by another body which may include the Council or other providers/partners (e.g. statutory undertakers).

6.9 Standard Charges

- 6.10 Sites within the SDL will primarily be expected to deliver or in some cases, contribute to the delivery of the relevant infrastructure for the whole of the SDL. In order to comply with requirements in Core Strategy Policies 1821 for a coordinated approach to the development of the SDLs they will need to include or have regard to an Infrastructure Delivery Plan or overarching infrastructure outline planning permission for the SDL as a whole.
- 6.11 Standard charges may be applied to address similar impacts from similar developments within a geographic area and where there is an identified and costed infrastructure scheme in place, supported by appropriate evidence. These will be applied as follows:
- Sites which may come forward in the later phases or following the delivery of infrastructure will be subject to the application of a standard charge approach based on the cost of delivery of the infrastructure. This is to ensure all development makes a fair and reasonable contribution.
 - In instances where additional development sites may come forward within or adjacent to an SDL. The type of contribution required from these sites will be dependent on when sites come forward during the Core Strategy plan period and need to

have regard to the amount of infrastructure already provided and also the impact arising from any such development where it adjoins an SDL.

- Strategic Infrastructure when not directly delivered by the developer
- Sites adjoining an SDL will not be able to rely on infrastructure delivered within the SDL unless genuine over-provision or no-prejudice to delivery of the SDL can be demonstrated

Standard formulae

The standard structure for standard formulae is set out below:

$$DC=DU \times IM \times CM$$

- DC = Developer contribution
- DU = Development Units (no of residents at 2.4 per dwelling / sq m of commercial floorspace liable for contribution within an SDL.
- IM = Impact Multiplier (impact per “development unit”, e.g. Generation of x additional car journeys)
- CM = Cost Multiplier (for financial contributions) (£ cost per additional “unit” of provision;

Standard Charges

The standard charges will be calculated using the basic structure as set out below.

$$DC = DU \times SC$$

- DC = Developer contribution
- DU = Development Units (no of dwellings / sq m of commercial floorspace liable for contribution within the SDL)

This approach to calculating charges may also include a tariff approach for the delivery of transport provision not directly provided by the Strategic Development Locations and to those elements of cross SDL delivery of infrastructure.

6.12 Section 106 Agreements

- 6.13 Infrastructure will be secured by an appropriate planning obligation or S106 Legal Agreement. Heads of Terms on infrastructure should reflect Appendix 7 of the Core Strategy and Tables 1- 4 of this Infrastructure SPD. The final phasing, timing, funding and construction details of infrastructure is complex and will need to be worked up during pre-application discussions and is not covered in depth within this SPD. Where possible, following consideration of Infrastructure Business Cases (for transport) and Infrastructure Delivery Plans [including following discussion with consortia developers] the Council will seek to provide greater specificity regarding its expectations for the phasing of infrastructure, such as, for example, in setting out the number of dwellings that can be provided before key infrastructure items are expected to be delivered
- 6.14 The Council will seek draft s106 agreements to be agreed prior to the submission of any planning application in order that they are submitted, ready for approval, with any planning application within the SDLs to aid speed of determination of formal planning applications. This reflects Policy CP4 of the Core Strategy. Due to the nature and scale of the SDLs this will require cooperative working with other potential developers and landowners in order to ensure confidence in Infrastructure delivery. S106 legal agreements will need to reflect the delivery and phasing of infrastructure shown in the SDL SPDs and the IDC SPDs and in any overarching planning consent or other relevant mechanism for the delivery of the infrastructure requirements. They should also indicate whether the infrastructure is to be directly delivered (e.g secured through a planning condition) or through a Section 106 contribution. This approach will be carried forward in developing the Planning Obligations SPD or producing one or more CIL charging schedules in future.
- 6.15 In some cases, controls can be exercised through the use of planning conditions on planning permissions for development of the SDLs, for example, construction traffic routing can be secured through a planning condition requiring a Construction Management Plan on via a routing agreement as part of a S106 Legal Agreement.
- 6.16 **Phasing of Provision and Trigger Points**
- 6.17 The phasing of the delivery of on - site and off - site provision and to off - site infrastructure contributions will be in line with an agreed phasing strategy to be determined in discussion with the Local Planning Authority (see Paragraph 6.13 above). This phasing will be agreed through pre-application discussion and secured as part of planning applications and in the S106 Legal Agreement and other consent regimes. In some instances early delivery is needed, this is noted in Tables 1 – 4 within this SPD.
- 6.18 Individual developers involved in bringing forward the development and associated infrastructure from each SDL will be expected to demonstrate how their proposal contributes to the overall delivery of the SDL both with the phasing in the SDL SPD and the phasing and contributions laid down in this Infrastructure Delivery and Contributions SPD. Planning applications and Infrastructure Delivery Plans will need to reflect the phasing of delivery of infrastructure shown in the SDL SPDs and IDC SPDs. The Council will seek collaborative working between the consortia and developers to deliver the SDLs and their associated supporting infrastructure

6.19 . Any specific trigger points will have regard to the SPD for the SDL and will be included into the relevant S106 Legal Agreement.

6.20 **Other Consent Regimes**

6.21 Various elements of on and offsite infrastructure (for example Arborfield Cross Relief solution, Ashridge Interchange, Finchampstead Road under bridges , South Wokingham rail over bridge, Barkham Bridge etc) will require other consents along with the granting of planning permission. These may include Compulsory Purchase Orders, Highways Agency approval and Network Rail consent. These will be prerequisites of infrastructure delivery required for the development of the SDLS. The Council will seek a programme for securing other consents outside of the planning process to ensure delivery of the infrastructure outlined in the Core Strategy including Policies CP10, CP18CP21 and Appendix 7. For transport this will be a collaborative process carried forward through the Transport Focus Group and into Infrastructure Business Cases; developers will need to be cognisant of moving forward consents with other bodies, normally in parallel with securing planning consent to ensure certainty of delivery and details of associated infrastructure costs.

7.0 **Viability and Flexibility**

7.1 Where infrastructure is considered to be essential and it is necessary to be within the early phase of development of the SDL the Council will work closely with the consortia and developers to source other funding or innovative means to enable delivery and may enter into negotiations over phasing and delivery of some other elements of infrastructure. In such circumstances The Council will require a proactive approach from the consortia and developers. To this end the Council has appointed infrastructure lawyers and continues to be supported by ATLAS.

7.2 However where current viability is proposed as a justification for reducing the infrastructure provided and/or the Section 106 contributions the Council will require developers to provide a fully audited open book approach on scheme viability which will be validated by an independent assessor whose fees will be paid for by the developer. The Council will give consideration to the commercial sensitivities of this approach. If as a result of this assessment there is a justification for reducing infrastructure provision and /or Section 106 contributions then the Council will consider the following approaches:

- Review the timing of provision of direct and indirect infrastructure provision or financial contributions and/or
- Prioritise and review level of direct and indirect infrastructure provision or financial contributions.

Where there is agreement to delay some infrastructure delivery and or financial contributions the Council will expect the revised agreement to include a start date or trigger for the delivery. Developers will be expected to demonstrate that no harm to interests of acknowledged importance will result from any delay in infrastructure delivery and the commitment to delivery will remain and be protected by clauses in the S106 Agreements. The Council may also consider including an overage

clause in Section 106 agreements to reflect changes in viability when market conditions improve.

- 7.3 There may be circumstances where the normal infrastructure requirements need to be prioritised due to phasing, for example for community developments and traffic mitigation purposes. In such circumstances a flexible and bespoke infrastructure delivery programme will need to be negotiated as part of the pre application discussion and secured through an Infrastructure Delivery Plan and s106 legal agreement.
- 7.4 Further work is being undertaken by the Council on viability (e.g. Park and Ride proposals) and the outcome will inform discussions with developers, consortia and others and future reviews of the IDC SPD.

8.0 Monitoring Panels

- 8.1 Wokingham Borough Council will consider the most appropriate way to address any issues that may evolve at every construction stage. This may involve setting up one or more forum which could consist of Local Members, Parish/Town Councils, community leaders, representatives from developers, contractors and the Borough Council. Any such groups should be established with Terms of Reference and administrative support including funding from one or more parties as required. The Council will also commit to carrying forward the Transport Focus Group post- decision to assist in progressing other consent regimes, monitoring delivery and resolving any issues arising. This is likely to be a long term commitment and as SDLs evolve it is expected that new representatives of the growing communities will become involved.
- 8.2 Long-term future management and maintenance, such as public open space and green infrastructure, should be considered early in the planning process and secured through a S106 legal agreement as part of any planning application for the SDL. This could be via a management company or community development trust or by the Borough or Parish Council where it might be appropriate for these public organisations to adopt the land; this is likely to apply to the ongoing stewardship and management of SANG for instance.

9.0 Fees, Monitoring and Review.

- 9.1 Applicants are required to cover the cost of the drafting and completion of the S106 Legal Agreement and Community Infrastructure Levy (CIL), which may include obtaining copies of land registry documents. The legal fee is payable as soon as work commences on any Legal Agreement and must be paid whether or not planning permission is ultimately granted. As

these are complex agreements the fees are not known at this stage and will be dealt with on a site by site basis following discussion between the Council and the applicant.

- 9.2 A monitoring fee is also required to be paid for by developers which will be expected to cover the cost of monitoring compliance with the S106 Legal agreement and implementation over the construction phases of the SDLs. This allows the Local Planning Authority to monitor the implementation of S106 contributions and the outcomes sought through the Legal Agreement(s). This can cover the costs of achieving an agreement, recording payments due, dates due, ensuring contributions are spent on their intended purpose and monitoring the delivery of the necessary infrastructure covered by the Legal Agreement. All financial contributions received will be managed by Wokingham Borough Council, which will also be responsible for their distribution as agreed. This will be subject to annual audit, monitoring and reporting by the Borough Council to ensure that it is transparent and accountable to all parties. This monitoring fee is separate from that associated with assessing the effectiveness of mitigation and avoidance measures for the Special Protection Area under SE Plan policy NRM6 and Core Strategy policy CP8.
- 9.3 The IDC SPD and the phasing schedule will be subject to an annual monitoring review both in respect of the delivery of infrastructure and in the costing of provision or contributions. The annual monitoring will have regard to build cost indices as well as other indices such as the retail price index. Legal Agreements will include the need to index link the contribution to be paid as part of the S106 Legal Agreement for the SDL development. Updating of costs will be in line with advice from individual Council departments for example advice from the DSCF to Children's Services on build costs. Costs will be based on regional building costs and outcome costs of recent tenders.

Arborfield Garrison Infrastructure Requirements and Obligations

Transport Infrastructure

Scheme	Provider	Phasing	Funding /Cost
Extension of Nine Mile Ride to connect with the A327 including bus priority corridor. Policy Link CP4,CP10 ,CP18 Appendix 7 Paras A7.7 a, hi & ii A7.13 ai	Developer	Phased between 2012 and 2015 to ensure access from the site to the A327 and Nine Mile Ride to avoid loading further traffic on existing routes through Arborfield Cross and Shinfield and to act as a distributor. A327 link may be required early in this phasing to provide good access to the relocated secondary school, both from the South of the M4 SDL to the west and existing communities to the east. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development. The delay of the Nine Mile Ride Extension may attract the need for interim mitigation measures on adjacent roads including the A327 and Nine Mile Ride.	This is within the red line boundary of the SDL and therefore on-site so it will be directly delivered and funded by the Developer. Commuted sums will be required for maintenance and adoption, including SuDS as appropriate.
Measures to improve accessibility by non car modes along the A327,	Developer/highway authority	To Highway Authority agreement. The Council anticipates these improvements to be phased early in the development	Developer funded Indicative cost £1million Costings do not take into account land

B3030,B3349,B3430,corridors	To highway authority specification	to support travel plans.	acquisition, any potential CPO costs, CPO to be a measure of last resort and to be fully funded by developers, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement.
Policy Link CP1,CP4, CP6.CP10, CP18 Appendix 7 Paras A 7.7c, d A 7.13 ai & aii		The phasing strategy to be submitted as part of the outline planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing.	
Works to improve the capacity of Barkham Bridge either by traffic light control or providing a new bridge	Developer	To Highway Authority agreement; the phasing of these works will be dependent on modelling. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development.	Off-site works to be developer funded; CPO may be needed but is a measure of last resort and to be fully funded by developers. Works may require separate planning consent.
Policy Link CP1, CP4, CP18			
Works to stop-up or alter the streetscape of Park Lane upon the completion of the Nine Mile Ride extension	Developer	To be phased along side the on-site works to link the Nine Mile Ride to the A327 works.	Indicative developer funding circa £2.9million (WSP October 2009)
Policy Link CP4,CP6, CP18 Appendix 7 Para A7.7 h		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development.	Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement
Improvements to transport capacity on the A327 including measures to relieve Arborfield Cross which may include provision of a new route avoiding existing settlements or junction	Highway Authority/Developer CPO may be needed but is a measure of	To Highway Authority agreement and to be phased in line with transport works listed which have been deemed necessary for the delivery of this SDL. And South of the M4 SDL. The Inspector' Report into the Core	Off-site works to be Developer Funded by Arborfield and South of M4 SDLs and implemented by highway authority/developer. Indicative Developer contribution based on an Arborfield Relief Road, circa £9 million of which £5 million from Arborfield Garrison

capacity improvements such as at Arborfield Cross	last resort	Strategy indicated that modelling undertaken at the time of the Examination in Public showed that 750 homes could be built before improvements required The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development both within this SDL and South of the M4 SDL. It shall address the need for consents including separate planning consent . The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing. Option testing and feasibility to be undertaken using the Council's Strategic Transport Model (WSTM)	SDL and £4 million from South of M4 SDL Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement From work done to date any measures will need to have regard to modelling work to ensure that it is an effective solution and should be capable of delivery at an appropriate time. A bypass is the Council's preferred option due to concerns about the likely impact on the Conservation Area at Arborfield Cross.
Policy Link CP1, CP4, CP6, CP10 CP18 CP19 Appendix 7 Paras A7.7a, A7.7h, A7.13i			
Contribution to Shinfield Eastern Relief Road and any necessary flood attenuation methods to meet Environment Agency requirements Policy Link CP4 CP6 CP18 CP19 Appendix 7 A7.22d, A7.28a)i & A7.13a)vii	Developer/south of M4 consortium/developers	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development both within this SDL and South of the M4 SDL. It shall address the need for consents including separate planning consent. The phasing strategy to be submitted as part of the overarching planning application or other relevant	Off-site works to be developer funded and implemented. Phase 1 of the SERR is consented in relation to the Science Park and phase 2 is required to access proposed development within the South of the M4 SDL. Indicative Developer funding circa £3.35 million from Arborfield Garrison SDL and £9.65 million from South of the M4 SDL (WSP Oct 2009) Additional cost for flood mitigation/compensation measures

		mechanism and be included in the Legal Agreement This will need to reflect the overall phasing	
		Prior to the granting of any consent the mechanism for the delivery of off-site infrastructure will need to be in place in accordance with agreed phasing	
Public Transport services and interchange within the District Centre with passenger facilities.	Developer	Phased to take account of the housing trajectory for delivery and to provide direct services and ensure an effective alternative to car borne journeys	On-site works.
Including safe crossing points for cycle and pedestrian access and improved public transport access on the A327.		Consortium indication of a 15% modal split endorsed by the Inspector in his report on the Core Strategy	Indicative developer funding circa £300.000
Provision of bus stops, shelters and associated facilities.		The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement. This will need to reflect the overall phasing which should prioritise the provision of non-vehicle links to facilities and services in the SDL.	(WSP October 2009)
Policy Link			
CP1, CP4, CP6, CP10 CP18 Appendix 7 Paras A7.7b ,e A7.13 a) iii, iv & v		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of services necessary to mitigate the effects of development.	
A7.7 g A7.13 iv			

Residential travel plans. Real time travel information and demand management measures.	Developer	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of services necessary to mitigate the effects of development.	On-site works.
Policy Link CP1, CP4, CP6, CP10 CP18 Appendix 7 Paras A7.7b ,e A7.13 a) iii, iv & v		The Council has adopted Travel Plan Guidance (2011).	
Provision of and improvements to local cycle and footpath network including greenways.	Developer	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of services necessary to mitigate the effects of development.	Works on-site and off-site. An Infrastructure Business Case will be produced to support the IDP.
Policy Link CP1, CP4, CP6, CP10 CP18 Appendix 7 Paras A7.7b ,e A7.13 a) iii, iv & v			
Bus transport corridor to Wokingham, Bracknell, Reading and Winnersh.	Operated by local bus companies under contract	Phased to take account of the housing trajectory for delivery and to provide direct services and ensure an effective alternative to car borne journeys	Bus corridor provision and improvements will need to include set up costs and revenue subsidy costs.
Creation of a segregated bus and cycle priority route on Commonfield Lane	Ownerships, including maintenance to be in line with Legal Agreement.	Consortium indication of a 15% modal split endorsed by the Inspector in his report on the Core Strategy.	Following this the Council may then seek funding on an annual basis
Policy Link CP1, CP4, CP6, CP10 CP18 Appendix 7 Paras A7.7b & h i & ii, A7.13 a iii	Agreements need to be secured with local bus operators. Bus services procured via open tendering	The segregated route on Commonfield Lane should result from modelling showing evidence of impact and benefit arising.	(Indicative developer funding per corridor circa £10.5 million WSP January 2010 2009.) Costs will be based on a cost revenue assessment and have regard to travel plan measures and modal split.

through the Council's Corporate transport unit

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of services necessary to mitigate the effects of development and be included in the Legal Agreement .

An Infrastructure Business Case will be produced to support the IDP.

Off site highways works to the scope and extent required and agreed by the Council	Developer/highway authority	To be phased in line with transport works listed which have been deemed necessary for the delivery of the SDL	Developer funded and/or implemented
Demand Management measures to preserve the operational performance of the Strategic Road Network particularly around Junctions 10 and 11 of the M4	Developers and Berkshire Strategic Transport Forum \Highways Agency. To be agreed in discussion with Highway Agency and adjacent transport authorities .	Should have regard to Highways Agency's programme for hard shoulder running or other similar improvements , expected 2016/2017	Proportional funding from Developers where a requirement for mitigation is demonstrated through modelling or observation.
Policy link C P4, CP6, CP10	Require further justification from Highways Agency		It should be noted that at the current time no scheme exists. Liaison with Bracknell Forest and Reading Borough Council's is underway on this issue.

Education

Provision of at least 2 new primary schools of up to three form entry and early years provision. Possible provision of children's centre room in second <i>primary or co-located with another suitable community /social facility.</i>	Developer	First primary school to be phased early in development to ensure adequate provision of primary school places. Second primary to be phased later in the development	Developer funded This will be through the provision of suitable sites and construction of the schools to a specification agreed in accordance with the Department for Education guidance in place at the time of construction and to a level ready for occupation.
Policy Link		Site for further primary school may need to be safeguarded to have regard to strategic planning policy on possible	

CP1 CP4 CP18		expansion of the SDL post 2026.	
Appendix 7 Paras A7.9b A7.13i		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development	(Cost circa £13 million (January 2010) in total for 2 schools. Site of at least 2.5ha per school)
		and be included in the Legal Agreement. This will need to reflect the overall phasing	
Re-located Secondary School	Developer provision of suitable and accessible site free of charge	To be operational early in the development	Funding/ building of a relocated secondary school of up to 1500 pupils Site area to be large enough to allow expansion post 2026.
Policy Link			
CP1,CP4 CP18 Appendix 7 Para A7.13bii	Developer funded (Arborfield/ South M4) / WBC funded	The delivery may be in two phases, phase one would deliver core facilities and teaching capacity for circa 750 pupils including 6 th form; the second phase would bring the school up to the full capacity of 1500. This will address the demand for places at the school having regard to the proposed build-out of the SDLS and will enable the phasing of section 106 contributions.	The provision of a suitable site and construction of the school to a specification agreed in accordance with the Department for Education guidance at the time of construction
	To be secured as part of the outline planning application or other relevant mechanism and be included in a legal agreement.	The delivery and phasing of the school has been agreed in principle in the statement of common ground at the Examination in Public on the Core Strategy.	Funding for the school will be based on the proportion of pupils who may be relocated and those generated by the new development in both Arborfield and South of M4 SDL.
		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement This	The funding for building the school based on anticipated pupil yield are circa £15.47 million (2009) from Arborfield Garrison SDL and circa £11 million (2009) from South of M4 SDL including post 16. Funding contributions from South of the M4 SDL based on the anticipated pupil yield from the

will need to reflect the overall phasing.

dwellings

Other funding streams will be provided by the Council as education authority (Circa £11.8 million (2009)). The costing of the school has had regard to the recent secondary school provision at Waingels College.

The siting of the school may be able to take advantage of some existing sports facilities on the site. However re-use of would need to have regard to the existing level of use and this could mean an expansion of those facilities Possible use of school for adult learning and formal club use within school grounds in line with 21st century schools programme

Provision of children's centre Policy Link CP1, CP4, CP18 Appendix 7 Para A7.13 civ Policy Link CP1, CP4, CP18 Appendix 7 Para A7.13 civ	Developer	The Children's Centre could be sited where there is currently a private nursery which could be adapted and or added to form the Children's centre. Alternatively the Centre could form part of the new primary school in the north next to the neighbourhood centre or be co-located with an existing appropriate community/social facility. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development	Developer funded
Early years and childcare provision	Private companies, education trusts	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development	Private companies/ educational trusts

Special Educational Needs contribution	WBC	The Section 106 contributions will be sought from both primary and secondary school phases to predominately enable children to be integrated into mainstream settings.	SPD has had regard to Policy CP4 of the Core Strategy. Regard will be given to the information currently used on planning applications to determine contributions
Policy Link			
CP18 Appendix 7			

Social and Community

Provision of a multi use community centre (community groups, Youth, voluntary sector, faith, parish council, library, cafe, retail/office, appropriate leisure and recreation facilities i.e. indoor sports provision) This must be accessible to the whole community including those with disabilities. Consideration should be given to the positioning of any centre in relation to specialist housing for older people or for those with disabilities.	Developer The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development. The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement. This will need to reflect the overall phasing	Indicative cost based on Finchampstead Baptist Church circa £4 million The library floor space requirement for 3500 new dwellings is 235 square metres.
The community centre would host the Children's Centre provision if it is not provided within a school.	Planning obligations will seek funding towards a community manager for the first five years.	A multi functional community centre with a revenue element included would provide the heart of a community hub approach to delivery.	To enable the centre to provide a revenue stream it is anticipated that the centre could contain other district centre uses, including a retail/business element, possible GP surgery/dental surgery. An element of this should be at below market rent for the use by voluntary sector groups.
Policy Link			
CP1, CP2, CP3, CP4, CP18, Appendix 7 Para A7.13 cvii			

Provision of on site neighbourhood police office	Developer	Thames Valley Police has indicated in response to the social matrix the following need: an on site neighbourhood police office with showers and lockers of approx 75sqm within the district centre. This could be as part of a multi use centre or premises exclusively occupied by Thames Valley Police. Phased in line with advice from Thames valley Police	Indicative cost from Thames Valley Police is circa £215,000. This will not be applied if provided as part of the multi use community centre.
Policy Link CP1, CP2 ,CP3, CP4, CP18 Appendix 7 Para A7.13 c viii			With regard to any contribution to off site capacity building based on Local Policing Strategy Assessment of Impact of Growth (April 2008) Thames Valley Police will need to justify this and demonstrate it meets the tests of Circular 5/2005
Formal Sports facilities Including multi use game areas (MUGAS)	Developer	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development. If part of the development of the secondary school provision will be in place by 2013. Refurbishment of existing to be phased between 2013-2015 to ensure upgraded facilities are on –site to maximise self containment and to provide facilities to promote health. However re-use of would need to have regard to the existing level of use and this could mean an expansion of those facilities	Provision should be in line with national playing fields association FIT (Fields in Trust) standards and Sport England standards. Possible upgrading of existing. Possibility of including within the development of the secondary school.
Policy Link CP1, CP4, CP18 Appendix 7 Para A7.13 cii	The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy	The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing	Regard will be given to the information currently used on planning applications to determine contributions In the case of sports facilities this is circa £2.6 million plus circa £260 per dwelling for swimming pools (Sports England calculations)
GP Surgery	Developer/PCT	Phasing in line with advice from the PCT	PCT has indicated need for 4 GPs. PCT has indicated may wish to enter discussions

Policy link

regarding provision within the District Centre.

CP1, CP2, CP4, CP18
Appendix 7 Para A7.13 ci

Burial Ground	Developer provision of land	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development.
Policy Link CP4, CP18, Appendix 7 A7.20 eiii	Local authority /Town Parish Councils may maintain	

Affordable Housing

Affordable housing provision to accord with Policy CP5 of the Core Strategy, minimum of 35% subject to proving viability	Developer/ Registered Social landlord/ WBC as a Local Housing Company	The provision of affordable housing will normally be achieved through the involvement of a Registered Social Landlord (via a Legal Agreement) so that affordable housing can be secured for successive, as well as initial, occupiers. The form of on site provision is subject to negotiation between the applicant and the Council. Phasing will be in line with the individual housing schemes brought forward through the development and in line with the Framework SDL SPD for the site.	The inclusion of affordable homes will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme.
Policy Link CP4, CP5 and CP18 Appendix 7paras A7.9a A7.13biv			

Provision of extra care housing of mixed tenure preferably of around 60 units and small schemes of	Specialist Housing Wokingham BC	Phased in line with requirements identified by the Council's Community Care section and Para 2.40 of the Core Strategy. Phased between 2012-2020.	Possible provision of land or buildings
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dementia housing. (8-12 units). Dementia housing is preferably placed within an extra care scheme or close by to ensure good access to communal and community facilities. Such facilities need to be made available across the Borough.

Policy Link CP2, CP4
Appendix 7 para A7.11

The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing.

Table 21a in the Older People's housing strategy sets out the numbers of units required

Retail and Employment

Provision of district centre including a store selling primarily convenience goods of 4,000 sqm gross

Provision of 2 neighbourhood centres

Policy Link

CP2 CP4, CP13, CP18,
Appendix 7 Paras A7.9c
A7.13ciii

Developer/ retailer

The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy

Arborfield Garrison is identified as a district centre in Policy CP14 of the Core Strategy. To be phased between 2012-2015 to ensure community facilities are in place to provide for a sustainable community and limit off-site trips.

Siting of the district centre to be identified through the SDL SPD.

The Framework preferred option modelling assumes the parking at the District Centre will offer a car/bus interchange to exploit the potential for mode shift and that nominal parking charges will be hypothecated to support enhanced bus services

The phasing strategy to be submitted as

Funded/built directly by developer/ retailer, delivery and phasing to be secured through s106 agreement.

		part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing.	
Other retail and business uses within district and neighbourhood centres Policy Link CP2, CP18, Appendix 7 Paras A7.9c A7.13ciii	Developer/retailer	Provision should consider the inclusion of local labour/apprenticeships schemes. Arborfield is identified as a district centre in Policy CP14 of the Core Strategy. To be phased between 2012-2015. The Council will be seeking some retail/business uses to be co-located in the community building to provide a revenue stream. An element of this should be at below market rent for the use by voluntary sector groups. Further employment would need to contribute to roads/public transport provision. The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing	Funded by developer/ retailer
Provision of further employment opportunities at Hogwood farm Policy Link	Developer/ landowner	Phasing should be from 2012 onwards to provide for a sustainable community and limit of-site trips.	This will be primarily provided by an extension to the existing Hogwood Industrial Estate, although some will be provided by provision of the district centre and secondary school. In total circa 30,800 sqm of additional

CP18 Appendix 7 Para A7.2f

The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing

B class space will be provided.

Provision should consider the inclusion of local labour/apprenticeships schemes.

Further employment would need to contribute to roads/public transport provision.

Green Infrastructure

Provision of Suitable Alternative Natural Green Space (SANG) to mitigate for impact on Thames Basin Heaths SPA and maintenance payments

Developer

This is a necessary requirement for the site to be deliverable

SANG of a relevant size and standards will need to be provided in line with Natural England standards and will need to be phased to be available before first occupation of dwellings built in line with the phasing of housing development in the Framework SDL SPD .

Developer funded To be provided in line with advice from Natural England

Having regard to current Natural England standards (Oct 2009) at £7.7 million of which circa £5.5 million is for SANG management, circa £1.6 million for strategic access management and £600.000 for strategic monitoring

Policy Link

CP8, CP18, Appendix 7

Paras A7.1 A7.8 b&c

In order to maintain public access to maintained SANG in perpetuity they may need to be managed by the Borough Council.

Provision of SANG Access maintenance and management costs are estimated.

The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement. This will need to reflect the overall phasing

Open Space Provision/Children's Play Areas/NEAPS, playing fields/ facilities for youth and older persons needs

Developer

The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy

Phasing should be from 2012 and in line with the Framework SDL SPD to ensure easy access to open space to promote health and to maximise self containment.

Developer funded Provision should be in line with national playing fields association FIT (Fields in Trust) standards and Sport England standards

(Costs circa £ 6 million (April 2009)

Policy link

CP3 CP18, Appendix 7 Para

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to

There may be opportunity to re-use existing facilities such as cricket pitches and there may be opportunity for dual use of facilities at

A7.5 a-d i ii iii		mitigate the effects of development.	schools.
		The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing	May require contribution for maintenance
Allotments/community gardens	Possibly allotment groups or Parish Councils	Provision of land in line with the Open Space Standards in the Core Strategy which seeks allotment use of a minimum based on 0.52ha per 1000 population.	Provision of land
Policy Link			
CP3 CP18, Appendix 4, Appendix 7 Para A7.5 a-d i ii iii		The phasing strategy to be submitted as part of the overarching planning application or another relevant mechanism and agreed in the Legal Agreement. This will need to reflect the overall phasing	
Public Rights of Way(PROW)	Wokingham BC or developer provided related to transport infrastructure as outlined above	Reflects the impact of growth to help fund projects which have been given priority based on national and local objectives. Should allow for provision of links to existing network. Regard needs to be given to the Council's Rights of Way Improvement Plan.	SPD has had regard to Policy CP4 of the Core Strategy.
Country park/biodiversity			With regard to country park contribution the Council will ensure there is no double counting with SANG provision
Policy Link			
CP3 CP18, Appendix 7 Para A7.5 a-d i ii iii			With regard to biodiversity the Council will ensure there is no double counting

Water and Drainage

Sustainable urban drainage measures	Developer	Flood risk modelling should be undertaken by developers as part of an Environmental Impact Assessment prior to the outline planning application stage in line with Environment Agency advice	The inclusion of sustainable urban drainage measures will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme. Developer contributions or commuted payments will be required to secure the relevant funding for ongoing maintenance costs associated with Sustainable Urban Drainage Systems (SuDS)
Policy link			
CP1 CP18			
Appendix 7 paras A7.6e A7.13 e ii			
Flood mitigation measures	Developer/ Environment Agency	Flood risk modelling should be undertaken by developers as part of an Environmental Impact Assessment prior to the outline planning application or other relevant mechanism in line with Environment Agency advice	May need to provide mitigation measures in respect of California Country Park and SSSI
Policy link			
CP1 CP18			
Appendix 7 Para A7.13 a vii, e ii			

Renewable Energy and Waste

Development within the SDLs should contribute towards the goal of reaching zero-carbon developments	Developer/ green energy companies	Developers should incorporate a range of technologies suitable to the site. Developers are also encouraged to include district heating infrastructure where appropriate. Phasing should be from 2012 onwards to ensure meet the requirement of the South East Plan and to meet Code level 4. Phasing strategy and range of technologies should be submitted as part of the outline planning application or other relevant	The inclusion of renewable energy will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme
Policy Link			

CP1 CP18 Appendix 7 Para
A7.6 a-i

mechanism. Regard should also be
given to the Council's emerging
Sustainable Design and Construction
SPD.

Sewage treatment works

Developer/ Thames
Water

The Consortia are in discussion with
Thames Water whether there is a need
to update or replace the existing
sewage treatment works to provide
capacity. Phased in line with advice
from Thames Water. Regard to
Council's Strategic Flood Risk
Assessment(SFRA)

Developer /Thames Water. Cost circa £4
million

Policy link

CP18, Appendix 7 Para A7.8a

As water and wastewater infrastructure
has yet to be determined, Thames
Water indicate that this requirement
should not been seen as exhaustive and
further discussions should be
undertaken with Thames Water to
establish the likely requirements.

Waste minimisation

Developer

Provide recycling facilities including
signage and containers; these could be
provided at the community centre.
Possible provision of home composters
or food digester for each property. This
will need to reflect the overall phasing

Developer

Policy Link

CP1, Appendix 7 Para A7.6 g

Air Quality

WBC

Developer

SPD has had regard to Policy CP4 of the
Core Strategy. Regard will be given to the
information currently used on planning
applications to determine contributions.

Policy Link CP1

Utilities

WBC

Developer

SPD has had regard to Policy CP4 of the
Core Strategy. Regard will be given to the
information currently used on planning

Policy Link CP1

To include electricity, gas, potable water, foul water, broadband and other utilities.

applications to determine contributions

Table 2 Infrastructure Requirements for South of the M4 Strategic Development Location

South of M4 Infrastructure Requirements and Obligations

Transport Infrastructure			
Scheme	Provider	Phasing	Funding /Cost
Improvements to highway capacity along the A327(routes to Reading and the M3) and A33 (route to Reading) including the Shinfield Eastern Relief Road, Lower Earley Way and flood attenuation	Developer To Highway Authority and Environment Agency Specification	Phased from 2010 Improvements to the A327 approaching the Black Boy junction to be delivered early in the development The remaining A327 improvements are likely to be required by 2016 based on	Developer funded. As road will act as a distributor for that development. Phase 1 of Eastern Relief Road to be provided as part of the Science Park application at Cutbush Lane, this already has consent. Phase 2 of the ERR

measures in line with Environment Agency requirements

Policy Link CP4,CP10 CP19
Appendix 7 Paras
A7.17d,A7.22e

Improvements to transport capacity on the A327 including measures to relieve Arborfield Cross which may include provision of a new route avoiding existing settlements or junction capacity improvements such as at Arborfield Cross

Policy Link

CP1, CP4, CP6, CP10 CP18
CP19 Appendix 7 Paras
A7.7a, A7.22a, A7.13i

Developer

forecast housing delivery.

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement This will need to reflect the overall phasing

To Highway Authority agreement and to be phased in line with transport works listed which have been deemed necessary for the delivery of this SDL. And South of the M4 SDL.

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development both within this SDL and South of the M4 SDL. It shall address the need for consents including separate planning consent .

The phasing strategy to be submitted as part of the overarching planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing.

Option testing and feasibility to be undertaken using the Council's Strategic Transport Model (WSTM)

will serve the development within the SDL.

An Infrastructure Business Case is being prepared by the landowner.

Additional cost for flood attenuation measures

Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement

Off-site works to be Developer Funded by Arborfield and South of M4 SDLs and implemented by developer.

Indicative Developer contribution based on an Arborfield Relief Road, circa £9 million of which £5 million from Arborfield Garrison SDL and £4 million from South of M4 SDL

Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement

From work done to date any measures will need to modelled to ensure that it is an effective solution and should be capable of delivery at an appropriate time. A bypass is the Council's preferred option due to concerns about the likely impact on the Conservation

Area at Arborfield Cross.

High quality designed bus corridor/ services/priority measures between the three areas of the SDL and relevant rail stations and park and rides.	Operated by local bus companies under contract	Phased from 2010 to take account of the housing trajectory for delivery and to provide direct services and ensure an effective alternative to car borne journeys.	Bus corridor provision and improvements will need to include set up costs and revenue subsidy costs.
Provision of bus stops, shelters and associated facilities.	Ownerships, including maintenance to be in line with Legal Agreement	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Following this the Council may then seek funding on an annual basis
Policy Link CP1, CP6, CP10 ,CP19 Appendix 7 Paras A7.16g,A7.19c,A7.22c, A7.22e, A7.28v,vi,vii,viii		Agreements need to be secured with local bus operators. Bus services procured via open tendering through the Council's Corporate transport unit.	(Indicative developer funding per corridor circa £7.8 million WSP January 2010). Costs will be based on a cost revenue assessment and have regard to travel plan measures.
Public Transport interchange within the District Centre to cater for direct services to Arborfield, Bracknell, Reading, Winnersh and Wokingham including passenger facilities. Provision and improvements to local cycle and footpath network Linkages to Science Park	Developer	Phased from 2010 to take account of the housing trajectory for delivery and to provide direct services and ensure an effective alternative to car borne journeys.	Developer funded
Policy Link CP1, CP6, CP10,		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement.	

Residential travel plans. Real time travel information and demand management measures.	Developer	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of services necessary to mitigate the effects of development.	
Policy Links CP1, CP4, CP10, CP19		The Council has adopted Travel Plan Guidance (2011).	
Off site highways works related to the provision of the necessary transport infrastructure	Developer/Highway authority	To be phased in line with transport works listed which have been deemed necessary for the delivery of the SDL	Developer funded and/or implemented. To be phased in line with transport works listed which have been deemed necessary for the delivery of the SDL. Section 278 or 38 agreements may be necessary along with CPO which is a measure of last resort and will be funded by the developer should it be necessary.
Contribution to Provision of Park and Ride in vicinity of Junction 11 of the M4 including high quality express bus services	Wokingham Borough Council	Phasing anticipated around 2015/2016 to mitigate for impact of increased traffic levels on routes into Reading	Developer proportionate contributions; contributions will also be sought from non- consortia development that may take place within the SDL and from Reading Borough Council.
Policy Link CP10 CP19 Appendix 7 Paras A7.22a, A7.28iv		Prior to the granting of any consent the mechanism for the delivery of off-site infrastructure, including any need for separate planning consent, will need to be in place in accordance with agreed phasing.	The Council is working on Park and Ride provision in collaboration with developers through the Transport Focus Group and has commissioned work on patronage and viability which will inform provision.

Demand Management measures to preserve the operational performance of the Strategic Road Network particularly around Junctions 10 and 11 of the M4	Developers and Berkshire Strategic Transport Forum \Highways Agency. To be agreed in discussion with Highway Agency and adjacent transport authorities	Should have regard to Highways Agency's programme for hard shoulder running or other similar improvements expected 2016/2017	Proportional funding from Developers where a requirement for mitigation is demonstrated through modelling or observation.
Policy Link			It should be noted that at the current time no scheme exists.
C P4, CP6, CP10	Require further justification from Highways Agency		Liaison with Bracknell Forest and Reading Borough Council's is underway on this issue

Education

Provision of 2 new primary schools of up to three forms of entry and early years provision. Possible expansion of existing primary provision within the SDL. Possible provision of out reach Children's Centres on sites or co-located within appropriate community/social facility.	Developer	First primary school to be phased early in development to ensure adequate provision of primary school places	Developer funded
		Second primary to be phased	This will be through the provision of suitable sites and construction of the school to a specification agreed in accordance with the Department of Education guidance in place at the time of construction and to a level ready for occupation.
		Possible use of school by formal clubs in line with 21 st Century schools programme	
Policy Link			Cost circa £13 million for two schools (2009) on a sites of at least 2.5 ha.
CP1 CP4 CP19			
Appendix 7 Paras A7.17 c and e, A7.19a, A7.27c, A7.28 bi and ii		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	

Contribution to relocated
secondary school at
Arborfield Garrison SDL

Developer Funding

Policy Link

CP4 CP18,CP19 Appendix 7
Para A7.28biii

To be phased in line with advice from WBC as education authority as Arborfield SDL will be providing the secondary school to serve the South of the M4 SDL. The delivery may be in two phases, phase one would deliver core facilities and teaching capacity for circa 750 pupils including 6th form; the second phase would bring the school up to the full capacity of 1500. This will address the demand for places at the school having regard to the proposed build-out of the SDLS and will enable the phasing of section 106 contributions.

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Developer Funded/WBC Funded

Funding/building of a relocated secondary school of up to 1500 pupils Site area to be large enough to allow expansion post 2026.

In the case of large scale developments this is through the provision of a suitable site and construction of the school to a specification agreed in accordance with the Department for Education guidance at the time of construction

Funding for the school will be based on the proportion of pupils who may be relocated and those generated by the new development in both Arborfield and South of M4 SDL.

The funding for building the school based on anticipated pupil yield are circa £15.47 million (2009) from Arborfield Garrison SDL and circa £11 million (2009) from South of M4 SDL including post 16. Funding contributions from South of the M4 SDL based on the anticipated pupil yield from the dwellings

Other funding streams will be provided by the Council as education authority (Circa £11.8 million (2009)). The costing of the school has

had regard to the recent secondary school provision at Waingels College.

The siting of the school may be able to take advantage of some existing sports facilities on the site. However re-use of would need to have regard to the existing level of use and this could mean an expansion of those facilities and to the Framework SDL SPD. Possible use of school for adult learning and formal club use within school grounds in line with 21st century schools programme

Early years and childcare provision

Private companies, education trusts

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Private companies/ Educational trusts

Special Educational Needs contribution

WBC

The Section 106 contributions will be sought from both primary and secondary school phases to predominately enable children to be integrated into mainstream settings.

SPD has had regard to Policy CP4 of the Core Strategy.

Regard will be given to the information currently used on planning applications to determine contributions

Policy Link

CP19 Appendix 7

Contribution to existing children's centre or provision of children's centre in an appropriate community/social facility

Developer

To be phased throughout development phasing strategy to be submitted by developer as part of the outline application or other relevant mechanism and be included in the Legal Agreement.

Developer funded

Policy Link CP1 CP19

Proportionate contributions, based on number of dwellings will also be sought

Social and Community

Provision of a multi use community centre (e.g. community groups, voluntary sector, youth, faith, Neighbourhood Police, Office, library, retail/office, appropriate indoor leisure and recreation facilities). This list is not intended to be prescriptive. This must be accessible to the whole community including those with disabilities. Consideration should be given to the positioning of any centre in relation to specialist housing for older people or for those with disabilities. The community centre could host Children's centre provision where not provided as part of a school. Policy Link CP1, CP2, CP4, CP19 A7.24 b	Developer The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy Planning obligations will seek funding towards a community manager for the first five years. Possible expansion of existing facilities subject to SDL being able to mitigate for development	Phased between 2010 -2013 to ensure community facilities are in place to provide for a sustainable community and limit of-site trips. Housing trajectory indicates by 2013 circa 775 dwellings will be delivered from South of the M4 SDL The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded. The library floor space requirements for 2500 new dwellings is 168 square metres. To enable the centre to provide a revenue stream it is anticipated that the centre could contain other local centre uses, including a retail/business element. An element of this should be at below market rent for the use by voluntary sector groups. The Council would consider the relocation of the existing Spencers Wood library to within the Community Centre.
Provision of on site neighbourhood police office Policy Link	Developer	To be phased in line with advice from Thames Valley Police. This could be as part of a multi use centre or premises exclusively occupied by Thames Valley Police	Developer funded estimated cost £165,000 based on Thames Valley Police advice. This will not be applied if provided as part of the multi use community centre.

With regard to any contribution to off site capacity building based on Local Policing Strategy Assessment of Impact of Growth (April 2008) Thames Valley Police will need to justify this and demonstrate it meets the tests of Circular 5/2005

Formal Sports facilities including multi use games areas(MUGAS)	Developer/ Possible use of Councils Assets subject to suitability for use	Phased between 2010 -2013 to ensure community facilities are in place to maximise self containment and to provide facilities to promote health. Housing trajectory indicates by 2013 circa 775 dwellings will be delivered from South of the M4 SDL. Any re-use of facilities would need to have regard to the existing level of use and this could mean an expansion of those facilities	Developer funded. Provision should be in line with national playing fields association FIT (Fields in Trust) standards and Sport England standards.
Policy Link CP1 CP19 Appendix 7paras A7.19a,A7.20ei, A7.28div	The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Regard will be given to the information currently used on planning applications to determine contributions With regard to sports facilities this is circa 1.65 million Consortia cost at circa 2.21 million (April 2009 plus circa £260 per dwelling for swimming pools (Sports England calculations). Council will ensure that there is no double counting of playing fields. The Council will also consider dual use of school facilities where possible.

GP surgery Policy Link CP1, Cp4, CP19 Appendix 7 Paras A7.24b, A7.28 dv	Existing surgery will meet needs	Contributions phased throughout development	Existing surgery will meet needs. Possible developer contributions if expansion required. Berkshire West PCT indicates that a contribution of £225 per person based on average 2.4 dwelling size should be sought. This will be subject to negotiation and will need to be justified.
Burial grounds Policy Link CP4,CP19	Local authority /Parish Council	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Possible provision of land
Extension to Children's Centre at Shinfield Policy link Appendix 7 of CS	Developer	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded through s106 agreement
Affordable Housing			
Affordable housing provision to accord with Policy CP5 of the Core Strategy, minimum of 35% subject to proving viability	Developer/ Registered Social landlord/ WBC as a Local Housing Company	The provision of affordable housing will normally be achieved through the involvement of a Registered Social Landlord (via a Legal Agreement) so that affordable housing can be secured for successive, as well as initial, occupiers. The form of on site provision is subject to negotiation between the applicant and the Council. Phasing will be in line with	The inclusion of affordable homes will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme.

Policy Link		the individual housing schemes brought forward through the development and in line with the Framework SDL SPD for the site.	
CP5 and CP19, Appendix 7 Paras A7.24a, A7.28ci			
Provision of extra care housing of mixed tenure preferably of around 60 units and small schemes of dementia housing. (8-12 units). Dementia housing is preferably placed within an extra care scheme or close by to ensure good access to communal and community facilities. Such facilities need to be made available across the Borough.	Specialist Housing Wokingham BC	Phased in line with requirements identified by the Council's Community Care section and Para 2.40 of the Core Strategy. Phased between 2012-2020. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Possible provision of land or buildings
Policy Link CP2, CP4 Appendix 7para A7.26		Table 21a in the Older People's housing strategy sets out the numbers of units required	

Retail and Employment

Provision of local centre including a primarily convenience food store of approx 2,500 sq.m	Developer/ retailer	Phased between 2010 -2013 to ensure community facilities are in place to ensure community facilities are in place to provide for a sustainable community and limit off-site trips.	Developer/retailer funded
Policy Link CP2, CP13 CP19 Appendix 7 Paras A7.19a, A7.28di	The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and	

be included in the Legal Agreement.
This will need to reflect the overall phasing.

Planning conditions to be considered on any planning permission to control size, uses, etc to ensure local centre serves a local catchment

Other retail and business uses and local employment uses

Developer
/retailer

To be phased between 2010-2013. The Council may seek some retail/business uses to be co-located in the community building to provide a revenue stream. An element of this should be at below market rent for the use by voluntary sector groups.

Developer /retailers.

Provision should consider the inclusion of local labour/apprenticeships schemes.

Policy Link

CP2, CP13 CP19 Appendix 7 Paras A7.19a, A7.28di.

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Green Infrastructure

Provision of Suitable Alternative Natural Green Space (SANG) to mitigate for impact on Thames Basin Heaths SPA and maintenance payments

Developer

This is a necessary requirement for the site to be deliverable

SANG of a relevant size and standards will need to be provided in line with Natural England standards and will need to be phased to be available before first occupation of dwellings built in line with agreed phasing of housing development.

The Infrastructure Delivery Plan shall

Developer funded

To be provided in line with advice from Natural England. Proportionate contributions, based on number of dwellings will also be sought from non-consortia development that may take place within the SDL

Policy Link CP8, CP19 Appendix 7paras A7.15, A7.28ei	In order to maintain public access to maintained SANG in perpetuity they may need to be managed by the Borough Council.	examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing. SANG of a relevant size and standards will need to be provided in line with Natural England standards and will need to be phased to be available before first occupation of dwellings built in line with the phasing of housing development in the Framework SDL SPD.	Provision of SANG Access maintenance and management costs are estimated. Having regard to current Natural England standards (Oct 2009) at £3.9 million of which circa £2.8 million is for SANG management, circa £680.000 for strategic access management and £425.000 for strategic monitoring
Open Space Provision/Children's Play Areas/NEAPS, playing fields/ facilities for youth and older persons needs Policy Links CP3, CP19, Appendix 4,Appendix 7 Paras A7.A7.20a-ei,ii,iii, A7.28div	Developer The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy	Phasing should be from 2011 and in line with the Framework SDL SPD to ensure easy access to open space to promote health and to maximise self containment. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded There may be opportunity to re-use existing facilities. Costs circa £ 3.9 million (April 2009). The Inspector's Report into the Core Strategy recognises open space provision to be 4.65ha per thousand population Maintenance contribution may be required.
Public Rights of Way(PROW) country	Wokingham BC or developer where related to provision	Reflects the impact of growth to help fund projects which have been given priority based on national and local	SPD has had regard to Policy CP4 of the Core Strategy.

park/biodiversity	of transport infrastructure noted above	objectives. Should allow for provision of links to existing network. Regard needs to be given to the Council's Rights of Way Improvement Plan.	With regard to country park contribution the Council will ensure there is no double counting with SANG provision
Policy Links CP3 CP19, Appendix 7 Para A7.20b			With regard to PROW and biodiversity the Council will ensure there is no double counting
			Indicative cost circ £1.6 million

Water and Drainage

Sustainable urban drainage measures	Developer	Flood risk modelling should be undertaken by developers as part of an Environmental Impact Assessment prior to the outline planning application stage in line with Environment Agency advice	The inclusion of sustainable urban drainage measures will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme.
Policy Links CP1 CP 19			
Appendix 7 Paras A7.21h, A7.28fi			Developer contributions or commuted payments will be required to secure the relevant funding for ongoing maintenance costs associated with Sustainable Urban Drainage Systems (SuDS)
Flood mitigation measures	Developer/ Environment Agency	Flood risk modelling should be undertaken by developers as part of an Environmental Impact Assessment prior to the outline planning application stage in line with Environment Agency advice	Will need to provide mitigation including compensation measures in respect of Eastern Relief Road
Policy Links CP1 CP19			
Appendix 7 Paras A7.21h, A7.28 ai, fi			

Renewable Energy and Waste

Development within the	Developer/ green	Developers should incorporate a range of
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SDLs should contribute towards the goal of reaching zero-carbon developments Policy Link CP1 CP20 Appendix 7 Para A7.21 a-i	energy companies	technologies suitable to the site. Developers are also encouraged to include district heating infrastructure where appropriate. Phasing should be from 2012 onwards to ensure meet the requirement of the South East Plan and to meet Code level 4. Phasing strategy and range of technologies should be submitted as part of the outline planning application. Regard should also be given to the Council's emerging Sustainable Design and Construction SPD.	The inclusion of renewable energy will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme
Waste minimisation Policy Link CP1, Appendix 7 Para A7.21g	Developer	Provide recycling facilities including signage and containers; this could be at the Community Centre. Possible provision of home composters or food digester for each property. This will need to reflect the overall phasing	Developer
Air Quality Policy Link CP1	WBC	Developer	SPD has had regard to Policy CP4 of the Core Strategy. Regard will be given to the information currently used on planning applications to determine contributions
Utilities Policy Link CP1	WBC	Developer To include electricity, gas, potable water, foul water, broadband and other utilities.	SPD has had regard to Policy CP4 of the Core Strategy. Regard will be given to the information currently used on planning applications to determine contributions

Table 3 Infrastructure Requirements for North Wokingham Strategic Development Location

North Wokingham Infrastructure Requirements and Obligations

Transport Infrastructure

Scheme	Provider	Phasing	Funding /Cost
Provision of the necessarily and directly related part of the northern relief road. There are three alternatives to delivery 1. Ashridge Interchange (east facing) and Partial Northern Relief Road 2. Full Northern Relief Road; or 3. on line improvements Policy link CP4,CP10, CP20, Appendix 7 Paras A7.35a,fiv,v,A7.41a	Developer To highway authority specification	Road will run between the neighbourhoods of the new SDL and will allow for a future road junction at Ashridge interchange and/ or future extension to Coppid Beech Roundabout if modelling shows necessity. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing. Prior to the granting of any consent the mechanism for the delivery of off-site infrastructure will need to be in place, for example any separate consents including planning consent, in accordance with agreed phasing	Part of the NRR will be required to provide access into development sites and is essentially on-site works. Developer funded Indicative cost circa 6.6 million plus £2 million for Ashridge interchange (east facing slip roads (WSP October 2009). An Infrastructure Business Case is being prepared for option 1 and option 2. Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement
Bus transport corridors including the A329 and A321 Policy Link CP1, CP6, CP10 CP20 Appendix 7 parasA7.30e, A7.35b,c,d,e,f i,ii,iii , A7.41 a v-xi	Developer funded Operated by local bus companies under contract Ownership including maintenance to be in line with the Legal Agreement	Phased from 2011 to take account of the housing trajectory for delivery and to provide direct services and ensure an effective alternative to car borne journeys The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer Funded Bus corridor provision and improvements will need to include set up costs and revenue subsidy costs. Following this the Council may then seek funding on an annual basis (Indicative developer contribution per transport corridor circa £4.7 million WSP January 2010).

		Agreements need to be secured with local bus operators. Bus services procured via open tendering through the Council's Corporate transport unit.	Infrastructure Business Cases are being prepared to underwrite the IDP in this regard.
Bus priority measures and links with the existing highway network to ensure a high degree of integration with the existing town to facilitate public transport movement through the site. Bus stops including facilities for local bus services to link to Wokingham Town Centre and mainline railway stations. Policy Link CP1, CP6, CP10 CP20 Appendix 7 parasA7.30e, A7.35a,,e,f i,ii,iii , A7.41 a v-xi	Developer	Phased from 2011 to take account of the housing trajectory for delivery and to provide direct services and ensure an effective alternative to car borne journeys The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded An Infrastructure Business Case will be prepared.
Provision and improvements to local cycle and footpath network including an internal network of Greenway routes to connect to existing routes and to provide safe routes for primary and secondary school children. Policy Link CP1, CP6, CP10 CP20 Appendix 7 parasA7.30e, A7.35 b,c,d,,f, A7.41 a vi &	Developer To Highway Authority specification	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing. Work on this will be progressed through Transport Focus in relation to Wokingham as a settlement including the adopted Town Centre Masterplan and	Developer funded. May require agreements under Section 278 or section 38 of the Highways Act An Infrastructure Business Case will be prepared.

Residential travel plans including a personalised travel planning service for new home owners	Developer	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded.
Policy link CP1, CP4, CP20 and Appendix 7 A7.35 f		The Council has adopted Travel Plan Guidance (2011).	
Off site highways works related to the provision of the necessary transport infrastructure including dualling of London Road from Coppid Beech to the SDR, improvements to capacity of Coppid Beech roundabout	Developer/highway authority	To be phased in line with transport works listed which have been deemed necessary for the delivery of the SDL.	Developer funded non-SDL developers and also developers outside the administrative area within the Amen Corner development in Bracknell Forest. Liaison with Bracknell Forest on this issue is ongoing through Transport Focus.
Policy Link CP1, CP4, CP10, CP20 and CP21 Appendix 7			
Contribution to Wokingham Station Link Road phases 1 and 2 including provision for bus stops and facilities for bus services	Highway Authority (phase 2) and Network Rail (phase 1)	Network Rail intends to build out phase 1 to facilitate the new station proposed under the National Stations Improvement Programme and to be delivered in 2012, cycle infrastructure would be provided as part of this phase.	Developer contribution – this is not expected to fund 100% of the cost as the NSIP programme is a partnership between WBC and NR; WBC will fund its share of NSIP. Link Road has a role in enabling the station interchange and an Infrastructure Business Case for it's y including costing is being prepared by the Council.
Policy Link			Costings do not take into account land

Park and Ride at Coppid Beech including safe and easy access for new communities to 'walk and ride' or 'cycle and ride' Policy Link CP6 , CP10, CP20, CP21 Appendix 7paras A7.30e,A7.35c,A7.41 iv	Developer Including South Wokingham and possibly non-consortia and non-SDL developers	Phasing anticipated between 2012-2017 and have regard to developments in South Wokingham SDL and development in Bracknell at Amen Corner The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Proportionate contributions. Indicative cost £4.2million of which contribution from North Wokingham of £1.6 million and South Wokingham £2.6 million (WSP Oct 2009) Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement The Council is working on Park and Ride provision in collaboration with developers through Transport Focus and has commissioned work on patronage and viability which will inform provision.
Demand management measures to preserve the operational performance of the Strategic Road network , particularly around Junction 10 Policy Link CP4, CP6 CP10	Developers and Berkshire Strategic Transport Forum \Highways Agency and Regional Planning Board. To be agreed in discussion with Highway Agency and adjacent transport authorities and GOSE Require further justification from	Should have regard to Highways Agency's programme for hard shoulder running or other similar improvements expected 2016/2017	Proportional funding from Developers where a requirement for mitigation is demonstrated through modelling or observation. It should be noted that at the current time no scheme exists. Liaison with Bracknell Forest and Reading Borough Council's is underway on this issue

Education			
Provision of one school of 2 forms of entry to include early years provision and possible provision of children's centre room unless provided in an appropriate community/social facility	Developer	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded
Policy Link CP1 CP4 CP20 Appendix 7 Paras A7.29, A7.41bi		Possible use of school for formal club uses in line with 21 st century schools programme.	This will be through the provision of suitable sites and construction of the school to a specification agreed in accordance with the Department for R Education guidance in place at the time of construction and to a level ready for occupation. (Cost circa £6.5 million (2009) Site 2.5ha per school)
Expansion of existing secondary school provision	WBC	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer contributions to extend capacity of schools to include post 16 education. Proportionate contribution through phasing of the SDL in line with anticipated pupil yields
Policy Link CP1 CP4 CP20 Appendix 7 Para A7.41bii		To be phased in line with advice from WBC as education authority but expected to be early in the development.	Funding for the expansion to the schools will be based on the proportion of pupils who may be relocated and those generated by the new development in both North and South Wokingham SDLs
Special Educational Needs contribution	WBC	The Section 106 contributions will be sought from both primary and secondary school phases to predominately enable	SPD has had regard to Policy CP4 of the Core Strategy.

Policy Link		children to be integrated into mainstream settings.	Regard will be given to the information currently used on planning applications to determine contributions
CP20 Appendix 7			
Contribution to expansion of existing Children's centre or provision of children's centre in appropriate community/social facility	WBC	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded Consideration will be required on the feasibility of expansion of existing centre.
Policy Link CP1 CP20 Appendix 7			
Early years and childcare provision	Private companies, education trusts	<i>The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.</i>	<i>Private companies/ Educational trusts</i>

Social and Community

Provision of a multi use community centre (Youth, community groups, voluntary sector, faith, library, parish council, retail/office, appropriate indoor leisure and recreation facilities unless proposed elsewhere). This must be accessible to the whole community including those with disabilities. Consideration should be given to the positioning of any centre in relation to specialist housing for older people or for those with disabilities Policy Link CP1 CP2 CP3 CP20 Appendix 7 Para A7.41 c vi	Developer provision. The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy Planning obligations will seek funding towards a community manager for the first five years. Possible expansion of existing facilities	Phased between 2012 -2015 to ensure community facilities are in place to provide for a sustainable community and limit off-site trips. Housing trajectory indicates by 2015 circa -850 dwellings will be delivered from North Wokingham SDL The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded. To enable the centre to provide a revenue stream it is anticipated that the centre could contain other local centre uses, including a retail/business element. An element of this should be at below market rent for the use by voluntary sector groups. (Indicative cost based on Finchampstead community centre £4 million
Provision of up to 2 drop in Neighbourhood Police/Management facilities on site neighbourhood police office Policy Link CP1.CP3, CP20 Appendix7 Para A7.41cvii	Developer provision	To be phased in line with advice from Thames Valley Police. This could be as part of a multi use centre or premises exclusively occupied by Thames Valley Police	Developer funded estimated cost £110.000 based on Thames Valley Police advice. This will not be applied if provided as part of the multi use community centre. With regard to any contribution to off site capacity building based on Local Policing

Strategy Assessment of Impact of Growth (April 2008) Thames Valley Police will need to justify this and demonstrate it meets the tests of Circular 5/2005.

GP Surgery	Developer /PCT	Possible provision of GP surgery as part of new multi use centre or contribution to upgrading existing GP surgeries.	Berkshire West PCT indicates that a contribution of £225 per person based on average 2.4 dwelling size should be sought. This will be subject to negotiation and will need to be justified.
Policy Link CP1 CP4 CP20 Appendix 7 Para A7.41c iv		Provision to be in line with advice from the PCT	
Formal Sports facilities	Developer	Phased between 2012 -2015 to ensure community facilities are in place to maximise self containment and to provide facilities to promote health. Housing trajectory indicates by 2015 circa 850 dwellings will be delivered from North Wokingham SDL.	Developer funded.
Including multi use games areas	The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy		Possible enhancement to existing facilities at Cantley and as part of a multi use centre.
Policy Link CP1 , CP4, CP20, Appendix 7 Paras A7.33ai, A7.41ciii		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Provision should be in line with national playing fields association FIT (Fields in Trust) standards and Sport England standards. Regard will be given to the information currently used on planning applications to determine contributions. This indicates for sports facilities cost is circa 1.11 million plus circa £260 per dwelling for swimming pools (Sports England calculations).
			Council will ensure that there is no double counting of playing fields and will also consider dual use of facilities to be provided on school sites.

Contribution to Library Provision	WBC	Contributions phased throughout development	Developer contribution
Policy Link CP1, CP3, CP4, CP20 Appendix 7 A7.41ciii		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Regard will be given to the information currently used on planning applications to determine contributions. This indicates cost of contribution to library facilities of circa £510.000)

Affordable Housing

Affordable housing provision to accord with Policy CP5 of the Core Strategy, minimum of 35% subject to proving viability	Developer/ Registered Social landlord/ WBC as a Local Housing Company	The provision of affordable housing will normally be achieved through the involvement of a Registered Social Landlord (via a Legal Agreement) so that affordable housing can be secured for successive, as well as initial, occupiers. The form of on site provision is subject to negotiation between the applicant and the Council. Phasing will be in line with the individual housing schemes brought forward through the development.	The inclusion of affordable homes will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme.
Policy link CP1, CP4, CP5, CP20 Appendix 7 Para A7.37a			
Provision of extra care housing of mixed tenure preferably of around 60 units and small schemes of dementia housing. (8-12 units). Dementia housing is preferably placed within an extra care scheme or close by to ensure good access to communal and community facilities. Such facilities need to be made available across the Borough.	Specialist Housing Wokingham BC	Phased in line with requirements identified by the Council's Community Care section and Para 2.40 of the Core Strategy. Phased between 2012-2020. The phasing strategy to be submitted as part of the outline planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing. Table 21a in the Older People's housing strategy sets out the numbers of units	Possible provision of land or buildings

required

Policy Link CP2, CP4
Appendix 7 para A7.39

Retail and Employment

Provision of retail including enhancements to existing local centres at Clifton road and Ashridge

Developer
/retailer The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy

Phased between 2012 -2015 to ensure community facilities are in place to ensure community facilities are in place to provide for a sustainable community and limit off-site trips.

Developer/retailer funded

Policy Link CP2, CP13, CP20, Appendix 7 Para A7.41 c i,ii

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Possible expansion of Toutley Industrial estate to provide further employment opportunities

Wokingham Borough Council

The phasing strategy to be submitted as part of the outline planning application and be included in the Legal Agreement or other relevant mechanism. This will need to reflect the overall phasing

Borough Council/ developer. Provision should consider the inclusion of local labour/apprenticeships schemes and smaller units

Policy Link CP15,CP20, Appendix 7

Green Infrastructure

Provision of Suitable Alternative Natural Green Space (SANG) to mitigate for impact on Thames Basin Heaths SPA and maintenance payments

Developer
This is a necessary requirement for the site to be deliverable

SANG of a relevant size and standards will need to be provided in line with Natural England standards and will need to be phased to be available before first occupation of dwellings built in line with the phasing of housing development in the SDL SPD Provision of SANG Access

Developer Funded

To be provided in line with advice from Natural England

Having regard to current Natural England standards (Oct 2009) at £953 thousand of

Policy Link CP8 CP20 Appendix 7 Paras A7.29,A7.33b, A7.41di	In order to maintain public access to maintained SANG in perpetuity they may need to be managed by the Borough Council.	maintenance and management costs are estimated. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	which circa £845,000 is for SANG management, circa £83,000 for strategic access management and circa £25,000 for strategic monitoring.
Open Space Provision/Children's Play Areas/NEAPS, playing fields/ facilities for youth and older persons needs Policy Link CP3, CP20, Appendix 4,Appendix 7 Paras A7.33 a-d, A7.41cii	Developer The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy	Phasing should be from 2012 and in line with the SDL SPD to ensure easy access to open space to promote health and to maximise self containment. May include improvements to the existing provision at Cantley Park. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded Provision should be FIT (Fields in Trust) standards and Sport England standards. Regard will be given to the information currently used on planning applications to determine contributions. This indicates cost is circa £ 2.6 million (April 2009). The Inspector's Report into the Core Strategy recognises open space provision to be 4.65ha per thousand population Maintenance contribution may be required.

Allotments/community gardens Policy Link CP3, CP20, appendix 4, Appendix 7 Paras A7.33aiii, A7.41ciii	Possibly allotment groups or Parish Councils	Provision of land in line with the Open Space Standards in the Core Strategy which seeks allotment use of 0.52ha per 1000 population. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Provision of land
Public Rights of Way (PROW) country park/biodiversity Policy Links CP3, CP20, Appendix 7 Para A7.33	Wokingham BC or developer where provided in relation to transport infrastructure as set out above.	Reflects the impact of growth to help fund projects which have been given priority based on national and local objectives. Should allow for provision of links to existing network. Regard needs to be given to the Council's Rights of Way Improvement Plan.	SPD has had regard to Policy CP4 of the Core Strategy. SPD has had regard to Policy CP4 of the Core Strategy. With regard to country park contribution the Council will ensure there is no double counting with SANG provision. With regard to PROW and biodiversity the Council will ensure there is no double counting Indicative cost circa £860 thousand

Water and Drainage

Sustainable urban drainage measures	Developer	Flood risk modelling should be undertaken by developers as part of an Environmental Impact Assessment prior to the outline planning application stage in line with Environment Agency advice	The inclusion of sustainable urban drainage measures will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme. Developer contributions or commuted payments will be required to secure the relevant funding for ongoing maintenance costs associated with Sustainable Urban Drainage Systems (SuDS)
Policy Link CP1, CP20, Appendix 7 Paras A7.34h, A7.41e			

Flood mitigation measures	Developer /Environment Agency	In line with Environment Agency advice.	
Policy Link CP1, CP20, Appendix 7 Paras A7.34h, A7.41e, xii		Flood risk modelling should be undertaken by developers as part of an Environmental Impact Assessment prior to the outline planning application stage in line with Environment Agency advice	

Renewable Energy and Waste

Development within the SDLs should contribute towards the goal of reaching zero-carbon developments	Developer/ green energy companies	Developers should incorporate a range of technologies suitable to the site. Developers are also encouraged to include district heating infrastructure where appropriate. Phasing should be from 2012 onwards to ensure meet the requirement of the South East Plan and to meet Code level 4. Phasing strategy and range of technologies should be submitted as part of the outline planning application. Regard should also be given to the Council's Sustainable Design and Construction SPD.	The inclusion of renewable energy will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme
Policy Link CP1, CP20, Appendix 7 Para A7.34 a-i			

Waste minimisation Policy Link CP1, CP20, Appendix 7 Para A7.34g	Developer	Provide recycling facilities including signage and containers; this could be at the Community Centre. Possible provision of home composters or food digester for each property. This will need to reflect the overall phasing	Developer
Air Quality and noise			
Air Quality Policy Link CP1	WBC	Developer	SPD has had regard to Policy CP4 of the Core Strategy. Regard will be given to the information currently used on planning applications to determine contributions
Utilities Policy Link CP1	WBC	Developer To include potable water, foul water, gas, electricity and broadband	SPD has had regard to Policy CP4 of the Core Strategy. Regard will be given to the information currently used on planning applications to determine contributions

Table 4 Infrastructure Requirements for South Wokingham Strategic Development Location

South Wokingham Infrastructure Requirements and Obligations

Transport Infrastructure			
Scheme	Provider	Phasing	Funding /Cost
Provision of Southern Relief road including road over rail bridge	Developer		Developer funded mainly an on-site cost.
Policy Link	To highway authority specification	Phased from 2011 in line with a submitted phasing strategy for the delivery of housing. Design in line with that outlined in the SDL SPD	Costings do not take into account land acquisition/ any CPO costs, CPO to be used as a matter of last resort and fully funded by developers, environmental mitigation and design and consent costs. The Council is cognisant of costs involved in getting consents from Network Rail and also the aspirations for shared value and is working collaboratively with the developers on this through the Transport Focus Group.
CP4, CP10, CP21 Appendix 7 Paras A7.42di-iii,e,A7.44c,A7.47c,d,A7.53ai and ii		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing. Prior to the granting of any consent the mechanism for the delivery of off-site infrastructure, including any consents including separate planning consent, will need to be in place in accordance with agreed phasing	An Infrastructure Business Case is in preparation for the SRR and also for the road over rail bridge. Consideration will be given to the linkages between the interim improvements needed by the North Wokingham SDL and any

Replacement of Finchampstead Road rail bridge (Guildford line) to allow increased headroom and increased junction capacity and improve cycling and walking provision as part of replacement works	Developer	works associated with South Wokingham SDL.	Developer funded
Policy Link CP4, CP6, CP10, CP21 Appendix 7 Paras A7.47 c and d, A7.53 a ii and iii		Bridge replaced between 2012-2014 and in line with phasing in SDL SPD. The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing. Prior to the granting of any consent the mechanism for the delivery of off-site infrastructure, including any separate planning consent, will need to be in place in accordance with agreed phasing Will need to seek permission of Network Rail.	An Infrastructure Business Case is being prepared. Costings do not take into account land acquisition/ any CPO costs, CPO to be used a matter of last resort and fully funded by developers environmental mitigation and design and consent costs, including section 278 agreement. The Council is cognisant of the Network Rail consents process and costs and also the land acquisition required to improve the junction of Molly Millars Lane and the A321.
Contribution to the replacement of the Finchampstead Road rail bridge (Waterloo line) to allow increased headroom	WBC	Phasing likely 2016 onwards	Developer contribution The Council will prepare an Infrastructure Business Case.
Policy Link CP4, CP6, CP10, CP21 Appendix 7para A7.53 a ii and iv			Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs including Network Rail.
Bus priority measures and provision and improvements to	Developer	Phased from 2012 to take account of the housing trajectory for delivery and	Developer Funded

local cycle and footpath network including improvements to the Gipsy Lane footbridge over the railway and improved/new routes to secondary school and greenways.

To highway authority specification

to provide direct services and ensure an effective alternative to car borne journeys.

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Real time travel information
Provision of bus stops, shelters and associated facilities

Policy Link CP1, CP6, CP10 CP21
Appendix 7 Para
A7.42g,A7.47a,eA7.53v,x,xi,xii,xiii

Consideration to possible closure of Waterloo Road level crossing and (if necessary) provision of a pedestrian/cycle footbridge which is DDA compliant

Developer

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

This is being progressed with Network Rail through the Transport Focus Group

Residential travel plans.

Developer

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Developer

The Council has adopted Travel Plan Guidance (2011)

Bus transport corridors on A329 and A321	Operated by local bus companies under contract	Phased from 2012 to take account of the housing trajectory for delivery and to provide direct services and ensure an effective alternative to car borne journeys.	Bus corridor provision and improvements will need to include set up costs and revenue subsidy costs.
	Ownerships, including maintenance to be in line with Legal Agreement.	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Following this the Council may then seek funding on an annual basis
	Agreements need to be secured with local bus operators. Bus services procured via open tendering through the Council's Corporate transport unit.		Circa 7.8 million (WSP January 2010)
Off site highways works related to the provision of the necessary transport infrastructure	Developer/highway authority	To be phased in line with transport works listed which have been deemed necessary for the delivery of the SDL	Developer funded and/or implemented subject to necessary consents under the Highways Act.
A7.47			
Safeguarded rail halt and public transport interchange	Developer land safeguarded	SPD will identify an area to be safeguarded to include public transport interchange, passenger facilities and a limited number of 'drop off' spaces. Seek advice from Network Rail and Department of Transport regarding feasibility and deliverability.	Developer funded – this will be reliant on an investigation into the scope of provision as set out in the Core Strategy. To date discussions with Network Rail have resulted in advice that delivery is unlikely in this plan period to 2026.
Policy Link CP21, Appendix 7 Paras A7.42f,A7.44d,A7.47b, A7.53aviii			

Park and Ride at Coppid Beech including safe and easy access for new communities to 'walk and ride' or 'cycle and ride' Policy Link CP6 , CP10, CP20, CP21 Appendix 7paras A7.42a	Developer Including South Wokingham and possibly non-consortia and non-SDL developers	Phasing anticipated between 2012-2017 and have regard to developments in South Wokingham SDL and development in Bracknell at Amen Corner The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Proportionate contributions. Indicative cost £4.2million of which contribution from North Wokingham of £1.6 million and South Wokingham £2.6 million (WSP Oct 2009) Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs, implementation and monitoring which will be subject to a Legal Agreement The Council is working on Park and Ride provision in collaboration with developers through Transport Focus and has commissioned work on patronage and viability which will inform provision.
Contribution to Wokingham Station Link Road phases 1 and 2 including provision for bus stops and facilities for bus services Policy Link CP4 CP6 , CP10, CP21 Appendix 7 Para A7.53 aiv	Highway Authority (phase 2) and Network Rail (phase 1)	Network Rail intends to build out phase 1 to facilitate the new station proposed under the National Stations Improvement Programme and to be delivered in 2012, cycle infrastructure would be provided as part of this phase.	Developer contribution – this is not expected to fund 100% of the cost as the NSIP programme is a partnership between WBC and NR; WBC will fund its share of NSIP. Link Road has a role in enabling the station interchange and an Infrastructure Business Case for it's delivery including costing is being prepared by the Council. Costings do not take into account land acquisition/ any CPO costs, environmental mitigation and design and consent costs implementation and monitoring
Demand management measures to preserve the operational performance of the Strategic Road	Developers and Berkshire Strategic Transport Forum	Should have regard to Highways Agency's programme for hard shoulder running or other similar	Proportional funding from Developers

network particularly around Junction 10	Highways Agency and Regional Planning Board. To be agreed in discussion with Highway Agency and adjacent transport authorities and GOSE	improvements expected 2016/2017	where a requirement for mitigation is demonstrated through modelling or observation.
Policy Link CP4, CP10	Require further justification from Highways Agency		It should be noted that at the current time no scheme exists. Liaison with Bracknell Forest and Reading Borough Council's is underway on this issue

Education			
Provision of 2 new primary schools of at least two form entry and early years provision. Provision of children centre within second school or provision of children's centre within appropriate community/social facility.	Developer	First primary school to be phased early in development 2012-2015 as existing provision is fully occupied and site constrained. Phasing to provide for One form entry within first phase of development but with facilities provided for two form entry.	Developer funded. This will be through the provision of suitable sites and construction of the school to a specification agreed in accordance with the Department for Education guidance in place at the time of construction and to a level ready for occupation.
Policy Link CP1 CP4 CP21 Appendix 7 Paras A7.42 I, A7.49d,A7.53bi		Second primary WBC will need to monitor need. Legal Agreement will need to reflect this and build in trigger points. To be built in accordance with Department for Education guidance at the time of construction. Second primary to include children's centre if not co- located with an appropriate community/social facility Possible use of school for formal club uses in line with 21 st century schools	Cost circa £13 million (2009) for the two schools Site at least 2.5ha per school

programme.

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Expansion of existing secondary school provision	WBC	To be phased in line with advice from WBC as education authority but expected to be early in the development.	Developer contributions towards expansion of existing schools to include post 16 education. Proportionate contribution through phasing of the SDL in line with anticipated pupil yields
Policy Link CP1 CP4 CP21 Appendix 7A7.53bii		The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Funding for the expansion to the schools will be based on the proportion of pupils who may be relocated and those generated by the new development in both North and South Wokingham SDLs

Special Educational Needs contribution	WBC	The Section 106 contributions will be sought from both primary and secondary school phases to predominately enable children to be integrated into mainstream settings.	SPD has had regard to Policy CP4 of the Core Strategy. Regard will be given to the information currently used on planning applications to determine contributions
Policy Link CP21 Appendix 7			
Early years and childcare provision	Private companies, education trusts	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Private companies/ Educational trusts

Social and Community

Provision of a multi use community centre (Youth, community groups, voluntary sector, faith, parish council, retail/office appropriate indoor sports and leisure facilities). This must be accessible to the whole community including those with disabilities. Consideration should be given to the positioning of any centre in relation to specialist housing for older people or for those with disabilities The Community Centre could host a Children's centre where not provided within a school site Policy Link CP1, CP3, CP4, CP21 Appendix 7 Paras A7.42h, A7.44b,	Developer provision. The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy Planning obligations will seek funding towards a community manager for the first five years.	Phased to reflect SPD to ensure community facilities are in place to provide for a sustainable community and limit off-site trips. Housing trajectory indicates by 2015 circa 800 dwellings will be delivered from South Wokingham SDL The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	Developer funded. To enable the centre to provide a revenue stream it is anticipated that the centre could contain other local centre uses, including a retail/business element. An element of this should be at below market rent for the use by voluntary sector groups. (Indicative cost based on Finchampstead community centre £4 million
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Possible expansion
of existing facilities

Provision of on site neighbourhood police office with showers and lockers	Developer provision	To be phased in line with advice from Thames Valley Police. This could be as part of a multi use centre or premises exclusively occupied by Thames Valley Police	Developer funded estimated cost £215.000 based on Thames Valley Police advice. This will not be applied if provided as part of the multi use community centre.
Policy Link CP1,CP3, CP4,CP21 Appendix 7 Para A7.53 d viii			With regard to any contribution to off site capacity building based on Local Policing Strategy Assessment of Impact of Growth (April 2008) Thames Valley Police will need to justify this and demonstrate it meets the tests of Circular 5/2005
GP Surgery	Developer /PCT	Possible provision of GP surgery as part of new multi use centre or contribution to upgrading existing GP surgeries Provision to be in line with advice from the PCT	Berkshire West PCT indicates that a contribution of £225 per person based on average 2.4 dwelling size should be sought. This will be subject to negotiation and will need to be justified.
Policy Link CP1 CP4 CP21 Appendix 7 Para A7.49e A7.53dv			
Formal Sports facilities	Developer	Phased between 2012 -2015 to ensure community facilities are in place to maximise self containment and to provide facilities to promote health. Housing trajectory indicates by 2015 circa 850 dwellings will be delivered from North Wokingham SDL.	Developer funded.
Including multi use games areas(MUGAS)	The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption		Provision should be in line with national playing fields association FIT (Fields in Trust) standards and Sport England standards.
Policy Link			

CP1 , CP4, CP20, Appendix 7
Paras A7.33ai, A7.41ciii

strategy

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Regard will be given to the information currently used on planning applications to determine contributions This indicates cost of circa £1.85million (April 2009) plus circa £260 per dwelling for swimming pools (Sports England calculations))

Council will ensure that there is no double counting of playing fields and consider dual use of provision on school sites

Contribution to Library Provision

WBC

Contributions phased throughout development

Developer contribution

Policy Link CP1, CP21, Appendix 7
Para A7.53d ii

The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Regard will be given to the information currently used on planning applications to determine contributions This indicates contribution to library facilities of circa £510.000)

Affordable Housing

Affordable housing provision to accord with Policy CP5 of the Core Strategy, minimum of 35% subject to proving viability

Developer/
Registered Social
landlord/

WBC as a Local
Housing Company

The provision of affordable housing will normally be achieved through the involvement of a Registered Social Landlord (via a Legal Agreement) so that affordable housing can be secured for successive, as well as initial, occupiers. The form of on site provision is subject to negotiation between the applicant and the Council. Phasing will be in line with the individual housing schemes brought forward through the

The inclusion of affordable homes will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme.

Policy Link CP5 and CP21
Appendix 7 Paras A7.49a,

A7.53c i

development and in line with the SDL SPD for the site.

Provision of extra care housing of mixed tenure preferably of around 60 units and small schemes of dementia housing. (8-12 units). Dementia housing is preferably placed within an extra care scheme or close by to ensure good access to communal and community facilities. Such facilities need to be made available across the Borough.

Specialist Housing Wokingham BC

Phased in line with requirements identified by the Council's Community Care section and Para 2.40 of the Core Strategy. Phased between 2012-2020.

The phasing strategy to be submitted as part of the outline planning application or other relevant mechanism and be included in the Legal Agreement This will need to reflect the overall phasing.

Possible provision of land or buildings

Policy Link CP1, CP3, CP21 Appendix 7 Para A7.51

Table 21a in the Older People's housing strategy sets out the numbers of units required

Retail and Employment

Provision of local centre and neighbourhood centre/ possible improvements to Rances Lane shops

Developer/ retailer

Developer/retailer.

The ownership management and maintenance of this provision to be in line with the Legal Agreement or an agreed adoption strategy

Phased between 2012 -2015 to ensure community facilities are in place to ensure community facilities are in place to provide for a sustainable community and limit off-site trips. Rances Lane improvements early in the phasing.

Provision should consider the inclusion of local labour/apprenticeships schemes.

Policy Link

CP1, CP13, CP21 Appendix 7 Paras A7.42h, A7.52d, A7.53d i

Consideration will be given as to whether both provision of new neighbourhood centre and improvement to Rances Lane are required to serve the development.

The Infrastructure Delivery Plan shall

examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.

Green Infrastructure

Provision of Suitable Alternative Natural Green Space (SANG) to mitigate for impact on Thames Basin Heaths SPA and maintenance payments	Developer	SANG of a relevant size and standards will need to be provided in line with Natural England standards and will need to be phased to be available before first occupation of dwellings built in line with the phasing of housing development in the SDL SPD. Provision of SANG Access maintenance and management costs are estimated.	To be provided in line with advice from Natural England. Having regard to current Natural England standards (Oct 2009) at £5.5 million of which circa £3.9 million is for SANG management, circa £1.15 million for strategic access management and £425.000 for strategic monitoring.
Policy Link			
CP8 CP21 Appendix 7paras A7.42c, A7.45b,A7.48b and c,A7.53e i	In order to maintain public access to maintained SANG in perpetuity they may need to be managed by the Borough Council.	The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.	
Open Space Provision/Children's Play Areas/NEAPS, playing fields/ facilities for youth and older persons needs	Developer	Phasing should be from 2012 to ensure easy access to open space to promote health and to maximise self containment. May include improvements to the existing provision at Cantley Park.	Developer funded
Policy Link CP3, CP21, Appendix	The ownership management and maintenance of this provision to be in		Provision should be FIT (Fields in Trust) standards and Sport England standards.

4,Appendix 7 Paras A7.45 a-di,ii,iii, A7.53dii	line with the Legal Agreement or an agreed adoption strategy	<i>The Infrastructure Delivery Plan shall examine triggers to define the phased delivery of infrastructure necessary to mitigate the effects of development and be included in the Legal Agreement. This will need to reflect the overall phasing.</i>	Regard will be given to the information currently used on planning applications to determine contributions. This indicates cost of circa £5.1 million (April 2009). The Inspector's Report into the Core Strategy recognises open space provision to be 4.65ha per thousand population Maintenance contribution may be required
Allotments/community gardens Policy Link CP3, CP20, appendix 4, Appendix 7 Paras A7.33aiii, A7.41ciii	Possibly allotment groups or Parish Councils	Provision of land in line with the Open Space Standards in the Core Strategy which seeks allotment use of 0.52ha per 1000 population. The phasing strategy to be submitted as part of the outline planning application or other relevant mechanism and agreed in the Legal Agreement. This will need to reflect the overall phasing	Provision of land
Public Rights of Way, country park , biodiversity Policy Link CP3 CP21 Appendix 7 Para A7.45	Wokingham BC or developer where provided as part of transport infrastructure as set out above	Reflects the impact of growth to help fund projects which have been given priority based on national and local objectives. Should allow for provision of links to existing network. Regard needs to be given to the Council's Rights of Way Improvement Plan.	SPD has had regard to Policy CP4 of the Core Strategy. SPD has had regard to Policy CP4 of the Core Strategy. With regard to country park contribution

the Council will ensure there is no double counting with SANG provision

With regard to PROW and biodiversity the Council will ensure there is no double counting

Indicative cost circa £1.6 million

Water and Drainage

Sustainable urban drainage measures	Developer	Flood risk modelling should be undertaken by developers as part of an Environmental Impact Assessment prior to the outline planning application stage in line with Environment Agency advice	The inclusion of sustainable urban drainage measures will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme. Developer contributions or commuted payments will be required to secure the relevant funding for ongoing maintenance costs associated with Sustainable Urban Drainage Systems (SuDS)
Link CP1 CP21 Appendix 7 Para A7.46 a-i			
Flood mitigation measures	Developer /Environment Agency	In line with Environment Agency advice.	Developer. Note that the Environment Agency has identified the benefits of flood mitigation measures on the western part of the SDL to relieve existing off-site problems. This has been indicated on the Framework Plan within the relevant SPD.
Policy Link		Flood risk modelling should be undertaken by developers at outline planning application stage in line with Environment Agency advice. Need to consider the Emmbrook corridor and the possibility of storage solutions to	
CP1C P21 Appendix 7			
Paras A7.46h,A7.53 a xiv, fi			

Renewable Energy and Waste			
Development within the SDLs should contribute towards the goal of reaching zero-carbon developments	Developer/ green energy companies	Developers should incorporate a range of technologies suitable to the site. Developers are also encouraged to include district heating infrastructure where appropriate. Phasing should be from 2012 onwards to ensure meet the requirement of the South East Plan and to meet Code level 4. Phasing strategy and range of technologies should be submitted as part of the outline planning application. Regard should also be given to the Council's Sustainable Design and Construction SPD.	The inclusion of renewable energy will be viewed as normal development costs associated with the development of the SDLs rather than be sought through a Section 106 contribution. The developer will have to demonstrate how schemes are not viable or deliverable for these to be excluded from a scheme
Policy Link CP1 CP21 Appendix 7 Para A7.46 a-i			
Waste minimisation	Developer	Provide recycling facilities including signage and containers, which could be sited at the Community Centre. Possible provision of home composters or food digester for each property	Developer
Policy Link			
CP1, CP21, Appendix 7 Para A7.46g g			
Air Quality	WBC	Developer	SPD has had regard to Policy CP4 of the Core Strategy.
Policy Link CP1			Regard will be given to the information currently used on planning applications to determine contributions
Utilities	WBC	Developer	SPD has had regard to Policy CP1 of the Core Strategy.

Policy Link CP1

To include potable water, foul water,
gas, electricity and broadband

Regard will be given to the information
currently used on planning applications to
determine contributions

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WOKINGHAM
BOROUGH COUNCIL

