

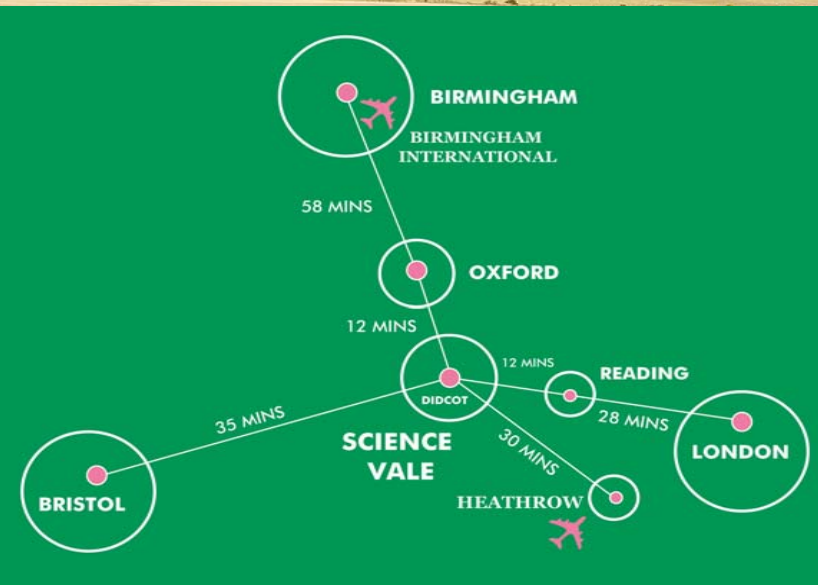
# Greater Didcot Garden Town

"A place renowned for world class innovation, enterprise, and vibrant communities, in harmony with an exceptional natural environment"





# Expression of Interest in a Greater Didcot Garden Town



South Oxfordshire District Council  
Vale of White Horse District Council  
Oxfordshire County Council  
Oxfordshire Local Enterprise Partnership

## Our vision: Greater Didcot in 2031

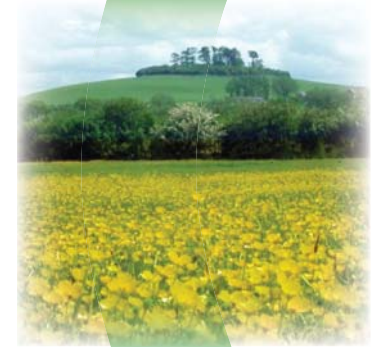
Greater Didcot garden town is a sustainable and economically viable place, where the very best of town and country living have been brought together to create affordable, attractive homes within vibrant communities. Imaginatively designed, these energy efficient homes with gardens have ready access via green corridors to the surrounding countryside. Continuing the garden theme, the town centre apartments have garden terraces with views overlooking the Thames Valley.

Didcot is in high demand from professionals, families and those who have retired. The highly successful Tenure Options marketing drive backed by a wide range of help to buy initiatives has given Didcot one of the highest levels of home ownership in England.

### Civic pride abounds

A network of town squares, each with its own garden theme, is linked by treeline boulevards, leading to biodiversity-rich public parks and onwards to open countryside, Thameside walks and cycleways. Allotments are integrated into every housing zone and freshly grown produce is sold daily in the main town square by the Allotments Association. Open-air theatre, cinema and music performances are held in the main Orchard Centre square throughout the year. Cycling is the preferred mode of transport, with cycle and electric car hire points located at all major gathering places.

At the heart of the garden town, parks, activity zones and incidental open spaces provide a network of appealing meeting places. For those with an interest in the past, the heritage setting of Greater Didcot also enriches the character of the garden town. From the array of Neolithic to Iron Age finds and earthworks that surround Greater Didcot, through to the Victorian industrial heritage of Isambard Kingdom Brunel, the evolution of Didcot is protected and celebrated. The outstanding landscape setting of the North Wessex Downs is visible from many points within the town and is easily







accessible along the green corridors for walkers and cyclists. The wildflower meadows and ancient archaeological features at the Wittenham Clumps are popular locations.

Sport and leisure activities engage residents, from traditional sports to parkours and climbing walls for the more adventurous, and trim trails for those who prefer something a little less strenuous. Didcot's strongly supported sports clubs compete at a high level in local and regional leagues.

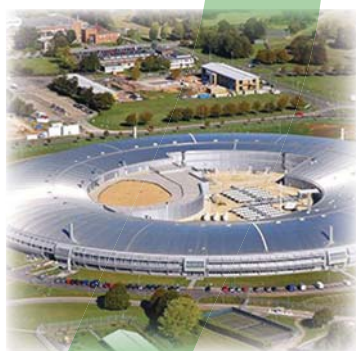
## **Internationally acclaimed science growth**

The new Heathrow Western Rail link provides direct access to Didcot for international visitors to the big science facilities of the Diamond synchrotron and ISIS neutron facilities at Harwell as well as to JET, the focal point of the European fusion research programme, at Culham Science Centre. The UK and European Space Agencies at Harwell employ 10,000 people who live within the Greater Didcot area, most of whom have quickly got onto the housing ladder through one of the many home ownership support schemes.

The Oxford Universities have campuses in Didcot with specialisms in space technology and cryogenics, closely linked to Harwell and Culham science centres.

Application of the garden town principles has incentivised businesses to locate in Greater Didcot. Over 620,000 square metres of new employment floor space has been created and let, on the Enterprise Zones and in the regenerated heart of Didcot. Supply chain and downstream businesses have spawned from the research and development sector and are homed in the new 92 hectares of business parks that are well integrated with the town.

The planning authority has created Local Development Orders across all of Greater Didcot's employment sites and a wide range of office and laboratory buildings have been constructed on a



speculative basis, available on demand, that are completed to occupation standard within 16 weeks. Didcot's science and business parks are competitive on a world stage.

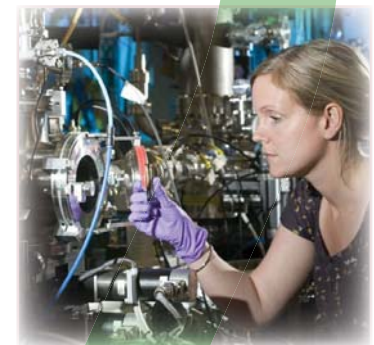
### Accelerated housing delivery

Didcot's new town centre has been transformed and is a bustling and vibrant place, with 36,000 square metres of new retail floor space set within green town squares and displaying living roofs and walls.

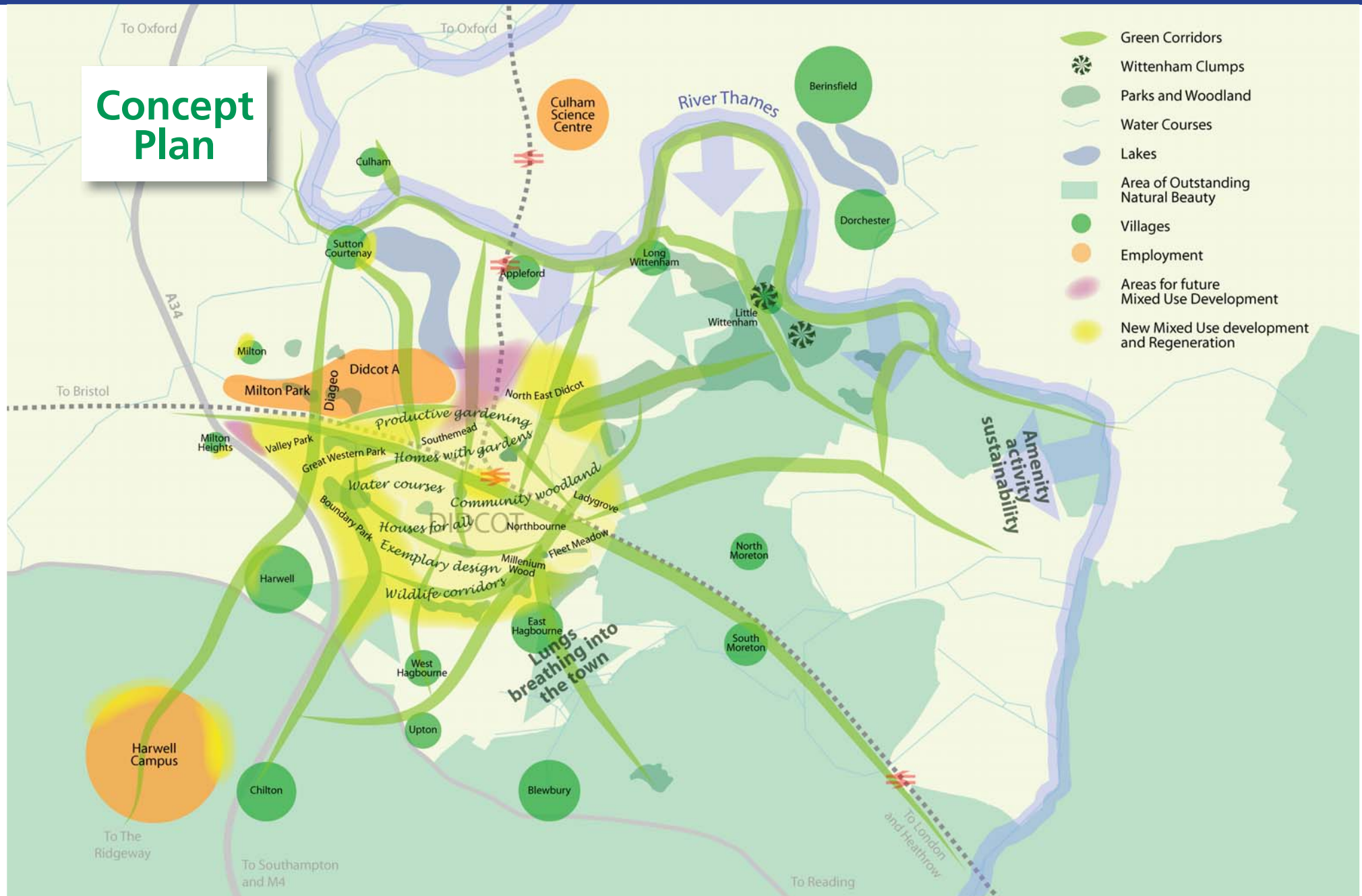
Home builders are excited by the increasingly strengthened image of Greater Didcot. Supported by community design workshops and visioning exercises they have risen to the challenge and are enthusiastically delivering homes and estates to garden town principles. The community report a strong connection to the new estates and homes as they see their ideas come to life. The new Greater Didcot Community Trust manages all open space and community facilities and monitors delivery.

Smart and secure technology has played a vital role in embedding modern Garden Town principles into everyday life. Ultra high speed broadband enables home working to be the norm for small businesses. Estates and the town centre are lively, vibrant places day and night.

### Science Vale is flourishing and Didcot is the jewel in its crown



# Greater Didcot Garden Town





## Introduction

Didcot, with a current population of over 26,000 is the main growth area for Science Vale in Southern Oxfordshire, which contains the highest concentration of multi-million pound science research facilities in Europe. The planned knowledge economy growth in Science Vale relies on the success of Didcot as a place to live and relax and for families to thrive. The Science Vale enterprise zone, awarded in 2012, has provided a spur for employment growth and delivered an additional 1100 jobs in 2014/15 alone.

Greater Didcot is well connected to major centres of population and employment. By rail it is twelve minutes from Oxford and 35 minutes from central London. It is located at a crossroads on the main line to Bristol and on the Southampton to Birmingham line, affording optimum access to all UK destinations. It is under an hour's drive from Heathrow, making it as accessible for international travel as central London.

Didcot is a sustainable and economically strong location that requires a fresh impetus to help us achieve the step change that will entice investors, new employers and employees to locate here so that we can accelerate growth.

Key to the Greater Didcot Garden Town transformation is the opportunity to address the current deficiencies in landscaping, environment and open space within the town. The creation of local allotments, enhanced public parks and sporting and leisure facilities will contribute to the health and wellbeing of the community. We will develop green corridors to the beautiful surrounding countryside and environmental assets of the North Wessex Downs Area of Outstanding Natural Beauty, River Thames and the ancient archaeological features of Wittenham Clumps.

To help us achieve this, we are asking government for Garden Town status and revenue support to develop a masterplan and a delivery plan for Greater Didcot that will be developed collaboratively



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with the community and local stakeholders. Moving forward into 2016/17 we will seek further support to establish a delivery team that will implement the plan and continue to build strong community ownership of the vision and outcomes. We acknowledge that Government cannot commit funding beyond 2015/16 at this time. We also seek Government assistance to broker solutions to intractable problems by bringing key national players to the table as necessary to overcome barriers to delivery. By working together, all parties will contribute to delivery of the Garden Town objectives.

The sections below set out what we will achieve with garden town status and outline the action plans for achieving this.









# Greater Didcot Garden Town

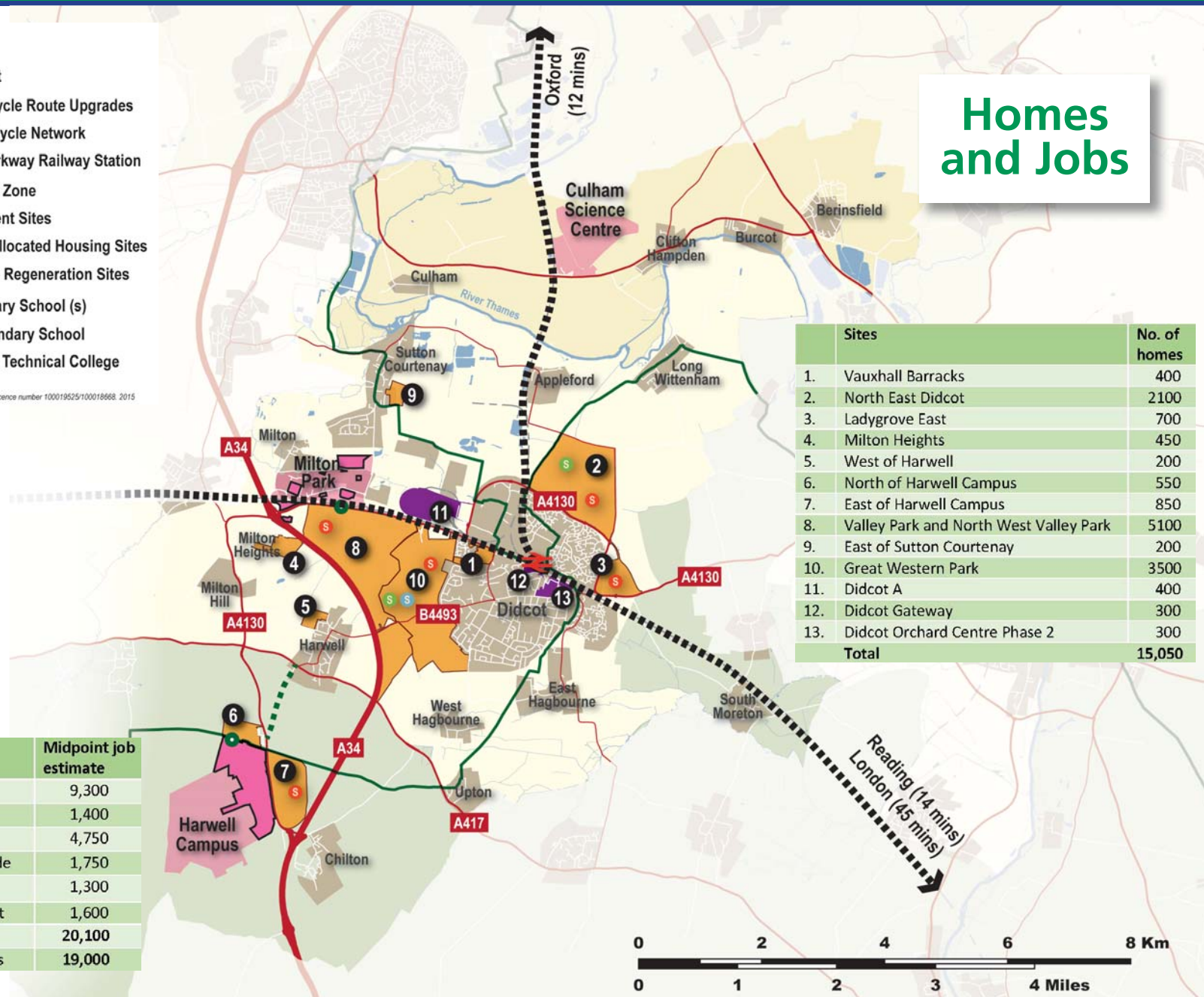
-  AONB
-  Green Belt
-  Funded Cycle Route Upgrades
-  National Cycle Network
-  Didcot Parkway Railway Station
-  Enterprise Zone
-  Employment Sites
-  Existing Allocated Housing Sites
-  Mixed Use Regeneration Sites
-  New Primary School (s)
-  New Secondary School
-  University Technical College

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## Homes and Jobs

	Sites	No. of homes
1.	Vauxhall Barracks	400
2.	North East Didcot	2100
3.	Ladygrove East	700
4.	Milton Heights	450
5.	West of Harwell	200
6.	North of Harwell Campus	550
7.	East of Harwell Campus	850
8.	Valley Park and North West Valley Park	5100
9.	East of Sutton Courtenay	200
10.	Great Western Park	3500
11.	Didcot A	400
12.	Didcot Gateway	300
13.	Didcot Orchard Centre Phase 2	300
	<b>Total</b>	<b>15,050</b>

Employment Area	Midpoint job estimate
Enterprise Zone	9,300
Culham	1,400
Didcot A and West side	4,750
Didcot Town Centre and Northside	1,750
Milton Hill	1,300
Mixed use sites on edge of Didcot	1,600
<b>Total (excluding construction)</b>	<b>20,100</b>
Construction Jobs, 15,000 homes	19,000





## What we will achieve

### Housing

We know from our studies that professional people and families want to live in high quality homes within attractive green neighbourhoods. House building at Greater Didcot has proceeded at a steady pace but is well below what is needed to achieve our growth aims. Garden town status will enable us to greatly accelerate the pace of growth.

As part of the Garden Town we will build over 15,000 new homes in Greater Didcot by 2031. These homes will be located in and around Didcot, which is the main service and public transport hub for the adjoining villages and wider area. We will bring forward three new neighbourhoods to the North, East and West of the town, each being fully integrated with existing communities in Didcot and nearby employment sites. We will protect the character and setting of the historic villages that ring Didcot, with green infrastructure and green garlands that will enhance their setting in the valued landscape.

Accelerating the pace of housing delivery requires a much wider range of homes and tenures than are currently available. We will address this through joint working with registered providers and house builders, bringing forward sustainable housing sites. We will evaluate a range of delivery models including joint ventures, limited companies, industrial and provident societies, etc. We will develop sites dedicated to custom build.

Through the chosen partnership route we will introduce a far wider range of tenures and investment funding models. We will support and market low cost starter homes and rent to buy initiatives, helping people to achieve their ambitions for home ownership.



## Distinctive and connected green neighbourhoods

The planned new neighbourhoods range in size from 200 to over 3,000 homes, and all will provide a variety in choice and style of development. The larger sites will be exemplar new green neighbourhoods within walking distance of the town and country, each with their own character, but with a common theme, derived through the master planning process. These neighbourhoods will be supported by local centres, located within walking distance of homes and public transport, and they will provide opportunities for people to meet in lively communities with a sense of ownership. 'Sustainable transport spokes' will connect directly from Didcot railway station to surrounding housing and employment sites, with high quality cycle and bus routes enabled through new infrastructure highway links to the north and west of Didcot.

The larger neighbourhoods will embed a series of green spaces that connect to the wider network. They will include a range of new amenities including local shops, education, health, leisure and community facilities. They will also provide the opportunity for residents to grow their own food by providing new allotments to complement the existing town offer. Within these new neighbourhoods a range of different tenure options will be available that allow people to choose their preferred tenure model. Affordable home ownership through starter homes, help to buy, shared equity, rent to mortgage and other initiatives will incentivise the majority of people to move to home ownership. The opportunity for people to design and build their own homes through custom build projects will be incentivised.

These new neighbourhoods will be supported by new and engaging town quarters that make good use of previously developed land. This will include the redevelopment of the former Didcot A power station into a mixed use development that opens up access to the north of the town beyond the railway, to enable high quality access to the Thames Path and Culham Science Centre along new green corridors. Didcot town centre will also undergo a programme of regeneration and transformation to provide





exemplar developments.

The delivery of attractive and functional green space that connects the neighbourhoods with other places and facilities is a key aim. New neighbourhoods will be connected to each other and the centre of Didcot by green corridors and parkland. They will also be similarly connected to the strategic employment sites, countryside and leisure spaces including the River Thames.

Key movement corridors will undergo transformation in a co-ordinated way. No longer simply engineered roads, they will be part of the place and contribute to the natural environment through their integrated landscaping. Improvements on these corridors will ensure that residents will use sustainable transport options as their preferred choice, with high quality walk and cycle routes promoting healthy living.

Smart technology measures promoted through the Oxfordshire-wide 'Science Transit' initiative will enable residents to always have the best and most up to date travel information at their disposal, enabling them to make decisions about their journeys in real time. This will be complemented by comprehensive wayfinding systems across Greater Didcot, so that sustainable transport users can always be confident in easily accessing employment and services.

Improved green links will also connect to the village settlements that surround Didcot, with protective green garlands to maintain distinctiveness and separation between town and village.

## A Vibrant Town Centre

Didcot town centre requires a make-over. A new retail centre opened in 2006 supported by a cinema and arts centre which are popular and well utilised, yet the original Broadway ribbon shopping street is experiencing decline and detracts from the image of the town. There is scope for remodelling in line



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with the garden town vision.

Planning consent has been granted for phase two of the shopping complex, giving 36,000 square metres of retail and leisure space. We aim to incorporate a network of town squares in the new centre, all themed and achieving garden town principles. Tree lined boulevards will link the squares. Access to parks, Wittenham Clumps country park, Thames walks and the North Wessex Downs Area of Outstanding Natural Beauty will be well signposted.

The main town square will accommodate open air markets and open air performances, creating a vibrancy and sense of adventure that will delight young and old.

Greater Didcot will embrace the Garden City principles of public and private open space: a network of boulevards, roads and paths with quality materials and seasonal planting will intrigue and delight.

## The Gateway to Didcot

Didcot Station requires a makeover and expansion to accommodate planned growth. A new station forecourt, jointly funded by the district and county council, has been delivered and a new multi storey car park is due to complete by the end of 2016. The station needs a new building to increase its capacity, plus a northern platform and four tracking between Didcot and Oxford to allow more stopping trains and to take full advantage of other rail investments. This is already identified as a priority in Network Rail's Western Route Study.

An exciting new landmark development is planned for the regeneration site opposite the station and the council is assembling the land to bring this forward. A planning decision is imminent. We are working closely with First Group and Network Rail to make this an exemplar scheme that will encompass a new station building, 300 city-style apartments, hotel and conferencing facilities and a



range of food and beverage establishments to attract rail users. This exciting development will go to tender in 2016 for a development partner, although the railway station will form phase two subject to obtaining finance in the next rail plan period.

We will continue to work closely with Network Rail, First Group and Oxfordshire County Council to ensure the projects complement the Garden Town and are embedded in the Rail Control Period 6 Delivery Plan.

### Employment

Housing and high-tech job growth will be well integrated in the garden town, providing the important linked ingredients for both to flourish. There will be 20,000 new jobs in science and downstream roles over the next 15 years. An additional 92 hectares is being made available for employment growth to complement the big strategic sites of Milton Park, Culham and Harwell.

We intend that the exceptional quality of life being created through the garden town principles will prove a great incentive to attract employers and skilled workers to the area. Businesses need to employ skilled workers and in a global employment market Greater Didcot must be a first choice place for people to live and spend time.

Local Development Orders and a positive planning system across all our science parks will prove a major attractor for business. Our business development team will support the creation of a network of world class research and high-tech institutions where companies cluster and connect with start-ups. Complementing this, our new green neighbourhoods and town quarters will act as focal points where high-tech research and employment come together with high quality homes, services, facilities and attractive green space.



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Creating vibrant public spaces with the opportunity for people to interact and network is an essential part of delivering our growth. We are making the space to let people engage in innovative science projects as well as having a pleasant place for employees to live, work and relax. High speed broadband is important to support business but also for home working, allowing people to have less need to travel.

Our intention is to work with employment centres to ensure principles of the garden town are embedded in their environments and that they become part of the delivery partnership.



Specialist facilities to nurture talent and entrepreneurship are being delivered. We are providing academies with relevant specialisms and a new science University Technology College to ensure future generations can take advantage of the job opportunities here. Working closely with the Local Enterprise Partnership, we are providing three science innovation centres and grow-on space to nurture spin out businesses.

## Transport and Infrastructure

Transport studies have identified a number of critical transport improvements needed to support growth. These are incorporated into the Strategic Economic Plan for Oxfordshire as high priorities. A number are already progressing, such as enhancing capacity at Milton Interchange on the A34, introduction of south facing slip roads at Harwell and installing a direct road between Didcot Station and Harwell science centre. These have been made possible by the use of retained business rates from the Science Vale Enterprise Zone.



There are several key pieces of infrastructure required to accommodate the volume of housing and employment growth planned. Although funding is being assembled from all available sources, including planning obligations, CIL, New Homes Bonus and business rates, some of the major



infrastructure projects have funding gaps and we are doing all we can to bridge these, working closely with Oxfordshire County Council.

There are a number of key infrastructure projects that need additional funding to facilitate growth, as below. Details of these can be found in appendix 2.

- New railway bridge (the Science Bridge)
- Northern Didcot Perimeter Road
- Cycle routes between housing and employment centres: funding gap
- Premium bus routes
- New Thames River Crossing
- Town centre pinch point removal

In addition we are working with Great Western Railway and Network Rail to improve rail access, in anticipation of an increase in rail passengers from the current 3 million a year to over 6 million by 2031.

A new station multi-storey car park is being installed and improvements to the station forecourt were completed in 2014. We will now begin master planning the required station enhancements and additional tracks between Didcot and Oxford as part of the rail delivery plan for Control Period 6, 2019 to 2024.

## Education and Learning

A new science University Technical College opened in Didcot in September 2015 to serve the needs of the Science Vale employers. This new college will expand to take 600 pupils studying STEM subjects and will address the shortage of science technicians in Science Vale. Work is also ongoing with the two



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Oxford universities and we are aiming to attract student housing and a Didcot campus in the future, to help achieve the garden town principles of co-location and sustainability.

## Sustainability

The creation of a well master planned garden town offers a powerful opportunity to deliver housing, jobs and infrastructure in a holistic and planned (rather than a piecemeal) way. By embedding effective community governance we anticipate that local people will take responsibility for maintaining the environmental assets the garden town developments will bring forward for generations to come.

The garden town concepts applied well will result in high quality, well designed and inclusive places within a low carbon environment. Local support for new housing, aligned with public-private partnerships, will create the right environment for rapid growth and housing choice for all.



## Governance and communities

We recognise that a clear vision and strong leadership are crucial to our garden town success. We know that our communities value open and honest communication and they have told us they want to be actively involved in shaping their town for the future. They want us to deliver the right kind of development in the right place, in a way that is sensitive to the aspirations of local people. This can only be achieved with the full participation of the people who live in Greater Didcot.

We intend to embed a community driven approach that delivers a strong sense of ownership. This will start with community input into the master plan, ensuring wide representation through the involvement of schools, community groups, sports clubs and people in the workplace.

We currently have a Greater Didcot community forum whose membership comprises all the representative bodies in the area. We recognise that it mainly performs a consultative function and that we need to greatly strengthen and develop its role in working towards genuine community governance.

Working through the community forum we will develop partnerships and mechanisms to monitor and manage the growing community assets of the town. In order to maintain momentum we will work with the forum to establish an overarching Greater Didcot Board comprised of key community and public sector decision makers. These arrangements may change over time, and will be subject to review, however, we appreciate the importance of gaining early momentum and energy after the announcement of Greater Didcot as a garden town. The existing forum provides a strong base from which to develop more meaningful community governance.

Commitment to the vision and delivery plan is also needed from our delivery partners, the utility companies, developers, infrastructure providers, local employers and registered providers. Our





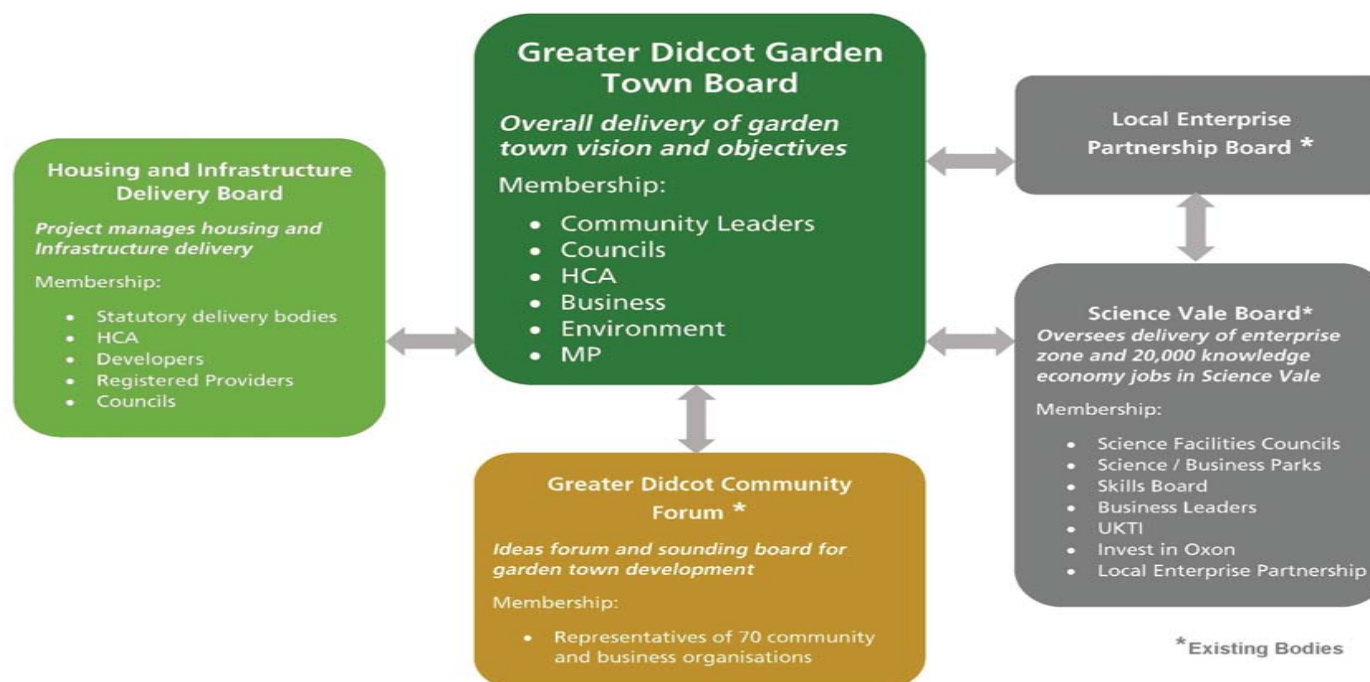
# Greater Didcot Garden Town



governance structure will draw them into delivery partnerships with the district and county councils and Local Enterprise Partnership.

An indicative governance structure is shown below. It harnesses a number of existing partnerships such as the Science Vale board and the community forum but proposes a new delivery board to oversee and drive housing and infrastructure delivery.

As the governance arrangements develop we will prioritise the development of a community trust or other such body to take ownership of the many new facilities and green infrastructure coming forward as part of the garden town development.









## Implementation

### Management of community assets

The experience of the Garden Cities and New Towns has shown the importance of upfront consideration of the management of the community assets that arise from a garden town development. New facilities are not sustainable unless they have viable long term management plans. Emerging experience in Greater Didcot is that developments are not delivering sufficient funding through planning obligations and CIL to maintain open spaces and facilities in the longer term We will be exploring, at the earliest opportunity how to protect and enhance community facilities over time. Options to be explored include resident management companies, social enterprise and community development trusts.

### Master planning

The first stage of implementation for the Greater Didcot garden town is the production of a master plan. A master plan provides a unique opportunity to shape the physical form and the social fabric of the community, providing we can achieve active community participation. The master plan will become the framework within which all development activity will take place. It must be demonstrably deliverable which means we must also identify the means of funding for the projects within it.

In addition to determining the quality of the buildings, the places and the landscape, the Greater Didcot master plan will also address,

- the provision of services;
- the involvement of local people in the implementation process
- the economic and financial realities



- the role of different agencies in delivery
- models for funding and maintaining the facilities in the long term

## Capturing land value uplift

Our greatest challenge is in capturing sufficient land value uplift to provide both capital investment for infrastructure and long term maintenance of facilities. Acquisition land values are already established, usually through options agreements on sites currently within local plans. As part of the master planning process we will look at where additional land, not under options, can be brought forward and we will identify the potential for regeneration schemes that can improve the character of areas that don't currently achieve garden town standards. We will look to bring house builders and registered partners into the centre of the stage on this; they cannot be required to contribute to local off-site improvements, but they can volunteer contributions should they wish to.

## Partnership working

We recognise that partnership working is crucial to success. The biggest investors in Greater Didcot are the volume house builders and we aim to bring them into the garden town partnership and to gain their commitment to shared goals and means of achieving them. The utilities companies too have a big role to play, in terms of how they deliver timely and future-proofed infrastructure for growth. There are opportunities to finance upfront infrastructure and, with strong partnerships and facilitation assistance from government we believe we can achieve much better coordination and acceleration of infrastructure delivery across the garden town.







## Delivery Plan

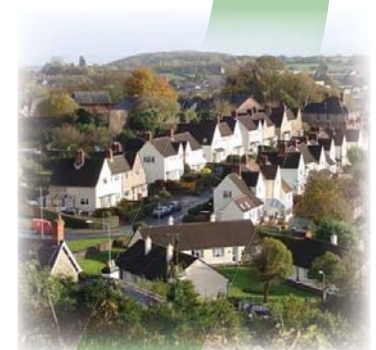
Funding in the first instance, is required to support master planning, which will enable us to successfully plan for, and harness, the planned housing and employment growth to deliver the proposed garden town.

The appendices that follow outline the projects needed to deliver Greater Didcot garden town. Stage one is the production of a master plan backed by necessary studies to make it deliverable and fundable. Master planning will begin in 2015 and will continue into 2016, when we will progress into implementation phase.

Stage two continues the wider community involvement phase and the specifications for the funded capital projects. Appendix two contains revenue and capital bids from 2016/17 onwards. The capital projects have been assessed through the Oxfordshire Local Enterprise Local Growth Fund programme. Local infrastructure projects are part funded from planning obligations and other sources, however, there are significant deficits on some key projects. This challenge will be addressed through the master planning process. Other projects, such as rail improvements are part of longer term plans and will be developed through national infrastructure planning'

The implementation phase proposes the creation of a garden town delivery team. The skills sets and capacity proposed are deemed essential for a minimum of two years from 2016/17 to ensure the garden town concept and objectives are achieved.

These plans have, to date, been developed without wide community involvement. The projects proposed and their priorities will need to be flexible, within a growth framework, to have regard for the wishes of local people. We are confident that the residents of Greater Didcot will support this garden



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town bid and the growth proposed. Most residents recognise the importance of growth, however, they need to feel confident about infrastructure delivery and long term sustainability. We believe the designation of Greater Didcot as a garden town, with the advantages this confers, will engender community confidence and bring many enhanced benefits for years to come.





## Appendix one: Delivery Plan 2015/16

The table below describes the work required to produce a master plan that is visionary, deliverable and is the outcome of a joint process between professionals and the local community

Delivery Plan 2015/16: Masterplan		
Project	Approximate Cost £	Description
Project Manager (6 months)	40,000	Agency appointment to oversee the initial phases of this work, set up project management processes and project manage the early stages to get it underway.
Master plan production	215,000	<p>The master plan will draw together a clear strategy for the physical, economic and social transformation of greater Didcot. The master plan will be supported by a spatial plan that requires the production of design briefs and design codes for the planned new green neighbourhoods and the regeneration areas that sit within the garden town vision. Evidence studies will feed into this and are required for each site in order that they can be integrated into the planning system.</p> <p>The local community will be fully engaged in this process through the steering board and through a series of Planning for Real exercises that will ensure we create a great place to live not just excellent buildings and infrastructure. There are multiple sites to plan, which taken together will ensure the garden town vision is delivered on the ground.</p> <p>Each site master plan costs between £25,000 and £50,000 depending on complexity.</p>
Green Infrastructure Strategy	70,000	The green infrastructure strategy will look at how future developments can plan for and utilise green space to provide multi-purpose networks across the garden town. This will make use of existing green spaces in the district and recommend the creation of new areas and green connections. The strategy will provide a framework of standards and recommendations that once coordinated and delivered should lead to a better quality of life for us all.
Stakeholder mapping and development of community engagement strategy	20,000	<p>Stakeholder mapping is a collaborative process of research, debate, and discussion involving the community and all key stakeholders. It draws from multiple perspectives to determine the roles of stakeholders across the entire stakeholder spectrum. This includes:</p> <ul style="list-style-type: none"> <li>• identifying: listing relevant groups, organizations, and people;</li> <li>• analysing: understanding stakeholder perspectives and interests;</li> <li>• mapping: visualizing relationships to objectives and other stakeholders; and</li> <li>• prioritising: ranking stakeholder relevance and identifying issues.</li> </ul> <p>The process of stakeholder mapping is as important as the result, and the quality of the process depends heavily on the knowledge of the people participating.</p>

## Appendix one: Delivery Plan 2015/16

Assessment of public transport to develop strategies for cycling, rail and buses.	50,000	The study will enable an understanding of required and potential public transport improvements to support planned growth within and to the Garden Town area up to 2031 and beyond. Cycling, rail and bus service improvements will need to be reviewed, with as far as possible an integrated rail and bus system promoted, based around an enhanced interchange with seamless connections provided between bus and rail services. Given the extremely constrained subsidy funding situation for public transport, the study should focus on the development of a network that is seen as commercially viable once planned growth is realised. Oxfordshire County Council will lead, with other key stakeholders such as the rail industry and bus providers.
Cumulative impact studies	30,000	This study will assess the cumulative impact of existing growth on a range of factors and assess where flexibility is still available. This will inform the garden town masterplan to ensure impacts are mitigated and the garden town can be adaptable to change and growth into the future.
Landscape Assessment	70,000	The landscape setting of the Garden Town is critical. The landscape assessment will assess the variations in character between different areas and types of landscape in the area. It will provide an evidence base for the garden town masterplan, articulating what people perceive as distinctive and special about all landscapes in Greater Didcot. It also set out strategies and guidelines for the protection, management and planning of the landscape that can then be embedded in the wider masterplan.
Infrastructure Delivery Plan	95,000	Infrastructure is key to the success of the garden town and it is important that this is clearly identified and prioritised. The delivery plan will identify, what is needed by when and how it is expected that this will be delivered.
Public Realm Strategy	25,000	This will provide information and guidance to identify opportunities and projects to deliver a high quality and diverse the public realm in line with the garden town vision both in new green neighbourhoods or regeneration areas. Ensure this is embedded in future residential and non-residential sites. Didcot does not have a strong character or vernacular and this is important to provide guidance about what new development should look like and how it should relate to the garden town vision for its public spaces.
Leisure Strategy	30,000	Informs planning for the provision of new or improved leisure facilities in the garden town to support healthy lifestyles and provides a detailed audit and assessment of existing leisure and recreational facilities. These leisure and recreational facilities will serve the Garden Town community over the next 15 to 20 years. The strategy will guide the type, amount and quality of leisure and recreational sites required to increase the health, wellbeing and physical activity levels of Garden Town residents. It also will provide a framework for communities looking to prioritise local projects and it will support community demands in neighbourhood and parish plans.
Community led 'Planning for real' exercises	50,000	Nationally recognised community planning process that allows residents to register their views on a range of issues, to work together to identify priorities, and in partnership with local agencies go on to develop an action plan for change.
<b>Total</b>	<b>645,000</b>	



## Appendix two: Delivery plan 2016/17 onwards

Delivery Plan 2016/17 onwards – Revenue Costs					
Revenue Projects	Estimated Cost £	Description	2016/17 £	2017/18 £	2018/19 £
Project Manager	80,000	An expert project manager is key to driving delivery	80,000	80,000	80,000
Continuation of Planning for Real exercises	50,000	Nationally recognised community planning process that allows residents to register their views on a range of issues, to work together to identify priorities, and in partnership with local agencies go on to develop an action plan for change.	50,000	20,000	20,000
Garden Town Delivery Team	185,000	1 x development and regeneration officer 1 x community engagement officer 1 x planner 1 x transport planner	185,000	185,000	185,000
Rail master plan and business case	250,000	To get the £1 billion of rail infrastructure works incorporated into the rail infrastructure plan control period 6 (CP6) a detailed business case must be produced, in partnership with Network Rail and First Group	250,000	0	0
Public transport infrastructure review	75,000	The public transport system has become disjointed and relates poorly to community needs. This project will evaluate costs to public transport operators of running a better integrated transport system and, working with them, will seek changes to timetabling and frequencies	75,000	0	0
Community survey and vitality profiling	65,000	Gauging the views of the community towards growth and assessing community wellbeing as the project moves forward is crucial, to test that the community is on board and to ensure projects and plans are having the desired outcomes	65,000	25,000	25,000
Total Costs	705,000		705,000	310,000	310,000

## Appendix two: Delivery Plan 2016/17 onwards - Capital

Delivery Plan 2016/17 onwards – Proposed Capital Projects		
Capital Projects	Estimated Cost	Comments
Didcot Science Bridge & A4130 Capacity Improvements	£43,200,000	These projects form part of the Oxfordshire Local Enterprise Local Growth Fund Strategic Economic Plan schedule and will compete for gap funding as part of the devolution process and when there any subsequent infrastructure funding opportunities.  Projects are prioritised by the Local Enterprise Partnership based on evaluation of business cases.
Central Didcot Transport Corridor (Jubilee Way to Science Bridge)	£15,000,000	
Didcot Northern Perimeter Road Stage 3	£12,500,000	
Garden Town Green Corridors	£30,000,000	
Access to Culham Science Centre - Phase 1 (Bypass)	£17,800,000	
Access to Culham Science Centre - Phase 2 (River Crossing)	£125,000,000	
Milton Interchange - Milton Park - north facing slips	£50,000,000	
Didcot Southern Bypass	£50,000,000	
Cycling Schemes	£30,000,000	
Public Transport Infrastructure	£50,000,000	
Didcot Parkway Station Package	£90,000,000	
Culham Railway Station	£13,000,000	
Rail Four Tracking between Didcot & Oxford	£375,000,000	
Didcot Rail East Grade Separation	£100,000,000	
Total for all infrastructure projects	£1,001,500,000	

