



**Vale
of White Horse**
District Council



Help us Shape the Future

Updated Infrastructure Delivery Plan

Your Vale - Your Future

December 2016

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Consultation

New development will need to be supported by infrastructure. This document sets out the Council's likely requirements in terms of development contributions to provide infrastructure to support new development in Vale of White Horse. As the Council is introducing the Community Infrastructure Levy (CIL), this documents sets out the likely contributions to be secured by S106 of the Planning Act and S278 of the Highways Act and CIL.

This Draft Infrastructure Delivery Plan (IDP) is a supporting document to the update of the CIL Charging Schedule, which is available for public consultation for a period of six weeks between 15th December 2016 and 26th January 2017.

Comments can be submitted:

- by email to planning.policy@whitehorsedc.gov.uk
- by writing to us at:

VOWH – Developer Contributions SPD Consultation

Vale of White Horse District Council
135 Eastern Avenue
Milton Park
Milton
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OX14 4SB

Please note that comments cannot be treated as confidential so please do not include any personal information within your comments. Responses will be published on the Council's website, together with the name and/or organisation name of the respondent.

Once the Council has considered all the representations received and following the CIL examination by an independent Examiner, this document will be finalised along with the CIL Charging Schedule.

1.0 Introduction

- 1.1 The Vale of White Horse District Council has produced this Infrastructure Delivery Plan (IDP) to identify the infrastructure necessary to support the delivery of the Local Plan 2031 Part 1: Strategic Sites and Policies. This document should be read in association with the Delivering Infrastructure Strategy which sets the context for infrastructure planning in Vale and explains how funding for infrastructure will be secured from developers and other sources¹.
- 1.2 Infrastructure is the facilities and services needed to support our communities and enable the local economy to thrive. This includes:
- transportation: roads, bus routes, rail network;
 - education facilities: schools, colleges, universities, adult learning centres;
 - utilities: water, power grids, sewers;
 - community facilities: libraries, sports and leisure facilities, community centres;
 - health care: hospitals, local GP surgeries and other facilities;
 - emergency & essential services: fire, police and ambulance facilities;
 - green spaces: playing fields and sport pitches, wildlife areas, green infrastructure; and
 - communications systems: mobile phone coverage, super-fast broadband etc.
- 1.3 This IDP, together with the overarching Delivering Infrastructure Strategy, forms part of a suite of documents being produced that provide details of infrastructure requirement and delivery. To support the delivery of the infrastructure identified in this IDP a Community Infrastructure Levy (CIL) is being prepared alongside the Local Plan. CIL is a fee developers pay that we will use to invest in infrastructure across the district. CIL will be used alongside Section 106 obligations, agreements made with developers that commit them to funding specific infrastructure for that site and the local area.
- 1.4 This Infrastructure Delivery Plan (IDP) addresses the impact of growth from the Vale of White Horse Local Plan 2031. This document supports Core Policy 7 of the Local Plan 2031 Part 1, which requires development to provide or contribute towards appropriate infrastructure. Information in this document will be used as a starting point for discussing infrastructure requirements; however, it is a record of requirements at a certain point in time (December 2016) and therefore may not be fully up to date when a planning application is submitted. It is a live document that will be updated throughout the plan period.
- 1.5 This document will also be used to inform the Regulation 123 list, which identifies infrastructure that the Council intends to fund through the Community Infrastructure Levy (CIL) and those items to be secured through S106 agreements.

¹ Delivering Infrastructure Strategy

<http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure>

- 1.6 It is essential that there is sufficient infrastructure to support growth to achieve sustainable development. One of the most common concerns residents have about accommodating development in their area is around infrastructure and in particular, capacity at the school or doctors' surgery and that the transport and sewer networks cannot support further development.
- 1.7 It is important to note that this list is not exhaustive as future monitoring of the Local Plan 2031 and subsequent parts of the Local Plan 2031 (for example the Local Plan 2031 Part 2) will highlight further needs within the district that will require investment. All costs listed are index linked as the best available costs at the time of issue. Therefore the costs shown are subject to change but provide an indication of what will be expected. Many of the infrastructure requirements and associated costs are dependent upon the layout of, and the type and size, of dwellings included in a final scheme.
- 1.8 The infrastructure requirements set out are based on technical and other assessments. Any comments are made without prejudice to any formal conclusions that the infrastructure providers may later reach, for example, in relation to changes in service delivery, funding and infrastructure requirements. Needs and detailed requirements will continue to evolve during the lifetime of the Local Plan 2031. As a result, the infrastructure requirements and delivery of projects will be reviewed over the plan period.
- 1.9 The infrastructure requirements assume development takes place following adoption of the Local Plan and Community Infrastructure Levy (CIL). Should sites come forward, as many have, prior to the adoption of CIL, any infrastructure contributions due to be funded from CIL on that site will be sought through S106.

Policy Background

- 1.10 The National Planning Policy Framework (NPPF) recognises the provision of infrastructure as one of the central pillars that form sustainable development² and that it should be one of the strategic priorities set out in the local plan³.
- 1.11 Local Plans should be based on up-to-date evidence about the economic, social and environmental characteristics and prospects of the area. Local Planning Authorities should assess the quality and capacity of infrastructure and its ability to meet forecast demands and should take account of the need for strategic infrastructure including nationally significant infrastructure within their areas⁴.
- 1.12 It is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time local plans are drawn up⁵.

² NPPF paragraph 7

³ NPPF paragraph 156

⁴ NPPF paragraph 162

⁵ NPPF paragraph 177

- 1.13 Further to this, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that the viability of the development is threatened⁶.
- 1.14 Where practical, Community Infrastructure Levy (CIL) charges should be prepared alongside the local plan. CIL should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place⁷.

2.0 Our Approach

- 2.1 Throughout the process of plan preparation the Council has been working closely with infrastructure providers to build up a picture of the infrastructure requirements to support the proposed growth in the district, such as:
- Oxfordshire County Council
 - Thames Water
 - Oxfordshire and Swindon Clinical Commissioning Groups and NHS Property
 - South Central Ambulance Service
 - Thames Valley Police
 - Scottish and Southern Energy (SSE)
 - Southern Gas Networks
 - Wales & West Utilities
 - National Grid
 - Network Rail
 - Highways England
- 2.2 Some of these stakeholders have stated that particular infrastructure will be required to support the proposed growth whilst others will take into account our projected growth in their own work plans. For more detail on each area of infrastructure provision see the following sections of this document.
- 2.3 The Council has been working closely with Oxfordshire County Council and South Oxfordshire District Council so that cross-border infrastructure requirements are fully considered and that the Science Vale area is planned holistically. The councils are committed to supporting the Science Vale area as a centre for growth and innovation.
- 2.4 This document focuses on the proposed strategic development sites within the Vale of White Horse and the infrastructure required to support their delivery; however, some of the infrastructure required will be in South Oxfordshire District, particularly in and around Didcot to support growth in both districts.

⁶ NPPF paragraph 173

⁷ NPPF paragraph 175

- 2.5 The Vale of White Horse District Council, along with Oxfordshire County Council, has also been working with Swindon Borough Council in producing their respective local plans. The particular focus is on the cumulative implications of development around the District borders and especially the impact on the A420 corridor.

CIL and S106

- 2.6 The Council has produced a 'Delivering Infrastructure Strategy' (2014) that gives an overview of how infrastructure will be delivered including some information about the Community Infrastructure Levy (CIL) and Section 106 Agreements (S106). The Council published a Draft Charging Schedule (DCS) in February 2015 that set out the rates for CIL. A number of modifications are proposed to the Draft Charging Schedule and are being consulted on, with the IDP forming part of the supporting documentation. The infrastructure summarised in the IDP has also informed the Regulation 123 list, which is a list of infrastructure which maybe funded by CIL and which cannot receive funding through S106 or S278 contribution. The Council approach to S106, S278 and CIL contributions is set out in a separate Developer Contributions Supplementary Planning Document (SPD).
- 2.7 Since 6 April 2015, the Council has not been able to pool infrastructure if five or more planning obligations for a particular infrastructure project or type have been entered into since 6 April 2010. In general, the Council will seek to secure the direct provision of on-site infrastructure by the developer through S106. Off-site infrastructure will generally be funded through CIL contributions or by S106 where five or fewer developments would need to contribute to delivering it. The Council needs to be mindful of pooling restrictions set out in Regulation 123 of the CIL regulations (as amended) when deciding whether to use CIL or S106 to fund infrastructure.
- 2.8 Under amendments to the 2010 Community Infrastructure Levy (CIL) Regulations, a portion of CIL receipts collected from developments in their areas will be passed directly to parish and town councils, who will receive 15% of the CIL receipts, capped at £100 per dwelling for development in their area. In towns and parishes where there is a neighbourhood plan in place, town and parish councils will receive 25% of the CIL receipts for development in their area.
- 2.9 The amended Regulations state that this proportion of funds must be used 'to support the development of the local area by funding
- a) the provision, improvement, replacement, operation or maintenance of infrastructure; or
 - b) anything else that is concerned with addressing the demands that development places on an area.'
- 2.10 The money passed onto town and parish councils is part of, not additional to, the money that the county and district councils receive from developers to fund infrastructure. Therefore, town and parish councils will need to carefully consider the spending priorities for their portion of CIL. The town/parish, district and county

councils will need to work together to decide on, and deliver, the funding priorities for the area.

- 2.11 The CIL Regulations make provision for Charging Authorities to enter into agreements to receive in-kind land and/or infrastructure as payment for CIL. However, under the current regulations the Infrastructure in-kind policy cannot deliver infrastructure that is necessary for the development. At present the Council does not intend to introduce a CIL payment in kind policy. The need for, and effectiveness of, such a policy will be reviewed at regular intervals.

Section 106 Agreements

- 2.12 Section 106 contributions can only be obtained where they meet three statutory tests. They must be:
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development
- 2.13 Section 106 agreements will continue to be the main mechanism for ensuring contributions from employment-related and other non-residential developments (except supermarkets & retail warehouses), where necessary. All qualifying residential developments would have section 106 agreements to deliver affordable housing requirements. Site specific infrastructure will also be secured through a S106 agreement, subject to the Regulation 123 List.

Viability

- 2.14 The infrastructure listed in this IDP has been costed to test the financial viability of the Local Plan and of each of the allocated sites to ensure it does not conflict with national policy⁸. This ensures that the sites can be delivered. This IDP has also been used as evidence when drawing up the CIL charges to be levied by the District Council. For further information on viability see the Local Plan Viability Study on the Council's website⁹.

⁸ NPPF paragraph 173

⁹ www.whitehorsedc.gov.uk/evidence

3.0 Infrastructure Requirements

- 3.1 This section summarises the critical infrastructure that is needed to support the growth proposed over the plan period (2011 – 2031) in the Vale of White Horse Council Local Plan 2031. The figures have been updated, wherever possible, since the 2015 IDP. The summary in Table 1 below and the detailed breakdown of the likely infrastructure contributions in Appendix 1 show the best estimates we can make at the current time (December 2016). The figures are taken from updates in the cost estimates from the previous IDP, actual S106 requests relating to submitted and approved planning applications and items where a pro rata contribution is required. Where updated information was not available the figures from the previous IDP have been used. The leisure figures have not been updated as the Council is still awaiting the outcome of a review of standards. The figures summarised below have been used in updating the viability assessment and CIL documents that are being consulted on alongside this report.

Table 1: Strategic Sites – Summary of Likely Developer Contributions

Sub Area	Site	Number of units	Total S106 or CIL Contribution	Cost per dwelling
Abingdon-on-Thames and Oxford Fringe	North West Abingdon-on-Thames	200	£4,846,129	£24,230
	North Abingdon-on Thames	800	£17,231,530	£21,539
	South Kennington	270	£3,123,362	£11,568
	North West Radley	240	£4,359,762	£18,166
	East Sutton Courtenay	220	£2,325,776	£10,572
	East Kingston Bagpuize with Southmoor	280	£3,738,840	£13,353
South East Vale	Milton Heights	400	£8,676,979	£21,692
	Valley Park	4254	£90,299,301	£30,434
	North West Valley Park	800	£24,439,311	£30,549
	West of Harwell	207	£2,366,424	£11,432
	Crab Hill, Wantage	1500	£32,901,000	£21,934
	Monks Farm, Grove	885	£9,437,713	£12,375
	Grove Airfield*	2500	£44,152,652	£17,661
	Didcot Power Station A**	120	£3,330,281	£27,752
Western Vale	Land South of Park Road, Faringdon	350	£5,908,200	£16,881
	West Stanford in the Vale	200	£2,972,481	£14,862
	South Faringdon	200	£2,612,099	£13,060
	South West Faringdon	200	£3,842,379	£19,212
	East of Coxwell Road, Faringdon	200	£3,983,822	£19,919
	North Shrivenham	500	£6,803,975	£13,608

* Saved Local Plan 2011 allocation. ** Additional Strategic Site not in Local Plan Part 1

NB. Sites previously included in the Local Plan Part 1 at South of East Hanney, East of Harwell Campus and North of Harwell Campus have been removed following the Local Plan Examination.

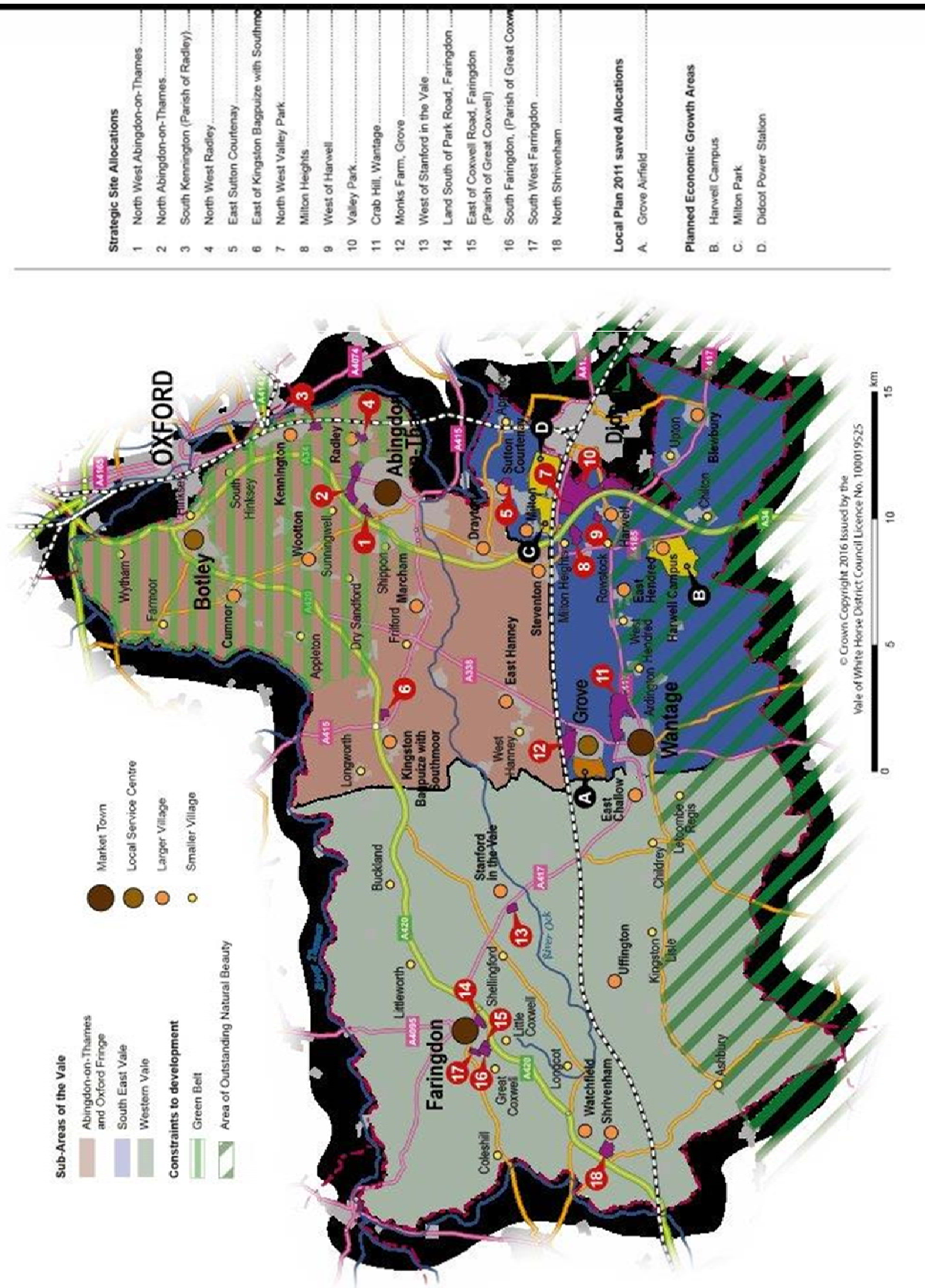


Figure 1: Local Plan Strategic Sites

- 3.2 This section of the document sets out a high level summary of the essential new infrastructure that will be required by the end of the plan period to support the proposed residential growth. The tables are not an exhaustive list of required infrastructure, additional infrastructure will be required and the Council will work with infrastructure providers (health, highways, education, utilities) to ensure the provision of necessary services.
- 3.3 The following sections of this document provide specific details of the infrastructure by category to explain how the infrastructure is provided and who will provide it. Where planning permission has already been granted or the site is zero rated for CIL, S106/ S278 (as the only mechanisms available) will be used to secure contributions toward infrastructure, including strategic infrastructure. S106 will be used in accordance with Regulations 122 and 123 of the CIL Regulations 2010 (as amended). These tables also includes specific information we have received from infrastructure providers.
- 3.4 **Appendix 1** contains the more detailed breakdown of infrastructure requirements of each site.

Table 2: Abingdon-on-Thames and Oxford Fringe – Infrastructure Summary

Project	Funding	Lead	Rationale
New 1.5 form entry Primary School on North Abingdon site	S106	OCC	Development at North Abingdon (800) and NW Abingdon (200) will require the direct provision of a new primary school, to be delivered on the North Abingdon site (updated cost – Nov 16).
Contributions towards expanding secondary school capacity in Abingdon	CIL	OCC	Growth arising from all sites is required to contribute towards expanding secondary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Contributions towards expansion of Radley Primary School from 0.5FE to 1FE	CIL	OCC	Development at North West Radley (240) will require an increase in primary school capacity at Radley Primary School. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Contributions towards expansion of John Blandy Primary School	S106	OCC	Development at Kingston Bagpuize with Southmoor (280) is required to contribute towards increasing primary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Contributions towards expansion of Sutton Courtney CofE Primary School	CIL	OCC	Development at East Sutton Courtney (220) is required to contribute towards increasing primary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.

Project	Funding	Lead	Rationale
Contributions towards Special Education Needs	CIL	OCC	All development will be required to contribute towards increasing capacity of Special Education Needs schools.
Leisure (on and offsite provision)	CIL/ S106	OCC	All development will be required to contribute towards increasing leisure capacity. Where appropriate leisure facilities will be required onsite.
Upgrades and reinforcement to sewage treatment works	S106	Thames Water	All development will be required to contribute towards upgrading of sewage treatment work. Precise works will be dependent on guidance/ consultation with Thames Water. Required upgrades to sewage treatments works will be delivered prior to / in parallel with development.
South facing slips on A34 at Lodge Hill	LEP £9m S106 (£4m)	OCC	Growth arising directly from the North Abingdon, South Kennington and North West Radley sites requires the creation of south facing slips on the A34 at Lodge Hill. These will be delivered early in the phasing of the development.
Site specific highway and public transport works directly related to the development sites	S106 / 278	OCC	Where necessary development will be required to contribute to highway and public transport works. Precise works will be dependent on individual schemes progressed through a Planning Application.

Table 3: South East Vale – Infrastructure Summary

Project	Funding	Lead	Rationale
Contributions towards increasing capacity of St Blaise Primary School to a 1FE	CIL	OCC	Development Milton Heights (400) will be required to contribute to facilitate an increase in capacity at St Blaise Primary School. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Three new primary schools – 1 x 2FE, 1x2.5-3FE at Valley Park	S106	OCC	Growth arising from development North West Valley Part (800) and Valley Park (4254) requires three new primary schools. To be provided on site. OCC as education authority is to ensure an increase in capacity in line with planned growth.
A new 2FE primary school to be provided on the Crab Hill site	S106	OCC	Growth arising from Crab Hill (1500) requires a new primary school to be provided onsite. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Contributions towards increasing capacity primary school facilities in the area of the Monks Farm site	S106	OCC	Development at Monks Farm is required to contribute towards increasing primary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.

Project	Funding	Lead	Rationale
A new 1,200 capacity secondary school on the Grove Airfield site	S106	OCC	Growth arising from Grove Airfield (2500), Crab Hill (1500) and Monks Farm (750) is required to contribute towards secondary and sixth form education facilities. OCC as education authority is to ensure an increase in capacity in line with planned growth. Planning application at advanced stage.
Contributions towards expanding secondary school capacity in Didcot	CIL / S106	OCC	Growth arising from Milton Park (400), Valley Park (4254), North West Valley Park (800) and West of Harwell (200) are required to contribute towards expanding secondary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Contributions towards Special Education Needs	CIL S106 (will be used where sites are zero rated for CIL)	OCC	All development will be required to contribute towards increasing capacity of Special Education Needs schools. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Leisure (on and offsite provision)	CIL/ S106	VoWH	All development will be required to contribute towards increasing leisure capacity. Where appropriate leisure facilities will be required onsite (not including Grove Airfield and Crab Hill)
Upgrades to sewage treatment works	S106	Thames Water	All development will be required to contribute towards upgrading of sewage treatment works. Precise works will be dependent on guidance/ consultation with Thames Water. Required upgrades to sewage treatments works will be delivered prior to / in parallel with development (not including Grove Airfield, Monks Farm and Crab Hill)
Site specific highway and public transport works directly related to the development sites	S106 / 278	OCC	Where necessary development will be required to contribute to highway and public transport works. Precise works will be dependent on individual schemes progressed through a Planning Application.
Strategic Highway works (SVTP)	CIL (£69m) LPPF GPF S106 S106 (h) EZBRR	OCC	All development within the Science Vale area will be required to contribute to the Science Vale transport package of necessary strategic highway works. Details of costs are shown within the Science Vale Transport Section. Didcot A Site will contribute to the package through S106.
Wantage Eastern Link Road (WELR)	S106	OCC	A new road linking the A338 and A417, providing a strategic route to the north east of the town. To be funded through development at Crab Hill (1500), Grove Airfield (2500) Monks Farm (750)

Table 4: Western Vale – Infrastructure Summary

Project	Funding	Lead	Rationale
New Primary School on Land South of Park Road, Faringdon	S106	OCC	Development at Faringdon and Great Coxwell (950) is required to contribute towards increasing primary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.
New 1FE School on North Shrivenham	S106	OCC	Development at North Shrivenham (500) requires an increase in primary school capacity. The existing primary school is on too small a site to expand to meet this scale of housing, on top of that already in the planning process.
Contributions towards expansion of primary school facilities in Stanford in the Vale	CIL	OCC	Development at West Stanford in the Vale (200) is required to contribute towards increasing primary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Contributions towards expanding secondary school capacity	CIL/ S106	OCC	Growth arising from all sites plus Kingston Bagpuize is required to contribute towards expanding secondary school capacity. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Contributions towards Special Education Needs	CIL/ S106	OCC	All development will be required to contribute towards increasing capacity of Special Education Needs schools. OCC as education authority is to ensure an increase in capacity in line with planned growth. S106 will be used where sites are zero rated for CIL.
Contributions toward Early Years accommodation	CIL/S106	OCC	S106 will be used where sites are zero rated for CIL.
Leisure (on and offsite provision)	CIL/S106	OCC	All development will be required to contribute towards increasing leisure capacity. Where appropriate leisure facilities will be required onsite. The district council will work with developers and communities to determine the level and nature of leisure facilities. S106 will be used where sites are zero rated for CIL.
Upgrades to sewage treatment works	S106	Thames Water	All development will be required to contribute towards upgrading of sewage treatment work. Precise works will be dependent on guidance/ consultation with Thames Water. Required upgrades to sewage treatments works will be delivered prior to / in parallel with development.
Site specific highway and public transport works directly related to the development sites	S106 / 278	OCC	Where necessary development will be required to contribute to highway and public transport works. Precise works will be dependent on individual schemes progressed through a Planning Application.

Project	Funding	Lead	Rationale
Strategic transport contributions	CIL	OCC	

4.0 Science Vale Transport Package

- 4.1 Science Vale is one of the core areas in Oxfordshire for focusing science and innovation of national and international significance. One of the three strands of the spatial strategy for the Vale of White Horse is to focus sustainable growth within Science Vale Area, with almost 75% of the housing growth, and almost 70% of the job growth, planned for Science Vale. The Council has ring fenced growth in Science Vale to ensure houses are delivered where they can be supported by jobs and infrastructure. This level of development needs to be supported by a significant package of transport infrastructure, as shown in Table 5.

Table 5: Science Vale Transport Package (Updated full costs at December 2016)

Project	Cost	Funding	Lead	Rationale
Milton Interchange junction improvements.	£11,560,000	LPPF GPF S106 (h) EZBRR	OCC	A new link under the A34 across the roundabout to improve capacity. Relates to Enterprise Zone employment growth
Milton Interchange - North Facing Slips directly linking A34 and Milton Park	£50,000,000 - £100,000,000	CIL	OCC	Important to support longer-term growth in homes and jobs across the Garden Town, Especially jobs at Milton Park
Chilton Interchange junction improvements.	£10,883,000	LPPF EZBRR	OCC	Two new slips roads to increase access and improve capacity. Relates to Enterprise Zone employment growth
Access to EZ package, including Hagbourne Hill, Featherbed Lane & Steventon Lights, Harwell Link Road	£30,000,000 - £40,000,000	CIL	OCC	Relates to Enterprise Zone employment growth
Didcot Northern Perimeter Road Phase 3. A new road to allow extension of the perimeter road around Didcot and access for the Ladygrove East site.	£12,500,000	LGF/ S106/ S106 (h)	OCC	To allow access and improve capacity. Link to Ladygrove and Didcot NE sites.
Didcot Southern Bypass	£100,000,000 +	CIL	OCC	Important to support longer-term growth in homes and jobs across the Garden Towns should further development come forward to the South of Didcot in future.

Project	Cost	Funding	Lead	Rationale
Didcot Science Bridge A4130 capacity improvements	£45,000,000	LGF CIL S106	OCC	Capacity improvements for vehicles over the railway line along the A4130 in the vicinity of the Power station. Development at the power station will make contributions through S106.
Central Didcot Transport Corridor	£10,000,000 - £15,000,000	CIL	OCC	Delivery of NPR 3 and Science Bridge + A4130 links with Ladygrove, Didcot NE, Orchard Centre and Gateway development sites
Access to Culham Science Centre Stage 1	£15,780,000	CIL	OCC	Relates to employment development at Culham Science Centre
Cycle Network Improvements to and from the Garden Town	£9,250,000	LGF GPF LSTF CIL	OCC/ VoW H	Providing easier and greater connectivity by bike providing a key layer to the science Vale transport system and enabling and encouraging sustainable travel across the area
Access to Culham Science Centre Stage 2 – new Thames crossing	£75,000,000 - £125,000,000	LGF CIL	OCC	To enable better access between Culham and Oxford. The scheme will provide an alternative north south link to the A34, linking centres of economic growth. Important to support development of homes and jobs across the Garden Town.
Backhill Lane cycle/ pedestrian scheme	£1,200,000	CIL	OCC	
Sustainable Transport Package: Cycle maintenance and route improvements, upgrade to Didcot to Harwell Bus service	£1,000,000	CIL	OCC	
Public Transport Infrastructure	TBC	CIL	OCC	Related to the Didcot Central Corridor Study.
Didcot Parkway Station Interchange	£90 million	CIL	Network Rail	Related to the Didcot Central Corridor Study and rail capacity improvements.
Culham Rail Station Improvements	£10 million	CIL	Network Rail	Related to proposed rail capacity improvements between Didcot and Oxford.
Rail Four Tracking between Didcot and Oxford	£175-375 million	CIL	Network Rail	Related to Didcot Parkway and Culham Station enhancements.
Didcot East Junction Grade Separation	£50-100 million	CIL	Network Rail	Related to proposed rail capacity improvements between Didcot and Oxford.
Didcot Car Parking Strategy & Delivery	TBC	CIL	Network Rail	Related to Orchard Centre and Gateway developments, Didcot Parkway Rail Station improvements.

LGF - Local Growth Fund / EZBRR – Enterprise Zone Business Rate Retention / GPF - Growing Places Fund / LSTF - Local Strategic Transport Fund / CIL – Community Infrastructure Levy (CIL) / S106 – Section 106 planning obligations / S106 (h) - held section 106 planning obligations / NR – Network Rail

Funding

- 4.2 The district recognises that monies secured from development will not fully fund all strategic transport improvements, and that there is a need to work positively with others to plan and secure funding for significant infrastructure. Good cross-organisational working arrangements are already in place, and the district proactively engages with others including the County Council to help deliver infrastructure and growth aspirations set out in the Oxfordshire Strategic Economic Plan (SEP). A particular focus is the Oxfordshire Knowledge Spine and Science Vale growth areas in SEP, where significant funds have already been secured towards delivery of transport infrastructure supporting new jobs and homes.
- 4.3 Delivery of relevant programmes of work, especially transport infrastructure improvements, is co-ordinated through a Growth Board¹⁰ at which leaders and chief executives of the County and District Councils in Oxfordshire are able to make key decisions and monitor delivery of growth and supporting infrastructure. Other relevant cross-organisational working with infrastructure providers including the Bus Operators and Highways England is also on-going.
- 4.4 As set out in Table 5, over the past few years, the District, County Council and LEP have been very successful in securing commitments to match funding for schemes, particularly strategic transport schemes in the Science Vale area that will support delivery of new development coming forward. This includes securing direct grants from central government, as well as forward funding schemes from monies to be paid back from future business rates in the Science Vale Enterprise Zone (EZ). In summary, funds secured for infrastructure improvements include:
- £10 million of central government funding from the Pinch Point pot towards upgrades at Chilton and Milton Interchanges on the A34, matched by £11.5 million to come forward from EZ business rates and secured S106 monies.¹¹ These schemes are now largely complete.
 - £6.1 million central government funding from the City Deal pot, matched by up to £22.7m to come forward from EZ business rates for road improvements to improve access to the Science Vale EZ.¹² These schemes are underway and should be complete within the next 2 years.
 - £1 million revenue from the Local Sustainable Transport Scheme pot, for delivering an upgrade in frequency of the Didcot Parkway to Harwell bus service and for cycle promotion schemes.¹³
 - £108.5 million Local Growth Fund allocation to the Oxfordshire Local Enterprise Partnership, with an additional £9.9 million to 2020/21. This includes funding of

¹⁰ <https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board>

¹¹ <https://www.gov.uk/government/collections/local-pinch-point-fund> and <https://www.oxfordshire.gov.uk/cms/public-site/major-current-roadworks>

¹² <https://www.gov.uk/government/publications/city-deal-oxford-and-oxfordshire>

¹³ <https://www.gov.uk/government/publications/local-sustainable-transport-fund-funding-decisions-2015-to-2016>

£4.5 million to the Science Vale Cycle Network, £9.5 million to Didcot Station Car Park Expansion, and an outline commitment to further develop plans for upgrading the A34 Lodge Hill junction so that improvements can be delivered in the future.¹⁴

- 4.5 Looking forward, there is likely to be significant further funding available to support delivery of infrastructure in and around the Science Vale area and in particular:
- The designation of a second Enterprise Zone around Didcot will bring in significant additional funding from business rates associated with new development over the next few years that can be used to support infrastructure delivery.¹⁵
 - The Didcot Garden Town delivery plan will identify priorities for infrastructure associated with the significant planned housing and employment growth in the area. This will also help identify future funding stream opportunities.¹⁶
 - The progression of more detailed work on the Oxford to Cambridge Expressway study, which if taken forward could have significant impacts on the strategic highway network within the Vale of White Horse area.¹⁷
- 4.6 Future updates will be made to the IDP as more certainty is gained about any funding associated with these initiatives.

5.0 Education

- 5.1 Oxfordshire County Council is responsible for the provision of primary and secondary schools education in the Vale of White Horse District. The County Council has a statutory duty to ensure that sufficient school places are available within the area for every child of school age whose parents wish them to have one; to promote diversity, parental choice and high educational standards; to ensure fair access to educational opportunity; and to help fulfill every child's educational potential.
- 5.2 Since 2011, new providers of school places have been able to establish state-funded Free Schools. There are also a growing number of academies, which are independent of local authority control. School places are no longer, therefore, solely provided by the County Council so they must work with these other providers to ensure that the need for school places is met.
- 5.3 The Council has been working closely with the County Council to explore new sites for development to ensure that school provision is considered right from the start. It was important for the Council to understand the current and future capacities of schools, particularly taking into account the unplanned growth that has taken place in the district.

¹⁴ <https://www.gov.uk/government/publications/oxfordshire-growth-deal>

¹⁵ <http://enterprisezones.communities.gov.uk/>

¹⁶ <https://didcotgardentown.commonplace.is/>

¹⁷ <https://www.gov.uk/government/news/english-regions-to-benefit-from-transport-investment-worth-3-billion>.

- 5.4 The County Council has commissioned a study to establish where existing schools in the District could be expanded. New school provision is required where expansion is not possible to accommodate planned growth, or where it would not adequately serve new residential developments.
- 5.5 Where new schools are to be provided onsite, this will be secured through S106. Where school provision will be made by expanding existing schools located offsite, a financial contribution will normally be secured through CIL, except where there are strategic sites zero rated for CIL where S106 obligations will be used in accordance with Regulation 123 of the CIL Regulations 2010 (as amended) Contributions will normally be collected through CIL for expanding and improving secondary schools and Special Education Needs schools (SEN) except where the site is zero rated for CIL or a new school is being provided on a neighbouring site.

6.0 Local Transport

- 6.1 Each site will generate a requirement for local transport improvements to be identified and costed through the Transport Assessment and/or Travel Plan submitted with a planning application.
- 6.2 Infrastructure directly related to the development is likely to be required through Section 106 or Section 278 Agreement¹⁸, items such as:
- Local junction, highway and traffic management measures
 - Provision of local pedestrian and cycle links to key local facilities such as schools, shops, employment, bus stops.
 - Provision, improvement or re-location of bus stops, shelters and Real Time Information (RTI), and funding of new or diverted bus services where directly required as a result of the development
 - Implementation of measures and initiatives to promote sustainable travel
 - Improvements to Public Rights of Way (PRoW) where on or adjacent to the site
- 6.3 Infrastructure which is not directly related to the development will be funded through CIL, this could include:
- Local town services - funding towards community mini-bus or other local public transport services providing accessibility for the less-able bodied to the town centre.
 - Public transport upgrades – funding towards premium bus routes and enhancement of other bus routes between settlements required to mitigate development and provide alternative to car use.

¹⁸ Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and the County Council under Section 278 of the Highways Act 1980.

- Real Time Information (RTI) – provision of RTI to provide up to date information on bus services for passengers.
- Public Rights of Way (PRoW) improvements

7.0 Telecommunications

- 7.1 As part of the Government's initiative 'Broadband Delivery UK' (BDUK), Oxfordshire County Council is rolling out a program to bring better broadband to homes and businesses in the county.¹⁹ The aim is that more than 95% per cent of all premises will have access to superfast broadband speeds by the end of 2017. Funding for this project to date has come from Oxfordshire County Council (£10m), central government (£4m) and BT (£11m). An additional £5.58m of funding was announced in December 2015, including contributions of £2m from the Oxfordshire Local Enterprise Partnership (LEP); £2.2m from the Government's Broadband Delivery UK (BDUK) programme and £1.1m from BT.
- 7.2 New developments will be required to provide access to high speed broadband as an integral part of the infrastructure requirement for sites through Core Policy 36 of the Local Plan 2031 Part 1.

8.0 Water and Waste Water

- 8.1 Thames Water is the statutory water and sewerage undertaker for the Vale. Water infrastructure can be split in to four strands:
- water resources – the treatment and provision of water supply
 - water network –the pipe network to deliver the water supply
 - sewage treatment –the treatment of wastewater at the sewage treatment works
 - sewerage network –the sewers that deliver wastewater to the sewage treatment works
- 8.2 The Vale has worked closely with Thames Water to ensure that planned growth can be accommodated by the water and waste water networks, including by identifying future enhancements to the water networks where required. This work has been complicated by the volume of speculative applications resulting in unpredictable growth that Thames Water has had to accommodate²⁰, which has used up a lot of the spare capacity that may have been in the network or sewage treatment works.
- 8.3 In relation to Thames Water's infrastructure, they have indicated the following:

Water Resources

¹⁹ <http://www.betterbroadbandoxfordshire.org.uk/cms/>

²⁰ Developers have an automatic right to connect to the sewer network at short notice under the Water Industry Act.

- 8.4 Thames Water has a legal duty to provide a secure and reliable water supply to its customers. To ensure they do this they produce a 25 year strategic water resources plan every five years, this is called the Water Resources Management Plan (WRMP). WRMPs set out how water companies maintain a balance between the demand for water in their supply area against the available water supplies, while ensuring the environment is protected. In July 2014 Thames Water received approval from the Department for Environment, Food and Rural Affairs (Defra) to publish its Water Resources Management Plan covering the 25-year period from 2015 to 2040, called WRMP14.
- 8.5 WRMP14²¹ identifies a baseline deficit of water supply over demand (with target headroom) within the Swindon and Oxfordshire Water Resource Zone from 2020-2040. The WRMP identifies a series of key areas where further work to supplement the analysis undertaken to date. This will include:
- Benefits of mains replacement
 - Metering technology
 - Performance in droughts
 - Investigation of large resource schemes, which are:
 - Regional water transfers
 - Water storage
 - Wastewater re-use
- 8.6 Thames Water is currently investigating the three long-term, large resource schemes and will make a decision on the preferred option in WRMP19. Thames Water has confirmed that the water storage option would be a reservoir south west of Abingdon and have asked the District Council to safeguard land. Core Policy 14 is the policy for safeguarding land for the Upper Thames Reservoir.

Water Network

- 8.7 The developments proposed will create constraints at certain locations in the water supply network, particularly around Faringdon, Shrivenham and Stanford in the Vale. It is likely that phasing of development will be required in some of these locations to enable the occupation of development to be aligned with the delivery of water network infrastructure reinforcements. These are the responsibility of Thames Water.

Sewage Treatment

- 8.8 The Vale of White Horse District Council Water Cycle Study has shown that the following sewage treatment works will require upgrading to accommodate demand from additional growth:
- Abingdon New Stream

²¹ http://www.thameswater.co.uk/tw/common/downloads/wrmp/WRMP14_Section_0.pdf

- Appleton
- Didcot
- Drayton
- Faringdon
- Kingston Bagpuize
- Oxford
- Shrivenham
- Stanford in the Vale
- Wantage

- 8.9 Future upgrades at some of the sewage treatment works are likely to be undertaken by Thames Water to cater for the growth proposed. Further details of works will be included with the WRMP to be completed in 2019. The Thames Water draft Business Plan 2015–2020 anticipates making improvements to a series of existing sites including treatment works at Faringdon and Oxford in the period 2015-2020.

Sewerage Network

- 8.10 The key issue in relation to the wastewater / sewerage network will be to ensure that there is sufficient hydraulic capacity of the sewerage network to cater for the growth being proposed. The point of connection proposed by the developer has to be assessed by appraising the known constraints of the existing network against the scale of development and its potential phasing. This information is gathered and appraised through drainage strategies and detailed discussions with the developer.

- 8.11 Thames Water has said that the following sites will necessitate upgrades to the sewerage network:

- E. Sutton Courtenay
- Kingston Bagpuize
- North of Abingdon
- North Shrivenham
- North West Abingdon
- North West Radley
- North West Valley Park
- South Kennington
- Stanford in the Vale
- Valley Park
- Crab Hill
- West of Harwell
- Milton Heights
- Monks Farm

Infrastructure Provision

- 8.12 Where there are infrastructure constraints (both water and wastewater infrastructure), it is important not to underestimate the time required to plan for and

deliver infrastructure. For example, local network upgrades take around 18 months and upgrades to sewage treatment & water treatment works can take 3 - 5 years.

- 8.13 Alternatively, Thames Water will allow the developer to requisition the infrastructure to deliver it sooner. The Council will require developers to contribute towards delivering waste water and water supply to ensure timely housing delivery and have included a figure of £500 per unit in the Local Plan Viability Assessment for doing this. This figure is based on previous advice from Thames Water and has been applied to all development sites to ensure the infrastructure can be delivered without causing the site to become unviable.
- 8.14 Water companies' investment programmes are based on a 5 year cycle known as the Asset Management Plan (AMP) process. We are currently in the AMP6 period, which runs from 1st April 2015 to 31st March 2020 and does not therefore cover the whole of the Local Plan period. AMP7 will cover the period from 1st April 2020 to 31st March 2025.
- 8.15 As part of Thames Water's five year business plan they advise OFWAT of the funding required to accommodate growth to ensure treatment works can continue to meet the standard required by their treatment consents.
- 8.16 At this stage, it is not possible to identify the precise water and waste water infrastructure needs that will arise from the level and distribution of residential development proposed due to the complexities of water and sewerage networks. The location, scale and timing of upgrades will need to be determined as greater certainty regarding the exact scale, location and phasing of development is known, which will be at pre application stage. Drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development.
- 8.17 In the first instance a drainage strategy would be required from the developer to determine the exact impact on Thames Water's infrastructure and the significance of the infrastructure to support the development. The Council strongly recommends that discussions take place with Thames Water as early as possible in the planning process to ensure a course of action is agreed before planning permission is granted rather than relying on Grampian conditions²² and uncertainty about when homes can be delivered.

9.0 Gas and Electricity

- 9.1 In terms of infrastructure improvements needed for gas and electricity, the utility companies have a statutory ability to directly charge developers and customers to fund improvements required.
- 9.2 Information from SSE suggests that where existing electricity infrastructure is inadequate to support the increased demands from the new development, the costs

²² A Grampian condition is a negatively worded condition to prohibit development authorised by the planning permission until a specified action has been taken.

of any necessary upstream reinforcement required would normally be apportioned between the developer and the Distribution Network Operator (DNO). The maximum timescales in these instances would not normally exceed around two years and therefore should not impede delivery of development. As at 18 August 2014, SSE indicated that none of the sites in the Abingdon and Oxford Fringe or the Western Vale sub area require reinforcement works. However, this could change if new and increased loads are connected to the network.

- 9.3 As at 18 August 2014, SSE indicated that all of the sites in the South East Sub Area require reinforcement works.

10.0 Leisure

- 10.1 Leisure facilities are the responsibility of the District Council. The Council has an updated Leisure and Sports Facilities Study 2013-2031, which sets out how contributions to sports facilities will be calculated. This strategy and the Open Space, Sport and Recreation Future Provision Supplementary Planning Document (SPD) have been used by the Council to calculate the leisure contributions in for the IDP.

- Swimming pools
- Sports Halls (3+ badminton courts)
- Artificial Grass Pitch
- Health and fitness centres
- Outdoor tennis
- Multi Use Games Area (MUGA)
- Football
- Cricket
- Rugby
- Pavilions

- 10.2 The Council is in the process of commissioning an update to the strategy relating to:

- Allotments;
- Amenity green spaces that are regularly used for recreation by the community, for example recreation grounds, village greens
- Children's play areas (NEAP, LEAP);
- Multi-use games areas (MUGAs);
- Community and village halls;
- Formal outdoor sports pitches for football, cricket, rugby, hockey, etc.

The requirement for contributions towards such facilities will be updated as and when the evidence base becomes available.

11.0 Green Infrastructure

- 11.1 The Council is also in the process of commissioning a joint Green Infrastructure Strategy with South Oxfordshire District Council, which will give information about any on-site provision or off-site financial contributions required and the IDP will be updated as a result.
- 11.2 Off-site leisure and green infrastructure projects will usually be funded through CIL except on sites that are zero rated for CIL. For larger sites where infrastructure will be delivered on site or on non-residential sites, the infrastructure will be delivered through S106.
- 11.3 Where a development is likely to have an impact on biodiversity and that impact cannot be mitigated on site, a contribution may be required towards biodiversity offsetting to enhance biodiversity elsewhere in the District.

12.0 Health Care

- 12.1 As part of the changes to the NHS brought about by the Health and Social Care Act 2012, Primary Care Trusts (PCTs) and Strategic Health Authorities (SHAs) ceased to exist on 31 March 2013. Their responsibilities were taken over by Clinical Commissioning Groups (CCGs) and the NHS Trust Development Authority.
- 12.2 The Council has been working closely with NHS England so that they can factor in the proposed growth when they are considering health care facilities. This information is then passed on to the Clinical Commissioning Group (CCG), a GP-led organisation responsible for commissioning services including emergency care, community and mental health and maternity care. All GP practices are required to be a member of the Clinical Commissioning Group (CCG).
- 12.3 Health providers acknowledge Vale of White Horse District Council will be promoting growth in the District and as stakeholders would welcome involvement in providing the necessary health care services. The Council welcomes working with healthcare providers to identify infrastructure capacity issues. Further co-operation will continue for partnership working to accommodate growth in the District.

13.0 Emergency Services

- 13.1 Increasing populations can put additional pressure on the emergency services. Thames Valley Police responded to a previous consultation on the CIL and IDP and identified a need for an on-site neighbourhood office on some of the larger sites, as well as contributions towards infrastructure such as police cars, bicycles and Automatic Number Plate Recognition (ANPR) cameras to serve new developments. Neighbourhood Offices could form part of a multi-functional community hub (see below). Contributions will be considered towards these types of infrastructure where it can be clearly demonstrated that the development meets the tests set out in CIL Regulation 122 and the viability of the scheme is not compromised.

- 13.2 South Central Ambulance Service has not requested any developer contributions.
- 13.3 Oxfordshire County Council is the fire and rescue authority for the area. They will seek contributions towards new/improved fire stations/engines and/or the relocation of existing fire stations where this is deemed necessary due to the proposed growth.

14.0 Community Facilities

- 14.1 Some of the development, particularly on the larger sites, or co-located groups of sites, will create an entirely new community that will need to be supported by a new community hub building. Community buildings can be delivered as part of a new school and can co-locate a variety of community uses such as a library or a community police presence.
- 14.2 Some communities are finding that there is a need to extend or find new cemeteries and new residential development will put further pressure on existing facilities. We will liaise with the town/parish councils to establish the need and most appropriate form of provision taking account of the location, scale and form of the proposed development. Neighbourhood Plans will be important in identifying these local community needs.
- 14.3 Oxfordshire County Council seeks contributions towards a number of community infrastructure projects. The exact cost for each development is not known until the mix and tenure type of the housing is agreed at the planning application stage. These include:
- Museum Resource Storage Centre
 - Local library services
 - Oxford Central Library
 - Oxfordshire Skills and Learning Service
 - Youth support service (early intervention centre)
 - Children's centre and nursery provision
 - Day care centres for adults (health and wellbeing centres)
 - Household waste and recycling centres

Appendix 1 – Strategic Sites (not including consented sites – total contributions for these sites are shown by Table 1)

Abingdon and Oxford Fringe Sub Area

Project description	Total cost	Pro-rota cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
North West Abingdon (200)										
Contributions towards a new 1.5FE school on a 2.22ha site on the North Abingdon site	£ £7,109,000 + land @ £1,322,000 = £8,429,000	£1,814,000	S106	£1,814,000	OCC		✓	✓		Development at North Abingdon (800) and NW Abingdon (200) will require the direct provision of a new primary school, to be delivered on the North Abingdon site. 1.5FE primary school. To be funded by North West Abingdon (200) and North Abingdon (800) sites.
Contributions towards secondary school places in Abingdon		£813,000	CIL	£813,000	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school including 6th form.
Contributions towards Special Education Needs		£33,722	CIL	£33,722	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £169 per home
Contribution towards the delivery of South facing slips at Lodge Hill	£13,000,000	£529,800	S106	£529,800	OCC		✓	✓	✓	Total cost £13m of which £9m is to be funded through the LEP and the remaining £4m to be sought from developer contributions. Pooled contributions sought through S106 (£2,649 per unit) pro-rated across North & North

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
										West Abingdon, Radley & South Kennington
Other transport infrastructure		£200,000	CIL	£200,000	OCC		✓	✓		This will be a pro rata contribution based on £1,000 per dwelling.
Roundabout improvements		£500,000	S278	£500,000	OCC		✓	✓		
Contribution to bus services		£142,800	S106	£142,800	OCC		✓	✓		This will be a pro rata contribution based on £714 per dwelling
Bus stops		£22,000	S106	£22,000	OCC		✓	✓		
1 pedestrian crossing		£30,000	S106	£30,000	OCC		✓	✓		
Rights of Way and Cycle Paths		£35,000	S106	£35,000	OCC		✓	✓		
1 x MUGA	£120,000		S106		Developer/VoWH		✓	✓		To be provided on site through S106.
Contribution towards off site leisure provision		£411,807	CIL	£411,807	VoWH		✓	✓		Costs based on Nortoft Study
Community hall/facilities					VoWH		✓	✓		Included in school
Upgrades to sewage treatment works		£100,000	Developer funded/S106	£100,000	Thames Water		✓	✓	✓	Per unit cost of £500
Recycling		£34,000	S106	£34,000	VoWH		✓	✓		Per unit cost of £170

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Public Art		£60,000	S106	£60,000	VoWH		✓	✓		Per unit cost of £300
North Abingdon-on-Thames (800)										
Contributions towards a new 1.5FE Primary School on a 2.22ha site on the North Abingdon site	£7,109,000 + land @ £1,322,000 = £8,429,000	£6,540,000	S106	£6,540,000	OCC		✓	✓	✓	Development at North Abingdon (800) and NW Abingdon (200) will require the direct provision of a new primary school, to be delivered on the North Abingdon site. 1.5FE primary school (could inc. community facilities). To be funded by North West Abingdon (200) and North Abingdon (800) sites.
Contributions towards secondary school places in Abingdon		£3,250,000	CIL	£3,250,000	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form.
Contributions towards Special Education Needs		£135,200	CIL	£135,200	OCC	✓	✓	✓		This will be on a pro-rata contribution for SEN at £169 per home
Contribution towards the delivery of South facing slips at Lodge Hill	£13,000,000	£2,119,200	S106	£2,119,200	OCC		✓	✓	✓	Total cost £13m of which £9m is to be funded through the LEP and the remaining £4m to be sought from developer contributions. Pooled contributions sought through S106 (£2,649 per unit) pro-rated across N & NW Abingdon, Radley & S Kennington

Project description	Total cost	Pro-rotal cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Contribution to bus services		£571,200	S106	£571,200	OCC		✓	✓		This will be a pro rata contribution based on £714 per dwelling
Bus stops		£100,000	S106	£100,000	OCC		✓	✓		
3 pedestrian crossings		£200,000	S106	£200,000	OCC		✓	✓		
2 roundabout improvements		£1,500,000	S278	£1,500,000	OCC		✓	✓		
Rights of Way and Cycle Paths		£150,000	S106	£150,000	OCC		✓	✓		
2.4ha football pitches	£258,760		S106		Developer/VoWH			✓	✓	To be provided on site through S106.
1 x MUGA	£120,000		S106		Developer/VoWH			✓	✓	To be provided on site through S106.
1 x cricket pitch	£49,910		S106		Developer/VoWH			✓	✓	To be provided on site through S106.
Clubhouse/pavilion	£351,597		S106		Developer/VoWH			✓	✓	To be provided on site through S106.
Contribution towards off site leisure provision		£1,109,663	CIL	£1,109,663	VoWH		✓	✓	✓	Costs based on standards Nortoft Study towards rugby pitches, swimming pools, sports halls, artificial grass pitches and health and fitness.
Community hall/facilities			S106		VoWH		✓	✓	✓	Could be included in primary school.

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Upgrades to sewage treatment works		£400,000	Developer funded/ S106	£400,000	Thames Water		✓	✓	✓	Per unit cost of £500
Recycling		£136,000	S106	£136,000	VoWH		✓	✓	✓	Per unit cost of £170
Public Art		£240,000	S106	£240,000	VoWH		✓	✓	✓	Per unit cost of £300
South Kennington (270)										
Contributions towards secondary school places in Abingdon		£1,097,000	CIL	£1,097,000	OCC	✓	✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school including 6th form.
Contributions towards Special Education Needs		£45,630	CIL	£45,630	OCC	✓	✓	✓		This will be on a pro-rata contribution for SEN at £169 per home
Contribution towards the delivery of South facing slips at Lodge Hill	£13,000,000	£715,230	S106	£715,230	OCC		✓	✓	✓	Total cost £13m of which £9m is to be funded through the LEP and the remaining £4m to be sought from developer contributions. Pooled contributions sought through S106 (£2,649 per unit) pro-rata'd across North & North West Abingdon, Radley & South Kennington
Transport costs		£135,000	S106	£135,000	OCC	✓	✓	✓		

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Contribution to bus services		£192,780	S106	£192,780	OCC		✓	✓		This will be a pro rata contribution based on £714 per dwelling
1 x MUGA	£120,000		S106		Developer/VoWH	✓	✓			To be provided on site through S106.
Contribution towards off site leisure provision		£555,822	CIL	£555,822	VoWH	✓	✓			Costs based on Nortoft Study
Upgrades to sewage treatment works		£135,000	Developer funded/S106	£135,000	Thames Water	✓	✓			Per unit cost of £500
Recycling			S106	£45,900	VoWH	✓	✓			Per unit cost of £170
Public Art			S106	£81,000	VoWH	✓	✓			Per Unit cost of £300

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
North West Radley (240)										
Contributions towards expansion of Radley Primary School from 0.5FE to 1FE		£778,320 + land @ £300,000 = £1,078,320	CIL	£1,078,320	OCC	✓	✓			Development at North West Radley (240) will require an increase in primary school capacity at Radley Primary School. OCC as is the education authority The land adjoining the existing school is not on the North West Radley site, but within the control of the same landowner.
Contributions towards secondary school places in Abingdon		£887,760	CIL	£887,760	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home. Not updated from previous IDP.
Contributions towards Special Education Needs		£39,600	CIL	£39,600	OCC	✓	✓			This will be on a pro-rata contribution for SEN at £165 per home. Not updated from previous IDP.
1 x MUGA	£120,000		S106		Developer/VoWH	✓	✓			To be provided on site through S106.
Contribution towards off site leisure provision		£494,322	CIL	£494,322	VoWH	✓	✓			Costs based on Nortoft Study

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Contribution towards the delivery of South facing slips at Lodge Hill	£13,000,000	£635,760	S106	£635,760	OCC		✓	✓	✓	Total cost £13m of which £9m is to be funded through the LEP and the remaining £4m to be sought from developer contributions. Pooled contributions sought through S106 (£2,649 per unit) prorated across North & North West Abingdon, Radley & South Kennington
Other transport improvements		£699,840	S106/S278	£699,840	Developer/OCC	✓	✓			Estimate of site specific S106 and S278 directly related to site. £2,916/unit
Contribution to bus services		£171,360	S106	£171,360	OCC		✓	✓		This will be a pro rata contribution based on £714 per dwelling
Upgrades to sewage treatment works		£120,000	Developer funded/S106	£120,000	Thames Water	✓	✓			Per unit cost of £500
Recycling		£40,800	S106	£40,800	VoWH	✓	✓	✓		Per unit cost of £170
Public Art		£72,000	S106	£72,000	VoWH	✓	✓	✓		Per unit cost of £300
East Sutton Courtenay (220)										
Expansion of appropriate primary school in Sutton Courtenay and/or in neighbouring villages		£602,264	CIL	£602,264	OCC	✓	✓			This will be on a pro-rata contribution based on 52 pupils at a rate of £11,582 per pupil.
Contributions towards Special Education Needs		£119,900	CIL	£119,900	OCC	✓	✓			This will be on a pro-rata contribution based on 1.1 pupils at a rate of £109,000 per pupil.

Project description	Total cost	Pro-rotal cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Cycling improvements		£602,140	CIL	£602,140	OCC	✓	✓			This is a pro rata contribution based on £2,737 per dwelling
Public Transport		£174,900	S106	£174,900	OCC	✓	✓			This is a pro rata contribution based on £795 per dwelling
Bus stop infrastructure		£16,000	S106	£16,000	OCC	✓	✓			To be agreed
Travel Plan monitoring		£1,240	S106	£1,240	OCC	✓	✓			
Didcot library and books		£41,820	CIL	£41,820	OCC	✓	✓			This will be on a pro-rata contribution based on 492 new residents at a rate of £85 per resident.
Adult Day Care		£45,100	CIL	£49,610	OCC	✓	✓			Pro rata based on £1,100 per new resident (aged 65+)
Contribution towards off site leisure provision		£509,012	CIL	£559,913	VoWH	✓	✓			Costs based on Nortoft Study
Upgrades to sewage treatment works		£110,000	Developer funded/ S106	£110,000	Thames Water	✓	✓			Per unit cost of £500
Recycling		£37,400	S106	£37,400	VoWH	✓	✓			Per unit cost of £170
Public Art		£66,000	S106	£66,000	VoWH	✓	✓			Per unit cost of £300

South East Sub Area

Project description	Total cost	Pro-rola cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Milton Heights (400)										
Contributions towards increasing capacity of St Blaise Primary School to a 1FE		£1,200,000 + land @ £300,000 = £1,500,000	CIL	£1,500,000	OCC		✓	✓		This is an estimate at this stage. More detailed assessment required. Likely to be between £1.4m and £1.65m
Contributions towards increasing secondary school capacity in Didcot		£2,008,000	CIL	£2,008,000	OCC		✓	✓		This will be on a pro-rata contribution based on new build to relevant secondary school include 6th form.
Contributions towards Special Educational Needs requirements		£218,800	CIL	£218,800	OCC		✓	✓		This will be on a pro-rata contribution for SEN.
Contributions towards Science Vale Transport Package		£1,253,546	CIL	£1,253,546	OCC		✓	✓		Contributions to Science Vale Package through CIL
Cycle and pedestrian bridge		£1,966,515	CIL	£1,966,515	OCC		✓	✓		
Bus stops		£11,000	CIL	£11,000	OCC		✓	✓		
Upgrading to A4130 junction		TBC	CIL	TBC	OCC		✓	✓		
TRO and works		£3,750	S106	£3,750	OCC		✓	✓		
Travel Plan monitoring		£2,040	S106	£2,040	OCC		✓	✓		

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Contribution towards off site leisure provision		£925,328	CIL	£925,328	VoWH		✓	✓		Costs based on standards Nortoft Study
Public Transport		£400,000	S106/S278	£400,000	Developer/OCC		✓	✓		Development of bus routes serving the Milton Heights bus stops on the A4130. £1000/unit
Upgrades to sewage treatment works		£200,000	Developer funded/S106	£200,000	Thames Water		✓	✓		Per unit cost of £500
Recycling		£68,000	S106	£68,000	VoWH		✓	✓		Per unit cost of £170
Public Art		£120,000	S106	£120,000	VoWH		✓	✓		Per unit cost of £300
Valley Park (4254)										
Contribution to two new primary schools, one 2FE, one 1.5FE but with land to expand to 2FE in the future	£18,842,146	£18,842,146	S106	£18,842,146	OCC		✓	✓	✓	Growth arising from development at North West Valley Park (800) and Valley Park (4254) requires three new primary schools. One new primary school should be provided on the North West Valley Park site and it is expected that two other new primary schools should be provided on the Valley Park site. The full cost of 2 x 2 form entry primary school @ £9,494,387 Q3 2015.

Project description	Total cost	Pro-rota cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
										Developer delivery of these schools would be an acceptable alternative.
Contributions towards enlargement of secondary school on Great Western Park		£15,735,546	CIL	£15,735,546	OCC		✓	✓	✓	This will be on a pro-rata contribution based on new build costs to relevant secondary school include 6th form at £3699 per home or £21,000 per pupil.
Contribution towards Special Educational Needs		£1,232,500	S106	£1,232,500	OCC		✓	✓	✓	Based on £72,500 per pupil.
Contribution to strategic transport – including Science Bridge, A4130 widening, Harwell Link Road ,		£38,869,650	CIL	£38,869,650	OCC		✓	✓	✓	
Site specific transport eg bus services, bus stops, PROW		£4,254,000	S106	£4,254,000	OCC		✓	✓	✓	
Biodiversity offsetting to mitigate loss of unimproved neutral grassland		£150,000	CIL	£150,000	OCC		✓	✓	✓	Contribution to estimated cost of £400,000 - £550,000.
4 x tennis courts	£295,000 (pro-rata between Valley Park and North West Valley Park)	£224,552	S106		Developer/ VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
1 x MUGA	£120,000 (pro-rata between Valley Park and North West Valley Park)	£91,343	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
4ha of football pitches	£433,680 (pro-rata between Valley Park and North West Valley Park)	£330,114	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
1 x cricket pitch (2ha)	£159,088 (pro-rata between Valley Park and North West Valley Park)	£121,096	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
Clubhouse/pavilion	£1,120,717 (pro-rata between Valley Park and North West Valley Park)	£853,083	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
Community centre (1400 sqm)	£2,119,600 (pro-rata between Valley Park and North West Valley Park)	£1,613,426	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Contribution towards off site leisure provision		£3,076,746	CIL	£3,076,746	VoWH		✓	✓	✓	Costs based on standards Nortoft Study towards rugby pitches, swimming pools, sports halls, artificial grass pitches and health and fitness.
Upgrades to sewage treatment works		£2,127,000	Developer funded/ S106	£2,127,000	Thames Water		✓	✓	✓	Per unit cost of £500
Didcot Library		£568,943	CIL	£568,943	OCC		✓	✓	✓	£98 per new resident
Central Library		£114,776	CIL	£114,776	OCC		✓	✓	✓	£19.77 per new resident
Adult Day Care		£95,000	CIL	£95,000	OCC		✓	✓	✓	£131.63 per new resident aged 65+
Recycling		£723,180	S106	£723,180	VoWH		✓	✓	✓	Per unit cost of £170
Public Art		£1,276,200	S106	£1,276,200	VoWH		✓	✓	✓	Per unit cost of £300
North West Valley Park (800)										
New 1FE primary school	£5,303,000 + land @ £1,320,000 = £6,623,000	£6,540,000	S106	£6,540,000	OCC		✓	✓	✓	Cost of 1FE school £5,303,000 + 2.2ha of land. Growth arising from development at North West Valley Park and Valley Park requires three new primary schools. One new primary school should be provided on the North West Valley Park site and two other new primary schools should be

Project description	Total cost	Pro-rota cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
										provided on the Valley Park site.
Contributions towards enlargement of secondary school on Great Western Park		£2,959,200	CIL	£2,959,200	OCC		✓	✓	✓	<p>This will be on a pro-rata contribution based on new build costs to relevant secondary school include 6th form at £3699 per home.</p> <p>This has not been updated from the previous IDP.</p>
Contributions towards Special Educational Needs requirements		£132,000	CIL	£132,000	OCC		✓	✓	✓	<p>This will be on a pro-rata contribution for SEN at £165 per home.</p> <p>This has not been updated from the previous IDP.</p>
Site specific transport Infrastructure, bus service and bus stops		£3,120,000	S106	£3,120,000	OCC		✓	✓	✓	This is an estimate.
Strategic Transport Infrastructure - to include Science Bridge and A4130 widening.		£9,162,901	CIL	£9,162,901	OCC		✓	✓	✓	
4 x tennis courts	£295,000 (pro-rata between Valley Park and North West Valley Park)	£70,447	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
1 x MUGA	£120,000 (pro-rata between Valley Park and North West Valley Park)	£28,656	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
4ha of football pitches	£433,680 (pro-rata between Valley Park and North West Valley Park)	£103,565	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
1 x cricket pitch	£159,088 (pro-rata between Valley Park and North West Valley Park)	£37,991	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
Clubhouse/pavilion	£1,120,717 (pro-rata between Valley Park and North West Valley Park)	£267,633	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
Community centre (1500 sqm)	£2,119,600 (pro-rata between Valley Park and North West Valley Park)	£506,173	S106		Developer/VoWH		✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.

Project description	Total cost	Pro-rot cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011- 16	2016 -21	2021- 26	2026- 31	
Contribution towards off site leisure provision		£734,745	CIL	£734,745	VoWH		✓	✓	✓	Costs based on standards Nortoft Study towards rugby pitches, swimming pools, sports halls, artificial grass pitches and health and fitness.
Upgrades to sewage treatment works		£400,000	Developer funded/ S106	£400,000	Thames Water		✓	✓	✓	Per unit cost of £500
Recycling		£136,000	S106	£136,000	VoWH		✓	✓	✓	Per unit cost of £170
Public Art		£240,000	S106	£240,000	VoWH		✓	✓	✓	Per unit cost of £300
North Grove Monks Farm (885)										
Expansion of appropriate primary school		£2,340,000	S106	£2,340,000	OCC		✓	✓	✓	This will be on a pro-rata contribution based on extension to relevant school at £20,000 per pupil
Contributions towards provision of secondary school on Grove Airfield		£1,932,000	S106	£1,932,000	OCC		✓	✓	✓	This will be on a pro-rata contribution based on extension to relevant school at £21,000 per pupil
Contributions towards Special Educational Needs requirements		£121,160	S106	£121,160	OCC		✓	✓		Contributions from 3 sub-sites of £24,525 + £12,262 + £84,373
Transport contribution to Science Vale		£177,856	S106	£177,856	OCC		✓	✓		Contribution from 1 site

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Grove Northern Link Road contribution		£379,426	S106	£379,426	OCC		✓	✓		Contribution from 1 site
Wantage Eastern Link Road Phase 3		£1,800,000	S106	£1,800,00	OCC		✓	✓		Contribution from 1 site
Community Infrastructure		£174,780	S106	£174,780	OCC		✓	✓		Contributions from 2 sub-sites of £52,706 + £122,074
Public Transport		£256,281	S106	£256,281	OCC		✓	✓		Contributions from 3 sub-sites of £112,718 + £63,563 + £80,000
Bus stops		£38,500	S106	£38,500	OCC		✓	✓		Contributions from 2 sub-sites of £2,000 + £36,500
Travel Plan monitoring		£4,960	S106	£4,960	OCC		✓	✓		Contributions from 3 sub-sites of £1,240 + £1,240 + £2,480
4 x tennis courts	£295,000		S106		Developer/VoWH		✓	✓		To be provided on site by S106
1 x MUGA	£120,000		S106		Developer/VoWH		✓	✓		To be provided on site by S106
1 x cricket pitch	£46,791		S106		Developer/VoWH		✓	✓		To be provided on site by S106

Project description	Total cost	Pro-rot cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011- 16	2016 -21	2021- 26	2026- 31	
Clubhouse/pavilion	£329,623		S106		Developer/ VoWH		✓	✓		To be provided on site by S106
Contribution towards off site leisure provision		£1,005,386	S106	£ 1,005,386	VoWH		✓	✓		Costs based on standards Nortoft Study towards football pitches, rugby pitches, swimming pools, sports halls, artificial grass pitches and health and fitness.
Recycling		£150,450	S106	£150,450	VoWH		✓	✓		Per unit cost of £170
Public Art		£265,500	S106	£265,500	VoWH		✓	✓		Per unit cost of £300
Grove Airfield (2500, saved LP2011 allocation)										
Primary education contribution	£13,285,931	£13,285,931	S106	£13,285,931	OCC/ Developer		✓	✓	✓	Provision of onsite school, costs based on 2 x 2FE primary school
Secondary education contribution	£13,650,560	£13,650,560	S106	£13,650,560	OCC		✓	✓	✓	This will be on a pro-rata contribution based on new build 1200 place school at £25.9m plus £5.2m land for 8.68 ha
Contributions towards Special Educational Needs requirements		£412,500	S106	£412,500	OCC		✓	✓	✓	This will be on a pro-rata contribution for SEN on a per pupil basis.
Contributions towards WELR		£5,766,809	CIL	£5,766,809	OCC		✓	✓	✓	WELR cost of £15m. The cost to be split pro-rata across 5050 dwellings are split as follows: 1500 at Crab

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
										Hill (£6.5 m contribution), 2500 at Grove Airfield (£6m contribution), 750 at Monks Farm (£1.5m contribution), 300 from other developments in the area (£1m contribution).
Junction improvements		£735,170	S106	£735,170	OCC		✓	✓	✓	
Public Transport contribution		£2,648,480	S106	£2,648,480	OCC		✓	✓	✓	
Bus stops		£6,342	S106	£6,342	OCC		✓	✓	✓	
Community Infrastructure		£351,657	CIL	£351,657	OCC		✓	✓	✓	
Waste Management (Strategic)		£420,203	CIL	£420,203	OCC		✓	✓	✓	
Sports and Leisure		£5,700,000	CIL	£5,700,000	VoWH		✓	✓	✓	Swimming Pool, Sports Hall etc (Nortoft)
Recycling		£425,000	S106	£425,000	VoWH		✓	✓	✓	Per unit cost of £170
Public Art		£750,000	S106	£750,000	VoWH		✓	✓	✓	Per unit cost of £300

Project description	Total cost	Pro-rot cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011- 16	2016 -21	2021- 26	2026- 31	
Didcot Power Station A (120, not allocated in the Local Plan Part 1)										
New Primary School:- Planned at North East Didcot		£660,000	S106	£660,000	OCC/ Developer		✓			Costs as per draft S106 Agreement
New Secondary School:- Planned at North East Didcot		£525,000	S106	£525,000	OCC		✓			Costs as per draft S106 Agreement
New SEN School planned at Valley Park, Didcot		£50,750	S106	£50,750	OCC		✓			Costs as per draft S106 Agreement
Science Bridge		£1,615,666	S106	£1,615,666	OCC		✓			Costs as per draft S106 Agreement
Site specific works, PT and other transport		£124,480	S106	£124,480	Developer/ OCC		✓			Costs as per draft S106 Agreement
Didcot Library		£29,302	S106	£29,302	OCC		✓			Costs as per draft S106 Agreement
Adult Day Care - Didcot Day Centre - Capacity expansion		£3,027	S106	£3,027	OCC		✓			Costs as per draft S106 Agreement
Sports and Leisure		£263,366	S106	£263,366	Developer/ VoWH		✓			Costs as per draft S106 Agreement
Public Art		£36,000	S106	£36,000	VoWH		✓			Costs as per draft S106 Agreement

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Street Naming		£2,290	S106	£2,290	VoWH		✓			Costs as per draft S106 Agreement
Waste Bins		£20,400	S106	£20,400	VoWH		✓			Costs as per draft S106 Agreement

Western Vale sub area

Project description	Total cost	Pro-rola cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Land south of Park Road, Faringdon (350)										
Contribution towards new Primary School facilities on Land south of Park Road	£8,344,000 + land @ £1,320,000 = £9,664,000	£2,559,900	S106	£2,559,900	OCC		✓			<p>Faringdon / Coxwell sites total 950 homes. Full capacity for 2FE is 500 homes, thus 63.3% of £8,344,000 for new build 2FE is due = £5,256,720. Add to this £346,500 for temporary classrooms pro rata across the 950 and 2.2ha land @ £1,320,000 (assumed £600,000 per/ha) = total £6,948,252. Pro-rata cost per dwelling across South of Park Road, South Faringdon, South West Faringdon and East Coxwell Road £7,314 per dwelling.</p> <p>This site provides the land (2.2 ha).</p> <p>This has not been updated from the previous IDP.</p>
Contributions towards increasing capacity at Faringdon Community College		£1,294,650	CIL	£1,294,650	OCC		✓			<p>This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home.</p> <p>This has not been updated from the previous IDP.</p>

Project description	Total cost	Pro-rola cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Contributions towards Special Education Needs		£57,750	CIL	£57,750	OCC		✓			This will be on a pro-rata contribution for SEN at £165 per home. This has not been updated from the previous IDP.
Enhance allotments at Willes Close		£80,000	S106	£80,000	VoWH		✓			
Contribution towards off site leisure provision		£797,185	CIL	£797,185	VoWH		✓			Costs based on standards from Nortoft Study
Upgrades to sewage treatment works	£500,000	£184,212	Developer funded/ S106	£184,212	Thames Water		✓			Sewer works front funding interest cost of £500,000 pro rata'd across the 950 = £526.33/unit. NOTE Thames Water will pay this to open in 2018, the top up is the interest cost to borrow £2m to front fund the work
Contributions towards public transport		£385,000	S106/S278	£385,000	Developer/ OCC		✓			Improvement of 66 bus route between Oxford, Faringdon and Swindon.
Site specific works, PT and other transport	TBC site specific works	£385,000	S106/S278	£385,000	Developer/ OCC		✓			Site specific S106 and S278 directly related to site - improvement to A417/A420 junction - widening part of Park Road A417, new bus stops on Park Road.
Recycling		£59,500	S106	£59,500	VoWH		✓			Per unit cost of £170

Project description	Total cost	Pro-rola cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Public Art		£105,000	S106	£105,000	VoWH		✓			Per unit cost of £300
South West Faringdon (200)										
Contribution towards the expansion of permanent primary school capacity in the area		£1,253,000	CIL	£1,253,000	OCC		✓			Pro-rata cost per dwelling across South of Park Road, South Faringdon, South West Faringdon and East Coxwell Road.
Contributions towards increasing capacity at Faringdon Community College		£871,470	CIL	£871,470	OCC		✓			This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form.
Expansion of permanent early years accommodation.		£252,000	CIL	£252,000	OCC		✓			
Bus service No 66 between Swindon and Oxford		£200,000	CIL	£200,000	OCC		✓			Based upon a charge rate of £1000 per dwelling
Bus stops		£10,000	S106	£10,000	OCC		✓			
Capacity improvement measures at the Gravel Walk / Marlborough Road / Station Road / Coxwell Street		£200,000	S106	£200,000	OCC		✓			

Project description	Total cost	Pro-rola cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Site specific works, PT and other transport		£400,000	S106	£400,000	OCC		✓			
Travel Plan monitoring		£1,240	CIL	£1,240	OCC		✓			
Contribution towards off site leisure provision		£455,405	CIL	£455,405	VoWH		✓			Costs based on standards in Nortoft Study
Upgrades to sewage treatment works	£500,000	£105,264	Developer funded/ S106	£105,264	Thames Water		✓			Sewer works front funding interest cost of £500,000 pro rata'd across the 950 = £526.33/unit. NOTE Thames Water will pay this to open in 2018, the top up is the interest cost to borrow £2m to front fund the work
Recycling		£34,000	S106	£34,000	VoWH		✓			Per unit cost of £170
Public Art		£60,000	S106	£60,000	VoWH		✓			Per unit cost of £300
North Shrivenham (500)										
1FE primary school	£5,501,000 + land @£330,533	£2,448,125	S106	£2,448,125	OCC		✓	✓		Existing primary school is on too small a site to expand to meet this scale of housing, on top of that already in the planning process. Relocation of the school to the development site could allow it to grow sufficiently to cater

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
										for up to about 800 additional new dwellings. Contributions from 2 sub-sites. Figures have not been updated from previous IDP.
Contributions towards secondary school places		£914,356 + £1,197,000 = £2,111,356	CIL	£2,111,356	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form. Contributions from 2 sub-sites.
Contributions towards Special Education Needs (Fitzwaryn School)		£42,918 + £55,026 = £99,944	CIL	£99,944	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £179 per home. Contributions from 2 sub-sites.
New access junction on to the A420 to serve the new development		TBC	S278	TBC	OCC		✓	✓		Contributions from 2 sub-sites.
Public transport service enhancement		£240,000	S106	£240,000	OCC		✓	✓		Based upon a rate of £1,000 per dwelling Contributions from 2 sub-sites.
Bus stops		£45,000	CIL	£45,000	OCC		✓	✓		Four pairs of new bus stops to serve the site. Contributions from 2 sub-sites.

Project description	Total cost	Pro-rota cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Public rights of way		£36,000	CIL	£36,000	OCC		✓	✓		Contributions from 2 sub-sites.
Travel Plan monitoring		£2,480	S106	£2,480	OCC		✓	✓		Contributions from 2 sub-sites.
Off-site access and mitigation/improvement works within the highway		TBC	S278	TBC	OCC		✓	✓		Contributions from 2 sub-sites.
4 x tennis courts	£295,000		S106		Developer/VoWH		✓	✓		To be provided on site through S106.
1 x MUGA	£120,000		S106		Developer/VoWH		✓	✓		To be provided on site through S106.
Contribution towards off site leisure provision		£921,070	CIL	£921,070	VoWH		✓	✓		Costs based on standards in Nortoft Study
Upgrade to sewage treatment works		£250,000	Developer funded/S106	£250,000	Thames Water		✓	✓		Per unit cost of £500
Recycling		£85,000	S106	£85,000	VoWH		✓	✓		Per unit cost of £170
Public Art		£150,000	S106	£150,000	VoWH		✓	✓		Per unit cost of £300

Project description	Total cost	Pro-rola cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
West Stanford in the Vale (200)										
Contribution towards the expansion of Primary School facilities		£173,699 + £280,912 + £216,086 = £670,697	CIL	£670,697	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant school. Contributions form 3 sub-sites.
Contributions towards increasing capacity at Faringdon Community College		£339,322 + £261,017 = £600,339	CIL	£600,339	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school including 6th form. Contributions form 2 sub-sites.
Contribution to early years education		£19,187 + £63,440 + £48,800 = £131,427	CIL	£131,427	OCC		✓	✓		Contributions form 3 sub-sites.
School Transport		£266,000 + £204,615 = £470,615	CIL	£470,615	OCC		✓	✓		Contributions form 2 sub-sites.
Site specific transport		£200,000	S106	£200,000	OCC		✓	✓		Based on £1000 per unit.
Footway conversion to shared use		£500	S106	£500	OCC		✓	✓		
Science Vale Public Transport Network		£63,600	CIL	£63,600	OCC		✓	✓		
Faringdon-Wantage bus service no 67		£78,000 + £60,000 = £138,000	CIL	£138,000	OCC		✓	✓		Based upon a charge rate of £1,000.00 per dwelling. Contributions for

Project description	Total cost	Pro-rota cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
										from 2 sub-sites.
Bus stops and shelters		£13,000 + £10,000 = £23,000	S106	£23,000	OCC		✓	✓		Contributions from 2 sub-sites.
Traffic Regulation Order		£3,500	S106	£3,500	OCC		✓	✓		
Travel Plan monitoring		£1,240	S106	£1,240	OCC		✓	✓		
Library contribution		£20,157	CIL	£20,157	OCC		✓	✓		
Contribution towards off site leisure provision		£455,406	CIL	£455,406	VoWH		✓	✓		Per dwelling amount of £2,277.03
Upgrade to sewage treatment works		£100,000	Developer funded/ S106	£100,000	Thames Water		✓	✓		Per unit cost of £500
Recycling		£34,000	S106	£34,000	VoWH		✓	✓		Per unit cost of £170
Public Art		£60,000	S106	£60,000	VoWH		✓	✓		Per unit cost of £300

Other Infrastructure (These may be requested in addition to the infrastructure set out above)

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
District Wide Infrastructure										
Oxfordshire Central Library services	TBC	TBC	CIL	41738	OCC	✓	✓	✓	✓	The central Library is a countywide facility offering a service over and above that provided by the local libraries. The demand on this facility is expected to increase with the planned growth across the county. Therefore contributions towards the Oxfordshire Central Library will be sought for Internal and/or improvements that needed to support an increase in use.
Enhanced Local Library Services	TBC	TBC	CIL S106 on non-CIL sites as defined by CIL Charging Schedule	TBC	OCC	✓	✓	✓	✓	Under the Libraries and Museums Act 1964 the County has a statutory duty to “provide a comprehensive and efficient library service for all persons desiring to make use thereof”.
Extension to County Museum Resource Storage Centre	£750,000	TBC	CIL	2545	OCC	✓	✓	✓	✓	The Museum Resource Centre in Standlake is home to the county’s collections of archives and artefacts as well as being an important learning resource for schools and research. This facility

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
										and the Ashmolean are the only recognised museums in Oxfordshire; the Ashmolean will only store archives from University owned land. The centre is currently at capacity and the planned growth throughout the county will place additional pressure on the building therefore funding is sought to build an extension to the centre at an approximate cost of £750,000.
On-site and off-site public art	TBC	TBC	CIL S106 on non-CIL sites as defined by CIL Charging Schedule	13299	VoWH	✓	✓	✓	✓	
Telecommunications	TBC	TBC				✓	✓	✓	✓	To be linked to new development through planning obligations/standard charges.
Potentially a new gas supply to the Proposed development will involve off site works to reach the site.	TBC	TBC			British Gas	✓	✓	✓	✓	To be linked to new development through planning obligations/standard charges.
Power Supply - Where existing infrastructure	TBC	TBC			Developer, Scottish and Southern	✓	✓	✓	✓	To be linked to new development through planning obligations/standard charges.

Project description	Total cost	Pro-rotta cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developers.					Electricity (SSE) Power Distribution and the National Grid					
Household Waste recycling and reuse - on site facilities	TBC	TBC	S106/UU	34000	VoWH	✓	✓	✓	✓	Unknown, specific contributions to be agreed at the planning application Stage
Household Waste recycling and reuse capacity enhancements	TBC	TBC	S106	32577	OCC	✓	✓	✓	✓	Improvements to Household Waste Recycling Centres (HWRCs)
SUDS / Drainage	TBC	TBC	S106		Developer	✓	✓	✓	✓	Unknown, works to be provided directly by the development or specific contributions agreed at the planning application stage.
Health Care	TBC	TBC			NHS England, Clinical Commissioning Groups	✓	✓	✓	✓	Requests for contributions will be considered in relation to specific planning applications. Health organisations must demonstrate that the infrastructure need is directly linked to the new development proposed.

Project description	Total cost	Pro-rotas cost if required	Funding (and status if known)	Developer funding required	Lead delivery agent and partners	Phasing				Current status/comments
						2011-16	2016-21	2021-26	2026-31	
Social Health Care			S106	45150						
Youth Services			S106	13300	OCC					
Street naming			S106	3938	VoWH					
Police services -	TBC	TBC	S106	20820	Developer with Thames Valley Police	✓	✓	✓	✓	Requests for contributions will be considered in relation to specific planning applications. TVP must demonstrate that the infrastructure need is directly linked to the new development proposed.
Restoration of the Wilts and Berks Canal	TBC	TBC	CIL		Wilts and Berks Canal Trust	✓	✓	✓	✓	Requests for contributions will be considered in relation to specific planning applications. WBCT must demonstrate that the infrastructure need is directly linked to the new development proposed.

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