

Assessment Sheets

Site Name:	Oxford West End Renaissance Project	
Local Authority Area:	Oxford City Council	
Programme:	NAHP P&R New Growth Point Funding Access to Oxford (RTF) Transform Oxford	
Deliverability	West End Renaissance Project already underway. This is short term project with homes being delivered during 2010 – 2015.	
Strategic Linkages:	Key element in the New Growth Point delivery. Oxford and Central Oxfordshire is identified as a Diamond for Investment and Growth (Regional Economic Strategy). Oxford is a Regional Hub. SC links – creating a world class economy, economic success, good access to a range of jobs, good access to a range of housing, regeneration.	
Housing / Affordable Housing	Total number of homes	830
	No. of Affordable Homes	415
	% of Affordable Homes	50%
	Tenure Split	80/20
Economic Development / number of jobs	Construction Jobs	2,000
	Permanent Jobs	2,800-3,000
	Apprenticeships	3%-5%
Transport / Green Transport Proposals:	Car club Very low parking standards New pedestrian/cycle bridge over the River Thames	
Provision of Social Infrastructure:	The scheme is expected to provide: 15,000 m ² of B1 office space 20,000 m ² of public sector offices R&D space (amount not specified) 37,000 m ² of retail floorspace 5,300 m ² conference centre 450 units of student accommodation. 150 bed Hotel Redevelopment/Refurbishment of OCVC New leisure and cultural attractions.	
Additionality:	Low Carbon District Heating Scheme	
Catalyst for development / regeneration	The whole scheme is about renaissance and regeneration.	
Value for Money	tbc	

Lead Responsibility – Authority /Agency (identified contact) / landowner (if known):	Oxford City Council Oxfordshire County Council SEEDA West End Partnership Christ Church HCA Liberty/Crown Estates Network Rail/First Great Western Nuffield College Oxford Cherwell Valley College University of Oxford			
Further Comments	The Oxford West End Area Action Plan was adopted in June 2008.			
Key Risks: (further detail provided in attached risk matrix)	The scheme is unviable due to the current economic market		Ensure constant independent viability assessment	
	Funding for infrastructure not available		Early discussions with the HCA / County / Highways Agency	

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	Infrastructure	Scheme Costs	Committed Funding	Expected Funding	Potential Shortfall
Affordable Housing / Regeneration	Affordable Housing (415 units)			Gap funding from HCA if need is proven	
	Land Assembly	tbc	0	tbc	tbc
Transport / Green Transport	Railway Station Forecourt	3,500,000		3,225,000	2,775,000
	New Botley Road Bridge/ Transfer Deck	5,000,000		(Access to Oxford)	0
	Bay Platform (Becket Street)	5,000,000		(Network Rail/FGW)	0
	Car Club	83,000		83,000 (S106)	0
	Transport (S106)	6,450,000		3,225,000 (S106)	3,225,000 (S106)
	Transport Other				
Social Infrastructure	Primary Education	5,000,000 (land) 5,000,000 (build)		1,919,630 (S106)	8,080,370
	Secondary Education	1,829,345		1,829,345 (S106)	
	6 th Form Education	380,095		380,095 (S106)	
	OCVC Refurbishment	tbc		(OCVC)	tbc
	New PCT Development	tbc	0	tbc	tbc
	Community Facilities	203,705	0	203,705 (S106)	0
	Public Realm (S106)	12,250,000		6,122,500 (S106)	6,122,500
	Public Realm Other				
	Open Space Contributions	454,780		454,780 (S106)	0
	Library (Westgate)	tbc		189,995 (S106)	tbc
	Museum	9,395		9,395 (S106)	0
	Play Area	tbc		87,320 (S106)	tbc
	Public Art	6,122,500		6,122,500 (S106)	0
	Recycling	77,275		77,275 (S106)	0
	Indoor Sport	tbc		197,895 (S106)	tbc
Outdoor Sport	tbc		122,240 (S106)	tbc	

	Allotments – off site contribution				
Additionality	District Wide Heating Scheme	tbc	o	ESCA	0
Total		£31,160,095		£24,249,675	£26,202,870

Note: Section 106 figures taken from the emerging streamlined contributions SPD.

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Risk Category	Risk Event	Proximity	Severity	Mitigation	Severity
Legal / Regulatory	Unable to acquire land at the Oxpens Site currently in British Rail Residuary Board.	Medium	Moderate	Ensure early dialogue with British Rail Residuary Board	Minor
Commercial	Demand for residential units is below expectation	Medium	Moderate	Early detailed liaison with market to ensure robust delivery plan	Minor
Commercial	The scheme is unviable due to the current economic market	Short	Major	Ensure constant independent viability assessment	Moderate
Financial	Funding for infrastructure not available	Medium	Major	Early discussions with the HCA / County Council / Highways Agency	Minor