PSD27

South Oxfordshire Local Plan 2034

Infrastructure Delivery Plan

April 2020 update

South Oxfordshire District Council

Listening Learning Leading

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1. Introduction

This report sets out an updated Infrastructure Delivery Plan (IDP), which focuses on the strategic sites proposed to be allocated in the South Oxfordshire Local Plan 2034 Submission Version (March 2019). It follows extensive partnership working on planning for infrastructure related to planned growth, and further develops the work undertaken and reported upon in the last version of the IDP (March 2019). It also takes into account work at a wider Oxfordshire level as reflected in the approved Oxfordshire Infrastructure Strategy (OXIS) published in November 2017.

This IDP has been updated using, and should be read in conjunction with, the following Post Submission Documents:

1. The Education Topic Paper produced by the Education Department within Oxfordshire County Council (OCC) (PSD09);
2. The OCC letter to SODC on Bus Services Figures (PSD23);
3. The Background Funding Paper produced by South Oxfordshire with input from Oxfordshire County Council (PSD22); and
4. the latest correspondence between Homes England and the Education Department of Oxfordshire County Council relating to the Chalgrove site (PSD12).

The South Oxfordshire Infrastructure Delivery Plan (IDP) is continually being updated due to regular ongoing engagement with statutory consultees including the various departments within Oxfordshire County Council.

The Infrastructure Delivery Plan is supported by a viability study which was produced by consultants Aspinall Verdi on behalf of South Oxfordshire District Council in February 2018 (013 INF Infrastructure and Viability – sub folder INF02.1). In April 2020, the Council commissioned Aspinall Verdi to undertake an interim review of the Viability Study which will inform the contents of the Infrastructure Delivery Plan. The updated Infrastructure Delivery Plan and updated Viability Study will be provided as part of the Council's evidence to support the next stages of the Examination in Public.

2. Structure

This updated IDP includes the following sections:

- Background and Context: This section sets out the national, regional and sub-regional context, as well as updating on other related Local Plan evidence base documents.
- Infrastructure Types and Assumptions: This section gives an overview of the assumptions on which the IDP update is given.
- Infrastructure Requirements: This section gives a summary of the infrastructure requirements for the strategic sites of Berinsfield, Chalgrove, Culham, Grenoble Road, Bayswater Brook, Northfield and Wheatley.
- Didcot Infrastructure Requirements: This section gives a summary of the infrastructure requirements for sites in Didcot.
- District-wide and Local Infrastructure Requirements: This section takes account of wider strategic requirements, such as those identified through OXIS and infrastructure requirements that should be considered by all sites.
- Funding and Delivery: This section gives an overview of the funding situation and opportunities related to delivering the infrastructure required to support the planned growth.
- Conclusion: This section provides an overall conclusion and sets out the circumstances under which the findings of the IDP may change.

3. Background and Context

The following section summarises some of the extant policy documents and evidence base documents that frame infrastructure planning and delivery in South Oxfordshire.

3.1 National Policy Context

3.1.1 National Planning Policy

The new National Planning Policy Framework was published in July 2018 and updated in June 2019[1]. This Framework emphasises the importance of developing a robust and evidence based local plan which seeks to deliver sustainable development. Planning for infrastructure is an integral part of this, with paragraph 16 and paragraph 25 stating the importance of early and appropriate engagement with infrastructure providers which includes county councils in development of the plan, and paragraph 26 recognising the importance on relevant joint working on determining 'where additional infrastructure is necessary'.

Paragraph 20 also makes it clear that local plan policies should make sufficient provision for 'b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management,' and ' c)community facilities (such as health, education and cultural infrastructure)'.

Paragraph 20 goes onto to state in bullet point d) makes provision for conservation and enhancement of the natural, built and historic environmental, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Paragraph 34 refers to development contributions and states that, 'plans should set out the contributions expected from development,' which includes setting out the levels and type of affordable housing and the required infrastructure and that this is likely to include education, health, transport, flood and water management, green and digital infrastructure.

Paragraph 54 onwards relates to a section on planning conditions and obligations. Paragraph 56 recognises that planning obligations must only be sought where they meet all of the tests as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 which are as follows:

a) Necessary to make a development acceptable in planning terms;
b) Directly related to the development; and

[1] https://www.gov.uk/government/publications/national-planning-policy-framework--2

c) Fairly and reasonably related in scale and kind to the development

Paragraph 57 states that where there is an up to date plan which contains up to date policies which have set out the planning contributions expected from the development, planning applications that comply with them should be assumed to be viable.

Paragraph 57 goes on to state that the it is for the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight given to the applicant's viability study is for the decision maker to decide having regard to all the circumstances in the case including whether the plan and viability evidence supporting it is up to date and any changes to the plan since it was bought into force.

Paragraph 72 further states the potential for large scale development to be related to 'existing or planned investment in infrastructure,' however footnote 35 further states that, 'The delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated.'

Section 8 of the Framework on 'promoting healthy and safe communities' and section 9 on 'promoting sustainable transport,' further emphasise the importance of providing for infrastructure needed to support sustainable development.

Applicants for major developments are encouraged to undertake pre application engagement with health providers including the local clinical commissioning groups, the NHS, the County Council and the local health providers including local doctors and dentists.

Applicants for major developments are required to produce Health Impact Assessments as part of their planning application submissions and where possible to undertake pre application scoping and pre application consultation on their draft Health Impact Assessments and to ensure that their proposals including their submitted masterplans seek to achieve a healthy, cohesive community.

Within paragraph 91 of Section 8 it provides examples of pedestrian and cycle connections which are safe and accessible to promote social interaction and social inclusion. It references the provision of high quality public space which encourages the active and continual use of public areas.

Bullet point c) of paragraph 91 goes onto to refer to enabling and supporting healthy lifestyles including the provision of safe and accessible green infrastructure, sports facilities, local shops, allotments and layouts that encourage walking and cycling.

Paragraph 92 seeks for provision to be made to provide social, recreational and cultural facilities for the communities. Community facilities examples include local shops, meeting places, sports venues, sports venues, open space, cultural buildings, public houses and places of worship and other local services that enhance the sustainability of communities and residential environments.

There is a recognised requirement to guard against the unnecessary loss of valued facilities and services and a need to develop and modernise facilities whilst ensuring an integrated approach.

Paragraph 94 recognises the need to ensure that there is a sufficient choice of school places available to meet the needs of existing and new communities.

Applicants are encouraged to undertake pre application engagement with the Local Education Authority in order to obtain the current educational position in terms of education capacity and the required education capacity. The Local Education Authority produces the Pupil Place Plan and will have the update details in relation to capacity, standards and specific design standards.

Applicants should work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before submitting their planning applications.

Paragraphs 96 onward relate to open space and recreation and the need to ensure that developments have access to a network of high quality open spaces and opportunities for sport, recreation and physical activity.

Section 9 of the NPPF relates to the promotion of sustainable transport and paragraph 102 states that transport issues should be considered at the earliest stages of development proposals. Paragraphs 102 to 104 sets out clearly the key considerations for transport.

Paragraph 108 sets out the considerations for development proposals which include the following:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users; and
c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 110 goes onto state that applications for development should:

a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas – facilitating access to high quality transport, with layouts

that maximise the catchment area for bus or other public transport services and appropriate facilities to encourage public transport use;

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) Allow for the efficient delivery of goods, access by service and emergency vehicles; and
e) Be designed for charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 111 clearly states that all developments that will generate significant amounts of movement will be required to provide a travel plan and a planning application will be required to be supported by a transport statement or transport assessment so that the impacts of the proposal can be assessed.

The Council's planning application validation criteria which is available from the Council's website and the individual site allocation policies which are detailed in the Local Plan also detail the specific planning application submission requirements and applicants are encouraged to undertake comprehensive pre application engagement with the Local Highways Authority and if required Highways England.

Section 14 relates to meeting the challenge of climate change, flooding and coastal change. Paragraph 148 makes it clear that the planning system should support the transition to a low carbon future in a changing climate. It should help to contribute to radical reductions in greenhouse gas emissions and support renewable and low carbon energy and associated infrastructure.

Paragraph 150 encourages measures to minimise climate change including the provision of green infrastructure and consideration of design, orientation and design. Sustainability of buildings should reflect the Government's policy for national technical standards.

Paragraph 151 recognises the need to increase the use and supply of renewable and low carbon energy and heat including the provision of suitable areas for renewable and low carbon energy sources including supporting infrastructure

It should be noted that Annex 2 of the NPPF sets out a full detailed glossary on all of the relevant terminology.

3.1.2 National Planning Guidance

The Government has published a range of planning practice guidance documentation that further emphasises the importance of engaging with key infrastructure providers including statutory providers as part of the plan development, and emphasises that local planning authorities, highways authorities and infrastructure providers can, 'work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales.'[2]

3.2 Regional Context

3.2.1 Oxford to Cambridge Arc

In the October 2018 budget, central government published its response to the National Infrastructure Commission's report, 'Partnering for Prosperity: a new Deal for the Cambridge-Milton Keynes-Oxford Arc'[3]. This response set out in detail the government commitment to supporting economic and housing growth in this area, and developing the strategic infrastructure seen as needed to support this. The response was followed with a joint declaration between central government and local partners on the growth ambition for the Oxford to Cambridge Arc.[4]

South Oxfordshire District Council will continue to engage on this work, particularly through Growth Board commissioned workstreams such as updates to the Oxfordshire Infrastructure Strategy.

It is noted that the Highways England project for an Oxford to Cambridge Expressway was paused in March 2020. It is difficult to know whether this will progress and how it would impact on the proposed growth that is set out within the current South Oxfordshire Local Plan (2034) – Submission Draft. It is therefore not considered necessary to mitigate for development proposed at this stage.

3.3 Sub-regional Context

3.3.1 Oxfordshire Local Enterprise Partnership (OxLEP)

OxLEP determines strategic economic priorities including investments and activities to drive growth and create jobs in the county. OxLEP has managed to gain funding from a series of

[2] Paragraph: 056 Reference ID: 61-056-20180913 https://www.gov.uk/guidance/plan-making
[3] https://www.gov.uk/government/publications/cambridge-milton-keynes-oxford-arc-study-government-response
[4] https://www.gov.uk/government/publications/the-oxford-cambridge-arc-government-ambition-and-joint-declaration-between-government-and-local-partners

national funding streams including Local Growth Fund[5], City Deal[6] and the Growing Places Fund[7].

Local Growth Fund

Under the Local Growth Fund (Growth Deal 1), OxLEP has managed to secure over £95 million to invest in priority projects and infrastructure across the whole of Oxfordshire. The following projects / infrastructure set out below will benefit South Oxfordshire.

Growth Deal Round 1 for South Oxfordshire				
Project / Infrastructure	**Details of Scheme**	**Delivery Body**	**Total Cost of Project In £ Millions**	**Growth Fund Contribution**
Science Vale Cycle Network (SVCN) Improvements	A sustainable transport scheme funding cycle routes, including improvements to connectivity between Science Vale and Didcot station by bike. Including • South Oxfordshire total = £1.890 Million (if 8C below is £400,000) • 5G: Didcot Wantage Rd stepped cycle tracks £900,000 – delivery 2019-2020 • 6A: Milton Rd lighting for cycle path £530k, delivered July 2018, to note only about 1/3 of the scheme is located within South Oxfordshire • 6B: Minor cycle infrastructure improvements in the vicinity of Foxhall Rd railway bridge - £60,000 – delivered/delivery June 2019 • 8C: Improvements to Didcot to Long Wittenham cycle route - £400,000 to £500,000, delivery is not yet agreed. Delivery could be estimated 2019 or 2020. Conditions of this funding:	Oxfordshire County Council	£4.9 M	£4.5 M

[5] https://www.oxfordshirelep.com/content/local-growth-fund
[6] https://www.oxfordshirelep.com/content/city-deal
[7] https://www.oxfordshirelep.com/content/growing-places-fund

	1. This is to deliver the first phase of the Science Vale Cycle Network (SVCN) as defined in the Science Vale Cycle Strategy 2. The funding is to be spent by March 2021			
Didcot Station Car Park Expansion	Packages of measures for car park expansion including construction of a deck access car park on the existing Foxhall Road car park. This is part of the expansion and improvement of Didcot station as a key gateway to the Science Vale high-tech cluster and the Enterprise Zone. This project is being delivered by Great Western Railway. (status of this project to be confirmed)	Great Western Railway	£23 M	£9.5 M

OxLEP has also secured further funds under Growth Deal 2 and Growth Deal 3 (£9.8 million and £24 million respectively), although there are limited funds secured as part of round 2 and 3 specifically for infrastructure improvements.

Oxfordshire Local Industrial Strategy (LIS)

The OxLEP produced the Local Industrial Strategy – A Partner in the Oxford - Cambridge Arc in July 2019. The LIS sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative growth which is clean and sustainable and delivers prosperity for all communities across the county. The LIS states that it will aim to deliver the aims of the Government's National Industrial Strategy and their long term plan to boost productivity, by backing businesses and investing in skills, industries and infrastructure. The LIS will provide a long-term vision for growth to raise productivity and earning power. It will provide a framework to guide Government, public and private sector investment decisions and financing tools to be used to deliver the strategy. The implementation of the LIS will be led by the OXLEP Board.

3.3.2 Oxfordshire Partnership / Oxfordshire Growth Board

To help generate a coordinated response to growth across Oxfordshire, the Oxfordshire Partnership has been put in place which brings together organisations from the public, private, voluntary and community sectors, and all five district councils in Oxfordshire.

The Oxfordshire Partnership has established the Oxfordshire Growth Board, which is a joint committee of the six councils. It has been set up to facilitate and enable joint working on

economic development, strategic planning and growth and ensure a cohesive approach on infrastructure matters.

Oxfordshire Infrastructure Strategy

In 2017, the Growth Board commissioned a county-wide Oxfordshire Infrastructure Strategy (OXIS), which presents an overview of growth patterns, assesses the infrastructure required to support the growth, and estimates likely costs and funding gaps. It is not intended to supersede or replace local studies (including this IDP), but it is a useful reference point for strategic infrastructure issues across the county. The final Stage 2 report was published and endorsed by the Growth Board in November 2017[8].

OXIS prioritises infrastructure improvements based on available evidence. Key schemes relevant to South Oxfordshire have been included in this IDP. The OXIS work confirms that there is a significant gap between the cost of the infrastructure Oxfordshire is likely to need by 2040, and the funding available to deliver it.

Oxfordshire Housing and Growth Deal

The Oxfordshire Growth Board signed a Housing and Growth Deal with central government in November 2017, with further details on how this would be administered in March 2018.

Infrastructure workstream

The Housing and Growth Deal has secured £215 million of investment towards affordable housing (£60 million), and infrastructure improvements (£150 million)[9] . The infrastructure fund is being prioritised to help fund schemes that unlock delivery of housing sites over 5 years, with decisions on prioritisation and programming of funds being undertaken by the Oxfordshire Growth Board.

In November 2018, the Growth Board agreed a list of infrastructure to which funding should be allocated, which is split between those needing funding in year 1 and those that would require funding in years 2-5[10]. In summary, for South Oxfordshire funds have been agreed to be allocated towards the following schemes:

- Year 1 (2018/19): Watlington and Benson Relief Roads
- Years 2-5 (2019/2020-2022/2023): Didcot Garden Town: study work on Central Didcot Transport Corridor Improvements and Jubilee Way Roundabout

[8] https://www.oxfordshiregrowthboard.org/projects/oxis-stage-2/
[9] https://www.gov.uk/government/publications/oxfordshire-housing-deal
[10] https://www.oxfordshiregrowthboard.org/infrastructure-programme-to-unlock-over-500-million-of-investment-across-oxfordshire/

Improvements, and Golden Balls Roundabout options/feasibility. Funding also to enable installation or part installation of the Thame to Haddenham cycle route.

In addition, a 'scheme advancement allowance' was identified to fund schemes that could come forward in this time period that would help deliver further new housing.

These schemes will now be progressed by the County Council for detailed design and delivery, subject to progression through their project management processes, and relevant match funding coming forward. Although funding has been identified in the Housing and Growth Deal for Jubilee Way, Golden Balls and Didcot Central Corridor this funding is only for study work and not delivery of the scheme. Therefore additional funding will need to be found to deliver these schemes.

Oxfordshire Plan 2050 (Joint Statutory Spatial Plan)

As part of the Oxfordshire Growth Deal, all planning authorities within Oxfordshire have committed to developing an Oxfordshire Plan (Joint Statutory Spatial Plan) which will set out strategic plans for growth across Oxfordshire to 2050. It will effectively plan for growth following the current and emerging Local Plans, and build on growth already allocated through district level adopted and draft development plans.

To coincide with the development of the Oxfordshire Plan, it is planned that OXIS is reviewed and updated, to ensure priorities for infrastructure investment take into account the location and quantum of growth proposed. It is intended that future versions of the South Oxfordshire IDP will reflect any update to OXIS and any related evidence base.

A range of detailed evidence base is being commissioned to support the production of the Oxfordshire Plan 2050.

3.3.3 Oxfordshire Local Transport Plan, 'Connecting Oxfordshire.'

The County Council has an Oxfordshire Local Transport Plan, with the latest version, Local Transport Plan 4, updated in 2016[11]. The plan sets out an overall strategy for transport in Oxfordshire, as well as having several area strategies for the identified growth areas in the County. The most relevant strategies related to the South Oxfordshire Local Plan strategic sites are the Science Vale Area strategy and the Oxford strategy. Also of relevance, particularly for the Grenoble Road strategic allocation, is the Park and Ride report.

Oxfordshire Local Transport and Connectivity Plan (March 2020 onwards)

Oxfordshire County Council has commenced their review of the Oxfordshire Local Transport Plan which will be called the Oxfordshire Local Transport and Connectivity Plan. Oxfordshire

[11] https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire

County Council has undertaken a public engagement activity on their range of topic papers to inform the production of their Local Transport and Connectivity Plan. The public survey was undertaken between 17 March 2020 and the 17 May 2020. At the time of writing, formal consultation on a draft Plan is expected in 2020/2021.

3.4 South Oxfordshire Local Plan Context

The emerging South Oxfordshire Local Plan allocates homes at a number of strategic sites. However, it is noted that most of these sites are not due to start delivering homes for several years, and will in some cases not be fully built out until beyond the plan period. The location of the proposed strategic allocations is shown in Appendix 1.1. The trajectory for each site is shown in Appendix 1.2.

The identification of infrastructure requirements for these specific sites is therefore under development, and will be informed by more detailed evidence, including that undertaken to support the planning application process and wider infrastructure strategy updates, such as for OXIS. The infrastructure requirements identified are therefore a starting point for review through more detailed work and should be considered in line with the policies within the plan. They will be updated in subsequent versions of the IDP, which remains a 'living document' throughout the period of the Local Plan.

It is also important to note that there are interdependencies between sites. One site may, for example, depend on another site for new school provision. This IDP cannot set out all the interdependencies, not least because the timing of development may change. Developers are encouraged to cooperate with each other and infrastructure providers. Legal agreements or conditions will be negotiated at planning application stage and can set out requirements related to the provision of infrastructure in relation to the development proposed.

3.4.1 Relevant evidence base development

Previous Infrastructure Delivery Plan

Infrastructure Delivery Plan reports were produced to support the development of the Local Plan. This work included extensive engagement on infrastructure issues with a wide range of stakeholders. It has also considered and recommended infrastructure requirements for strategic sites proposed. In summary, the reports produced were:

- A stage 1 report published in March 2017 which included an overview of different infrastructure areas, and outlined likely infrastructure requirements. This reflected engagement with key infrastructure providers in the form of a stakeholder workshop.

- A stage 2 report published in October 2017 which included a more detailed infrastructure schedule, taking into account the strategic sites and neighbourhood plan targets included in that version of the plan[12].
- IDP to support the Proposed Submission Local Plan (January 2019).
- Updated IDP submitted with the Submission Local Plan (March 2019).

Local Plan Viability

To support the Local Plan, a site assessment viability report has been produced. The viability work has included engagement with site promotors on development of their proposed sites and engagement with infrastructure providers on forecast infrastructure costs. The original IDP document built on work undertaken to inform the viability report

In April 2020 South Oxfordshire District Council commissioned Aspinall Verdi to carry out an update and interim review of this Viability Report to account for changes since submission of the Plan.

Water Cycle Study and Strategic Flood Risk Assessment Study (SFRA)

Updated Water Cycle Study and SFRA reports have been produced to support the new version of the Local Plan. These should be considered alongside the IDP when considering required upgrades to wastewater treatment and water supply facilities, and required flood management and mitigation measures.

Evaluation of Transport Impacts Work

An updated Evaluation of Transport Impact Study (ETI Stage 3 and relevant addendums) has been produced to support the Local Plan. This has helped identify transport schemes required to support delivery of the new version of the plan, which is reflected in the IDP infrastructure schedules.

[12] http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/evidence-studies

4. Infrastructure Types and Assumptions

The IDP is a 'living document' and outlines the current situation regarding infrastructure required at the particular time it is undertaken. It is recognised that planning for infrastructure is complex, and that infrastructure providers plans can change due to wider considerations such as central government policy or plans and funding or proposals for development in surrounding authorities.

It should be noted that all planning contributions will be subject to the relevant indexation which will be detailed and applied during the drafting of the relevant legal agreement[13].

It is therefore important to document the evidence base for the requirements set out in each version of the IDP for each infrastructure type, and any assumptions used to calculate infrastructure costs. The following summarises the position for this IDP update:

Education

Oxfordshire County Council have produced an Education Topic Paper (PSD09) to inform the Examination in Public of the South Oxfordshire Local Plan. This topic paper will be updated as and when new information is provided and as sites progress through the development management process.

Primary and secondary education requirements and costs for each proposed site allocation have been estimated by Oxfordshire County Council. It is important to note that these are based on information currently available, for example on planned cross district border growth, and the totals of all proposed allocations, and could be subject to change prior to any planning applications coming forward. For example, if particular sites are not allocated, or less development overall comes forward, this may have implications for education, particularly secondary schools. Please note, the Special Education Needs (SEN) definition has now been updated to Special Educational Needs and Disability (SEND).

Transport and Highways

Costs of key highway infrastructure schemes have mostly been estimated by Oxfordshire County Council, however in some cases where there is no information from the highways team on some schemes directly delivered, the Council has used estimates from the site

[13] The production of each legal agreement will be subject to the relevant council's legal fees which will be invoiced to the applicant or their legal representative. Each legal agreement will be subject to a management and monitoring fee which will be clearly detailed in the legal agreement.

developers or costs have been derived from OXIS. Costs are updated as needed through engagement with the County Council. Costs reflect the most up to date information available including, where relevant, work undertaken by site promotors. These could change as, for example, strategic highways schemes are taken through more detailed feasibility stages.

Leisure

A cost for each proposed strategic site has been calculated based on latest leisure standards[14] and broken down by leisure type (sports facilities, playing pitches and local leisure facilities), as outlined in table 2. These standards vary by sub-area. The sub-areas are shown in Appendix 1.3. It is important to note that the leisure costs are based on information currently available and could be subject to change prior to any planning application coming forward.

Table 2: Leisure Standards

Leisure type		**West area – includes Berinsfield, Culham Grenoble Road**	**North area- includes Chalgrove, Land north of Bayswater Brook, Northfield**
Sports Facilities	Sports Hall	0.3 badminton courts per 1,000 population	0.3 badminton courts per 1,000 population
	Swimming pool space	11.4 sq. m of water space per 1,000 population	11.4 sq. m of water space per 1,000 population
	Fitness Gym Building	4.2 fitness stations per 1,000 population	4.2 fitness stations per 1,000 population
	Fitness stations equipment	4.2 fitness stations per 1,000 population	4.2 fitness stations per 1,000 population
	Studio Space	0.14 sq. m of studio space per 1,000 population	0.14 sq. m of studio space per 1,000 population
	Athletics	0.3 athletics, cycling and walking routes per 1,000 population	0.3 athletics, cycling and walking routes per 1,000 population
	Indoor Bowls	0.06 facility per 1,000 population	0.08 facility per 1,000 population
	Indoor Tennis Facility	0.03 facility per 1,000 population	0.03 facility per 1,000 population
	Squash Court	0.1 courts per 1,000 population	0.1 court per 1,000 population
	Gymnastics Centre	0.04 centre per 1,000 population	0.02 centre per 1,000 population

[14] Leisure standards are based on the Sport England Facility costs Q2 2018, the Sports England sports facility calculator for sports halls, swimming, health and fitness and artificial grass pitches, and draft leisure study standards.

Playing Pitches	3G AGP full size	0.093 pitches per 1,000 population	0.093 pitches per 1,000 population
	Hockey	0.03 courts per 1,000 population	0.03 courts per 1,000 population
	Changing Rooms	Capital cost dependant on pitch requirement	Capital cost dependant on pitch requirement
	Football Pitches	0.65 pitches per 1000 population	0.65 pitches per 1000 population
	Rugby Pitches	0.11 pitches per 1000 population	0.11 pitches per 1000 population
	Cricket Pitches	0.08 pitches per 1,000 population	0.08 pitches per 1,000 population
Local Leisure Facilities	Outdoor Tennis	0.38 courts per 1,000 population	0.38 courts per 1,000 population
	Outdoor Bowls	0.08 courts per 1,000 population	0.08 courts per 1,000 population

Note: A sinking fund and maintenance costs will also be required.

Open spaces

There are a number of standards for open space set out in the South Oxfordshire Open Spaces Study, January 2017[15], as follows:

Table 3: Open Space Standards

Open space type	**Quantity per 1,000 population**
Parks and Gardens and Amenity Green Space	1.4 ha per 1000 in the Towns and Larger Villages
Children's Play and provision for young people	0.25 ha per 1,000 of Designated Equipped Playing Space 0.3ha per 1,000 for teenage/ MUGA provision
Allotments	0.4 ha per 1000

The IDP (October 2017) used these standards and information from SPONs Price Book, 2016 to calculate figures for proposed open spaces costs. These have been used as the basis for the costs included in this version of the IDP, and could be subject to change and update prior to any planning application coming forward.

Primary Care

[15] http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=880598458&CODE=7F6894AD2105C22FD843DB6CA5AE2730

Unless stated otherwise, the primary care (GP provision) costs have been calculated based on the expected contribution ask from the Clinical Commissioning Group (CCG). This is on the basis of advice provided by the CCG, which is based on agreement of their Primary Care Commissioning Committee in 2017 [16].

Community Facilities

Costs for each strategic site have been calculated for recycling and waste, street naming and numbering, high quality public realm (including public art), and community halls. These are based on the cost per dwelling outlined in the South Oxfordshire and Vale of White Horse S106 financial contributions and fees Schedule (December 2018)[17]. Costs for community halls are provided on the same basis as Leisure costs, as outlined above.

[16] https://www.oxfordshireccg.nhs.uk/documents/meetings/opccc/2017/07/2017-07-25-Paper-6-Primary-Care-Infrastructure.pdf

[17] http://www.southoxon.gov.uk/sites/default/files/August%202017%20S106%20monitoring%20fee%20schedule.pdf

5. Infrastructure Requirements for strategic sites in the local plan

5.1 Berinsfield

The Local Plan proposes to inset the built-up area of the village and an area of greenfield land to the east of the village from the Green Belt to deliver approximately 1,700 dwellings, all within the plan period. Delivering growth and regeneration at Berinsfield promotes a sustainable pattern of development that will address key issues currently facing the village. The delivery of appropriate infrastructure will form an important element of delivering the masterplan in order to regenerate Berinsfield.

Key infrastructure requirements for Berinsfield include:

- High quality walking and cycling infrastructure both on site and off site
- High quality public transport infrastructure and services
- One primary school, expected to be 2 Form Entry, including early years provision, to meet the needs of the additional housing. Site area to allow for expansion to 3 Form Entry.
- The expansion and enhancement of Abbey Woods Academy (subject to the approval of the Regional Schools Commissioner). Alternatively, a second primary school site to be protected to allow for the relocation of Abbey Woods Academy.
- Contributions to an off-site secondary school
- Contributions to an off-site SEN school
- Significant contributions towards the upgrading of the A4074/ B4015 Golden Balls junction, Culham-Didcot Thames River Crossing and the Clifton Hampden bypass
- Enhancements to encourage sustainable travel
- Access improvements and junction upgrades, including a new access onto the A4074.
- Regeneration improvements, including the refurbishment and expansion of Abbey Sports centre and library to accommodate new community facilities in a Community Hub Building. This may include new premises for an expanded health centre or alternatively premises for a new health centre will be provide within the new development.
- Provision of green infrastructure and open space
- Sufficient upgrades to the sewage, water, gas and electricity networks

The full infrastructure schedule with further detail for Berinsfield can be found in Appendix 2.1.

Other mitigation measures may be required as identified through an agreed transport assessment.

5.2 Chalgrove Airfield, adjacent to Chalgrove

Chalgrove Airfield is a former Second World War airfield located directly north of the village of Chalgrove, north east of the B480, approximately 11 miles to the east of central Oxford and approximately 5 miles south of junction 7 of the M40 motorway. The land is owned by Homes England. The site is allocated for 3,000 homes, with 2,105 expected to be delivered during the plan period. Homes England are promoting this site.

Key infrastructure requirements for Chalgrove include:

- High quality walking and cycling infrastructure both on site and off site
- High quality public transport infrastructure and service(s)Two new 2 Form Entry primary schools including early years provision
- A new 1,500 place secondary school with sixth form (which will include a re-located Icknield Community College, subject to the approval of the Regional Schools Commissioner)
- Contributions to an off-site SEND school
- Significant contributions towards Watlington and Benson Relief Roads and the provision of other significant highway infrastructure schemes such as Stadhampton, Chiselhampton and Cuxham, including where relevant and justified upgrades to access roads to the M40
- Enhancements to encourage sustainable travel
- New police 'touchdown facility'
- New GP surgery
- Contribution towards leisure facilities
- Provision of green infrastructure and open space
- Sufficient upgrades to the sewage, water, gas and electricity networks

The full infrastructure schedule with further detail for Chalgrove can be found in Appendix 2.2.

Other mitigation measures may be required as identified through an agreed transport assessment.

5.3 Land adjacent to Culham Science Centre

Culham Science Centre (CSC) is owned by the United Kingdom Atomic Energy Authority (UKAEA) and is located within the Science Vale area. The site hosts the Culham Centre for Fusion Energy which includes the Joint European Torus (JET) project. It is the UK centre for fusion research and technology and is of international importance. Land is identified adjacent to the Science Centre for delivery of approximately 3,500 dwellings, with 2,100

homes expected to be delivered during the plan period. It will require amendments to the Green Belt Boundary.

Key infrastructure requirements for Culham include:

- High quality walking and cycling infrastructure both on site and off site, specifically including a new pedestrian/cycle bridge over the Thames towards Abingdon.
- High quality public transport infrastructure and services. Two new 2 Form Entry primary schools including early years provision
- A new 900 place secondary school with sixth form
- Contributions to an off-site SEND school
- Significant contributions towards Culham-Didcot Thames River Crossing, Clifton Hampden bypass and the upgrading of the A4074/B4015 Golden Balls junction
- Enhancements to encourage sustainable travel
- New police 'touchdown facility'
- New GP surgery
- Contribution towards leisure facilities
- Provision of green infrastructure and open space
- Sufficient upgrades to the sewage, water, gas and electricity networks

The full infrastructure schedule with further detail for Culham can be found in Appendix 2.3.

Other mitigation measures may be required as identified through an agreed transport assessment.

5.4 Grenoble Road, south of Oxford

Land to the south of Grenoble Road is adjacent to the south of Oxford City. Forming an urban extension to the southern edge of Oxford, it will promote a sustainable form of development that will link with proposed new sustainable transport connections, including into Oxford City. The site will deliver approximately 3,000 dwellings in total, with 2,480 expected to be delivered during the plan period. It will require amendments to the Green Belt Boundary.

Key infrastructure requirements for Grenoble Road include:

- High quality walking and cycling infrastructure both on site and off site, including (but not limited to) walking and cycling improvements on the B480 corridor
- High quality public transport infrastructure and services
- One new 3 Form Entry primary school, including early years provision.
- A new 1,200 place secondary school with sixth form
- Contributions to an off-site SEND school
- Significant contribution towards the upgrading of the A4074/B4015 Golden Balls junction

- Provision of land for the proposed Sandford Park and Ride
- Enhancements to encourage sustainable travel
- Contribution towards GP provision
- Contribution towards leisure facilities
- Provision of green infrastructure and open space
- Sufficient upgrades to the sewage, water, gas and electricity networks to ensure that there is sufficient capacity available
- Sufficient Sewerage treatment works upgrades to mitigate odour

The full infrastructure schedule with further detail for Grenoble Road can be found in Appendix 2.4.

Other mitigation measures may be required as identified through an agreed transport assessment.

5.5 Land north of Bayswater Brook

Land north of Bayswater Brook directly adjoins the eastern boundary of Oxford City. It is expected to deliver 1,100 dwellings, all within the plan period. It will require amendments to the Green Belt Boundary.

Key infrastructure requirements for Land north of Bayswater Brook include:

- High quality walking and cycling infrastructure both on site and off site, including (but not limited to) provision of a pedestrian/cycle bridge over the A40
- High quality public transport infrastructure and services
- One 1.5 Form Entry primary school including early years provision, or a smaller school with expansion of an existing nearby school
- Contribution towards an off-site secondary school
- Contribution towards an off-site SEND school
- Highway infrastructure works
- Contribution towards GP provision
- Contribution towards leisure facilities
- Provision of green infrastructure and open space
- Sufficient upgrades to the sewage, water, gas and electricity networks

The full infrastructure schedule with further detail for Land north of Bayswater Brook can be found in Appendix 2.5.

Other mitigation measures may be required as identified through an agreed transport assessment.

5.6 Northfield, southeast of Oxford

The site at Northfield is located on the edge of Oxford City's administrative boundary. The site relates well with the strategic allocation at Grenoble Road and an urban extension on the southern edge of Oxford will promote a sustainable form of development, including enabling links with sustainable transport. The site will deliver approximately 1,800 dwellings in total, with 1,750 expected to be delivered during the plan period. It will require amendments to the Green Belt Boundary.

Key infrastructure requirements for Northfield include:

- High quality walking and cycling infrastructure both on site and off site, including (but not limited to) walking and cycling improvements on the B480 corridor and improvements to the walking and cycling routes to schools in the site's vicinity
- High quality public transport infrastructure and services
- One 3 Form Entry primary school including early years provision
- Contribution towards an off-site secondary school
- Contribution to an off-site SEND school
- Contribution towards the upgrading of the A4074 Golden Balls junction and other highway infrastructure works
- Contribution towards GP provision
- Contribution towards leisure facilities
- Provision of green infrastructure and open space
- Sufficient upgrades to the sewage, water, gas and electricity networks

The full infrastructure schedule with further detail for Northfield can be found in Appendix 2.6.

Other mitigation measures may be required as identified through an agreed transport assessment.

5.7 Wheatley Campus

Oxford Brookes University intends to relocate its existing uses at the Wheatley Campus to its Headington Campus in Oxford City, which would leave a vacant site in the Green Belt; the eastern part having been previously developed and the western part characterised as open and undeveloped. There is some scope for residential development on the eastern part of the site. The Local Plan proposes to remove Wheatley Campus from the Green Belt and allocate the site for the delivery of at least 300 homes within the plan period.

Key infrastructure requirements for Wheatley include:

- Improvements to the Holloway Road A40 overbridge
- Enhancements to encourage sustainable travel

- Expansion / reconfiguration of Morland House Surgery
- Contribution towards leisure facilities
- Provision of green infrastructure and open space

The infrastructure schedule for Wheatley can be found in Appendix 2.7. At the time of writing the site had submitted a planning application for 500 homes, which had been refused at planning committee on 28/11/2108. As part of the planning application, infrastructure requirements had been discussed in some detail with Oxfordshire County Council and others, and the infrastructure schedule in Appendix 2.7 reflects these more detailed negotiations.

6. Didcot Infrastructure Requirements

For many types of infrastructure it is appropriate to consider the cross-boundary implications of growth and the need to coordinate infrastructure provision. This is particularly the case in relation to Didcot Garden Town, with the Vale of White Horse District Council.

In December 2015 the Government announced that Didcot would become a Garden Town delivering 15,050 homes and 20,000 high-tech jobs in the greater Didcot area. The Local Plan includes a policy to support the Garden Town, ensuring that proposals for development within the Didcot Garden Town Delivery Plan (October 2017) [18] and its masterplan area will demonstrate a positive contribution to the achievement of the Didcot Garden Town Principles.

To help bring the masterplan forward there will be a need to develop and deliver key infrastructure, which will help unlock new housing and employment areas. The district is working closely with the County Council on these matters and in January 2019 a Housing Infrastructure Fund bid for funding towards early delivery of major transport infrastructure was submitted. In March 2019, central government announced that this bid had been successful, with funding secured towards delivery of a new road crossing of the Thames between Culham and Didcot, a bypass of Clifton Hampden, capacity enhancements to the A4130, and a new 'Science Bridge' improving access to growing areas of Didcot. [19]This funding will be complemented by developer funding secured from associated housing development in the area to enable these schemes to be delivered.

The 2034 Final Publication Version 2 of the Local Plan allocates 6,503 houses at Didcot, some of which are carried forward from the Local Plan 2011, some are sites carried forward from the Core Strategy and some are new allocations in this Local Plan. All are expected to be delivered during the plan period.

An infrastructure schedule for Didcot is included in Appendix 2.8, which outlines specific known infrastructure requirements for certain sites at the time of writing. All sites will also be required to deliver infrastructure in line with the standards set out in the District-wide infrastructure schedule (Appendix 2.9).

[18] http://www.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=784128172&CODE=4A27B0AFD8650BB995CB689561BB2490

[19] https://www.oxfordshiregrowthboard.org/didcot-garden-town-oxfordshire-county-council-secures-218m-for-major-transport-improvements/

7. District-wide Requirements

Infrastructure for new development in the rest of the district has in many cases already been set down and agreed as part of a planning application process, or as part of Neighbourhood Plans.

However, it is important to note that the South Oxfordshire Local Plan only includes targets for certain Neighbourhood Plan areas, and the infrastructure associated with these plans should be reviewed as part of the development or review process to reflect the proposed sites, and in line with national guidance.[20]

Appendix 2.9 includes an infrastructure schedule which outlines infrastructure requirements that would apply to any proposed development site. It also includes infrastructure which would serve more than one development.

[20] National Planning Policy Guidance, Paragraph: 045 Reference ID: 41-045-20140306 and Paragraph: 046 Reference ID: 41-046-20140306 https://www.gov.uk/guidance/plan-making

8. Funding and Delivery

In line with policies in the Local Plan, developers will be expected to contribute to or deliver infrastructure necessary to support their sites and to mitigate the impact of their development. The way they do this will be informed by the updated Local Plan viability report, and then the planned Community Infrastructure Levy (CIL) Charging Schedule update, which is expected to follow closely behind the timetable of the main Local Plan[21].

At present, and based on the current viability evidence, it is expected that a significant element of the infrastructure costs associated with the proposed strategic sites will be funded through Section 106 Agreements which are also referred to as developer contributions. These Section 106 Agreements which will be subject to indexation together with the associated legal, management and monitoring fees from the relevant Local Authorities which are likely to include the District and County Council.

However, this will need to be informed by further viability work associated with the planned update to the CIL Charging Schedule.
When seeking funds from these sites through S106, the relevant legislative CIL tests will need to be considered, namely that any funds sought are:

- necessary to make the development acceptable in planning terms
- directly related to the development
- fairly and reasonably related in scale and kind to the development[22]

These tests are set out as statutory tests in regulation 122 (as amended by the 2011 and 2019 Regulations) and as policy tests in the Government's National Planning Policy Framework. These tests apply whether or not there is a levy charging schedule for the area.

Paragraph 57 of the National Planning Policy Framework (2019) goes on to explain that where there are up-to-date policies in a Local Plan that have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable.

The responsibility is on the applicant to demonstrate whether particular circumstances justify the need for a viability assessment to be provided as part of their planning application submission which will be assessed during the formal planning application stage. The weight to be given to a viability assessment is a matter for the Local Authority, having regard to all the circumstances in the case, including whether the Local Plan and the Council's viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

[21] http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/our-development-plan/our-timetable
[22] National Planning Policy Framework (2019), paragraph 56: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

In other areas, such as where Neighbourhood Plans are developed (an adopted neighbourhood plan is termed as 'a Made' Neighbourhood Plan), and where smaller sites come forward, it is expected that funds will be secured for infrastructure both through S106 (following the changes in place since 1 September 2019) and through the Council's Community Infrastructure Levy according to the latest Charging Schedule. This will be spent on infrastructure in line with the district council spending strategy, with infrastructure providers given over funds in line with identified infrastructure priorities. Where Neighbourhood Plans are in place, 25% of any funds will be transferred to the local area to enable them to be spent on local priorities, expected to be those identified as needed to support development within the Neighbourhood Plans.

Given the complexity of planning and designing for strategic infrastructure which has wider benefits across the District, cross boundary, within the County and in the wider sub-region and site by site viability considerations, it is expected that other wider funding streams will contribute towards certain infrastructure identified as required to support the cumulative impact of growth. At present, the following likely funding sources have been identified;

- Oxfordshire Growth Deal funds
- Didcot Enterprise Zone business rate retention
- Didcot Garden Town funds, particularly the secured Housing Infrastructure Fund monies
- Private sector investment- e.g. in provision of strategic water resources

In addition, it is expected that other funding streams including Central Government funding will come forward within the Local Plan period that will contribute towards delivery of strategic infrastructure.

9. Conclusion

An IDP is a 'live' evolving document. Infrastructure providers consist of public organisations and private organisations. Organisations have a requirement to produce organisational and business plans. As different infrastructure providers respond to their own unique challenges, the information that they provide will naturally date and alter over time, reflecting changing needs. Together with the fact that values will change including land values, material values, transportation costs and manual labour costs.

In terms of Infrastructure requirements this also depends on the timing of the submission of a planning application for development, the capacity of existing infrastructure, the requirement for an extension or creation of new infrastructure etc. For example in the case of education it will depend on the legislative education considerations.

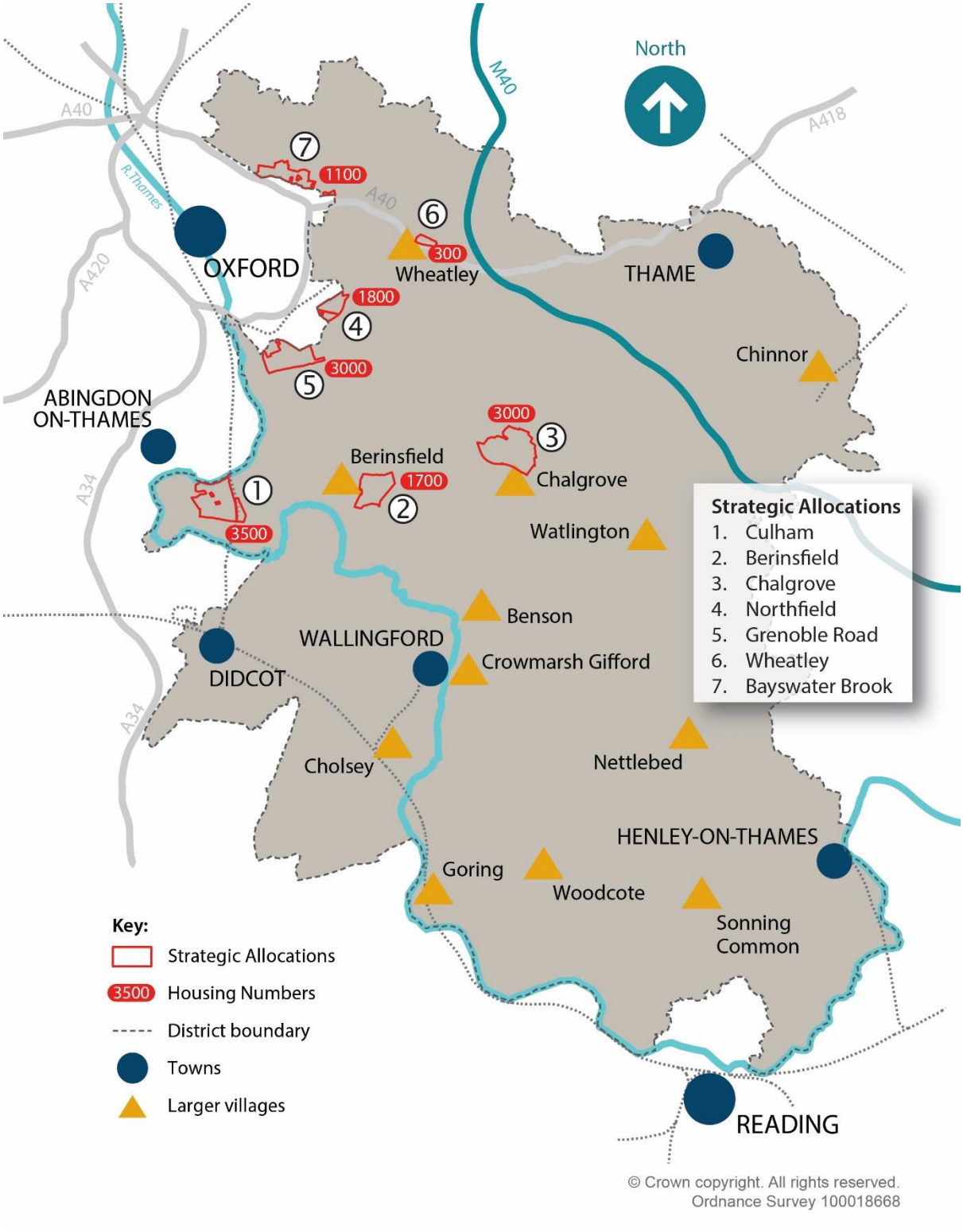
The information contained within this IDP should be viewed as indicative rather than prescriptive. Some pieces of Infrastructure cannot be specifically costed. As such the requirements identified at the time of writing will naturally evolve, and it is planned that that IDP will be updated on a periodic basis to reflect changing circumstances.

Over time there may be a number of reasons why the findings of the IDP may change, for example:

- New sources of data and information
- Changes in current service provision
- Updated related evidence base documents
- Capacity, design and safety of existing Infrastructure
- Estimated and design costs of Infrastructure
- Maintenance costs of Infrastructure
- Material and transportation costs
- Progression of infrastructure interventions, providing more certainty arounds costs and phasing
- New delivery partners
- Availability of funding sources
- Changes in line with national or local policy
- Changes in legislation
- Timing of submitting planning applications, planning appeals and decisions on planning applications and appeals and final signature of planning obligation documentation.
- Economic circumstances

Appendix 1.1 - Location of Proposed Strategic Allocations

The map below shows the location and amount of development proposed at the Strategic Allocations in the Local Plan 2034 (Proposed Submission). The Council has proposed modifications that adjusts the amount of the development on some allocations.

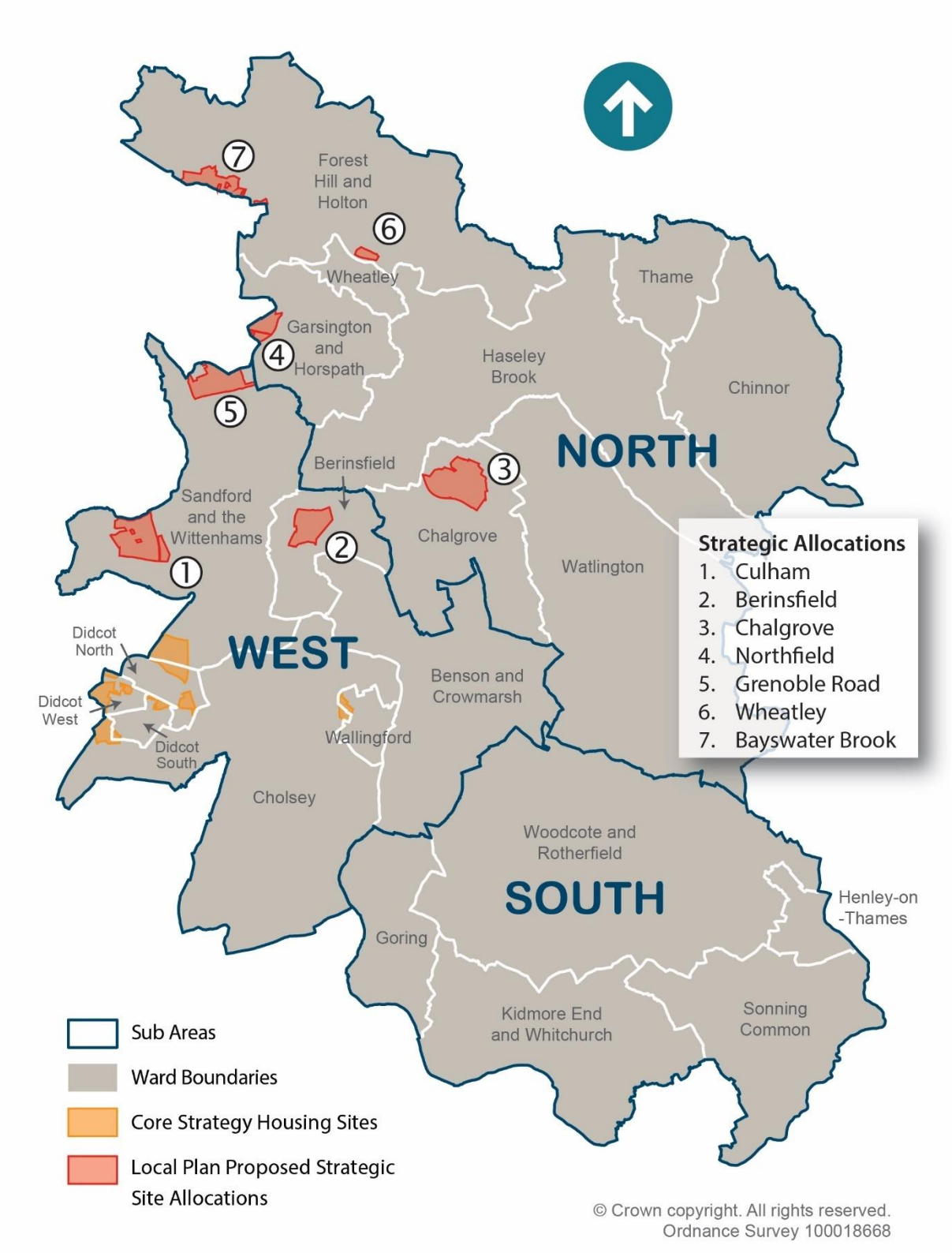


Appendix 1.2 - Trajectories for Strategic Allocations

The table below shows the expected housing trajectory of the strategic allocations. Through the course of examination the Council proposed the below modification (PSD24) that will adjust the amount of the development on some of these allocations during plan period up to the year 2035.

	SODC Local Plan Policy Ref No's	Total Size	In plan period	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	Beyond 2033/34
Berinsfield	STRAT 10	1700	1700	0	0	0	0	0	0	100	150	200	200	200	200	200	200	150	100	0
Chalgrove	STRAT 7	3000	2105	0	0	0	0	0	0	80	130	150	240	250	220	225	205	275	330	895
Culham	STRAT 8 & STRAT 9	3500	2100	0	0	0	0	0	0	0	100	250	250	250	250	250	250	250	250	1400
Grenoble Road	STRAT 11	3000	2480	0	0	0	0	0	0	0	100	200	300	200	336	336	336	336	336	520
Northfield	STRAT 12	1800	1750	0	0	0	0	0	0	50	100	200	200	200	200	200	200	200	200	50
North of Bayswater Brook	STRAT 13	1100	1100	0	0	0	0	0	0	50	150	150	150	150	150	150	150	0	0	0
Wheatley	STRAT 14	300	300	0	0	0	70	70	70	70	20	0	0	0	0	0	0	0	0	0

Appendix 1.3 - South Oxfordshire Leisure Study Sub-Area Map



Appendix 2.1 – Infrastructure Schedule: Berinsfield

1,700 dwellings (all within the plan period up until 2035)

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
BER01	Community Facilities	New premises for Berinsfield Children's Centre	OCC / SODC / Developer	Developer Contributions (combination of CIL & S106)	TBC	Cost to be confirmed following further more detailed work
BER02	Community Facilities	New premises for the Adult Learning Centre	OCC / SODC / Developer	Developer Contributions (combination of CIL & S106)	TBC	Cost to be confirmed following further more detailed work
BER03	Community Facilities	'Community Hub' building – a flexible community space that enables the co-location of a range of different users and groups	SODC/ Developer	Developer Contributions (combination of CIL & S106)	TBC	Cost to be confirmed following further more detailed work
BER04	Community Facilities	Library provision	OCC / Developer	Developer Contributions (combination of CIL & S106)	TBC	Cost to be confirmed following further more detailed work
BER05	Community Facilities	Recycling and waste	SODC/ Developer	Developer Contributions	£289,000	As set out in SODC S106 financial contributions and fees Schedule.
BER06	Community Facilities	Street naming and numbering	SODC/ Developer	Developer Contributions	£22,780	As set out in SODC S106 financial contributions and fees Schedule.
BER07	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions	£510,000	As set out in SODC S106 financial contributions and fees Schedule.
BER08	Community Facilities	Community Hall	SODC/ Developer	Developer Contributions	£1,917,042	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings
BER09	Health	New and expanded premises for a health centre	NHS England / CCG / Developer	Developer Contributions (combination of CIL & S106)	£1,468,800	Cost derived in consultation with the Oxfordshire Clinical Commissioning Group.
BER10	Open Space	Parks and gardens and amenity greenspace	Developer	Developer Contributions	£1,449,377	Costs based on Open Spaces Study standards (January 2017)
BER11	Open Space	Allotments	Developer / Parish Council	Developer Contributions	£51,062	Costs based on Open Spaces Study standards (January 2017)

BER12	Open Space	Children's playspace	Developer	Developer Contributions	£485,544	Costs based on Open Spaces Study standards (January 2017)
BER13	Sports and Leisure	Sports Facilities	SODC/ Developer	Developer Contributions	Up to £4,946,591	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
BER14	Sports and Leisure	Playing Pitches	SODC/ Developer	Developer Contributions	Up to £4,307,096	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
BER15	Sports and Leisure	Local Leisure Facilities	SODC/ Developer	Developer Contributions	Up to £343,307	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
BER16	Education	Sufficient primary education provision to meet the needs of the local population. Expansion of Abbey Woods Primary School in situ. One additional primary school site is required to be protected: 1 x 3.01ha. A further site is required to be protected (1 x 2.22ha) only if relocation of Abbey Woods Primary School is sought.	OCC / Developer	OCC / Developer Contributions (combination of CIL & S106)	£11,260,523 (based on a 2 Form Entry school, on a 3 Form Entry site to allow for expansion). An additional amount will be required for a relocated or expanded Abbey Woods Academy.	Cost identified by OCC @TP=333. This is an approximate cost. Sufficient land will be required in order to deliver primary school provision on-site. The relationship between the new school and the existing Abbey Woods Academy is to be further considered during masterplanning.
BER17	Education	Off-site contributions to secondary (on Culham site)	OCC / Developer	OCC / Developer Contributions	Proportionate share of full cost of £30,592,343, approximately £15,000,000 + £800,000 for land	Cost identified by OCC. This is an approximate cost. Proportionate share of £30m build cost of school on Culham site Also proportionate share of agricultural value of land. Assumed @ £375k/ha = approximately £800,000 in respect of 6.77ha.
BER18	Education	Off-site contributions to SEND	OCC / Developer	OCC / Developer Contributions	£1,012,500	Cost identified by OCC (Education topic paper @2Q2019)
BER19	Utilities	Strategic water supply upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the water supply upgrades that may be needed.
BER20	Utilities	Sewerage Treatment upgrades, including to the Culham Sewage Treatment Works	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Draft Report (2019). More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the sewage treatment works upgrades that may be required.

BER21	Utilities	Sewerage System Network upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater network upgrades that may be needed.
BER22	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
BER23	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.
BER24	Transport	Bus service provision	OCC / Operators	Developer Contributions	£2,880,000	Cost estimate identified by OCC based on pump priming two buses on a service Abingdon-Culham-Berinsfield and two buses on a service Berinsfield-Cowley (these possible services and the figure of £720,000 per bus are subject to change).
BER25	Transport	New access on to A4074	Developer / OCC	Direct Delivery by Developer	TBC	Exact location of additional access to be confirmed following review of north and south options. Land adjoining the allocation will be required. No costs identified by site promoter.
BER26	Transport	A4074/A415 (H Café) junction upgrade	Developer / OCC	Direct Delivery by Developer	TBC	Extent of upgrade to be determined upon completion of a Transport Assessment. No costs identified by site promoter. Previous IDP identified a high-level estimate of £3,500,000 but this may not be reliable
BER27	Transport	Cycle route improvements - Berinsfield to Culham and Berinsfield to Oxford	OCC / Developer	Developer Contributions / Direct Delivery	TBC	Off site cycle routes are expected which are likely to use land within the highway or public rights of way. The route between Berinsfield and Oxford should be considered jointly with the developers of the South of Grenoble Road site. No costs identified by site promoter. Previous IDP identified a high-level estimate of £2,000,000 but this may not be reliable
BER28	Transport	Any additional improvement to highways infrastructure required to bring forward the strategic development	TBC	Developer Contributions / Grant Funding	TBC	This will include, but is not limited to, significant contributions towards the upgrading of the A4074 Golden Balls junction, Culham-Didcot Thames River Crossing and Clifton Hampden bypass. Internal roads, walking and cycling infrastructure, subject to assessment Cost to be confirmed following further more detailed work and in discussion with OCC and SODC
BER29	Transport	Any additional sustainable transport upgrades / enhancement (including for bus travel, walking and cycling) required to bring forward the strategic development	TBC	Operators / OCC / Network Rail / DfT / Developer Contributions	TBC	Cost to be confirmed following further more detailed work and in discussion with OCC and SODC. Internal roads, walking and cycling infrastructure, subject to assessment
BER30	Transport	Bus stops / rights of way / Travel Plan monitoring	OCC / Developer	Developer Contributions	£340,000	Estimate of possible quantum of cost provided by OCC based on formula of £200 per house.

BER31	Other	Contributions towards other county infrastructure	OCC / Developer	Developer contributions	TBC	This could include, but is not limited to, fire and rescue, adult social care, extra care housing and public health

Appendix 2.2 – Infrastructure Schedule: Chalgrove Airfield

3,000 dwellings (2,105 expected in plan period up to 2035)

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
CHA01	Emergency Services	New police 'touchdown facility'	TVP / Private Developer	Developer Contributions (S106)	£1,000,000	Detail to be confirmed following further review with emergency services.
CHA02	Community Facilities	Library	OCC / Developer	Developer Contributions	TBC	Cost to be confirmed in consultation with OCC
CHA03	Community Facilities	Recycling and waste	SODC/ Developer	Developer Contributions	£510,000	As set out in SODC S106 financial contributions and fees Schedule.
CHA04	Community Facilities	Street naming and numbering	SODC/ Developer	Developer Contributions	£40,200	As set out in SODC S106 financial contributions and fees Schedule.
CHA05	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions	£900,000	As set out in SODC S106 financial contributions and fees Schedule.
CHA06	Community Facilities	Community Hall	SODC/ Developer	Developer Contributions	£3,383,016	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings
CHA07	Health	New GP surgery - approx. 667 sqm GIA.	NHS England / CCG / Developer	Developer Contributions (S106)	£3,000,000	A new surgery will be funded as part of the development. The CCG has indicated that they will work with the existing facility to help cope with increasing demand until the new facility is being built. Cost based on latest information from developers on cost of providing this facility.
CHA08	Open Space	Parks and gardens and amenity greenspace	Developer	Developer Contributions	£4,454,002	Costs based on Open Spaces Study standards (January 2017)
CHA09	Open Space	Allotments	Developer / Parish Council	Developer Contributions	£83,633	Costs based on Open Spaces Study standards (January 2017)
CHA10	Open Space	Children's playspace	Developer	Developer Contributions	£83,633	Costs based on Open Spaces Study standards (January 2017)
CHA11	Sports and Leisure	Sports Facilities	SODC/ Developer	Developer Contributions	Up to £8,181,052	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.

CHA12	Sports and Leisure	Playing Pitches	SODC/ Developer	Developer Contributions	Up to £6,912,044	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
CHA13	Sports and Leisure	Local Leisure Facilities	SODC/ Developer	Developer Contributions	Up to £605,835	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
CHA14	Education	Two x 2 Form Entry primary schools including early years provision (2.2ha each)	OCC / Developer	Developer Contributions (combination of CIL & S106)	£22,521,046	Cost identified by OCC at TPI=333. This is an approximate cost for two primary schools. Sufficient land will be required in order to deliver primary school provision on-site.
CHA15	Education	One new 1,500 place secondary school with sixth form (10.55ha)	OCC / Developer	Developer Contribution (combination of CIL & S106)	£42,760,274	Cost identified by OCC at TPI=333 based on provision of a secondary school on site. Part of the cost of a secondary school to come from alternative funding given that the proposal involves relocating the existing Icknield Community College onto the site. Sufficient land will be required in order to deliver a secondary school on-site.
CHA16	Education	Off-site contributions to SEND	OCC / Developer	OCC / Developer Contributions	£1,725,000	Cost identified by OCC (Education topic paper @2Q2019).
CHA17	Utilities	Strategic water supply upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the water supply upgrades that may be needed.
CHA18	Utilities	Sewerage treatment works upgrades, including to the existing Chalgrove Sewerage Treatment Works	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the South Oxfordshire Water Cycle Study Draft Update Report (2019) by JBA Associates. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater treatment upgrades that may be needed.
CHA19	Utilities	Sewerage System Network upgrades (for wastewater)	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the South Oxfordshire Water Cycle Study Draft Update Report (Jan 2019) by JBA Associates. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater network upgrades that may be needed.
CHA20	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
CHA21	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.

CHA22	Flood Risk	Chalgrove Flood Risk Management Scheme	Environment Agency / OCC	Developer Contributions (CIL)	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017. Further more detailed work will determine cost details etc.
CH23	Flood Risk	Mill Lane Chalgrove Flood Attenuation Scheme	Environment Agency / SODC	SODC / Developer Contributions (CIL)	£40,000	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017
CHA24	Transport	Transport infrastructure, including public transport infrastructure	TBC	Direct delivery by developer	TBC	Direct delivery by the Developer of the following is expected. This is subject to change depending on the Transport Assessment for the site: • Internal roads, walking and cycling infrastructure, subject to assessment • Stadhampton + Chiselhampton Bypass • Cuxham Bypass • Improvements in Little Milton village • Improvements in Shirburn village • Improvements to Hollandtide Lane • Improvements to the B4015 between A4074 and B480 • Walking and cycling links outside the site Previous IDP included a cost estimate of £80-100m as an estimate however this may not be an accurate estimate.
CH25	Transport	Potential mitigation of impacts on M40 accesses	Highways England / Developer	Developer Contributions / Direct delivery by Developer	TBC	Mitigation may be required following more detailed assessment of the impact on the M40 junctions including and not limited to Junctions 8, 8A, 9 and 10
CHA26	Transport	Bus service provision	OCC / Operators	Developer Contributions	£7,920,000	Cost identified by OCC based on pump priming eight buses on a service Chalgrove-Oxford and three buses on a service Chalgrove-Science Vale (these possible services and the £720,000 per bus are subject to change).
CHA27	Transport	Any additional improvement to highways infrastructure required to bring forward the strategic development	TBC	Developer Contributions	TBC	This will include, but is not limited to, significant contributions towards • Upgrading of the A4074 Golden Balls junction • The Watlington Relief Road • The Benson Relief Road • Walking, cycling and public transport improvements on the B480 corridor'.
CHA28	Transport	Any additional sustainable transport upgrades / enhancement (including for bus travel, walking and cycling) required to bring forward the strategic development	TBC	Operators / OCC / Network Rail / DfT / Developer Contributions	TBC	To be confirmed following further more detailed work and in discussion with OCC and SODC.
CHA29	Transport	Bus stops / rights of way / Travel Plan monitoring	OCC / Developer	Developer Contributions	£600,000	Estimate of possible quantum of cost provided by OCC based on formula of £200 per house.
CHA30	Other	Contributions towards other county infrastructure	OCC / Developer	Developer contributions	TBC	This could include, but is not limited to, fire and rescue, adult social care, extra care housing and public health

Appendix 2.3 – Infrastructure Schedule: Land adjacent to Culham Science Centre

3,500 dwellings (2,100 expected in plan period up to 2035)

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
CUL01	Emergency Services	New police 'touchdown facility'	TVP / Developer	Developer Contributions (S106)	TBC	Detail to be confirmed following further review with emergency services.
CUL02	Community Facilities	Library	OCC / Developer	Developer Contributions	TBC	Cost to be confirmed in consultation with OCC
CUL03	Community Facilities	Recycling and waste	SODC/ Developer	Developer Contributions	£595,000	As set out in SODC S106 financial contributions and fees Schedule.
CUL04	Community Facilities	Street naming and numbering	SODC/ Developer	Developer Contributions	£46,900	As set out in SODC S106 financial contributions and fees Schedule.
CUL05	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions	£1,050,000	As set out in SODC S106 financial contributions and fees Schedule.
CUL06	Community Facilities	Community Hall	SODC/ Developer	Developer Contributions	£3,946,852	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings
CUL07	Health	New GP surgery - approx. 833sqm GIA.	NHS England / CCG / Developer	Developer Contributions (S106)	£3,024,000	Requirement takes into account existing capacity at Clifton Hampton Surgery. The CCG has indicated that a new surgery is needed, with the option of merging services with the current Clifton Hampden surgery and an expansion of services at Berinsfield to meet demand. Cost derived in consultation with the Oxfordshire Clinical Commissioning Group.
CUL08	Open Space	Parks and gardens and amenity greenspace	Developer	Developer Contributions	£4,370,725	Costs based on Open Spaces Study standards (January 2017)
CUL09	Open Space	Allotments	Developer / Parish Council	Developer Contributions	£71,562	Costs based on Open Spaces Study standards (January 2017)
CUL10	Open Space	Children's playspace	Developer	Developer Contributions	£998,614	Costs based on Open Spaces Study standards (January 2017)

CUL11	Sports and Leisure	Sports Facilities	SODC/ Developer	Developer Contributions	Up to £10,184,158	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
CUL12	Sports and Leisure	Playing Pitches	SODC/ Developer	Developer Contributions	Up to £7,913,947	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
CUL13	Sports and Leisure	Local Leisure Facilities	SODC/ Developer	Developer Contributions	Up to £706,808	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
CUL14	Education	Two x 2 Form Entry primary schools, including early years provision (2.2ha each)	OCC / Developer	OCC / Developer contribution (combination of CIL & S106)	Approximately £22,521,046	Cost identified by OCC @TPI 333. This is an approximate cost for two primary schools. Sufficient land will be required in order to deliver primary school provision on-site.
CUL15	Education	One new 900 place secondary school with sixth form (10.55ha)	OCC / Developer	OCC / Developer contribution (combination of CIL & S106)	Approximately 64% of £30,592,454 = Approximately £20,000,000	Cost identified by OCC based on provision related to the pupil generation of the site, with the remainder of the cost of a secondary school to come from the development site at Berinsfield. Based on total cost @TPI 333 and Local Plan delivery assumptions being met. Sufficient land will be required in order to deliver a secondary school on-site.
CUL16	Education	Off-site contributions to SEND	OCC / Developer	OCC / Developer Contributions	£1,712,500	Cost identified by OCC (Education topic paper @2Q2019)
CUL17	Utilities	Strategic water supply upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the water supply upgrades that may be needed.
CUL18	Utilities	Sewerage Works treatment upgrades, including to the Culham Sewerage Treatment Works	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the sewerage treatment upgrades that may be needed.
CUL19	Utilities	Sewerage System Network upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater network upgrades that may be needed.

CUL20	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
CUL21	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.
CUL22	Transport	Culham Railway Station Development	DfT/ Network Rail / Developer	Developer Contributions (S106) / Grant Funding	£13,000,000	This will include contributions to Culham station improvements including longer platforms, public realm and new station building; and potentially car parking. Cost from OXIS 2017.
CUL23	Transport	Culham-Abingdon cycle bridge	OCC / Developer	Direct Delivery	£6,580,000	Cost estimate identified by OCC from Science Vale cycle route feasibility work 2018.
CUL25	Transport	Bus service provision	OCC / Operators	Developer Contributions	£3,880,000	Cost identified by OCC based on pump priming three buses on a service Science Vale – Oxford Eastern Arc; one bus on service Abingdon – Culham – Berinsfield; and £1m to improve connections to the railway station (these possible services and the £720,000 per bus are subject to change).
CUL26	Transport	Increased rail service frequency at Culham	DfT/ Network Rail/Operators	DfT / Network Rail	TBC	Cost to be confirmed following further more detailed work
CUL27	Transport	Any additional improvement to highways infrastructure required to bring forward the strategic development	TBC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	TBC	This will include, but is not limited to, new junctions on the A405 and significant contributions towards Culham-Didcot Thames River Crossing, Clifton Hampden bypass and the upgrading of the A4074 Golden Balls junction. Internal roads, walking and cycling infrastructure, subject to assessment Cost to be confirmed following further more detailed work and in discussion with OCC and SODC
CUL28	Transport	Any additional sustainable transport upgrades / enhancement (including for bus travel, walking and cycling) required to bring forward the strategic development	TBC	Operators / OCC / Network Rail / DfT / Developer Contributions	TBC	Cost to be confirmed following further more detailed work and in discussion with OCC and SODC. Internal roads, walking and cycling infrastructure, subject to assessment
CUL29	Transport	Bus stops / rights of way / Travel Plan monitoring	OCC / Developer	Developer Contributions	£700,000	Estimate of possible quantum of cost provided by OCC based on formula of £200 per house.
CUL30	Other	Contributions towards other county infrastructure	OCC / Developer	Developer contributions	TBC	This could include, but is not limited to, fire and rescue, adult social care, extra care housing and public health

Appendix 2.4 – Infrastructure Schedule: Grenoble Road

3,000 dwellings (2,480 expected in plan period up to 2035)

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
GRE01	Community Facilities	Library	OCC / Developer	Developer Contributions	TBC	Cost to be confirmed in consultation with OCC
GRE02	Community Facilities	Recycling and waste	SODC/ Developer	Developer Contributions	£510,000	As set out in SODC S106 financial contributions and fees Schedule.
GRE03	Community Facilities	Street naming and numbering	SODC/ Developer	Developer Contributions	£40,200	As set out in SODC S106 financial contributions and fees Schedule.
GRE04	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions	£900,000	As set out in SODC S106 financial contributions and fees Schedule.
GRE05	Community Facilities	Community Hall	SODC/ Developer	Developer Contributions	£3,383,016	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings
GRE06	Health	Contribution to GP provision	NHS England / CCG / Developer	Developer Contributions	£2,592,000	Cost derived in consultation with the Oxfordshire Clinical Commissioning Group.
GRE07	Open Space	Parks and gardens and amenity greenspace	Developer	Developer Contributions	£3,586,020	Costs based on Open Spaces Study standards (January 2017)
GRE08	Open Space	Allotments	Developer / Parish Council	Developer Contributions	£78,360	Costs based on Open Spaces Study standards (January 2017)
GRE09	Open Space	Children's playspace	Developer	Developer Contributions	£598,810	Costs based on Open Spaces Study standards (January 2017)
GRE10	Sports and Leisure	Sports Facilities	SODC/ Developer	Developer Contributions	Up to £8,729,278	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
GRE11	Sports and Leisure	Playing Pitches	SODC/ Developer	Developer Contributions	Up to £6,912,044	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
GRE12	Sports and Leisure	Local Leisure Facilities	SODC/ Developer	Developer Contributions	Up to £605,835	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
GRE13	Education	The estimated pupil generation of this site is 636 primary pupils and 100 nursery pupils. One new 3-form-entry primary schools (630 primary places and 120 nursery places), on a 3.01ha site.	OCC / Developer	OCC / Developer Contributions (combination of CIL & S106)	£15,393,821	Cost identified by OCC @TPI= 333. This is an approximate cost for one 3-form entry primary school. Sufficient land will be required in order to deliver primary school provision on-site.

GRE14	Education	A 10.55ha site, sufficient for a 1,500 place school	OCC / Developer	OCC / Developer Contributions (combination of CIL & S106)	Proportionate contribution to full cost of £40,789,938 – approximately £20m.	Cost identified by OCC @TPI=333. The full cost of a secondary school to be shared with the development of other sites. Sufficient land will be required in order to deliver a secondary school on-site.
GRE15	Education	Off-site contributions to SEND	OCC / Developer	OCC / Developer Contributions	£1,650,000	Cost identified by OCC (Education topic paper @2Q2019)
GRE16	Utilities	Strategic water supply upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the water supply upgrades that may be needed.
GRE17	Utilities	Wastewater treatment upgrades (including odour mitigation), including to the Oxford WwTW	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater treatment upgrades that may be needed.
GRE18	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
GRE19	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.
GRE20	Transport	Bus service provision	OCC / Operators	Developer Contributions	£3,600,000	Cost identified by OCC based on pump priming three buses on a service Science Vale – Oxford Eastern Arc; and two buses on service from the site – Oxford (these possible services and the £720,000 per bus are subject to change).
GRE21	Transport	Highways infrastructure	OCC / Developer	Developer Contributions / Direct delivery	TBC	Will be updated as more detail comes forward. Previous IDP estimated cost at £10,500,000 - £15,000,000 however this was removed as the estimate may not be reliable.
GRE22	Transport	Provision of the proposed Sandford Park and Ride	OCC / Developer	TBC	TBC	The amount that the developer would provide would be negotiated.
GRE23	Transport	Any additional improvement to highways infrastructure required to bring forward the strategic development	TBC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	TBC	This will include, but is not limited to, a significant contribution towards the upgrading of the A4074 Golden Balls junction and upgrades to the existing junctions on the Oxford Eastern bypass (A4142), including Heyford Hill and Cowley junctions. Cost to be confirmed following further more detailed work and in discussion with OCC and SODC Internal roads, walking and cycling infrastructure, subject to assessment
GRE24	Transport	Any additional sustainable transport upgrades / enhancement (including for bus travel, walking and cycling and public transports on the B480 corridor) required to bring forward the strategic development	TBC	Operators / OCC / Network Rail / DfT / Developer Contributions / Direct Delivery	TBC	This will include, but is not limited to, cycling and walking infrastructure ensuring the site is well connected to Oxford City and surrounding villages, including a new cycle route between Berinsfield and Oxford, and walking, cycling and public transport improvements to and on the B480 corridor between Cowley Interchange and Grenoble Road roundabout for bus priority. Internal roads, walking and cycling infrastructure, subject to assessment Cost to be confirmed following further more detailed work and in discussion with OCC and SODC.

GRE25	Transport	Bus stops / rights of way / Travel Plan monitoring	OCC / Developer	Developer Contributions	£600,000	Estimate of possible quantum of cost provided by OCC based on formula of £200 per house.
GRE26	Other	Contributions towards other county infrastructure	OCC / Developer	Developer contributions	TBC	This could include, but is not limited to, fire and rescue, adult social care, extra care housing and public health

Appendix 2.5 – Infrastructure Schedule: Land North of Bayswater Brook

1,100 dwellings (all expected in plan period up to 2035)

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
BAY01	Community Facilities	Libraries	OCC	Developer Contributions	TBC	Cost to be confirmed in consultation with OCC
BAY02	Community Facilities	Recycling and waste	SODC/ Developer	Developer Contributions	£187,000	As set out in SODC S106 financial contributions and fees Schedule.
BAY03	Community Facilities	Street naming and numbering	SODC/ Developer	Developer Contributions	£14,740	As set out in SODC S106 financial contributions and fees Schedule.
BAY04	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions	£330,000	As set out in SODC S106 financial contributions and fees Schedule.
BAY05	Community Facilities	Community Hall	SODC/ Developer	Developer Contributions	£1,240,439	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings
BAY06	Health	Contribution to GP provision	NHS England / CCG / Developer	Developer Contributions	£950,400	Cost derived in consultation with the Oxfordshire Clinical Commissioning Group.
BAY07	Open Space	Parks and gardens and amenity greenspace	Developer	Developer Contributions	£1,314,874	Costs based on Open Spaces Study standards (January 2017)
BAY08	Open Space	Allotments	Developer / Parish Council	Developer Contributions	£28,732	Costs based on Open Spaces Study standards (January 2017)
BAY09	Open Space	Children's play space	Developer	Developer Contributions	£219,564	Costs based on Open Spaces Study standards (January 2017)
BAY10	Sports and Leisure	Sports Facilities	SODC/ Developer	Developer Contributions	Up to £2,999,719	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
BAY11	Sports and Leisure	Playing Pitches	SODC/ Developer	Developer Contributions	Up to £3,104,812	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
BAY12	Sports and Leisure	Local Leisure Facilities	SODC/ Developer	Developer Contributions	Up to £222,140	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.

BAY13	Education	1 x 1.5 Form Entry Primary School including early years provision (2.2 ha)	OCC / Developer	OCC / Developer Contributions (combination of CIL & S106)	£9,560,686	Cost identified by OCC @TPI= 333. This is an approximate cost for one primary school. Sufficient land will be required in order to deliver primary school provision on-site. Interdependencies with the potential expansion of existing primary schools will need to be resolved once a clear timescale for this development is confirmed.
BAY14	Education	Off-site contributions to Secondary school on South of Grenoble Road site.	OCC / Developer	OCC / Developer Contributions	Proportionate contribution to full cost of £40,789,938 – approximately £7,000,000 + contribution to cost of land approximately £600,000.	Cost identified by OCC based @TPI= 333. A proportionate contribution to the new school at Grenoble Road is expected, which will create capacity in schools closer to this site. A proportionate contribution to the cost of land is also required.
BAY15	Education	Off-site contributions to SEN	OCC / Developer	OCC / Developer Contributions	£725,000	Cost identified by OCC (Education topic paper @2Q2019)
BAY16	Utilities	Strategic water supply upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the water supply upgrades that may be needed.
BAY17	Utilities	Wastewater treatment upgrades, including at Oxford WwTW	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater treatment upgrades that may be needed.
BAY18	Utilities	Wastewater / Sewerage System Network upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater network upgrades that may be needed.
BAY19	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
BAY20	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.
BAY21	Transport	Bus service provision	OCC / Operators	Developer Contributions	£2,880,000	Cost identified by OCC based on pump priming two buses on a service Science Vale – Oxford Eastern Arc; and two buses on a service from the site – Oxford (these possible services and the £720,000 per bus are subject to change).
BAY22	Transport	Highways Infrastructure	OCC / Developer	Direct delivery	TBC	Requirements are likely to include a new road access between the site and the A40/ B4150/ Marsh Lane junction, and either the A40 between the Thornhill Park and Ride junction and the Church Hill junction for Forest Hill, or significant upgrades to the existing A40 Northern Oxford Bypass road including at the A40/A4142 Headington Roundabout. Previous IDP estimated cost at £50,000,000 - £70,000,000 however this estimate may not be reliable
BAY23	Transport	Any additional improvement to highways infrastructure required to bring forward the strategic development	TBC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	TBC	Cost to be confirmed following further more detailed work and in discussion with OCC and SODC. Internal roads, walking and cycling infrastructure, subject to assessment

BAY24	Transport	Any additional sustainable transport upgrades / enhancement (including bus travel, walking and cycling) required to bring forward the strategic development	TBC	Operators / OCC / Network Rail / DfT / Developer Contributions / Direct delivery	TBC	This will include, but is not limited to, the provision of a pedestrian/cycle bridge over the A40. Costs to be confirmed following further more detailed work and in discussion with OCC and SODC Walking, cycling and public transport improvements on the B480 corridor'.
BAY25	Transport	Bus stops / rights of way / Travel Plan monitoring	OCC / Developer	Developer Contributions	£220,000	Estimate of possible quantum of cost provided by OCC based on formula of £200 per house.
BAY26	Other	Contributions towards other county infrastructure	OCC / Developer	Developer contributions	TBC	This could include, but is not limited to, fire and rescue, adult social care, extra care housing and public health

Appendix 2.6 – Infrastructure Schedule: Northfield

1,800 dwellings (1,750 expected in plan period upto 2035)

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
NOF01	Community Facilities	Libraries	OCC	Developer Contributions	TBC	Cost to be confirmed in consultation with OCC
NOF02	Community Facilities	Recycling and waste	SODC/ Developer	Developer Contributions	£306,000	As set out in SODC S106 financial contributions and fees Schedule.
NOF03	Community Facilities	Street naming and numbering	SODC/ Developer	Developer Contributions	£24,120	As set out in SODC S106 financial contributions and fees Schedule.
NOF04	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions	£540,000	As set out in SODC S106 financial contributions and fees Schedule.
NOF05	Community Facilities	Community Hall	SODC/ Developer	Developer Contributions	£2,029,809	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings
NOF06	Health	Contribution to GP provision	NHS England / CCG / Developer	Developer Contributions	£1,555,200	Cost derived in consultation with the Oxfordshire Clinical Commissioning Group.
NOF07	Open Space	Parks and gardens and amenity greenspace	Developer	Developer Contributions	£2,151,612	Costs based on Open Spaces Study standards (January 2017)
NOF08	Open Space	Allotments	Developer / Parish Council	Developer Contributions	£47,016	Costs based on Open Spaces Study standards (January 2017)
NOF09	Open Space	Children's playspace	Developer	Developer Contributions	£359,286	Costs based on Open Spaces Study standards (January 2017)
NOF10	Sports and Leisure	Sports Facilities	SODC/ Developer	Developer Contributions	Up to £4,908,631	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
NOF11	Sports and Leisure	Playing Pitches	SODC/ Developer	Developer Contributions	Up to £4,507,476	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
NOF12	Sports and Leisure	Local Leisure Facilities	SODC/ Developer	Developer Contributions	Up to £363,501	Cost derived using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings. Provision will be required in line with the latest versions of leisure studies and is therefore subject to change.
NOF13	Education	1 x 3 Form Entry Primary School including early years provision (3.1ha)	OCC / Developer	OCC / Developer Contributions (combination of CIL & S106)	£15,393,821	Cost identified by OCC @TPI= 333. This is an approximate cost for one 3FE primary school.

						Sufficient land will be required in order to deliver primary school provision on-site.
NOF14	Education	Off-site contributions to secondary (on Grenoble Road site)	OCC / Developer	OCC / Developer Contributions	A proportionate contribution to the full cost of £40,789,938. Approximately £14,000,000 + a contribution to the cost of land approximately £1m.	Cost identified by OCC @TPI= 333. Also a proportionate contribution to the cost of land.
NOF15	Education	Off-site contributions to SEND	OCC / Developer	OCC / Developer Contributions	£1,187,500	Cost identified by OCC (Education topic paper @2Q2019)
NOF16	Utilities	Strategic water supply upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the water supply upgrades that may be needed.
NOF17	Utilities	Wastewater treatment upgrades (including odour mitigation), including to the Oxford WwTW	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater treatment upgrades that may be needed.
NOF18	Utilities	Wastewater / Sewerage System Network upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater network upgrades that may be needed.
NOF19	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
NOF20	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.
NOF21	Transport	Bus service provision	OCC / Operators	Developer Contributions	£2,160,000	Cost identified by OCC based on pump priming three buses on a service Science Vale – Oxford Eastern Arc.
NOF22	Transport	Highways infrastructure	TBC	Developer Contributions	TBC	To include, but not limited to contributions towards upgrades to existing junctions on the Oxford Eastern Bypass (A4142), including Cowley Junction. Previous IDP identified an estimated cost at £6,300,000 - £9,000,000 however this estimate may not be reliable.
NOF23	Transport	Any additional improvement to highways infrastructure required to bring forward the strategic development	TBC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	TBC	This may include, but is not limited to, a contribution towards the upgrading of the A4074 Golden Balls junction and upgrades to the existing junctions on the Oxford Eastern bypass (A4142) including Cowley junction. Cost to be confirmed following further more detailed work and in discussion with OCC and SODC. Internal roads, walking and cycling infrastructure, subject to assessment

NOF24	Transport	Any additional sustainable transport upgrades / enhancement (including for bus travel, walking and cycling) required to bring forward the strategic development	TBC	Operators / OCC / Network Rail / DfT / Developer Contributions / Direct Delivery by Developers	TBC	This may include, but is not limited to, provision and contribution to ensure that the site is well connected to Oxford City and appropriate surrounding villages, including walking, cycling and public transport improvements on the B480 corridor. Cost to be confirmed following further more detailed work and in discussion with OCC and SODC.
NOF25	Transport	Bus stops / rights of way / Travel Plan monitoring	OCC / Developer	Developer Contributions	£360,000	Estimate of possible quantum of cost provided by OCC based on formula of £200 per house.
NOF26	Other	Contributions towards other county infrastructure	OCC / Developer	Developer contributions	TBC	This could include, but is not limited to, fire and rescue, adult social care, extra care housing and public health

Appendix 2.7 – Infrastructure Schedule: Wheatley Campus

At least 300 dwellings (all expected in plan period)

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
WHE01	Community Facilities	Street naming, waste collection and legal agreement monitoring fees	SODC/ Developer	Developer Contributions (S106)	£55,000 - £91,700	Costs based on a range of 300 to 500 homes
WHE02	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions (S106)	£90,000 - £150,000	Based on cost of £300 per dwelling (range of 300 to 500 homes)
WHE03	Health	Expansion / reconfiguration of Morland House Surgery (1-2 additional consulting rooms)	NHS England / CCG / Developer	Developer Contributions (CIL / S106)	TBC	The CCG have identified a requirement for an expansion / reconfiguration of existing healthcare facilities. At present the development would generate a CIL contribution towards infrastructure which can be used to fund future health care needs.
WHE04	Sports and Leisure	Leisure contribution	SODC/ Developer	Developer Contributions	Up to £1,935,000	To include bowls lawn, cricket pitch, running route, pavilion, artificial grass pitch and tennis courts. Costs based on detail agreed for planning application at 500 homes. Could be amended if a lower number of homes comes forward.
WHE05	Open Space	Delivery of on-site open space and play provision	SODC/ Developer	Developer Contributions	TBC	On-site delivery of open space and play provision as per policy requirements.
WHE06	Education	Education contribution	OCC / Developer	OCC / Developer Contributions (CIL)	Approx £125,000	OCC has stated that primary and secondary school capacity can accommodate the expected number of new households. However, there may be a need for a contribution to SEND provision.
WHE08	Utilities	Sewerage treatment upgrades, including to the Wheatley Sewerage Treatment Works	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater treatment upgrades that may be needed.
WHE09	Utilities	Sewerage System Network upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Further detail on constraints / capacity is set out in the Water Cycle Study Update Report. More detailed modelling and consultation with Thames Water will be required to determine the scale and timing of the wastewater network upgrades that may be needed.

WHE10	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
WHE11	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.
WHE12	Transport	Improvements to walking and cycling provision	OCC / Developer	Developer contributions	TBC	To include a range of improvements to upgrade pedestrian / cycle access to site. Specifics to be agreed with the County Council, including but not limited to improvements to: provision of a zebra crossing to the north of Park Hill/London Road/Holloway Road roundabout; the Park Hill/London Road/Holloway Road roundabout for all modes; pedestrian crossing facility on Church Road to the west of Holloway Road junction; widening of footway on northern side of Littleworth Road; cycling facilities at Holton turn and at western access to site (Holloway Road); improvements to cycleway on northern side of A40; widening of existing footway on Waterperry Road; provision of street lighting along A40 underpass and along the Old London Road (east); new pedestrian crossing on Waterperry Road near junction with Old London Road; new footway along Old London Road between junctions with Waterperry Road and London Road; widening of existing footway on northern side of London Road eastwards of junction with Old London Road; provide appropriate pedestrian crossing facility over London Road; widening of existing footway along northern side of Old London Road from junction with Waterperry Road westwards to junction with London Road; relocation of the zebra crossing on London Road to the west of Anson Close and removal of the informal crossing; other improvements to signage and provision of dropped kerbs where appropriate. Internal roads, walking and cycling infrastructure, subject to assessment
WHE13	Transport	Contribution to Public Transport provision	OCC / Operators	Developer contributions	£720,000	Contribution towards one additional bus in the commercial fleet on an eight-year pump priming basis. Based on detail negotiated for 500 homes. Could be amended if a lower number of homes comes forward on the site.
WHE14	Transport	Travel Plan monitoring	OCC / Developer	Developer contributions	£2,040	Based on figure for 500 homes. Could be amended if a lower number of homes comes forward on the site.

Appendix 2.8 – Infrastructure Schedule: Didcot

Ladygrove East (carried forward from the Local Plan 2011)	642
Didcot North East (carried forward from the Core Strategy)	2030
Great Western Park (carried forward from the Local Plan 2011)	2587
Vauxhall Barracks (carried forward from the Core Strategy)	300
Orchard Centre Phase II (carried forward from Core Strategy)	300
New: Didcot A	270
New: Didcot Gateway	300
New: Hadden Hill	74
TOTAL	**6,503 dwellings (all in plan period)**

Note: This infrastructure schedule outlines specific known infrastructure requirements at the time of writing. All sites will be required to deliver infrastructure in line with the standards set out in the District-wide (Strategic) infrastructure schedule.

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost	Notes
DID01	Community Facilities	Expansion of existing library	OCC	Developer Contributions (S106)	TBC	Detail to be confirmed following further work
	Community Facilities	Provision of new or extended facilities for adult day care, children and family services	OCC	Developer Contributions (S106)	TBC	Detail to be confirmed following further work
DID02	Community Facilities	Ladygrove East: neighbourhood community hub area including a community building	SODC / Developer	Developer Contributions	TBC	
DID03	Health	Expansion of Woodlands Medical Centre - 2 additional consulting rooms	NHS England / CCG / Developer	Developer Contributions (CIL)	£494,640	Expansion of Woodlands Surgery is limited so cannot meet all newly arising demand. Based on conversations with the CCG.
DID04	Health	New GP Surgery at Great Western Park	NHS England / CCG / Developer	Developer Contributions (combination of CIL & S106)	£1,716,813	Reserved matters planning application for new surgery has been submitted by the CCG. Operator of site to be confirmed.
DID05	Open Space	Didcot North East: Green infrastructure corridors	SODC / Developer	Developer Contributions (S106)	See notes	Project has outline planning permission (P15/S2902/O). £555,389 S106 (index linked) secured for scheme.
DID06	Open Space	Dicot North East: Nature park	SODC / Developer	Developer Contributions (S106)	See notes	Project has outline planning permission (P15/S2902/O). £571,553 S106 (index linked) secured for scheme.
DID07	Open Space	Ladygrove East: Network of public open space and public greenspaces (not less than 8 hectares) with largest greenspace comprising a local park not less than 6 hectares) to incorporate a large equipped children's play area for all ages and a separate facility for youth recreation plus leisure running / cycle routes	SODC / Developer	Developer Contributions	TBC	
DID08	Open Space	Ladygrove East: integrated network of green infrastructure the enhancement of ecologically important habitats including wetland, woodland and species rich grassland	SODC / Developer	Developer Contributions	TBC	
DID09	Sports and Leisure	New leisure centre	SODC / Developer	Developer Contributions	TBC	Cost to be confirmed following further more detailed work

DID10	Sports and Leisure	New artificial grass pitch provision	SODC / Developer / OCC	SODC / Developer Contributions (CIL & S106) / Private Sector / Grant Funding	TBC	Costs to be confirmed following further more detailed work
DID11	Sports and Leisure	New grass playing pitch provision	SODC / Developer / OCC	SODC / Developer Contributions (CIL & S106) / Private Sector / Grant Funding	TBC	Costs to be confirmed following further more detailed work
DID12	Education	Didcot North East: Two new 2 Form Entry primary schools including early years provision	OCC / Developer	OCC / Developer Contributions	See notes	Further to outline planning permission (P15/S2902/O), approximately £22m + land in S106 agreement (index linked from 2016) secured towards scheme.
DID13	Education	Didcot North East: One new 8 Form Entry secondary school	OCC / Developer	OCC / Developer Contributions	See notes	Further to outline planning permission (P15/S2902/O), approximately £32m + land in S106 agreement (index linked from 2016) secured towards scheme.
DID14	Education	Didcot North East: off-site contributions to SEND	OCC / Developer	OCC / Developer Contributions	TBC	Further to outline planning permission (P15/S2902/O), approximately £500k in S106 agreement (index linked from 2016) secured towards off-site scheme.
DID15	Education	Ladygrove East: off-site contributions to primary provision on Didcot North East	OCC / Developer	OCC / Developer Contributions	£6,200,000	Approximate cost identified by OCC in 2018, subject to amendment and index linking, based on providing additional primary school capacity on the Didcot North East site. Contribution to cost of land will also be required
DID16	Education	Ladygrove East: off-site contributions to secondary provision on Didcot North East	OCC / Developer	OCC / Developer Contributions	£3,700,000	Approximate cost identified by OCC in 2018, subject to amendment and index linking, based on providing additional secondary school capacity on the Didcot North East site. Contribution to cost of land will also be required.
DID17	Education	Ladygrove East: off-site contributions to SEND	OCC / Developer	OCC / Developer Contributions	£500,000	Approximate cost identified by OCC in 2018, subject to amendment and index linking, based on providing additional SEND capacity off-site.
DID18	Education	Contributions towards school capacity in the area (primary, secondary and SEND) will be expected from Vauxhall Barracks, Orchard Centre Phase II, Didcot A, Didcot Gateway and Hadden Hill.	OCC / Developer	OCC / Developer Contributions	TBC	Will be site specific.
DID19	Flood Risk	East Hagbourne Flood Risk Management Scheme	Environment Agency / OCC	Not identified	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Cost to be confirmed following further more detailed work
DID20	Flood Risk	Ladygrove East: integrated network of sustainable drainage and green infrastructure the enhancement of ecologically important habitats including wetland, woodland and species rich grassland	Developer	Developer Contributions	TBC	
DID21	Transport	Didcot Garden Town Project - Central Didcot Transport Corridor Improvements	OCC / SODC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£60,000,000	OXIS 2017 Project costs from LGF2
DID22	Transport	Didcot Parkway Station Improvements	DfT/ Network Rail	Not Identified	£90,450,000	OXIS 2017 Project costs from LGF2

DID23	Transport	Didcot Northern Perimeter Road Phase 3	Homes England/ OCC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding directly from Homes England.	£15,224,000	Project being progressed. A number of sites within Didcot will contribute to this infrastructure. As identified in OXIS 2017, LTP4 and Didcot Garden Town Delivery Plan.
DID24	Transport	Didcot Town Cycle Improvements	OCC / Developer	Developer Contributions (combination of CIL & S106) Grant Funding	£9,350,000	A number of sites within Didcot will contribute to this infrastructure. Identified in OXIS 2017
DID25	Transport	Garden Line Cycle Improvements	Not Identified	Not Identified	£35,200,000	Identified in OXIS 2017
DID26	Transport	Didcot Jubilee Way roundabout	OCC / Developer	Developer Contributions / Grant Funding. Direct Developer Delivery.	£6,500,000	A number of sites within Didcot will contribute to this infrastructure. Identified in OXIS 2017, LTP4 and Didcot Garden Town Delivery Plan.
DID27	Transport	Didcot Parkway interchange cycling improvements	DfT / Network Rail / Operator / OCC / SODC	Developer Contributions (combination of CIL & S106) Grant Funding	£5,000,000	A number of sites within Didcot will contribute to this infrastructure. Identified in Sustainable Transport Study 2017

Appendix 2.9 – Infrastructure Schedule: District-wide

Ref	Infrastructure Type	Intervention	Delivery Partners	Potential Funding Source	Estimated Cost / Formula / Standard	Notes
DWI01	Emergency Services	Police	Thames Valley Police / Developer	TBC	TBC	Wil be site specific
DWI02	Community Facilities	Libraries	OCC / Developer	Developer Contributions	TBC	Will be site specific. Cost to be confirmed in consultation with OCC
DWI03	Community Facilities	Recycling and waste	SODC/ Developer	Developer Contributions	Based on cost of £170 per dwelling	Will be site specific. As set out in SODC S106 financial contributions and fees Schedule.
DWI04	Community Facilities	Street naming and numbering	SODC/ Developer	Developer Contributions	Based on cost of £134*(number of dwellings/10)	Will be site specific. As set out in SODC S106 financial contributions and fees Schedule.
DWI05	Community Facilities	High Quality Public Realm (including Public Art)	SODC/ Developer	Developer Contributions	Based on cost of £300 per dwelling	Will be site specific. As set out in SODC S106 financial contributions and fees Schedule.
DWI06	Community Facilities	Community Hall	SODC/ Developer	Developer Contributions	225 sq. m per 1,000 population	Will be site-specific Will be determined using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings.
DWI07	Health	GP provision	NHS England / CCG / Developer	NHS England / Developer Contributions	Based on cost of 2.4*number of dwellings*£360	Will be site specific. Cost should be derived in consultation with the Oxfordshire Clinical Commissioning Group. .
DWI08	Health	Dentist provision	NHS England / Developer	NHS England / Developer Contributions (combination of CIL and S106)	TBC	Will be site specific. To be confirmed following more detailed work
DWI09	Open Space	Parks and gardens and amenity greenspace	Developer	Developer Contributions		Will be site specific. Costs based on Open Spaces Study standards (January 2017)
DWI10	Open Space	Allotments	Developer and SODC	Developer Contributions		Will be site specific. Costs based on Open Spaces Study standards (January 2017)
DWI11	Open Space	Children's playspace	Developer	Developer Contributions		Will be site specific. Costs based on Open Spaces Study standards (January 2017)

DWI12	Sports and Leisure	Sports Facilities	SODC/ Developer	Developer Contributions	Sports Hall - 0.3 badminton courts per 1,000 population Swimming Pools - 11.4 sq. m of water space per 1,000 population Health and Fitness - Fitness building: 4.2 fitness stations per 1,000 population. Fitness equipment: 4.2 fitness stations per 1,000 population. Studio space: 0.14 sq. m of studio space per 1,000 population. Athletics Contribution - 0.3 athletics, cycling and walking routes per 1,000 population Indoor Bowls - 0.06 facility per 1,000 population (North and South: 0.08 facility per 1,000 population) Indoor Tennis facility (4 court) - 0.03 facility per 1,000 population Squash Courts - 0.1 courts per 1,000 population Gymnastics - 0.04 centre per 1,000 population (North: 0.02 centre per 1,000 population) (South: 0.03 centre per 1,000 population)	Will be site-specific Provision will be required in line with the latest versions of leisure studies. Will be determined using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings Standard shown here is for the West sub-area. Where this varies for the North and South sub-areas this is shown.
DWI13	Sports and Leisure	Playing Pitches	SODC/ Developer	Developer Contributions	3G AGP - 0.093 pitches per 1,000 population Football pitches - 0.65 pitches per 1000 population Cricket pitches - 0.08 pitches per 1,000 population Rugby pitches - 0.11 pitches per 1000 population Hockey (artificial) - 0.03 courts per 1,000 population Changing pavilion (4 team) - capital cost dependent on pitch requirement	Will be site-specific Provision will be required in line with the latest versions of leisure studies. Will be determined using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings Standard shown here is for the West sub-area. Where this varies for the North and South sub-areas this is shown.
DWI14	Sports and Leisure	Local Leisure Facilities	SODC/ Developer	Developer Contributions	Outdoor Bowls - 0.08 courts per 1,000 population Outdoor Tennis - 0.38 courts per 1,000 population	Will be site-specific Provision will be required in line with the latest versions of leisure studies. Will be determined using the SODC Leisure Contributions Assessment Calculator, which is based on location of site and number of dwellings Standard shown here is for the West sub-area. Where this varies for the North and South sub-areas this is shown.
DWI15	Education	Primary School provision, including early years provision	OCC / Developer	Developer Contributions (combination of CIL & S106)	TBC	Will be site specific Cost to be identified by OCC. Sufficient land may be required in order to deliver primary school provision on-site.
DWI16	Education	Secondary School provision	OCC / Developer	OCC / Developer Contributions	TBC	Will be site specific Cost to be identified by OCC. Sufficient land will be required in order to deliver secondary school provision on-site.
DWI17	Education	SEND provision	OCC / Developer	OCC / Developer Contributions	TBC	Will be site specific Cost to be identified by OCC Likely to be contributions to off-site provision
DWI18	Utilities	Strategic water supply upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Will be site specific Further modelling and consultation with Thames Water will be required to determine the scale of the water supply upgrades that may be needed.
DWI19	Utilities	Sewerage treatment works upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Will be site specific Further modelling and consultation with Thames Water will be required to determine the scale of the wastewater treatment upgrades that may be needed.

DWI20	Utilities	Sewerage System Network upgrades	Thames Water / Developer	Thames Water / Developer	TBC	Will be site specific Further modelling and consultation with Thames Water will be required to determine the scale of the wastewater network upgrades that may be needed.
DWI21	Utilities	All necessary improvements to allow connections to the electricity transmission network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / Scottish and Southern Electricity Networks (SSEN)	Developer / Scottish and Southern Electricity Networks (SSEN)	TBC	Will be site specific Costs for any necessary improvement to be apportioned between the developer and the Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with the industry regulator
DWI22	Utilities	All necessary improvements to allow connections to the gas distribution network, likely to include on-site infrastructure and where relevant off-site system reinforcement	Developer / SGN	Developer / SGN	TBC	Will be site specific Further modelling and consultation with SGN will be required to determine the scale of improvements that may be needed.
DWI23	Utilities	Reinforcements at Milton Primary Substation - replace 2 x 7.5/15 MVA Grove 33/11 kV transformers with 2 x 15/30 MVA 33/11 kV units	Scottish and Southern Electricity Networks	Scottish and Southern Electricity Networks	£3,480,000	SSEN Feasibility Study (2016)
DWI24	Utilities	Milton Primary Substation connections - install new 33 kV circuit from Drayton and connect into the Fulscot - Cholsey circuit near Fulscot. Disconnect the Fulscot end of this circuit creating a new Drayton - Cholsey circuit.	Scottish and Southern Electricity Networks	Scottish and Southern Electricity Networks	£5,890,000	SSEN Feasibility Study (2016)
DWI25	Utilities	Works at Headington Bulk Supply Point - replace 2km of 132Kv cable in the Headington / Yarton circuits 1 and 2	Scottish and Southern Electricity Networks	Scottish and Southern Electricity Networks	£2,750,000	SSEN Feasibility Study (2016) Headington BSP supplies seven primary substations, of which only Wheatley supplies new development locations in South Oxfordshire.
DWI26	Utilities	Potential reconfiguration or upgrades of Berinsfield Primary Substation	Scottish and Southern Electricity Networks	Scottish and Southern Electricity Networks	TBC	OXIS 2017 highlighted that a new 33kV circuit from Cowley BSP to Berinsfield Primary might be an alternative approach to increase the capacity of Berinsfield and Wallingford Primary Substations. Consultation with SSEN and feasibility studies for the optimum solution will be required as development comes forward. Cost to be confirmed following further more detailed work.
DWI27	Utilities	Potential reconfiguration or Wallingford Primary Substation	Scottish and Southern Electricity Networks	Scottish and Southern Electricity Networks	TBC	OXIS 2017 highlighted that a new 33kV circuit from Cowley BSP to Berinsfield Primary might be an alternative approach to increase the capacity of Berinsfield and Wallingford Primary Substations. Consultation with SSEN and feasibility studies for the optimum solution will be required as development comes forward. Cost to be confirmed following further more detailed work.

DWI28	Utilities	Potential upgraded or new (replacement) Household Waste Recycling Centre	OCC	OCC / Developer Contributions (S106)	TBC	Identified in Household Waste Recycling Study. As part of the rationalisation of sites across the county, the new or upgraded facility may not be within the district. Cost to be confirmed following further more detailed work.
DWI29	Flood Risk	Sustainable Drainage System (SuDS)	Developer and OCC	Developer Contributions	TBC	Will be site-specific
DWI30	Flood Risk	Enhancement, improvement and upgrades to culverts and streams on-site	Developer and OCC	Developer Contributions	TBC	Will be site-specific
DWI31	Flood Risk	Shillingford Flood Risk Management Scheme	Environment Agency / OCC	Not yet identified	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017 Cost to be confirmed following further more detailed work
DWI32	Flood Risk	Dorchester Flood Risk Management Scheme	Environment Agency / OCC	Not yet identified	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017 Cost to be confirmed following further more detailed work
DWI33	Flood Risk	Drayton St Leonard Flood Risk Management Scheme	Environment Agency / OCC	Not yet identified	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017 Cost to be confirmed following further more detailed work
DWI34	Flood Risk	Stadhampton Flood Risk Management Scheme	Environment Agency / OCC	Not yet identified	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017 Cost to be confirmed following further more detailed work
DWI35	Flood Risk	Wheatley West Attenuation Scheme	Environment Agency / SODC	SODC / Developer Contributions	£40,000	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017
DWI36	Flood Risk	Benson Flood Risk Management Scheme	Environment Agency / OCC	Not identified	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Cost to be confirmed following further more detailed work
DWI37	Flood Risk	Goring on Thames Flood Risk Management Scheme	Environment Agency / OCC	Grant In-Aid / Contributions	£386,000	Environment Agency Flood and Coastal Erosion Risk Management (FCERM) Programme - England
DWI38	Flood Risk	Wallingford Flood Risk Management Scheme	Environment Agency / OCC	Not identified	TBC	Project scoped in Environment Agency FCRM1 - Medium Term Plan Identified in OXIS 2017 Cost to be confirmed following further more detailed work
DWI39	Transport	Upgrading of A4074 Golden Balls junction	OCC / Developer	Developer Contributions	£20,000,000	A number of sites will contribute to this infrastructure, including Chalgrove Airfield, Berinsfield, Culham, Grenoble Road and Northfield. Costs subject to refinement following more detailed work.

DWI40	Transport	Culham-Didcot Thames River Crossing	OCC / DfT/ Network Rail / Developer	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£119,787,000	A number of sites will contribute to this infrastructure, including Berinsfield and Culham. Costs subject to refinement following more detailed work.
DWI41	Transport	Clifton Hampden bypass	OCC / DfT/ Network Rail / Developer	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£25,606,000	A number of sites will contribute to this infrastructure, including Berinsfield and Culham. Costs subject to refinement following more detailed work.
DWI42	Transport	Watlington Relief Road	OCC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£12,500,000	A number of sites will contribute to this infrastructure, including Chalgrove and sites allocated in the Watlington Neighbourhood Plan. Cost from OCC.
DWI43	Transport	Benson Relief Road	OCC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£12,000,000	A number of sites will contribute to this infrastructure, including Chalgrove and sites with the Benson Neighbourhood Plan Cost from OCC.
DWI44	Transport	Bus stops / rights of way / Travel Plan monitoring	OCC / Developer	Developer Contributions	200*number of dwellings	Formula provided by OCC
DWI45	Transport	Great Western Railway Route Modernisation	DfT / Network Rail	DfT / Network Rail	£4,900,000,000	Costs from OXIS 2017
DWI46	Transport	Western Rail Link to Heathrow - facilitates new direct services from Didcot and Oxford	DfT / Network Rail	DfT / Network Rail	£500,000,000	Costs from OXIS 2017
DWI47	Transport	Didcot Science Bridge and A4130 Capacity Improvements	OCC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£71,301,000	A number of sites will contribute to this infrastructure including sites in Didcot. Costs from OXIS 2017
DWI48	Transport	Oxford Park and Ride - A40 (East) corridor (Thornhill)	OCC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£2,500,000	Costs updated by OCC in 2019.
DWI49	Transport	Science Vale Cycle Network Improvements	OCC / Developer	Developer Contributions (combination of CIL & S106) Grant Funding / LGF	£30,000,000	A number of sites will contribute to this infrastructure including sites in Didcot, Culham and Berinsfield. Costs from OXIS 2017
DWI50	Transport	A4074 capacity improvements	OCC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	£20,000,000	Improvements required to allow general vehicular and public transport access between development sites and Oxford. Costs from OXIS 2017
DWI51	Transport	Benson to Wallingford cycle route minor improvements	OCC / Developer	Developer Contributions (combination of CIL & S106) Grant Funding / LGF	£0-5,000,000	Identified in Sustainable Transport Study 2017 <1 year delivery duration
DWI52	Transport	Premium cycle route between Didcot, Crowmarsh Gifford and Wallingford	Developer / OCC / SODC	Developers / OCC / SODC	£5,000,000-10,000,000	Identified in Sustainable Transport Study 2017. 1-2 year delivery duration

DWI53	Transport	New cycle route between Culham Science Centre and Abingdon / Oxford	OCC / Developer	Developer Contributions (combination of CIL & S106) Grant Funding / LGF	£5,000,000-10,000,000	Identified in Sustainable Transport Study 2017 and OCC Science Vale Cycle Study 1-2 year delivery duration
DWI54	Transport	Improvements to cycle routes to rail stations	Developer / Network Rail / OCC / SODC	Developers / Network Rail / OCC / SODC	£0-5,000,000	Identified in Sustainable Transport Study 2017. 1-2 year delivery duration
DWI55	Transport	New cycle route between Berinsfield and Oxford	OCC / Operators	Developer Contributions (combination of CIL & S106) Grant Funding / LGF	£500,000-5,000,000	Identified in OCC LTP4 - Science Vale Cycling Strategy. A number of sites will contribute to this infrastructure including Grenoble Road and Berinsfield.
DWI56	Transport	Bus service provision	OCC / Developer	Developer Contributions	TBC	Will be site-specific To be confirmed following further more detailed work and in discussion with OCC and SODC
DWI57	Transport	Thame to Haddenham cycle route	OCC	Developer Contributions (combination of CIL & S106) Grant Funding	£2,000,0000	Cost covers the complete length of route.
DWI58	Transport	Intra-urban cycling routes	OCC / Developer	Developer Contributions (combination of CIL & S106) Grant Funding	TBC	TBC
DWI59	Transport	Any additional improvement to highways infrastructure required to bring forward the strategic development	TBC	Developer Contributions (combination of CIL & S106) / S278 / Grant Funding	TBC	Will be site-specific To be confirmed following further more detailed work and in discussion with OCC and SODC
DWI60	Transport	Any additional sustainable transport upgrades / enhancement (including bus travel, walking and cycling) require to bring forward the strategic development	TBC	Operators / OCC / Network Rail / DfT / Developer Contributions	TBC	Will be site-specific To be confirmed following further more detailed work and in discussion with OCC and SODC
DWI61	Other	Contributions towards other county infrastructure	OCC / Developer	Developer contributions	TBC	This could include, but is not limited to, fire and rescue, adult social care, extra care housing and public health