



Submission Document
March 2015

Local Plan 2031

Part 1

Strategic Sites and Policies

Infrastructure Delivery Plan

Vale of White Horse District Council

Infrastructure Delivery Plan

March 2015

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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; 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 emerging 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 emerging Vale of White Horse Local Plan 2031. This document supports Core Policy 7 of the Local Plan 2031, 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 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 will set out the Council's spending priorities for the Community Infrastructure Levy (CIL).
- 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 infrastructure and in particular, capacity at the school or doctors' surgery and that the transport and sewer networks cannot support further development.

¹ Delivering Infrastructure Strategy

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

- 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: Detailed Policies and Local Sites and Science Vale Action Plan) 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 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.
- 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 their ability to be developed viably, is threatened⁶.

² NPPF paragraph 7

³ NPPF paragraph 156

⁴ NPPF paragraph 162

⁵ NPPF paragraph 177

⁶ NPPF paragraph 173

- 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 Agency
- 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 taken into account 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 through the joint Science Vale Area Action Plan, which sets out additional delivery and implementation detail for the planned homes, jobs and infrastructure across Science Vale.
- 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.
- 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. The County Council is preparing a Route Strategy for the A420 corridor. This IDP reflects the mitigation requirements for the A420 corridor as currently understood.

⁷ NPPF paragraph 175

CIL and S106

- 2.6 The council has produced a 'Delivering Infrastructure Strategy' 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 has published its CIL Draft Charging Schedule (DCS) for consultation. This document sets out the proposed CIL rates. The Draft Charging Schedule is accompanied by the Draft Regulation 123 list, which is a list of infrastructure on which CIL will be spent.
- 2.7 From 6 April 2015, the council will not be able to enter into a S106 agreement to secure infrastructure if five or more planning obligations for that particular project or type of infrastructure have been entered into since 6 April 2010, where it is a type of infrastructure capable of being funded by CIL. 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 in specific circumstances, where fewer than five developments would need to contribute to delivering it. The council has been mindful of pooling restrictions 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. Town and parish councils will receive 15% of the CIL receipts, capped at £100 per dwelling per annum 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, and 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 There may be circumstances where the council and the developer/landowner will want land or infrastructure to be provided, instead of money, to satisfy a charge arising from CIL. For example, there may be time, cost and efficiency benefits in accepting completed infrastructure from the developer/landowner rather than payment of CIL. Payment in kind can also enable developers, users and the council to have more certainty about the timescale over which certain infrastructure items will be delivered.

- 2.12 The CIL Regulations⁸ make provision for Charging Authorities to enter into agreements to receive infrastructure as payment for CIL. Such provision would be subject to conditions as set out in a CIL payment in kind policy. At present the council does not intend to introduce a CIL payment in kind policy. The need for such a policy will be reviewed at regular intervals and should the council later make such a provision, public consultation on a draft payment in kind policy will take place prior to adoption.

Section 106 Agreements

- 2.13 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
- 2.14 Section 106 agreements will continue to be the main mechanism for ensuring contributions from employment-related and other non-residential developments, where necessary. All qualifying residential developments will have section 106 agreements to deliver affordable housing requirements. Site specific infrastructure will also be dealt with through a S106 agreement.

Viability

- 2.15 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 policy⁹. 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 website¹⁰.

⁸ Community Infrastructure Levy Regulations 2010 (as amended)

⁹ NPPF paragraph 173

¹⁰ 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 Local Plan 2031. This comprises of the following sites:

Table 1: Local Plan strategic sites

Sub Area	Site	Number of units
Abingdon-on-Thames and Oxford Fringe	North West Abingdon-on-Thames	200
	North Abingdon-on Thames	800
	South Kennington	270
	North West Radley	240
	East Sutton Courtenay	220
	East Kingston Bagpuize with Southmoor	280
	South of East Hanney	200
South East Vale	Milton Heights	400
	Valley Park	At least 2550
	North West Valley Park	800
	West of Harwell	200
	East of Harwell Campus	850
	North of Harwell Campus	550
	Crab Hill, Wantage	1500
	Monks Farm, Grove	750
	Grove Airfield*	2500
Western Vale	Land South of Park Road, Faringdon	350
	West Stanford in the Vale	200
	South Faringdon	200
	South West Faringdon	200
	East of Coxwell Road, Faringdon	200
	North Shrivenham	500

* Saved Local Plan 2011 allocation

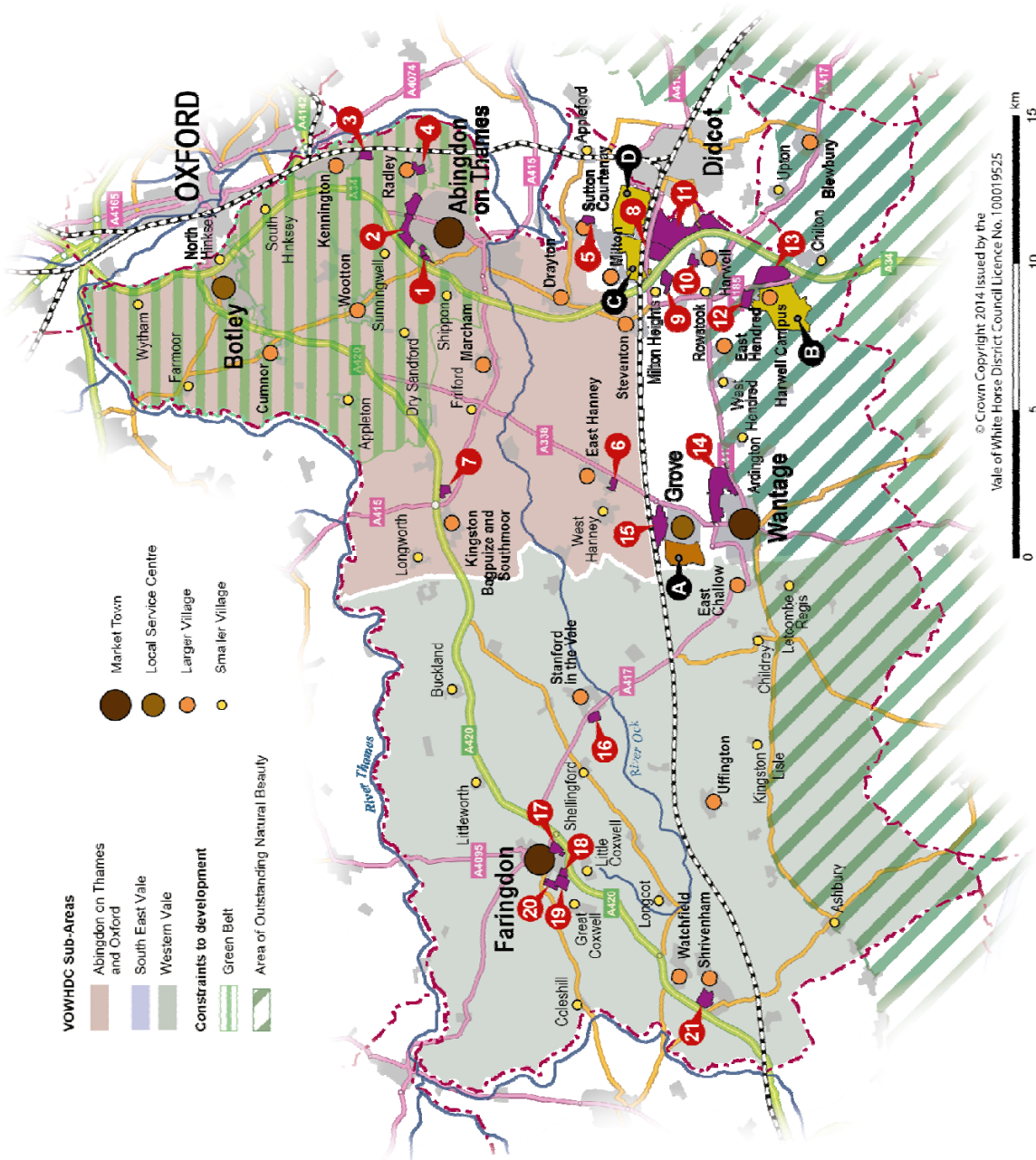


Figure 1: Local Plan Strategic Sites

Strategic Site Allocations	No. of Dwellings
1 North West Abingdon on Thames	200
2 North Abingdon on Thames	800
3 South Kennington	270
4 North West Radley	240
5 East Sutton Courtenay	220
6 South of East Hanney	200
7 Kingston Bagpuize East	280
8 North West Valley Park	800
9 Milton Heights	400
10 West of Harwell	200
11 Valley Park	2550
12 North of Harwell Campus	550
13 East of Harwell Campus	850
14 Crab Hill Wantage	1500
15 Monks Farm, Grove	750
16 Stanford in the Vale	200
17 Land South of Park Road, Faringdon	350
18 East of Coxwell Road, Faringdon	200
19 South Faringdon, (Parish of Great Coxwell)	200
20 South West Faringdon	200
21 North Shrivvenham	500

Local Plan 2011 saved Allocations

A. Grove Airfield	2500
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Planned Economic Growth Areas

- B. Harwell Campus
- C. Milton Park
- D. Didcot Power Station

- 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. In detailing the essential infrastructure, we have identified indicative delivery timescales to illustrate approximately when infrastructure will be provided. 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 summarising the extensive work the council has done in preparation of the Local Plan 2031 to explain how the infrastructure is provided and who will provide it. This also includes specific information we have received from infrastructure providers.
- 3.4 Appendix 1 contains the more detailed breakdown of infrastructure costs of each site, and also phasing where known, bearing in mind that there are inevitable uncertainties in looking ahead to 2031.

Summary Table Key

Project	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
Short description of the infrastructure item/project		Indication of likely delivery of infrastructure, approximation based on available information	The number of homes linked to the infrastructure and their planned delivery from the housing trajectory (pro-rotta cost of)		Total cost of project	Source of funding	Lead delivery agency	Additional information, such as which schemes directly relate to the need for the infrastructure.

Overview of infrastructure in Abingdon-on-Thames and Oxford Fringe by 2031

There will be a new primary school to serve the north of Abingdon. St Swithun's Primary School, Kennington; Radley Church of England Primary School; Sutton Courtenay Church of England Primary School; John Blandy Primary School, Kingston Bagpuize and St James Church of England School, East Hanney will have expanded to accommodate the new children in the villages. The Lodge Hill junction of the A34 will have a new slip road to allow traffic to enter the junction and travel south on the A34, meaning that traffic does not have to go through Abingdon to the Marcham Interchange. Enhancements along the A420 will have improved movement between Swindon and Oxford. A new community hub will be up and running in north Abingdon to serve the local community, which may contain other uses such as a police community hub and a local library. The sports and leisure facilities at Tilsley Park will have been improved and expanded to support new users. Increased doctors' facilities will have been provided to accommodate the health needs of the new residents. The capacity of sewage treatment works in the area will have been upgraded.

Table 2: Abingdon-on-Thames and Oxford Fringe

Project	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
New 1.5 form entry Primary School on North Abingdon site		428 homes (£3m)	572 homes (£4m)		£7,109,000	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.
Contributions towards expanding secondary school capacity in Abingdon		1215 homes (£4.5m)	995 homes (£3.7m)		£8,174,790	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.
Contribution towards the expansion of St Swithuns Primary School		270 homes (£0.9m)			£875,610	CIL	OCC	Development at South Kennington (270) will require the increase in capacity at St Swithuns Primary School. 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		240 homes (£0.8m)			£778,320	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		158 homes (£0.5m)	122 homes (£0.4m)		£908,040	CIL	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		158 homes (£0.5m)	62 homes (£0.2m)		£648,600	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	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
Contributions towards expansion of St James CofE Primary School		158 homes (£0.5m)	42 homes (£0.15m)		£648,600	CIL	OCC	Development at East Hanney (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 Special Education Needs		1215 homes (£0.2m)	995 homes (£0.15m)		£364,650	CIL	OCC	All development will be required to contribute towards increasing capacity of Special Education Needs schools. Blaise
Leisure (on and offsite provision)		1215 homes (£2.8m)	995 homes (£2.3m)		£4,173,548	CIL	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		1215 homes (£0.6m)	995 homes (£0.5m)		£1,105,000	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		742 homes (£2m)	768 homes (£2m)		£13,000,000	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. It will be necessary for the slips to be delivered early in the phasing of the development.
Site specific highway and public transport works directly related to the development sites		2017 homes (ETBC)	995 homes (ETBC)		TBC	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.

Overview of infrastructure in South East Vale by 2031

In 2031 Didcot will be a thriving town supported by a major rail interchange. Didcot Railway Station will be expanded with additional platforms, car parking and enhancement to the buildings to form a gateway to the town. A new bridge over the railway line will provide access to the transformed Didcot A site and other vehicular and cycleway improvements will be made to improve movement in and around Didcot.

Access to Harwell Campus will have been improved, facilitating movement between Didcot and the Campus and to the A34. New slip roads will be added to the A34 Chilton junction to allow traffic to enter the junction and travel north. Capacity of the Milton Interchange will have been increased. The cycleway between Didcot and Harwell Campus will have been upgraded to an all weather surface to make it a more attractive, sustainable route. Vehicles will be able to use the new road through Valley Park, the new Link Road between the B4493 and the A417 and the upgraded junction at Hagbourne Hill to access Harwell Campus without having to travel through Harwell Village. Improvements to the junction at Steventon Lights and upgrading of Featherbed Lane will improve capacity along the road to Milton Heights.

Four new primary schools will have been built to accommodate the new children in Didcot; two on the North East Didcot site and two or three on Valley Park, depending on final numbers promoted by any developers. A new primary school will have been provided at Harwell Campus. Two new secondary schools will have been built in Didcot to accommodate growth in the area; one at North East Didcot and one on Great Western Park. A University Technical College will have been delivered on GWP to support a new generation of innovative scientists, with close links fostered between the college and the science industries in the area. A new Special Educational Needs school will be provided on Valley Park to support the wider growth in the district. Harwell Primary School and St Blaise Church of England Primary School, Milton Heights will have been expanded to accommodate the new children in the villages.

New transport infrastructure will support movement between the western and eastern parts of the sub area. Junction improvements at Rowstock and along the A417 will increase the capacity of the road network from Wantage to Didcot and Harwell Campus. The Wantage Eastern Link Road will provide a strategic link to the north east of the town, alleviating pressure on the roads in the town for traffic travelling towards Harwell and Didcot. Improvements along the A338 and at the Frilford Lights junction will improve the connection from Wantage and Grove to Oxford City.

New primary schools will have been provided on the Grove Airfield, Monks Farm and Crabhill sites, and the Grove Church of England Primary School will have been expanded, to accommodate all of the new children in Wantage and Grove. A new secondary school on Grove Airfield will have been built to accommodate children in the local area.

A new local centre will be up and running on Grove Airfield to provide a community hub for Grove. Leisure facilities for the area will have been improved through refurbishment of the existing leisure centre in Wantage or a new leisure centre.

Increased doctors' facilities will have been provided to accommodate the health needs of the new residents. The capacity of sewage treatment works in the area will have been upgraded.

Table 3: South East Vale

Project	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
Contributions towards increasing capacity of St Blaise Primary School to a 1FE		240 homes (£0.8m)	160 homes (£0.5m)		£1,597,000 inc. land	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.
Contributions towards increasing capacity of Harwell Primary School		158 homes (£0.5m)	42 homes (£0.15m)		£648,000	CIL	OCC	Development West of Harwell Campus (200) will be required to contribute to facilitate an increase in capacity at Harwell Primary School. OCC as education authority is to ensure an increase in capacity in line with planned growth.
Two new primary schools – 1 x 2FE, 1x2.5-3FE at Valley Park		1010 homes (£6.3m)	1440 homes (£9m)	900 homes (£5.6m)	£18,839,000	S106	OCC	Growth arising from development North West Valley Part (800) and Valley Park (2550) requires two 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 on a 2.22ha site on the East of Harwell Campus site		635 homes (£4.4m)	725 homes (£5m)	40 homes (£0.5m)	£8,334,000	S106	OCC	Growth arising from development at East of Harwell Campus (850) and North West Harwell (500) requires a new primary school. 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		750 homes (£TBC)	750 homes (£TBC)		£8,334,000	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		280 homes (0.9m)	250 homes (0.8m)	220 homes (£0.7m)	£2,432,250	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.
A new 1,200 capacity secondary school on the Grove Airfield site		2225 homes (£13.5m)	1725 homes (£10.5m)	800 homes (£5m)	£29,500,000	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 an advanced stage.
Contributions towards expanding secondary		1983 homes (£7.5m)	2427 homes (£9m)	940 homes (£3.5m)	£19,789,650	CIL	OCC	Growth arising from Milton Park (400), Valley Park (2550), North West Valley Park (800), East of Harwell Campus (850),

Project	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
school capacity in Didcot								North West Harwell Campus (500) 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		4207 homes (£520k)	4153 homes (£530k)	1740 homes (£210k)	£1,245,750	CIL S106 (Grove Airfield, Crab Hill and Monks Farm)	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)		4207 homes (£6.5m)	4153 homes (£6m)	1740 homes (£2.5m)	£15,162,569	CIL (off site) S106 (on site)	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		1983 homes (£1m)	2427 homes (£1.2m)	940 homes (£0.5m)	£2,675,000	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 (not including Grove Airfield, Monks Farm and Crab Hill)
Site specific highway and public transport works directly related to the development sites		4207 homes (£TBC)	4153 homes (£TBC)	1740 homes (£TBC)	TBC	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)		1983 homes	2387 homes	940 homes	£190,778,000	CIL (£69m) LPPF GPF S106 (historic) 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
Wantage Eastern Link Road (WELR)		1905 homes (£4m)	1875 homes (£4m)	970 homes (£2m)	£15,000,000	S106 Grant (£5m)	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)

Overview of infrastructure in Western Vale by 2031

A new primary school will have been provided on the South of Park Road Faringdon site, the existing infant school will have been relocated to the new school and the existing junior school in Faringdon will have become a primary school. These two primary schools will accommodate the new and existing children in Faringdon. Faringdon Community College will have been expanded to meet the needs of the new children in the local area.

Additional primary provision in Shrivenham will have been provided either operating in conjunction with the existing Shrivenham Primary School or by merging the existing school on to the new site. Stanford in the Vale Primary School will have expanded to accommodate the new children in the village.

Enhancements along the A420 at Swindon, Shrivenham and Faringdon will have improved movement between Swindon and Oxford. Increased doctors' facilities will have been provided to accommodate the health needs of the new residents. The capacity of sewage treatment works in the area will have been upgraded.

Table 4: Western Vale






Project	2011-16		2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
New Primary School on Land South of Park Road, Faringdon		95 homes (£0.5m)	770 homes (£4.5m)	85 homes (£0.5m)		£8,334,000	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			360 homes (£1.7m)	140 homes (£0.7m)		£5,501,000	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			200 homes (£0.65m)			£648,600	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		95 homes (£0.4m)	1288 homes (£4.8m)	267 homes (£1m)		£6,103,350	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 Special Education Needs		95 homes (£16k)	1288 homes (£213k)	267 homes (£44K)		£272,250	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.















Project	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
Leisure (on and offsite provision)		95 homes (£0.2m)	1288 homes (£3m)	267 homes (£0.6m)				
			Delivery in parallel with development		£3,757,316	CIL	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.
Upgrades to sewage treatment works		95 homes (£47k)	1288 homes (£644k)	267 homes (£134k)				
			Delivery in parallel with development		£825,000	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		95 homes (£TBC)	1288 homes (£TBC)	267 homes (£TBC)				
			Delivery in parallel with development		TBC	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.

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 is proposing to ring fence 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

Project	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
Milton Interchange 'Hamburger' junction.		1983 homes	2427 homes	940 homes	£10,625,000	LPPF GPF S106 (h) EZBRR	OCC	A new link under the A34 across the roundabout to improve capacity.
Milton Interchange North-Facing Slip Lengthening.		1983 homes	2427 homes	940 homes	£3,000,000	CIL	OCC	Longer slips lanes to increase capacity.
Harwell Oxford Campus Entrance improvements..		1983 homes	2427 homes	940 homes	£2,000,000	EZBRR	OCC	Capacity improvements to the entrances of Harwell campus, to facilitate additional trips into/from the site.
Upgrades to Rowstock Roundabout and on the A417 Corridor.		1983 homes	2427 homes	940 homes	£3,300,000	CIL	OCC	Improvements to the junction to increase its capacity and functionality with the planned growth.
Jubilee Way roundabout (Didcot). Enhancements to the junction to provide improved access to Didcot town centre.		1983 homes	2427 homes	940 homes	£6,500,000	S106 CIL	OCC	Works include remodelling of roundabout, creating a through road to remove bottlenecks and a local access junction to the town centre
Chilton North-facing Slips.		1983 homes	2427 homes	940 homes	£10,883,000	LPPF EZBRR	OCC	Two new slips roads to increase access and improve capacity.
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.		1983 homes	2427 homes	940 homes	£12,500,000	LGF S106 (h)	OCC	To allow access and improve capacity.
Harwell Link Road (B4493 to A417).		1983 homes	2427 homes	940 homes	£11,025,000	City Deal EZBRR	OCC	A new road linking the B4493 to the A417, creating a by-pass to the main part of Harwell Village.
Upgrade to Hagbourne Hill.		1983 homes	2427 homes	940 homes	£6,015,000	EZBRR	OCC	Highway capacity and safety improvements to provide improved access to Harwell Oxford from Didcot.

Project	2011-16	2016-21	2021-26	2026-31	Cost	Funding	Lead	Rational
Wantage Eastern Link Road. A link Road from A338 at Mably Way to the A417 at West Lockinge to act as a perimeter road to reduce traffic through the town centre.		1983 homes 	2427 homes	940 homes	£14,500,000	LTB S106	OCC	To take traffic off the town centre routes and facilitate easier, quicker movement towards Harwell Oxford and Milton Park to the east.
Featherbed Lane & Stevenston Junction.		1983 homes	2427 homes	940 homes	£6,500,000	City Deal EZBRR	OCC	On-line and junction improvements which will allow this route to be signed as a main route, and improve capacity.
Widening A4130.		1983 homes 	2427 homes	940 homes	£13,500,000	LGF CIL	OCC	Improving Connectivity between Didcot and the Enterprise Zone.
A417 Corridor improvements.		1983 homes 	2427 homes	940 homes	£5,000,000	CIL	OCC	To improve the capacity and address the conflict between east-west travel and access to the villages.
Science Bridge.		1983 homes 	2427 homes	940 homes	£26,000,000	LGF CIL	OCC	Capacity improvements for vehicles over the railway line along the A4130 in the vicinity of the Power station.
Cycle Network Improvements Across the Science Vale area		1983 homes 	2427 homes 	940 homes 	£10,000,000	LGF GPF LSTF CIL	OCC/ VoWH	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
Thames Crossing at Appleford /Culham and further link between Culham Science Centre and the B4017.		1983 homes 	2427 homes 	940 homes	£40,000,000	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.
Didcot Station Car Park Expansion (not in Vale but part of Science Vale)		1983 homes	2427 homes	940 homes	£23,000,000	NR	Network Rail	Introduction of a decked car park at Foxhall Rd car park with 1,000 additional spaces, new footbridge and lift and covered walkway to the station building
Didcot Station Building Enhancements (not in Vale but part of Science Vale)		1983 homes 	2427 homes	940 homes	£15,000,000	NR OCC LGF	Network Rail	Retail space, toilets, ticket office, rail staff accommodation and a large concourse.
Didcot Station Northern Entrance (not in Vale but part of Science Vale)		1983 homes 	2427 homes	940 homes	£18,000,000	NR	Network Rail	Introduction of an entrance to the north of Didcot station (on to the Ladygrove Estate) and new pedestrian/cycle crossing of the railway.
Didcot Station Additional Platforms (not in Vale but part of Science Vale)		1983 homes 	2427 homes	940 homes	£10,000,000	NR	Network Rail	To introduce one or two new platforms to facilitate an increase in stopping trains trips towards/from Oxford.

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 Oxfordshire Local Enterprise Partnership (OxLEP) is responsible for championing and developing the Oxfordshire economy. As an organisation it works with businesses, academia and the public sector. The OxLEP Strategic Economic Plan (SEP) sets out the ambition for Oxfordshire to 2030. This involves accelerated economic growth to meet the needs of the science and knowledge rich economy and placing Oxfordshire at the forefront of the UK's global ambitions for growth. The SEP identifies the Oxfordshire Knowledge Spine as its priority location which includes Science Vale. Science Vale is to be developed to further build on its extensive research infrastructure. A range of funding sources is administered by OxLEP at the present time, which include:

Enterprise Zone Business Rates (EZBR) – Business rates are charged on most non-domestic properties with the money usually going to central Government. In Enterprise Zones (such as Harwell Oxford and Milton Park), businesses can get up to 100% business rate relief for 5 years¹¹. After the five year relief period, the business rates that are collected can be retained by the OxLEP to invest in supporting the local economy, rather than going to central Government. To forward fund infrastructure the Local Infrastructure Fund (LIF) will be used. LIF is managed by the Homes and Communities Agency to support delivery of infrastructure needed to boost Enterprise Zone schemes and accelerate locally-supported large scale housing developments. LIF is a loan set against future Enterprise Zone business rates. The Vale has undertaken to borrow £20m from the LIF in two loans of £10.5m and £9.5m, which are to be paid back by March 2022 and 2026 respectively.

Growing Places Fund (GPF)- reflecting the difficulties being faced by local government and the need to unlock economic growth, a number of specific funding schemes and mechanisms are being made available by central Government to fund investment in infrastructure. The 'Growing Places Fund' has been awarded to LEPs across the country to provide the opportunity for funding to stimulate economic activity in the short-term by addressing immediate infrastructure and site constraints to promote the delivery of jobs and housing. The Growing Places Fund is a loan and therefore needs to be repaid using Enterprise Zone Business Rates or developer contributions.

Local Sustainable Transport Fund (LSTF) - its purpose is to enable local transport authorities to deliver sustainable transport solutions that support economic growth while reducing carbon. It is not designed to support major infrastructure or service enhancements in relation to inter-urban journeys, but instead is geared towards influencing local journey patterns.

Fund:	Local Sustainable Transport Fund (LSTF)
Amount:	£1,000,000
Schemes:	Maintenance of cycle routes, cycle network scheme development, cycleway signing, cycle hire scheme, "Wheels to Work" project, enhancing frequency of bus services between Didcot and Harwell Oxford.

¹¹ Up to a maximum of £275,000

Local Transport Body Funding (LTB) - its purpose is to enable local transport authorities to deliver sustainable transport. LTB is a grant and therefore needs to be repaid using Enterprise Zone Business Rates or developer contributions.

Fund:	Local Transport Body Funding (LTB)
Amount:	£4,500,000
Schemes:	Wantage Eastern Link Road

City Deal - In October 2012, the government invited 20 cities and their wider areas to negotiate for the second wave of City Deals, by which Government would devolve powers in exchange for responsibility for delivering growth locally. Oxford is the 11th area in Wave Two to agree a City Deal.

The City Deal will see major improvements in local roads and public transport specifically tailored to link universities with the city's major industrial and research areas. Road links to the Science Vale Enterprise Zone will be improved, and the first phase of the new Science Transit public transport scheme will begin.

Fund:	City Deal
Amount:	£6,100,000
Schemes:	Access to Enterprise Zone comprises Harwell Oxford Entrance, Access to Harwell Link Roads Phase 1, Featherbed Lane/Steventon Lights, Rowstock Roundabout.

Growth Deal - Local Growth Deals provide funds to LEPs and the first of these funds was announced on 7 July 2014. The OxLEP has secured £108.5m from Government's Local Growth Fund to support economic growth in Oxfordshire – with £9.2m of new funding confirmed for 2015/16 and £53.7m for 2016/17 to 2021. By 2021, this Deal will create at least 6,000 jobs and allow 4,000 homes to be built (identified in local plans).

Fund:	Growth Deal
Amount:	£45,700,000
Schemes:	Science Vale Cycle network, Didcot Station Car Park Expansion, Science Bridge and A4130 capacity improvements, Didcot Northern Perimeter Road, Culham link road.

Local Pinch Point Funding - The Local Pinch Points Fund is a £170m Government scheme designed to boost economic growth by tackling problems on the highway network that are holding back investment.

Fund:	Local Pinch Point Funding
Amount:	£10,000,000
Schemes:	Milton Interchange, Chilton Interchange

Delivery

- 4.3 The OxLEP has thus far been very successful in bidding for receiving money to fund transport infrastructure in Science Vale. Whilst the council cannot be certain of the funding streams that will be available in the future we are already in a strong position to deliver the infrastructure set out in the package and to bid for future funding pots.

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 taken into account 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.
- 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, this expansion will be funded through CIL. CIL will also be the source of funding for expanding and improving secondary schools and Special Education Needs schools (SEN).

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 will be secured through Section 106 or Section 278 Agreements¹², this will include 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.
- 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. The aim is that at least 90 per cent of all premises will have access to superfast broadband speeds of 24Mbps and above by the end of 2015. Funding for this project is coming from Oxfordshire County Council (£10m), central government (£4m) and BT (£11m). For further information see <http://www.betterbroadbandoxfordshire.org.uk/home> .

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:

¹² 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.

- 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 sewer 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 accommodate¹³, 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

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 WRMP14¹⁴ 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.

¹³ Developers have an automatic right to connect to the sewer network at short notice under the Water Industry Act.

¹⁴ http://www.thameswater.co.uk/tw/common/downloads/wrmp/WRMP14_Section_0.pdf

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 reinforcements 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
- 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 between 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 sewage network:

- Sutton Courtenay
- Kingston Bagpuize
- East of East Hanney
- 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
- North West Harwell Campus
- North West Valley Park

Infrastructure Provision

- 8.12 Where there are infrastructure constraints (for both water and wastewater infrastructure), it is important not to underestimate the time required to plan for and deliver necessary 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 AMP5 period, which runs from 1st April 2010 to 31st March 2015 and does not therefore cover the Local Plan period. AMP6 will cover the period from 1st April 2015 to 31st March 2020.
- 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 conditions¹⁵ and uncertainty about when homes can be delivered.

9.0 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 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 Strategy, 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 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 that relates to:
- Allotments;

¹⁵ A Grampian conditions is a negatively worded condition to prohibit development authorised by the planning permission until a specified action has been taken.

- 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.

- 10.3 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.
- 10.4 Off-site leisure and green infrastructure projects will be funded through CIL. For larger sites where infrastructure will be delivered on site, the infrastructure will be delivered through S106.

11.0 Health Care

- 11.1 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.
- 11.2 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).
- 11.3 NHS England and the CCGs are unable to provide the information Vale requested concerning infrastructure at the time of writing. Health providers acknowledge Vale of White House 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.

12.0 Emergency Services

- 12.1 In preparing the IDP, the council contacted Thames Valley Police and the South Central Ambulance Service. Thames Valley Police responded that, given the timescales involved, it would be difficult to be specific about what infrastructure would be required to support the growth. However, they indicated that on the larger

schemes an on-site presence would be required such as a neighbourhood office as part of a community hub.

12.2 South Central Ambulance Service did not respond.

12.3 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.

13.0 Community Facilities

13.1 Some of the development, particularly on the larger sites, will create an entire 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.

13.2 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.

13.3 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

Abingdon and Oxford Fringe Sub Area

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 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	£1,949,80	S106	£1,949,80	OCC		✓	✓		1.5FE primary school (could inc. community facilities for this site) to be provided on the North Abingdon site. To be funded by North West Abingdon (200) and North Abingdon (800) sites. Cost of school £7,109,000 + cost of land £1,332,000 (@ assumed £600,000 per ha.). Total cost of £8,429,000 (£8,429 per dwelling)
Contributions towards secondary school places in Abingdon		£739,800	CIL	£739,800	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school including 6th form at £3699 per home.
Contributions towards Special Education Needs		£33,000	CIL	£33,000	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 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) prorated across North & North West Abingdon, Radley

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	
										& South Kennington
Contribution towards public transport	TBC	£200,000	CIL	£200,000	OCC		✓	✓		Additional hourly bus service between Abingdon and Cumnor
1 x MUGA	£120,000		S106							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
Site specific works, PT and other transport	TBC site specific works		S106/S278	£200,000	Developer/OCC		✓	✓		Site specific S106 and S278 directly related to site. Possible junction improvements at Dunmore Rd/ A4183 esp if A34 slips implemented. Bus Shelters, rti and pedestrian crossing on B4017 to north of Wildmoor Roundabout. Additional cost estimations of £1000/unit
Upgrades to sewage treatment works		£100,000	Developer funded/ S106	£100,000	Thames Water		✓	✓	✓	Per unit cost of £500

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 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	£5,159,200 + land	S106	£5,159,200	OCC		✓	✓	✓	1.5FE primary school (could inc. community facilities) to be provided on the North Abingdon site. To be funded by North West Abingdon (200) and North Abingdon (800) sites. Cost of school £7,109,000 for this site + cost of land £1,322,000 (@ assumed £600,000 per ha.). Total cost of £8,429,000 (£8,429 per dwelling)
Contributions towards secondary school places in Abingdon		£2,959,200	CIL	£2,959,200	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home.
Contributions towards Special Education Needs		£132,000	CIL	£132,000	OCC	✓	✓	✓		This will be on a pro-rata contribution for SEN at £165 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-rata'd across N & NW Abingdon, Radley & S Kennington
2.4ha football pitches	£258,760		S106		£258,760			✓	✓	To be provided on site 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		S106		£120,000			✓	✓	To be provided on site through S106.
1 x cricket pitch	£49,910		S106		£49,910			✓	✓	To be provided on site through S106.
Clubhouse/pavilion	£351,597		S106		£351,597			✓	✓	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.
Site specific works, PT and other transport	TBC site specific works	£800,000	S106/S278	£800,000	Developer/OCC		✓	✓	✓	Site specific S106 and S278 directly related to site. Possible junction improvements at Dunmore Rd/ A4183 esp. if A34 slips implemented. Bus stops, shelters, rti and pedestrian crossing on A4138 north of Peachcroft Roundabout. Cost estimation £1000/unit
Upgrades to sewage treatment works		£400,000	Developer funded/ S106	£400,000	Thames Water		✓	✓	✓	Per unit cost of £500

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	
South Kennington (270)										
Contribution towards the expansion of St Swithuns Primary School		£875,610	CIL	£875,610	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant school £3243 per home
Contributions towards secondary school places in Abingdon		£998,730	CIL	£998,730	OCC	✓	✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school including 6th form at £3699 per home
Contributions towards Special Education Needs		£44,550	CIL	£44,550	OCC	✓	✓	✓		This will be on a pro-rata contribution for SEN at £165 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
Contribution towards public transport	£TBC	£TBC	CIL	£TBC	OCC		✓	✓		Enhancement of Abingdon – Kennington – Oxford bus route.
1 x MUGA	£120,000		S106			✓	✓			To be provided on site through S106.
Contribution towards off site leisure provision		£555,822	CIL	£555,822	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	
Site specific works, PT and other transport	TBC site specific works	£135,000	S106/S278	£135,000	Developer/OCC	✓	✓			Site specific S106 and S278 directly related to site. Local transport mitigation within village and beyond. Footpaths from site to bus stops on Pebble Hill - cost estimation £500/unit
Upgrades to sewage treatment works		£135,000	Developer funded/S106	£135,000	Thames Water	✓	✓			Per unit cost of £500
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	£778,320	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant school £3243 per home plus 0.5ha land @ assumed £600,000 per ha = £300,000 - confirmed to use OCC multiplier
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
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
1 x MUGA	£120,000		S106			✓	✓			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-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 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
Site specific works, PT and other transport	TBC site specific works	£240,000	S106/S278	£240,000	Developer/OCC	✓	✓			Site specific S106 and S278 directly related to site. Highways scheme to remove sub-standard bends in Whites Lane to enable site access, improvements to walking route to Radley Station, bus stop improvements inc. new shelters, widening and improvements to walking routes to bus stops at Gooseacre and Radley Church. £1000/unit
Upgrades to sewage treatment works		£120,000	Developer funded/ S106	£120,000	Thames Water	✓	✓			Per unit cost of £500
East Sutton Courtenay (220)										
Expansion of appropriate primary school is Sutton Courtenay and/or in neighbouring villages		£713,460	CIL	£713,460	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant school at £3243 per home.
Contributions towards additional secondary school places in Abingdon or Didcot		£813,780	CIL	£813,780	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant secondary school including

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	
										6th form at £3699 per home.
Contributions towards Special Education Needs		£36,300	CIL	£36,300	OCC	✓	✓			This will be on a pro-rata contribution for SEN at £165 per home
Contribution towards off site leisure provision		£509,012	CIL	£509,012	VoWH	✓	✓			Costs based on Nortoft Study
Contributions towards public transport		£TBC	CIL	£TBC	OCC	✓	✓			Increased frequency of bus service between Didcot via Abingdon and Sutton Courtney
Site specific works, PT and other transport	TBC site specific works	£220,000	S106/S278	£220,000	Developer/OCC	✓	✓			Site specific S106 and S278 directly related to site. Constrained local access requires a solution, relocation and improvement of bus stops at High Street garage to the junction of the High Street with Frilsham Street. £1000/unit
Upgrades to sewage treatment works		£110,000	Developer funded/ S106	£110,000	Thames Water	✓	✓			Per unit cost of £500
Kingston Bagpuize East (280)										
Contributions towards expansion of John Blandy Primary School		£908,040 + land @ £300,000 = £1,208,040	CIL	£1,208,040	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant school £3243 per home, plus land for expansion 0.5ha @ £300,000 (assumed £600,000 per ha) = £1,208,040.
Contributions towards secondary school places in Faringdon		£1,035,720	CIL	£1,035,720	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home

Project description	Total cost	Pro-rot a 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		£46,200	CIL	£46,200	OCC	✓	✓			This will be on a pro-rata contribution for SEN at £165 per home
Contribution towards off site leisure provision		£637,487	CIL	£637,487	VoWH	✓	✓			Costs based on Nortoft Study
Strategic improvement of the A420 route corridor		£TBC	CIL	£TBC	OCC		✓	✓		This will be a pro-rata contribution per home based on the total cost (tbc) of the transport package.
Site specific works, PT and other transport	TBC site specific works	£280,000	S106/S278	£280,000	Developer/OCC	✓	✓			Site specific S106 and S278 directly related to site. Constrained local access requires a solution, improvements on A415. £1000/unit
Upgrades to sewage treatment works		£140,000	Developer funded/ S106	£140,000	Thames Water	✓	✓			Per unit cost of £500
East Hanney 200										
Expansion of appropriate primary school		£648,600	CIL	£648,600	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant school £3243 per home
Contributions towards secondary school places		£739,800	CIL	£739,800	OCC	✓	✓			This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home
Contribution towards off site leisure provision		£455,435	CIL	£455,435	VoWH	✓	✓			Costs based on Nortoft Study

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	
Contributions towards Special Educational Needs requirements		£33,000	CIL	£33,000	OCC	✓	✓			This will be on a pro-rata contribution for SEN at £165 per home
Site specific works, PT and other transport	TBC site specific works	£200,000	S106/S278	£200,000	Developer/OCC	✓	✓			Site specific S106 and S278 directly related to site. Improvements to A338 junction, new footpath on eastern side A338, bus stops, rti and pedestrian crossing on A338, re-instate 36 route from Wantage to Didcot via Milton Park, footpath and culverting of highway ditch on Mill Orchard and Summertown, £1000 /unit
Upgrades to sewage treatment works		£100,000	Developer funded/ S106	£100,000	Thames Water	✓	✓			Per unit cost of £500

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		£1,297,200 + land @ £300,000 = £1597,200	CIL	£1,597,200	OCC		✓	✓		This will be on a pro-rata contribution based on extension rate to relevant school (£3243/unit) + cost of 0.5ha land @ assumed £600,000 per ha. = £300,000
Contributions towards increasing secondary school capacity in Didcot		£1,479,600	CIL	£1,479,600	OCC		✓	✓		This will be on a pro-rata contribution based on new build to relevant secondary school include 6th form at £3699 per home
Contributions towards Special Educational Needs requirements		£66,000	CIL	£66,000	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 per home
Contributions towards Science Vale Transport Package		£6,097,200	CIL	£6,097,200	OCC		✓	✓		Contributions to Science Vale Package through CIL
Contribution towards off site leisure provision		£925,328	CIL	£925,328	VoWH		✓	✓		Costs based on standards Nortoft Study
Site specific works, PT and other transport	TBC site specific works	£400,000	S106/S278	£400,000	Developer/OCC		✓	✓		Site specific S106 and S278 directly related to site. Improvements to Milton Hill between access point and Milton interchange, local mitigation to A4130, development of bus routes serving the Milton Heights bus stops on the A4130 along with best walking routes to these stops. £1000/unit

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		£200,000	Developer funded/ S106	£800,000	Thames Water		✓	✓		Per unit cost of £500
Valley Park (at least 2550)										
Two new primary schools, one 2FE, one 1.5FE but with land to expand to 2FE in the future	£15,443,000 + land @ £1,320,000 = £18,083,000	£15,443,000	S106	£15,443,000	OCC		✓	✓	✓	<p>Cost of 2FE school £8,334,000, 1.5FE £7,109,00 + 4.4ha of land @ £2,640,000 (assumed £600,000 per ha) = £18,083,000</p> <p>Across VP and NW VP sites three primary schools will need to be provided. At the number of homes proposed primary schools will not necessarily need to be provided on both sites, appropriate school locations to be agreed through a masterplanning approach. Should the number of homes increase, school provision should be split across at least three schools, with one on North West Valley Park. On a temporary basis the second primary school may operate at 2.5-3FE until sufficient pupil need arises to require the third school, provided that sufficient land is reserved for this purpose.</p>
Contributions towards enlargement of secondary school on Great Western Park		£9,432,450	CIL	£9,432,450	OCC		✓	✓	✓	This will be on a pro-rata contribution based on new build costs to relevant secondary school include 6th

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	
										form at £3699 per home
Contribution towards Special Educational Needs	Land @ £960,000		S106		OCC		✓	✓	✓	Provision of 1.6ha land @ £960,000 (assumed £600,000 per ha) for a Special Educational Needs school.
4 x tennis courts	£295,000 (pro-rata between Valley Park and North West Valley Park)	£224,552	S106				✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
1 x MUGA	£120,000 (pro-rata between Valley Park and North West Valley Park)	£91,343	S106				✓	✓	✓	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				✓	✓	✓	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				✓	✓	✓	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	
Clubhouse/pavilion	£1,120,717 (pro-rata between Valley Park and North West Valley Park)	£853,083	S106				✓	✓	✓	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				✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
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.
Contributions towards Science Vale Transport Package		£38,869,650	CIL	£38,869,650	OCC		✓	✓	✓	Contributions to Science Vale Package through CIL
Upgrades to sewage treatment works		£1,275,000	Developer funded/ S106	£1,275,000	Thames Water		✓	✓	✓	Per unit cost of £500
Site specific works, PT and other transport	TBC site specific works	£2,550,000	S106/S278	£2,550,000	Developer/ OCC		✓	✓	✓	Site specific S106 and S278 directly related to site. Connecting spine road through both Valley Park and North West Valley Park, new bus service from Milton Park/Harwell to Didcot via the site with bus stops linked to population concentrations. £1000/unit

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 Valley Park (800)										
New 1FE primary school	£5,303,000 + land @ £1,320,000 = £6,623,000	£5,303,000	S106	£5,303,000	OCC		✓	✓	✓	<p>Cost of 1FE school £5,303,000 + 2.2ha of land @ £1,320,000 (assumed £600,000 per ha) = £6,623,000</p> <p>Across VP and NW VP sites three primary schools will need to be provided. At the number of homes proposed primary schools will not necessarily need to be provided on both sites, appropriate school locations to be agreed through a masterplanning approach. Should the number of homes increase, school provision should be split across at least three schools, with one on North West Valley Park. On a temporary basis the second primary school may operate at 2.5-3FE until sufficient pupil need arises to require the third school, provided that sufficient land is reserved for this purpose.</p>
Contributions towards enlargement of secondary school on Great Western Park		£2,959,200	CIL	£2,959,200	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

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	
Contributions towards Special Educational Needs requirements		£132,000	CIL	£132,000	OCC		✓	✓	✓	This will be on a pro-rata contribution for SEN at £165 per home
4 x tennis courts	£295,000 (pro-rata between Valley Park and North West Valley Park)	£70,447	S106				✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
1 x MUGA	£120,000 (pro-rata between Valley Park and North West Valley Park)	£28,656	S106				✓	✓	✓	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				✓	✓	✓	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				✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
Clubhouse/pavilion	£1,120,717 (pro-rata between Valley Park & North West Valley Park)	£267,633	S106				✓	✓	✓	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	
Community centre (1500 sqm)	£2,119,600 (pro-rata between Valley Park and North West Valley Park)	£506,173	S106				✓	✓	✓	To be provided on Valley Park or North West Valley Park through S106.
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.
Contributions towards Science Vale Transport Package		£12,194,400	CIL	£9,162,901	OCC		✓	✓	✓	Contributions to Science Vale Package through CIL
Upgrades to sewage treatment works		£400,000	Developer funded/ S106	£400,000	Thames Water		✓	✓	✓	Per unit cost of £500
Site specific works, PT and other transport	TBC site specific works	£800,000	S106/S278	£800,000	Developer/ OCC		✓	✓	✓	Site specific S106 and S278 directly related to site. Connecting spine road through both Valley Park and North West Valley Park, land for Harwell Strategic Link road, new bus service from Milton Park/Harwell to Didcot via the site with bus stops linked to population concentrations. £1000/unit

Project description	Total cost	Pro-rot a 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	
East of Harwell Campus (850)										
Contributions towards a new 2FE school on a 2.22ha site on the East of Harwell Campus site	£8,334,000 + land @ £1,320,000 = £9,654,000	£4,022,786	S106	£4,022,786	OCC		✓	✓	✓	Cost of 2FE school £8,334,000. Land cost £1,320,000 (2.2 ha @ assumed £600,000/ha) Total 2FE cost inc. land is £9,654,000. Cost pro rata'd on for East of Harwell Campus (850) and North West Harwell Campus (550) at £6,896 per dwelling.
Contributions towards increasing secondary school capacity in Didcot		£3,144,150	CIL	£3,144,150	OCC		✓	✓	✓	This will be on a pro-rata contribution based on new build or extension to relevant school.
Contributions towards Special Educational Needs requirements		£140,250	CIL	£140,250	OCC		✓	✓	✓	This will be on a pro-rata contribution for SEN at £165 per home
3 x tennis courts	£222,000		S106				✓	✓	✓	To be provided on site through S106.
1 x MUGA	£120,000		S106				✓	✓	✓	To be provided on site through S106.
2.7ha football pitches	£238,099		S106				✓	✓	✓	To be provided on site through S106.
1 x cricket pitch	£53,029		S106				✓	✓	✓	To be provided on site 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	
Clubhouse/pavilion	£373,572		S106				✓	✓	✓	To be provided on site through S106.
Contribution towards off site leisure provision		£665,621	CIL	£665,621	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		£425,000	Developer funded/ S106	£425,000	Thames Water		✓	✓	✓	Assumption £500 per unit to accelerate remedy to current sewer (pipe) capacity (loan interest)
Contributions towards Science Vale Transport Package		£12,956,550	CIL	£12,956,550	OCC		✓	✓	✓	Contributions to Science Vale Package through CIL
Site specific works, PT and other transport	TBC site specific works	£850,000	S106/S278	£850,000	Developer/ OCC		✓	✓	✓	Site specific S106 and S278 directly related to site. Strategic access to A34 south from Chilton may require upgrade, bus-way to link with southern end Valley Park, enhancement of bus service required to serve residential site e.g. Sunday and evening service. £1000/unit
North West Harwell Campus (550)										
Contributions towards a new 2FE school on a 2.22ha site on the East of Harwell Campus site	£8,334,000 + land = £9,654,000	£4,311,214	S106	£4,311,214	OCC		✓	✓	✓	Cost of 2FE school £8,334,000. Land cost £1,320,000 (2.2 ha @ assumed £600,000/ha) Total 2FE cost inc. land is £9,654,000. Cost pro rata'd on for East of Harwell

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	
										Campus (850) and North West Harwell Campus (550) at £6,896 per dwelling.
Contributions towards increasing secondary school		£2,034,450	CIL	£2,034,450	OCC		✓	✓	✓	This will be on a pro-rata contribution based on new build or extension to relevant secondary school include 6th form at £3699 per home
Contributions towards Special Educational Needs requirements		£90,750	CIL	£90,750	OCC		✓	✓	✓	This will be on a pro-rata contribution for SEN at £165 per home
1 x MUGA	£120,000		S106				✓	✓	✓	To be provided on site through S106.
Contribution towards off site leisure provision		£1,152,625	CIL	£1,152,625	VoWH		✓	✓	✓	Costs based on standards Nortoft Study towards football pitches, cricket pitches, rugby pitches, clubhouse/pavilion, swimming pools, sports halls, artificial grass pitches, tennis courts and health and fitness.
Upgrades to sewage treatment works		£275,000	Developer funded/ S106	£275,000	Thames Water		✓	✓	✓	Assumption £500 per unit to accelerate remedy to current sewer (pipe) capacity (loan interest)
Contributions towards Science Vale Transport Package		£8,383,650	CIL	£8,383,650	OCC		✓	✓	✓	Contributions to Science Vale Package through CIL
Site specific works, PT and other transport	TBC site specific works	£550,000	S106/S278	£550,000	Developer/ OCC		✓	✓	✓	Site specific S106 and S278 directly related to site. Bus way to link with southern end of the Valley Park site, enhanced to serve residential site e.g. Sunday and evening service. £1000/unit

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 of Harwell Village (200)										
Contributions towards increasing primary school capacity		£648,600		£648,600	OCC		✓	✓		This will be on a pro-rata contribution based extension to relevant school £3243 per home
Contributions towards increasing secondary school capacity		£739,800	CIL	£739,800	OCC		✓	✓		This will be on a pro-rata contribution based on new build or extension to relevant secondary school include 6th form at £3699 per home
Contributions towards Special Educational Needs requirements		£33,000	CIL	£33,000	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 per home
Contribution towards off site leisure provision		£462,664	CIL	£462,664	VoWH		✓	✓		Costs based on standards in Nortoft Study
Contributions towards Science Vale Transport Package		£3,048,600	CIL	£3,048,600	OCC		✓	✓	✓	Contributions to Science Vale Package through CIL
Contributions to public transport		£TBC	CIL		OCC		✓	✓		Improved frequency and hours of service on the strategic bus route between Wantage, Harwell and Didcot.
Site specific works, PT and other transport	TBC site specific works	£100,000	S106/S278	£100,000	Developer/OCC		✓	✓		Site specific S106 and S278 works directly related to site. Improvements to Grove Road inc. footpath to facilitate access, local mitigation (e.g. footways, crossing points, junction improvements, traffic management). £500/dwelling

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	
Upgrades to sewage treatment works		£100,000	Developer funded/ S106	£100,000	Thames Water		✓	✓	✓	Assumption £500 per unit to accelerate remedy to current sewer (pipe) capacity (loan interest)
Crab Hill Wantage (1500)										
Direct provision of 2FE primary school	£8,334,000 + land @ £1,320,000	£8,334,000	S106	£8,344,000	OCC		✓	✓	✓	Provision of onsite school, costs based on 2FE primary school + land @ £1,320,000 @ 2.2ha @ assumed £600,000 p/ha)
Contribution towards of secondary school (Grove Airfield)		£9,821,000	S106	£9,821,000	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. Secondary school – Pro-rata between Grove Airfield, Crab Hill and Monks Farm on the basis of £25.9m to provide, land cost £5.2m (8.68 ha @£600,000).
Contributions towards Special Educational Needs requirements		£247,500	S106	£247,500	OCC		✓	✓	✓	This will be on a pro-rata contribution for SEN at £165 per home
Contributions towards Wantage Eastern Link Road (WELR)	£15,000,000	£6,500,000	S106	£6,500,000	OCC		✓	✓	✓	WELR cost of £15m. The cost to be split pro-rata across 5050 dwellings are split as follows: 1500 at Crab 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).

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	
Site specific works, PT and other transport	TBC site specific works	£3,000,000	S106	£3,000,000	Developer/ OCC		✓	✓	✓	Site specific S106 and S278 directly related to site - access to A338 and A417, A338 corridor. £2000/unit.
1 x MUGA	£120,000		S106				✓	✓	✓	To be provided on site through S106
Football pitches	£255,106		S106				✓	✓	✓	To be provided on site through S106
Clubhouse/pavilion	£659,245		S106				✓	✓	✓	To be provided on site through S106
Youthspace/skateboa rd area			S106				✓	✓	✓	To be provided on site through S106
Contribution towards off site leisure provision		£2,174,199	S106	£2,174,199	VoWH		✓	✓	✓	Costs based on standards Nortoft Study towards cricket pitches, rugby pitches, swimming pools, sports halls, artificial grass pitches, tennis courts and health and fitness.
North Grove Monks Farm (750)										
Expansion of appropriate primary school		£2,432,250	S106	£2,432,250	OCC		✓	✓	✓	This will be on a pro-rata contribution based on extension to relevant school £3243 per home
Contributions towards provision of secondary school on Grove Airfield		£4,911,000	S106	£4,911,000	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. Secondary school –

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	
										Pro-rata between Grove Airfield, Crab Hill and Monks Farm on the basis of £25.9m to provide, land cost £5.2m (8.68 ha @£600,000).
Contributions towards Special Educational Needs requirements		£123,750	S106	£123,750	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 per home
4 x tennis courts	£295,000		S106				✓	✓		To be provided on site by S106
1 x MUGA	£120,000		S106				✓	✓		To be provided on site by S106
1 x cricket pitch	£46,791		S106				✓	✓		To be provided on site by S106
Clubhouse/pavilion	£329,623		S106				✓	✓		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.
Contributions towards WELR		£1,500,000	S106	£1,500,000	OCC		✓	✓	✓	WELR cost of £15m. The cost to be split pro-rata across 5050 dwellings are split as follows: 1500 at Crab Hill (£6.5 m contribution), 2500 at Grove Airfield (£6m contribution), 750 at Monks

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	
										Farm (£1.5m contribution), 300 from other developments in the area (£1m contribution).
Site specific works, PT and other transport	TBC site specific works	£1,875,000	S106	£1,875,000	Developer/OCC		✓	✓	✓	Site specific S106 and S278 directly related to site £2000/unit access to A338 and A417, A338 corridor.
Grove Airfield (2500, saved LP2011 allocation)										
Direct provision of 2x 2FE primary school	£16,668,000	£16,668,000	S106	£16,668,000	OCC/ Developer					Provision of onsite school, costs based on 2x 2FE primary school
Provision of secondary school		£16,368,000	S106	£16,368,000	OCC					<p>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</p> <p>Secondary school – Pro-rata between Grove Airfield, Crab Hill and Monks Farm on the basis of £25.9m to provide, land cost £5.2m (8.68 ha @£600,000).</p>
Contributions towards Special Educational Needs requirements		£412,500	S106	£412,500	OCC					This will be on a pro-rata contribution for SEN at £165 per home
Contributions towards WELR		£6,000,000	S106	£6,000,000	OCC		✓	✓	✓	WELR cost of £15m. The cost to be split pro-rata across 5050 dwellings are split as follows: 1500 at Crab Hill (£6.5 m contribution), 2500 at Grove Airfield (£6m contribution), 750 at Monks Farm (£1.5m contribution),

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	
										300 from other developments in the area (£1m contribution).
Site specific works, PT and other transport	TBC site specific works	£5,000,000	S106	£5,000,000	Developer/OCC		✓	✓	✓	Site specific S106 and S278 directly related to site £2000/unit incl Northern link road inc A338 corridor.
Sports and Leisure		£5,700,000	S106	£5,700,000	VoWH					Swimming Pool, Sports Hall etc (Nortoft)

Western Vale sub area

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	
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	£406,198 + land	S106	£406,198	OCC		✓			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. This site provides the land (2.2 ha).
Contributions towards increasing capacity at Faringdon Community College		£1,294,650	CIL	£1,294,650	OCC		✓			This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home
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

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	
Enhance allotments at Willes Close		£80,000		£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		TBC	CIL	TBC	OCC		✓			Improvement of 66 bus route between Oxford, Faringdon and Swindon.
Site specific works, PT and other transport	TBC site specific works	£350,000	S106/S278	£350,000	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. £1000 per unit.

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	
South Faringdon (200)										
Contribution towards new Primary School facilities on Land south of Park Road		£1,740,685	S106	£1,740,685	OCC		✓			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.
Contributions towards increasing capacity at Faringdon Community College		£739,800	CIL	£739,800	OCC		✓			This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home
Contributions towards Special Education Needs		£33,000	CIL	£33,000	OCC		✓			This will be on a pro-rata contribution for SEN at £165 per home
Contribution towards off site leisure provision		£455,405	CIL	£455,405	VoWH		✓			Costs based on standards in Nortoft Study
Upgrades along A420	TBC		CIL		OCC		✓	✓		Sought through CIL

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	
Improvements to 66 bus route	TBC		CIL		OCC		✓	✓		Sought through CIL
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
Site specific works, PT and other transport	TBC site specific works	£400,000	S106/S278	£400,000	Developer/ OCC		✓			Site specific S106 and S278 directly related to site - improvement to A417/A420 junction - widening part of Park Road A417. £1000 per unit.

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	
South West Faringdon (200)										
Contribution towards new Primary School facilities on Land south of Park Road		£1,740,685	S106	£1,740,685	OCC		✓	✓		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.
Contributions towards increasing capacity at Faringdon Community College		£739,800	CIL	£739,800	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home
Contributions towards Special Education Needs		£33,000	CIL	£33,000	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 per home
Contribution towards off site leisure provision		£455,405		£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

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	
										open in 2018, the top up is the interest cost to borrow £2m to front fund the work
Improvements to 66 bus route	TBC		CIL		OCC		✓	✓		Sought through CIL
Site specific works, PT and other transport	TBC site specific works	£400,000	S106/S278		Developer/OCC		✓	✓		Site specific S106 and S278 directly related to site. Site specific S106 and S278 directly related to site. Improvement to A417/A420 junction - widening part of Park Road A417, change to local speed limit, relocation of Highworth Road bus stops with re-design to deter car parking. £1000 per unit.
East of Coxwell Road Faringdon (200)										
Contribution towards new Primary School facilities on Land south of Park Road		£1,740,685	S106	£1,740,685	OCC		✓	✓		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

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	
										per dwelling.
Expansion of appropriate secondary school		£739,800	CIL	£739,800	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant school.
Contributions towards Special Education Needs		£33,000	CIL	£33,000	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 per home
Contribution towards off site leisure provision		£455,405	CIL	£455,405	VoWH		✓	✓		Costs based on standards Nortoft Study
Upgrade 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
Improvements to 66 bus route	TBC		CIL		OCC		✓	✓		Sought through CIL
Site specific works, PT and other transport	TBC site specific works	£400,000	S106/S278	£400,000	Developer/ OCC		✓	✓		Site specific S106 and S278 directly related to site. Site specific S106 and S278 directly related to site - improvement to A417/A420 junction - widening part of Park Road A417, Footway provision and widening, new bus stops and pedestrian crossing point along Coxwell Road, upgrade to A420/Coxwell Road junction, improvements to PROW,

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	
										change to local speed limit. £1000 per unit.
North Shrivenham (500)										
1FE primary school	£5,501,000 + land @1,320,000	£2,448,125 + land	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 for up to about 800 additional new dwellings. Total cost for 1FE £5,501,000 + 2.2ha land @ £1,320,000 (assumed £600,000 per/ha) = £6,821,000. Pro-rate for 800 dwellings = £8,526 per dwelling.
Contributions towards secondary school places		£1,849,500	CIL	£1,849,500	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school include 6th form at £3699 per home
Contributions towards Special Education Needs		£82,500	CIL	£82,500	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 per home
4 x tennis courts	£295,000		S106	£295,000			✓	✓		To be provided on site 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		S106				✓	✓		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
Upgrades along A420		TBC	CIL		OCC		✓	✓	✓	Sought through CIL
Improvements to 66 bus route	TBC		CIL		OCC		✓	✓		Sought through CIL
Upgrade to sewage treatment works		£250,000	Developer funded/ S106		Thames Water		✓	✓		Per unit cost of £500
Site specific works, PT and other transport	TBC site specific works	£500,000	S106/S278		Developer/ OCC		✓	✓		Site specific S106 and S278 directly related to site - A420 access, junction improvements, local mitigation (footways, crossing points, traffic management), new bus stops on Faringdon Road near junction with Pennyhooks Lane with connecting footpath. Assume £1000/unit

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		£648,600	CIL	£648,600	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant school £3243 per home
Contributions towards increasing capacity at Faringdon Community College		£739,800	CIL	£739,800	OCC		✓	✓		This will be on a pro-rata contribution based on extension to relevant secondary school including 6th form at £3699 per home
Contributions towards Special Education Needs		£33,000	CIL	£33,000	OCC		✓	✓		This will be on a pro-rata contribution for SEN at £165 per home
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
Improvements to 66 bus route	TBC		CIL		OCC		✓	✓		Sought through CIL
Site specific works, PT and other transport	TBC site specific works	£100,000	S106/S278	£100,000	Developer/ OCC		✓	✓		Site specific S106 and S278 directly related to site assume – additional bus stops and footpath near junction of Cottage Road and Faringdon Road, local mitigation (e.g. footpaths, crossing points, traffic management) £500/unit

Other Infrastructure

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	
District Wide Infrastructure										
Oxfordshire Central Library services	TBC	TBC	CIL	TBC	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		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 and the Ashmolean are the only recognised museums in

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	
										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 (both iconic stand alone works and integrated features within the street furniture).	TBC	TBC	CIL S106 on non-CIL sites as defined by CIL Charging Schedule		VoWH	✓	✓	✓	✓	
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 is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement	TBC	TBC			Developer, Scottish and Southern Electricity (SSE) Power Distribution and the National	✓	✓	✓	✓	To be linked to new development through planning obligations/standard charges

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	
required would normally be apportioned between developer.					Grid					
Household Waste recycling and reuse - on site facilities	TBC	TBC	S106/UU		VoWH	✓	✓	✓	✓	Unknown, specific contributions to be agreed at the planning application Stage
Household Waste recycling and reuse capacity enhancements	TBC	TBC	CIL		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
Police services - The provision and maintenance of a marked patrol car. Provision of bicycles for use by neighbourhood patrol Officers. Police Community Support Officer's to serve the Development			CIL		Developer with Thames Valley Police	✓	✓	✓	✓	To be linked to new development through Planning obligations/ CIL To be linked to new development through planning obligations/ CIL
Restoration of the Wilts and Berks canal	TBC	TBC	CIL		Wilts and Berks Canal Trust	✓	✓	✓	✓	Wilts and Berks Canal

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