

Summary of the Didcot Garden Town Public Consultation Process

Background

M.E.L. Research were commissioned to undertake an independent analysis of the consultation responses and to produce a draft feedback report summarising the consultation process. Final report was received on 30 August 2017.

The consultation was intended to capture people's views and suggestions on the proposed delivery plan for Didcot Garden Town.

The councils put together a survey asking for people's feedback on the proposed delivery plan. The survey included hyperlinks at the start of each section that provided respondents with an opportunity to review the relevant chapter prior to commenting.

At the end of each section, respondents were given the opportunity to comment on the Chapter.

M.E.L. Research published the survey online on Monday 19th June 2017 for a period of just over six weeks, with the survey deadline set as Friday 31st July 2017.

To draw attention to the consultation, people who had previously expressed an interest in council consultations were emailed with a link inviting them to complete the survey online.

The councils ran a social media campaign throughout the duration of the consultation to encourage people to participate. This was accompanied by a leaflet sent to each property within Didcot and surrounding villages and email notifications were sent to stakeholder groups and residents that had previously requested to be kept informed of garden town updates. The launch of the proposed delivery plan was also comprehensively covered by the local media.

Paper copies of the Didcot Garden Town Proposed Delivery Plan were available to view at:

- South Oxfordshire and Vale of White Horse District Council, 135 Eastern Avenue, Milton Park, OX14 4SB
- Vale of White Horse District Council, Abbey House, Abbey Close, Abingdon, OX14 3JE
- Didcot Civic Hall, Britwell Road, Didcot, OX11 7HN
- Didcot Library, 197 Broadway, Didcot, OX11 8RU
- Cornerstone Arts Centre, 25 Station Road, Didcot, OX11 7NE
- Didcot Wave, Newlands Avenue, Didcot OX11 8NX.

This consultation follows two stages of community engagement by the councils which were promoted by:

- Interactive websites
- Public drop in sessions at Cornerstone Arts Centre
- Pop-up shops in the Orchard Centre
- Facebook advertising
- Advertising in the Herald series newspapers
- Display stands – Orchard Centre, Cornerstone Arts Centre, Didcot Civic Hall, Didcot Wave and South Oxfordshire and Vale of White Horse District Council Offices.
- Leaflet delivery to all homes in Didcot
- Posters in Didcot and surrounding villages
- Community engagement at Didcot street fair
- Press releases leading to articles in local media

The first stage of engagement ran from 9 November 2016 to 18 December 2016 and saw 429 people express their views of present day Didcot and on what they would like to see in the future.

The second stage of engagement ran from 26 January 2017 to 28 February 2017 and followed the publication of some of the initial garden town ideas. 607 people commented on town centre, masterplan and transport proposals. In addition to the people engaging directly with the councils a petition requesting to 'Please promise to protect all of Didcot's green spaces, paths and amenities on Ladygrove from loss, shrinkage or relocation through future development' signed by 2,039 was received. The comments saw the controversial proposals of a technology campus on Ladygrove Park removed from the proposed delivery plan.

Throughout both stages of engagement the councils conducted meetings with stakeholders, parish councils and community groups to incorporate their views into to proposed delivery plan.

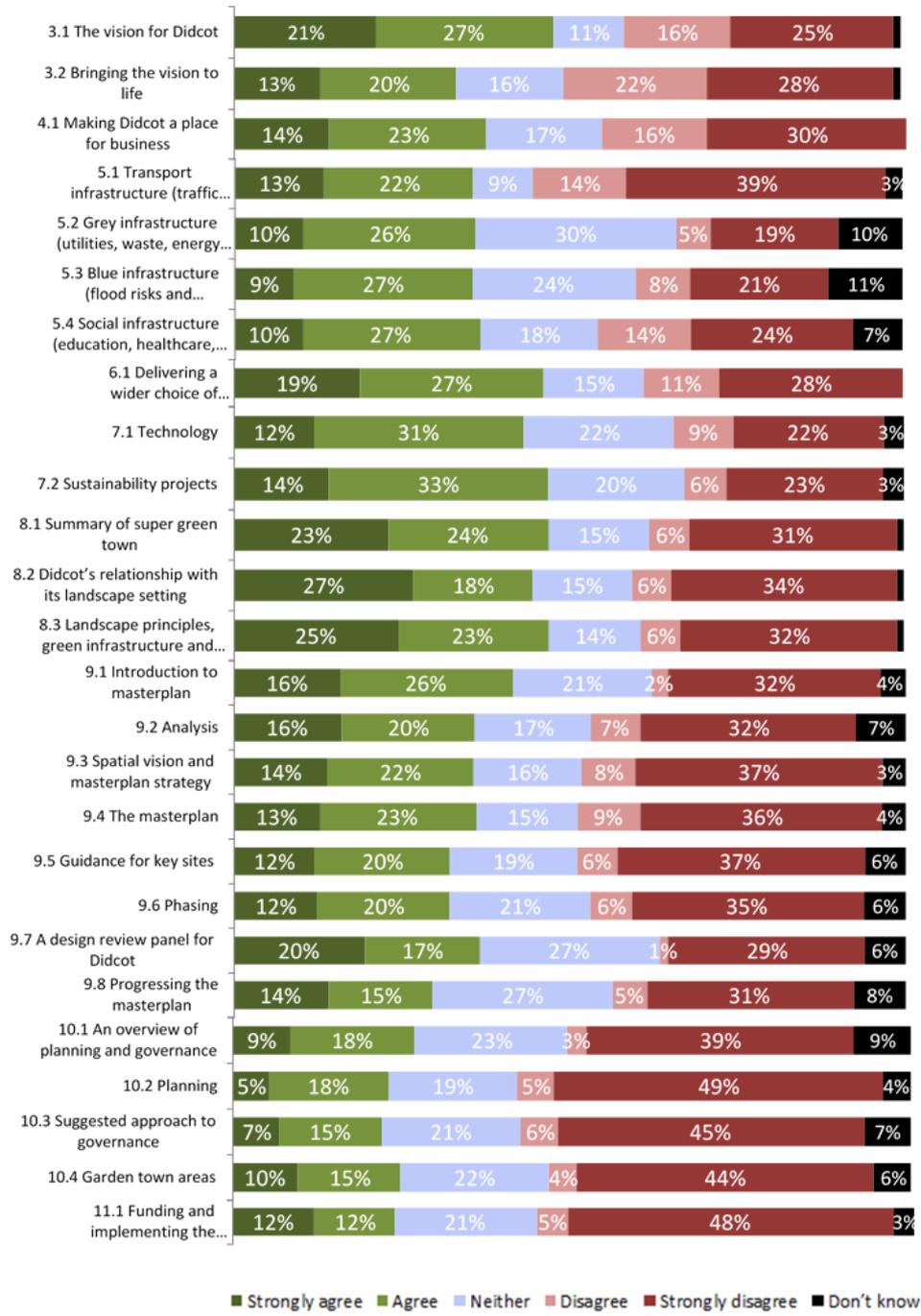
Results of the Consultation Process

A total of 458 people (residents, businesses and other interested parties) participated in the consultation and these participants generated a total of 1925 individual comments. Chapters three to eleven cover the proposed delivery of the plan and people responding to the consultation were given the option agree or disagree with these proposals. The outcome of responses are stated in the table below:

Chapter	Topic	Responses	% of total respondents that agree with, or have a neutral view of, the proposals
3	Vision	93 to 94	49% (bringing vision to life) to 59% (vision)
4	Better Place for Business	64	54%
5	Infrastructure	135 to 157	54% (transport) to 76% (grey)
6	Wider Choice of Homes	80	61 %
7	Connected Smart Community	64 to 67	65% to 67%
8	Super Green Town	100 to 102	60% to 62%
9	Proposed Masterplan	78 to 87	51% (the masterplan) to 64% (design review panel)
10	Managing Delivery	135 to 157	42% (planning) to 50% (planning & governance overview)
11	Funding and Implementation	67	45%

The detailed response for each chapter of the proposed delivery plan is shown in the following table:

Didcot Garden Town Proposed Delivery Plan Public Consultation
Level of Agreement with Chapters 3 to 11 of the Proposed Delivery Plan



Additionally, 36 wider stakeholders (listed in appendix A of the draft feedback report) responded to the consultation.

Responses to comments received as part of the consultation report are shown at the end of this appendix.

Summary and Next Steps

This paper will be taken to joint scrutiny committee on 12 September to:

- a) seek approval of the proposed changes to delivery plan as stated in the 'results of the consultation process' section of this appendix
- b) take in to account any additional changes requests requested by the committee

The Garden Town Project Advisory Board will be provided with a copy of the revised report and any comments from Scrutiny Committee at their next scheduled meeting on 18th September.

This information, together with any final comments from the Project Advisory Board will be incorporated into a draft Cabinet Paper that needs to be discussed at our Senior Officers Management Team Meeting on 20th September, before briefing both SODC and VoWH cabinets on the proposed Cabinet paper, following their scheduled Cabinet Meetings on 21st and 22nd September, respectively.

Following discussion with both cabinets on 21st and 22nd September, a Cabinet Paper will be presented to SODC Cabinet on 5th October and to VoWH Cabinet on 6th October.

Didcot Garden Town Proposed Delivery Plan

Response to main comments received from participants in the public consultation process.

Public Consultation Comments	Didcot Garden Town Team response
Chapter 1 - Home building, population/job increases	
<p>This plan ought to help encourage developers to action their extant permissions. However some cynical developers will take exactly the OPPOSITE view. They will consider that land-banking their site whilst others shoulder the effort of delivering this vision will enable them to cream more profit from their site - when they bring it forward 10 or more years hence... I do not believe that our LPAs and Planning dept. will be taken seriously until or unless they enforce the extant planning permissions - using CPOs as necessary. Even one CPO package launched at a particular Developer/land-rights holder would immediately energise all the other calculating developers! (ID.5)</p> <p>A lot of thought has gone into the plan, and I like a lot of the detail provided (e.g. connecting the elderly and student populations). There has to be a commitment that 'affordable housing' is actually affordable - the definition currently used is, for many, absurd. Long term public ownership of a significant portion of new housing should be guaranteed. These homes should also be where people would like to live - past building under the power lines and along the A34 highlights a very blinkered approach to housing provision. (ID.258)</p>	<p>The Didcot Garden Town (DGT) Proposed Delivery Plan does not propose changes to the planning system. Such proposals are currently the subject of a Government Housing White Paper. The purpose of the Delivery Plan is to work within the current planning process to mitigate the impact of new development by ensuring this is accompanied by appropriate infrastructure provision of improved quality, public open spaces.</p> <p>These comments ignore the purpose of the Delivery Plan and the obligation that planning authorities have to allocate sufficient development land to build a specific number of new houses that are deemed to be necessary to meet an objectively assessed</p>

<p>I agree with the concept and vision of the Garden Town but there is a danger of speculative unplanned development applications being approved thereby negating the benefits of the plan and vision. (ID.322)</p>	<p>need for new housing on a rolling five year basis.</p> <p>The fact that the Didcot Garden Town will not be responsible for future planning policy (i.e. local plan, land allocation, definition of affordable housing etc.) will be included in the final DGT Delivery Plan document, in a more prominent manner, in response to these comments.</p> <p>The final Delivery Plan document will also make it clearer to the reader that it does not attempt to change the planning or building control regimes that currently operate in England.</p>
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Chapter 1 - Community views are being ignored / problems with consultation /document too long

This plan, I object to the overall document. The fundamental flaws are 1. The majority of houses already have planning permission, so they cannot positively contribute to a Garden Town and are likely to be just “bog standard”. 2. SODC does not have the money secured to deliver the plan, especially not for the elements that would justify the name “Garden” Town. 3. Your approach to community engagement is atrocious. You are not engaging in proper dialogue and you are clearly not willing to let the community actually participate in decision making. 4. The document has not fully nor genuinely applied the TCPA Garden Town principles. The document is not consistent about principles neither within itself nor with the SODC Local Plan. Key aspects are missing altogether or are totally underrepresented, such as mental health & wellbeing, the obesity crisis and inactive lifestyles, air pollution, noise, organic food and sustainable agriculture, climate change, especially climate change adaptation. (ID.41)

Asking people to comment on a 446 page document and 576 pages of appendices is not effective consultation. As an example that even the writers seem to have struggled with putting together a coherent document this size, page 49 contains the words "Delete the remainder of the paragraph." The consultation period for a plan of this size is unreasonably short, and the actual practical outcomes of the plan have not been effectively communicated. (ID.215)

I object to the overview. The document lacks specifics (e.g. on funding), fails properly to apply Garden Town principles, and demonstrates a failure to engage with the community from the previous phases of consultation or in this stage. (It

The approach to community engagement was summarised in Chapter 2 and Appendices A and B of the Delivery Plan. The engagement process was probably the most in-depth engagement process conducted by any of the UK’s garden towns.

Most of the TCPA Garden Town principles assume that a Garden Town is being built on green fields. They do not necessarily take account of the difficulty of applying these principles to an existing developed urban area, such as Didcot.

However, it would seem that the delivery plan needs to be clearer about what it is not designed to do. For example, the Delivery Plan is not about delivering improved services that are the responsibility of other public sector agencies such as the National health Service or Environment Agency. Rather, it is simply about trying to influence the location of physical assets or type of services that these Agencies provide, to help deliver

<p>was also clearly rushed out, as shown by e.g. inadequate proof-reading (e.g. p 50, end of penultimate paragraph.) The document needs to be withdrawn with a view to restarting the consultation, this time with a willingness to listen to the community and genuinely have local people participate in decision-making. (ID.218)</p> <p>It is good to see that a great amount of thought and work has gone in to how Didcot should be developed. However, there is a great deal of information within the 446 pages and appendices so it is difficult to be comprehensive in any comments... (ID.369)</p>	<p>improve the health and wellbeing of local residents within Didcot Garden Town.</p> <p>There are some typographical errors in the document. However, this is a draft for consultation and was always going to be subject to review. These errors will be corrected before the final version is published.</p> <p>Comments relating to the size of the document ignore the fact that had a summary document been produced this would have been open to criticism on the basis that vital parts of the document had purposely not been included in the summary, in an attempt to mislead the public. On balance it was felt more appropriate to publish the whole document.</p>
<p>Chapter 1 - Cost / How will it be paid for</p>	
<p>Didcot will be ruined by this plan. Drawn up for the convenience of business and no thought for those who already live here. No forward planning on infrastructure to support it or how to pay for it. Madness. (ID.25)</p> <p>SODC does not have the money secured to deliver the plan, especially not for the elements that would justify the name "Garden" Town. (ID.57)</p>	<p>The Delivery Plan goes into some detail concerning Didcot's future infrastructure needs and makes it clear that it is an aspirational document that cannot be implemented without receiving substantial government funding.</p>

<p>I think this plan is really commendable and applaud the ambition. My main concern though is that sufficient funding is made available, over the long term, for the management and maintenance of the large new areas of green infrastructure. (ID.212)</p> <p>I approve of the Masterplan and Didcot designated areas but think that the funding for some of the transport infrastructure is not certain at the moment and may become challenging. (ID.222)</p>	<p>Obtaining this funding from Government will be much more problematic, if the Delivery Plan does not have the local community's general backing.</p>
<p>Chapter 1 – Green Belt / Green Space Concerns</p>	
<p>Designating 'green buffer zones' is utterly meaningless!! Either make them formal Green Belt (not that that makes much difference) and don't pretend they will not be swallowed up. Honesty please!! (ID.28)</p> <p>The plan envisages building over a large piece of Green Belt land including an SSSI. I am not fundamentally opposed to such an action, but it should be an option of last resort after all other possibilities have been examined and excluded. Indeed government policy appears to require this. As I understand it, the Housing White Paper requires that 'authorities should amend Green Belt boundaries only when they can demonstrate that they have examined fully all other reasonable options...'. 'Other reasonable options' include development of brownfield sites, efficient use of current underused sites, optimising densities and through exploring whether other authorities can help to meet housing need. This does not appear to have been done. I have not read every word of the plan but I have examined it in sufficient detail to convince myself that there is no evidence of any proper evaluation of alternatives. In those circumstances the</p>	<p>The DGT Delivery Plan is not a statutory planning document and the Didcot Garden Town Board will not initially be a legal entity. The Neighbourhood Planning process will enable local neighbourhoods to designate such buffer zones, if they wish to, and the Garden Town Team will support their efforts in this regard.</p> <p>The DGT Delivery Plan does not seek to chance planning policy. Rather it aims to meet the best aspirations of this policy by encouraging truly sustainable development in areas that have already been allocated for</p>

<p>proposal appears to contravene government policy and to run counter to common sense. (ID.69)</p> <p>I agree with the development of Didcot town centre. However, since when has Culham been part of Didcot? Please explain! Culham's postal address is Abingdon. As for 'garden town' all I see is urban sprawl over pristine countryside and more importantly green belt land, which was specifically created to prevent such acts. Houses are starting to be built and planned without the required infrastructure in place which will lead to huge traffic congestion, increased pollution and pressure on already stretched services. This aligned with multiple quarry development is simply ruining 'England's green and pleasant land'. Surely there are better brownfield sites to be considered? (ID.221)</p> <p>It appears to be very comprehensive on the extent of proposed Garden Town infrastructure but roads still seem inadequate! And existing green spaces must be retained! (ID.462)</p>	<p>development through the Local Planning process.</p> <p>Culham is included in DGT's wider area of influence, because early discussions with the wider community, at an early stage in the community engagement process, indicated that Culham was regarded as being affected by the planned growth of Didcot. The DGT delivery Plan is not a planning document and does not seek to change the content of Local Plans.</p> <p>We support improved road provision and the creation of better quality green spaces. Whether existing green spaces should be retained depends on the alternative purpose being proposed and whether it might possible to replace this with an alternative smaller area of higher quality green space, plus more green space elsewhere.</p>
<p>Chapter 1 – Other facilities / considerations (e.g. health)</p>	

I have noticed that you do not propose to provide any new health facilities. The current doctor provision is not going to cope with the proposed increase in population after building all these extra properties. The current roads are not sufficient to be able to cope with the additional traffic that will be generated. (ID.34)

There isn't much provision for young people (teenagers/school leavers) in Didcot. This plan was an excellent opportunity to put young people at the heart of the plans, yet there doesn't appear to be much, if any consideration for how the town can better support the future generations with more facilities (apart from the abstract concept that more job opportunities will be available and there may be a trickle-down effect). Young people are mentioned 15 times in the plan, of which, most is in reference to young professionals who may want to buy housing in the area. Moreover, "mental health" is only mentioned once, yet there is a significant need for more support within Didcot. Young people need more services immediately to help with mental health and allow them to use their time productively. It's disappointing that there is no planned infrastructure/services for them, to support their growth as individuals which would in turn be of huge benefit to the town and the surrounding area. (ID.190)

Young people should be mentioned more in the plan; I think they should be consulted to find out what they need in Didcot. (ID.450)

On the current plans, there does not yet seem to be any health care provision for the North East Didcot development, the nearest shown being the Oak Tree Health Centre on the Ladygrove Estate. 3. Social Infrastructure mentions 'assessing needs for education, health, cultural and leisure facilities': does this

The Garden Town will not be assuming delivering services that are the responsibility of Government Agencies such The National Health Service and The Department of Transport.

The Delivery Plan highlights the need for a Culture, Sports and Leisure study, to identify the type of facilities that ought to be developed to meet the needs of local residents, of all ages.

However, the Final delivery Plan will be amended to make reference to the specific needs of young people and to ways in which this need may be met.

The plans for NE Didcot take account of the need for Health Care facilities. The

mean that there will be a new health centre to avoid placing a great strain on the service provided by Oak Tree health Centre?? (ID.213)

A chapter on providing for public services and Public Buildings for additional Nurseries, Doctor Surgeries, Schools, Dentists Community Halls, Sports Facilities, etc. (ID.234)

Oxfordshire Clinical Commissioning Group (OCCG) are consulted on new development plans to determine whether a new health centre is required or whether increased need can be serviced through existing centres. Whether there is a need for new health facilities is therefore generally determined by OCCG. This is something would normally be considered during the planning process, prior to the granting of planning consent.

The responsibility for providing additional public buildings rests with a number of public agencies and organisations. The Garden Town Team is in regular contact with most of these organisations and has taken account of their expressed needs during the community engagement process. Chapter 5.4 of the Delivery Plan (Social Infrastructure) tries to summarise these as best as is possible, given that some these agencies and organisations (e.g. The National Health Service and to a certain extent Education Services) have yet to finalise their strategy for addressing long term public needs.

Chapter 1 – Other Comments	
<p>Consequences for settlements more widely - impact of traffic congestion in Abingdon, Wallingford. (ID.275)</p> <p>More attention needed to impact on surrounding villages. (ID.111)</p> <p>Didcot will be the urban centre of surrounding villages which are set to become suburbs of Didcot. This is therefore not about a garden town at all - this is urbanisation of countryside, for the reasons of massive growth - 'close to the 20,000 new jobs that will be created in the Science Vale area' - how is this connected to 'garden town' status? This is not explained at all... Also it is stated that 'New roads and cycle paths are planned to improve access around the town and to the surrounding villages and science business parks' - but in the past 10 years there has been nothing but shrinkage in terms of infrastructure and public transport for this area - so what is the commitment of both OCC and SODC to these things? (ID.171)</p> <p>I really like the overarching plan. The increased jobs and funding for the area and general improvements. I feel very strongly towards the position of the train station. Where it is currently is central and will be next to the new multi-story car park plans. If it is moved more eastwards it will take up the green space on the Ladygrove loop, which I know several young children enjoy kicking a football around and getting exercise. I for one also use the loops for running myself. I would prefer upgrades to the current station. (ID.63)</p>	<p>This is why these villages and settlements were included in DGT's wider area of influence. We agree that the impact of traffic congestion needs to be carefully monitored and this is why we have commissioned a "bespoke" computerised traffic modelling system for the DGT wider area of influence. This will enable the modelling of future traffic flow scenarios for main routes within the DGT wider area of influence. This type of model have never previously existed, making decisions about future traffic management proposals extremely difficult.</p> <p>New job creation, and associated economic growth, underpins the need for new housing and delivering new housing (much of which has already received planning consent), in a sustainable manner, is a large component of the Garden Town. Unfortunately resources available to OCC and SODC have reduced significantly over recent years, which makes it more difficult for them to address every perceived need. OCC and SODC have however committed themselves to support the Garden</p>

	<p>Town delivery Plan by allocating as much resources as possible, commensurate with their other obligations, to implement the Delivery Plan.</p> <p>The Garden Town Team sympathise with the desire to safeguard the Ladygrove Loop. However, all opportunities for redeveloping the station need to be explored, so that as strong a case as possible can be made for whatever option is perceived to be the best.</p>
<p>Chapter 1 – Support for the Delivery Plan</p>	
<p>Oxfordshire Cycling Network (OCN) brings together members from 29 cycling and supporting organisations in the county. OCN represents the 170,000 cyclists in the county and the 460,000 who would cycle if it were safe, convenient and pleasant. I, the Chair of the OCN, live in Steventon within the Area of Influence of Didcot, and I frequently cycle or drive to Didcot so benefit from local knowledge. OCN applauds this forward-looking vision for the town. We like the way that it integrates greener and cleaner infrastructure of many types to make the town operate more effectively and be a more attractive place to live. In particular we support the network of cycling and walking routes within Didcot and reaching out to important nearby locations for work, study, living and leisure. (ID.151)</p>	<p>It is good to know that certain elements of the Delivery Plan are supported by an organisation with such a wide representation.</p> <p>Making Didcot a better place in which to live and work is a main aim of the Garden Town project.</p>

I think that the garden town is a fantastic opportunity for Didcot to become a better place for everyone who lives and works there. (ID.176)

I think the overview is excellent and captures the important issues in the master plan for the Didcot Garden Town. (ID.185)

Looks very good - as long as you listen and more importantly ACT on consultation and feedback. (ID.272)

The 19th century branch line to Oxford changed Didcot from a village to an important regional hub. Didcot Railway Centre is ready to help make the vision happen by working with others in the town and local community, thus contributing to Didcot being a Fantastic Green Space. We support the Master Plan priorities and an upgraded or expanded railway station. We welcome your comment "The opportunity to enhance and expand the railway centre and bring its work to life in the station square area as this fits with our own vision of making Didcot a destination town for heritage as well as science. (ID.290)

OxLEP is supportive of the overall vision for the Garden Town and the opportunity it provides to: Diversify housing types and delivery methods, Accelerate the delivery of homes and the social and physical infrastructure required to support new residential development, Support economic growth generated by Harwell, Culham and Milton Park, Explore ways to capture value

The proposed DGT Governance arrangements make provision for extensive community involvement and we would hope that local residents and businesses will take the opportunity to become involved with the governance (through participation in the various sub-groups working beneath the main Board) to help implement the Garden Town Delivery Plan.

Investment in the Railway Centre has the potential to help Didcot become both a better visitor destination and a focal point for expressing Didcot's civic pride in being is one of the UK's main railway centres.

It is reassuring to know that OxLEP are supportive of the Garden Town proposals and the need to be consulted on planning decisions and influence planning decisions, whilst a DPD is reviewed for examination and adoption.

from new development, Establish strong local governance for the garden town. The content of the Delivery Plan aligns with the People, Place, Enterprise, Connectivity programmes of Oxfordshire's Strategic Economic Plan. OxLEP is in agreement with the acknowledged need to consider how the Delivery Plan can influence planning decisions whilst a DPD is reviewed for examination and adoption. (ID.300)

The RSPB welcomes the Delivery Plan for Didcot Garden Town (DGT). There is much to support in the Delivery Plan, including the focus on high quality public spaces, green infrastructure, climate change mitigation and adaptation, and delivering a net gain in biodiversity through this development. The area proposed for development is generally of low value for biodiversity, with almost no existing statutory or non-statutory sites for nature within the DGT delivery area. Given reasonable ambition and commitment to delivery it will be entirely possible to secure a higher quality environment and net gain for nature through this development, which will also give the existing and new communities of Didcot a high quality of life and connections with nature. (ID.312)

CPRE welcomes the Didcot Garden Town initiative. We welcome the desire to create in Didcot a sustainable and vibrant town. We also welcome the thesis that the potential attraction of Didcot is its surrounding countryside and it is excellent to see the recognition of the importance of the rural landscape setting of Didcot. Indeed, we agree that Didcot needs 'a high quality and green environment that encourages healthy lifestyles' to encourage business' (page 90, section 4.1.8). We would, however, suggest that the importance of

We very much welcome this positive feedback from RSPB and will seek to involve them in future place shaping activities.

The suggestion to include the connection to the countryside within the Vision (pages 12 and 13 of the Proposed Delivery Plan) is something that will be considered when finalising the Delivery Plan document

<p>connection with the countryside is included in the Vision (pages 12 and 13). (ID.418)</p>	
<p>Chapter 2 - Consultation does not reflect previous input/ideas document too long</p>	
<p>Hah. You haven't listened or consulted at all, except to the people who already agree with your 'vision'. We were certainly not consulted. You don't care or listen to the average person living in Didcot, just to your green PC focus groups. (ID.23)</p> <p>Your representatives assured us at previous meetings that there would be further meetings and presentations. Why are there none? (ID.45)</p> <p>Whilst I personally wasn't involved in any consultations, I know a number of people who were and they have been pretty stunned that not a single part of their input has been included in the very long document. Young people (teenagers), and those who represent them, seem to have been totally passed over. They are the people who will grow up in the garden town and be responsible for making it successful or not - making them disengaged in the process is disastrous ("I turned up to a meeting but nothing I said has been listened to, so I'm not going to bother again. There's no point.") LISTEN! ENGAGE THEM! They have some great ideas. (ID.106)</p> <p>I object to the team's approach to consultation. In particular, I take objection to: - the unreasonably short consultation period: six weeks, in a period when many people are likely to be taking their summer holiday, is plainly unreasonably inadequate for a dense, poorly-written document with hundreds of pages, supplemented by appendices running to hundreds of pages more. (ID.218)</p>	<p>Everyone in Didcot was given the chance to participate in the formal public consultation and previous community engagement process.</p> <p>The process has been managed by democratically elected Councillors, who have a responsibility to represent all parts of the community.</p> <p>The large number of meetings and presentations that have taken place are referred to Chapter 2 and Appendices A and B of the Delivery Plan.</p> <p>Practical ideas and suggestions were taken account of. Impractical ones were not. People who engage have a responsibility to understand the constraints and parameters that apply to future urban planning. The delivery Plan needs to be grounded in reality and capable of securing funding for its'</p>

<p>It is disappointing that the period of time to respond has been very tight and it has taken place during the lead up to and the start of school summer holidays . Issuing the proposal for consultation during the Summer Holiday period will no doubt have denied many residents the opportunity to give the consultation the due consideration that it requires as I have found. The size of the document has meant that appreciating it in detail has been challenging. I am concerned that the pressure engendered by the combined length, timing and nature of the documentation supplied is designed to obscure the proposals and therefore believe that the responses obtained cannot be taken as being a genuine response to a legal consultation. (ID.425)</p>	<p>implementation. Some suggestions that we received were investigated and found to be undeliverable for a number of reasons. Six weeks is 50% longer than the minimum (4 week) consultation period used to consult on District Council policy documents. General and Local Election periods made a longer consultation impossible (no public consultations can take place during election periods). This is not a statutory document and so there is no legal requirement to consult on its' contents or to allocate a specific minimum period for consultation.</p> <p>The consultation is governed by the fact that, in order to become an endorsed Council Policy Document, it must be subjected to public consultation, in accordance with the Council's agreed public consultation policy.</p>
<p>Chapter 2 - Other facilities / considerations (e.g. health)</p>	
<p>The Churches within Didcot have a huge impact on the community life of Didcot with projects and services for the very young to the very old and they therefore are suitably placed to respond to some of these needs as well as have a voice for 1000's of people within Didcot. It therefore would be important to continue to involve the churches in the vision for Didcot Garden Town and how they can help support some of the needs and desire for community. One aspect could be to plan for a brand new Church (Taken over by an existing church in Didcot) to</p>	<p>Had the Garden Town team been approached by any of the churches or faiths to find a suitable location for a Church in central Didcot, this is something that could have been explored. To date, no representatives from any faith have indicated a willingness to</p>

be in the town centre development of Orchard Centre Phase 3, combining a community focus right in the town centre, a worship place/space for those of all faiths and none and lastly almost a cathedral for the new identity of Didcot Garden Town. (ID.4)

It would be beneficial to many leisure and sporting groups if a 400m running track was constructed at the proposed world class leisure centre. The only track in south Oxfordshire and the vale is Tilsley Park in Abingdon which is well used by Abingdon sports and leisure groups with no real space in the timetable for groups outside the area schedule weekly time slots. Another track would allow more people to access better facilities. (ID.115)

Didcot has many overweight and obese people and yet the plans include more fast food outlets. Why put so many food stores in one place rather than out where all the thousands of houses are being built? (ID.162)

The community have repeatedly asked that their quality of life should not be compromised this is evident in every category... Open spaces footpaths, woodland, wildlife cycle access to surrounding areas allotments and biodiversity a clean and healthy lifestyle. The community want Art Nature and Heritage. Their requirements are sound and deliverable. These qualities need to be considered at every level to fulfil the community's needs. The Community should be asked again about their requirements with regard to Public Facilities and Amenities as the increased population will put a strain on the present services. (ID.234)

Really encouraged to read so many positive comments, hopefully the community will have its voice heard. I believe NHS facility's should be included in

fund such a development or to pay for the ongoing upkeep of such a building.

The possibility of creating a running track will be explored as part of the Sports and Leisure study that is proposed within the Delivery Plan.

The delivery Plan makes no specific suggestions regarding more fast food outlets. As previously indicated, although the plan makes reference to improved retail services, the specific nature of this retail space would be a matter for the planning authority to consider.

Further consultation will be an ongoing feature of the Garden Town as the delivery Plan is implemented. This will take the form of broad consultation on key issues, such as open spaces and cycle ways etc. and specific consultation on projects that require

<p>the form of more doctors surgery's, a hospital to support the JR servicing the south of the county , with more facilities dedicated to supporting the elderly. (ID.285)</p>	<p>consultation linked to a specific planning application.</p> <p>The Social Infrastructure Section of the Report (Section 5.4) will be reviewed to provide more prominent mention of the need for better local health facilities.</p>
<p>Chapter 2 - Green belt / green space concerns</p>	
<p>This section and the pre-ceding maps make reference to protecting the green buffers around the town. There needs to be clear documentation in place to protect key areas from speculative housing development. This especially concerns areas to the south and east of the existing town. (ID.10)</p> <p>Villages around Didcot are under threat. Appleford is being swamped by traffic and the encroachment of Didcot. Vale of White Horse DC and South Oxfordshire DC need to LISTEN to residents from the villages and provide a protective green space around these villages as per national policy. I note Appleford has a green space only to one side. Fine you want to develop, expand and promote Didcot BUT don't do this at the expense of the surrounding villages and please do leave some of the lovely countryside to the river untouched. Let's hope this is not yet another tick box exercise. (ID.11)</p> <p>I hope that we're really going to be listened to and that this consultation isn't just because the decision has already been made and we're being steam-rolled. Please don't proceed with this plan. Didcot will be unrecognisable and we'll lose</p>	<p>The delivery plan is very specific about the need for villages to identify areas around their villages that they would like to protect as green areas, within the context of their neighbourhood plans. The delivery plan even suggest where these areas might be. As previously explained, the Delivery Plan will seek to influence Local Planning Policy, as set out in the Local Plans for both South Oxfordshire and Vale of White Horse. It is, however, the local policy planning framework (Neighbourhood plans and the District Local Plans) that will determine what land is to remain as protected green space.</p> <p>Didcot is changing, with or without Garden Town Status and a Garden Town delivery Plan. The Delivery Plan aims to address some</p>

<p>so much green space. We'd rather have the existing setup than all the new conveniences described, any day. (ID.214)</p> <p>The importance of maintaining the green gap between Didcot and the surrounding villages cannot be stressed too highly. I note there are references in subsequent chapters, e.g. Ch.3 - the need to protect the rural character of the surrounding environment including the built environment of the individual villages. Ch. 8 reiterates the importance of formalising the green gap between villages and preserving and maintaining the distinctive character of each. (ID.318)</p>	<p>of the main concerns associated with the inevitable changes that challenge all settlements over time.</p> <p>This is a very particular ambition of the Garden Town Delivery Plan and is something that will be articulated in more detail, when producing the proposed Didcot Garden Town Development Plan Document.</p>
<p>Chapter 2 – Other Comments</p>	
<p>We appreciate the efforts to get input from the community. However, we are concerned on the specific topic of Cow Lane that inputs have not been reported correctly. Your appendices state “Cow lane also received conflicting suggestions for its future (leave as one-way = 2, make two-way = 9, widen and make two-way = 8, pedestrianize = 1)”. We know that both OCN and HarBUG submitted responses saying that Cow Lane should be opened to two-way cycling and walking traffic. This concerns us for two reasons: Because ‘pedestrianize’ does not communicate the benefits of the conversion as part of a wider cycling and walking network, and because at least one point of view has not been counted, and there may be others. We support your plan to conduct feasibility studies before changes to Cow Lane, but these should be accompanied by communication of the benefits, as well as the impacts on motor vehicle users. (ID.151)</p>	<p>The point is well-made regarding use of the word pedestrianize. We will ensure that any future reference to Cow Lane and any future feasibility study makes it clear that one of the options would be “two-way cycling and walking traffic”</p>

The community has repeatedly expressed reasoned objections to the proposals to close Cow Lane to cars and to relocate the Train Station. This section should state how many objections were raised, what these objections were, why they were raised and why they have been disregarded in the Delivery Plan. (ID.240)

As a resident of Sutton Courtenay, the largest village close to Didcot I am very concerned that the green gap between the two is retained and enhanced. With development on Milton Park and Didcot A, it is unclear how this can be achieved. It is vital that our village is clearly separated from Didcot and retains its village character. The plan refers to improved infrastructure but it is noted that none of these improvements will help the rat run through our village. In fact with the increase jobs this will get worse as the roads through our village are the quickest way to Abingdon. Similarly there is no improvement to the cycle path linking Abingdon with Didcot. This is already very busy and will become more so. This follows the B4016 and then south through the village along very busy roads. Furthermore the cycle path proposed to Culham will do nothing to aid our village. Instead the far smaller settlement of Long Whittenham will benefit. I would say that the masterplan completely ignores our fast growing village which will clearly suffer as a result. (ID.83)

Please, please, please make safe, off-road cycling routes to Milton Park and Harwell! (ID.29)

As yet no thorough study has been undertaken by either proponents or opponents of any proposed changes to the current traffic management system. The delivery Plan makes it clear proposals in the Delivery Plan Local residents will have the opportunity to comment on any feasibility study recommending changes to the current traffic management system under Cow Lane Bridge, and on any subsequent planning application, as part of a normal planning consultation process.

It is expected that the proposed new, direct Didcot to Culham link road will reduce traffic currently driving through smaller settlements to the North of Didcot. However, the local traffic model that has been commissioned by the Garden Town Team will help to confirm the likely positive impact of this proposed new road.

We will consider how the Delivery Plan could be amended to respond to the issue raised relating to the Abingdon to Didcot cycle route.

I was not listened to. Roads and cycle routes improvements are restricted and do not benefit existing residents. Local bus connections were also mentioned and need to be improved for all not just Harwell Campus and GW Park. (ID.324)

Yes, well too many houses being built... not enough car parks... also too many cafes in Didcot. (What) we want is Sports World... we've not got one... we have too many restaurants. (ID.268)

I own a Crossfit box with my partner on Rich Sidings in Didcot. We have had this business for a number of years and have a huge customer base, as well as employing a lot of staff who have had to take professional qualifications to coach this sport. Crossfit is not the same as a normal gym, it is completely different and our customer base clearly shows the people in Didcot and visiting Didcot want this in their town. Please can you let me know what help will be given to make sure small businesses like ours are helped/protected or moved within Didcot Town? (ID.87)

This is one of the aims included within the proposals for making Didcot a “better connected community”

The Delivery Plan cannot deal with all the issues facing Didcot. Bus services in England are delivered by bus companies and they will only provide services where these can be operated commercially or where a subsidy can be provided. These factors limit the extent to which the DGT Delivery Plan can influence Didcot’s public transport system.

The nature of the retail offering in town centres is generally determined by the needs of local residents (and/or tourists, in some towns like Oxford that are major tourist destinations).

Facilitating the relocation of existing occupiers on an identified development site is normally a matter for discussion with the current site owners, as part of any site acquisition process. Where either South and Vale Council is acquiring a development site with existing occupiers, great care will be taken to ensure that local businesses are not unfairly affected by the proposed acquisition. The Councils’ Economic Development Team will work with local businesses to help minimise any potential disruption to their business.

<p>Leisure facilities should be maintained unless they are to be improved. (ID.222)</p>	<p>This is normal practice for most Council owned assets.</p>
<p>Chapter 3 - Plans are over ambitious/not realistic/ not specific enough/contradictory</p>	
<p>Short sighted, does not address current problems and only seeks to provide extra facilities to support growth, without rectifying problems, in all likelihood making them worse. (ID.12)</p> <p>My impression is of a well delivered university project, which is not as grounded in reality as it will need to be if the project is to be a success. I do however wish it every success. (ID.198)</p> <p>The vision does not appear to be reflected in the detail. For example, 'local character' is a principle and yet the Prince of Wales is to be swamped with new buildings. You also talk of 'prioritising green spaces' and yet there are no new green spaces. ((ID.225)</p> <p>The vision for Didcot is an aspirational document aimed at persuading central government to give more funding. It is by definition therefore an incomprehensible report that is meaningless to the average resident. Bringing the vision to life lacks practicality and again is a high level over-view of what in reality might happen. Totally incomprehensible. (ID.456)</p> <p>Over ambitious. (ID.459)</p>	<p>There is clearly a challenge to make the document more accessible and to emphasise projects that are going to result in positive benefits for the average Didcot resident.</p> <p>Once complete, a 30 page technical summary of the final document will be produced, along with a 10 page short summary document. The Garden Town Team will ensure that both of these contain specific references to beneficial projects that can be delivered with minimum investment.</p> <p>Likewise, additional examples of how “local character” can be maintained will be included to ensure that Didcot’s local character is not simply defined by one building (i.e. the Prince of Wales Public House)</p> <p>The ambitious nature of the document is noted. However, it is accepted that this will inevitably need to be reduced in scale and ambition, and projects prioritised, once it is</p>

	clear what resources are available to support the plan's implementation
Chapter 3 - Support the proposals	
<p>I think the vision sounds good and the model for the vision with the pillars is a good structure. The Connectivity Hub is a place that could be multi-use and provide an amazing space for people to be in however it depends on the stakeholder and who that actually is and what their priority actually is. I believe that the Church is well placed to be facilitators or to be involved the connectivity hub, maintaining the community focus allowing space for all to be welcomed and providing a commitment to the town beyond this generation and the next e.g. the worshipping community of All Saints have been in the town for over a 1000 years! (ID.4)</p> <p>The vision for Didcot looks great and I would encourage the development of the town to provide opportunities and services for local people. (ID.17)</p> <p>Yes, I think its brilliant all the things that are being planned and hope that it all happens. (ID.116)</p> <p>I really like the strong, bold themes. I am not sure if the Pillars are simply a literal way to present the ideas, or if these Pillars are going to be the UBS for Didcot - i.e. actual structures somewhere that represent us. I love the idea of the mass public art, and think that these would deliver the brand of Didcot far better than Pillars - we have the apple peel at the orchard centre, and this seems as if it could be used to generate a theme, blending in sculptures of molecules that also Swirl to combine the strong science centre that we already have? (ID. 139)</p>	<p>The possibility of defining an increased role for churches of all faiths is noted. Further engagement with churches may be appropriate and an effort will be made to determine how they can contribute more to the Delivery Plan.</p> <p>It is re-assuring to know that there is support for encouraging development that relates to science and technology culture/community and green space/recreation themes.</p> <p>A shorter document will be produced, once the document has been finalised.</p>

<p>I think that the three pillars on which this is based are an excellent concept. Combining the strength of the science base with culture/community and green space/recreation will create a town worth living in. (ID.185)</p> <p>The vision is good, needs political will to push it through. (ID.245)</p> <p>The proposals all look plausible on paper it remains to be seen as to what is eventually achieved? (ID.462)</p>	
<p>Chapter 3 – Concerns Regarding the Consultation</p>	
<p>I object to this vision, because neither the vision nor the principles were developed in genuine dialogue and engagement with the community. The vision is not fit for the 21st century. It will lead to an unsustainable situation in terms of traffic congestion, noise and pollution and quality of life. The vision is a lot of waffle and meaningless. (ID.57)</p> <p>This isn't a vision; it's just a branding exercise. You appear to be trying to manage expectations by saying "the New Urbanist reading of the Garden City Movement was as much an economic concept as an aesthetic and environmental one." This is a cop-out and not what people want. You also talk about the local community being "active at all stages of decision-making". This clearly is not the case here. I don't understand the bit about Didcot being cultural diverse. It's not exactly Cowley Road! 3.1.6 We don't want "pioneering architecture" and we do not want high-density building. (ID.61)</p> <p>I object to this vision, because neither the vision nor the principles were developed in genuine dialogue and engagement with the community. (ID.227)</p>	<p>The vision and principles were developed following meetings and discussions with interest groups and key stakeholders in Didcot.</p> <p>The text of the document makes it clear that a strong vision and supporting principles helps create a brand that will attract new investment to Didcot – which, in turn, will generate the investment needed to create a better place.</p> <p>The engagement process, as described in Chapter 2 and Appendices A and B of the delivery plan describe a comprehensive engagement process that was open to all parts of the community.</p>

	<p>Developer commitments relating to previously agreed planning consents are a matter for planning enforcement. Planning permission was granted on the basis that these developments (plus the associated infrastructure) did not create a worse situation than the one that currently exists.</p> <p>It is clearly more difficult to transform an existing community into a Garden Town than it was to create the original Garden Towns, which involved building new houses and factories on what was previously green fields, in a responsible and sustainable manner.</p>
<p>Chapter 3 – Consideration of Other Facilities</p>	
<p>What is going to happen to the athlete Centre in Didcot? This is not a leisure centre or gym. It is a Crossfit facility. Will this be moved somewhere else in Didcot? There is a lot of people who go here and it is great for the community. (ID.15)</p> <p>The vision again relies on ideals, some taken from areas in the country which have each had a very specific focus. The vision for Didcot seems again to ignore</p>	<p>It will be necessary to relocate all occupiers on sites identified for development. The way in which this is done and the need to identify suitable alternative premises will generally have to be discussed/agreed with the current site owners as part of the site acquisition process.</p> <p>There is undoubtedly a role for young people to play in shaping and implementing the Delivery Plan. Finding appropriate ways to</p>

the younger people as being a key to success - they have to take ownership (to use awful modern jargon) of the vision. They need to care about the neighbourhood where they live and go to school. Clean up litter, not create litter, clear paths and streets outside their homes, start growing food, flowers, creating and looking after public spaces, not tolerating vandalism etc. Not waiting for 'them' to do the grotty work. Schools used to have manual subjects on the curriculum. These could set a kid up for life. Secondary modern and grammar schools used to have garden plots for pupils to grow things, used in Biology, maths, cookery, science, all aspects of curriculum. Garden city schools need to embrace a 'new' (but 'old') way of learning and all school governors need to be targeted by you to make sure that they understand their responsibility too to make the vision a success. (ID.72)

We feel strongly that the green buffer zone must be provided and safeguarded for future generations. Existing bridle paths and footpaths must be maintained. Local food growing must be encouraged with allotments provided and farmland preserved. Didcot must not be allowed to grow ad infinitum. There should be a plan as to where the expansion will end. (ID.147)

Though I agree with the sentiment I do believe that commissioned art works etc. is a poor replacement for saving one of the cooling towers as a landmark art work linked to Didcot's past and heritage. Germany have done this why can't we and at least have some vision to keep at least one. (ID.256)

engage with young people and encourage them to participate is always going to be challenging.

How young people are encouraged to participate in shaping the places they live in, within the school curriculum, is a matter that needs to be left to education departments and schools.

However, consideration will be given to the insertion of a section in the delivery plan that specifically refers to ways in which young people can become involved in shaping Didcot's future by implementing the Delivery Plan.

The future of the cooling towers has already been determined by their owner (RWE). The Delivery Plan is focussed on Didcot's future and tries to indicate how new local landmarks can be created (e.g. through the landscaping strategy and the commissioned art work. It is

	equally possible to reflect Didcot's heritage in this way.
Chapter 3 – Other Themes	
<p>From what I've seen so far – it's... let's put thousands of houses over here and all the jobs over there then bitch and moan at the horrible motorists for clogging up the roads with their cars when house builders have been given free rein to build VAST housing abortions all over the county that have no 'organic economic development and jobs', forcing the over use of cars. (ID.92)</p> <p>One of the key things to make the good words a reality will be to ensure that the Town Centre is properly linked for pedestrians and cycles to the suburbs and beyond and that non car living is actively encouraged. As a cyclist myself I know that this will only be achieved this will only be achieved if cyclists feel safe which means proper cycle lanes being provided wherever possible. As much new housing as possible at high density perhaps 5/6 storey flats should be built in /adjoining the town centre. This to include affordable rent/ private rent/low cost for sale. The protection of the setting to Didcot including its ring of adjoining ancient villages is vital. Please do not allow further lateral spread of Didcot to ever distant suburbs where car dependency is inevitable. (ID.50)</p> <p>Only that from the outset, due regard must be taken to the future developments of transport, both public and private, in particular with the recent and accelerating trend for developing hybrid/all-electric vehicles and the increasing use of cycles. (ID.93)</p>	<p>The Delivery Plan aims to find ways of securing new houses and new jobs, since both are the sign of a growing economy. The alternative of dealing with the opposite scenario i.e. a declining economy, is equally challenging. However, on balance, most people would probably prefer to live and work in an area that is growing, rather than one that is declining.</p> <p>This comment summarises some of the main issues that the Delivery Plan is trying to deal with and is a reasonable reflection of what the Delivery Plan is trying to achieve.</p> <p>Agreed, plus of course the increasing use of electric bicycles.</p>

<p>Didcot is thriving and it's important it is improved. However, traffic is a nightmare already and adding more houses, encouraging visitors and additional business needs to have easier access. There is currently only one route into Didcot via the a34. A town this size needs at least two to prevent all traffic being forced into the middle of town. Parking is also an issue in town. Ladygrove is already used as a "drop off" during school pickups and I'd hate for this to get worse. (ID.165)</p> <p>Involving volunteers is key to ensuring that people living, working or making visits in Didcot feel ownership of a shared vision for DGT. The plan should include greater provision for involving existing volunteering networks and a funded post to coordinate and engage with volunteers from across the town's social profiles. (ID.443)</p>	<p>The Delivery Plan suggests how the road infrastructure can be improved in a realistic manner. Unfortunately, the Highway Authorities are unlikely to regard the creation of a new access road into Didcot as a cost effective use of scarce highways funding. Parking is recognised as a growing problem and the Delivery Plan proposes to undertake a full parking study to determine the best way to deal with this issue.</p> <p>Reference will be made within the Governance section of the need to encourage volunteering.</p>
<p>Chapter 4 - Business impact / High quality jobs / Local skills</p>	
<p>We would like to see a much greater emphasis on the place of social enterprise in the town and a much clearer idea of how the plan is going to deliver the skills needed for the employment opportunities created. (ID.132)</p> <p>Realistically, Didcot is a residential Town for people who work elsewhere. The document alarmingly seems to imply that skilled people live in Didcot and then look round for where to work - the reverse is true, skilled professionals move to where their work is and then look for somewhere suitable to live. The reason so</p>	<p>The point about Social Enterprise is a valid one and one that will be taken account of.</p> <p>Travel surveys carried out by Milton Park and other major employers in the Town show that, in fact, most people that work in Milton</p>

many people commute out of Didcot (and no mention is made to London - why not? Didcot is an increasingly attractive place to live to commute to west London) is that they got a job at one of the many scientific / technological parks and then looked for housing. Encouraging retail businesses makes sense; I hope that any commercial business plans in central Didcot are carefully thought through - especially with the plans to cut travel through the centre. (ID.215)

I think you should support local businesses and encourage independent shops and cafes. I think this requires some support from the council to help independent providers win franchises for the new shops/cafes and be able to compete with the chains. (ID.216)

We welcome the statements about support for local independent retailers. Locally owned businesses are vital in a sustainable town centre to ensure that the profits from retail in the town remain in the local area. We would like to see more concrete statements of support for locally owned retailers in the text, and a larger commitment in the funding table. We recommend that concrete funding is allocated for the support of local retailers and not just to “test the recommendation of providing support”. This should be achieved by working with the Didcot Chamber of Commerce. (ID.416)

Park or in larger local companies live within a 5 mile radius of their employment. It is likely that some of the planned residential development at Gateway South will be aimed at providing houses for people wishing to live in Didcot and commute to either Oxford or London.

The Council’s existing business development team exists to support local businesses. This team will still be there to support businesses after the Delivery Plan is approved.

In the long-run, existing retail business will benefit from increased footfall in Didcot as the Town Centre expands and provides shoppers with a better, more varied retail offer. However retail is a competitive business where retailer are often fighting to win customers from each other. In this situation, it is not always possible to provide support to one type of retailer, without disadvantaging others. A Business Improvement District (BID) would be one way to provide support for businesses in the Town Centre and this has been suggested in the

<p>I object to this chapter, because the strategy is not coherent. Didcot has high levels of employment. We all know that people do not live where they work and when you create new jobs people come from elsewhere. Creating more jobs will just lead to more traffic. Building more businesses will be good for South Oxfordshire's GDP, but not as much for the people of Didcot. The emphasis is on the wrong kind of jobs. Current poor examples include extension of Orchard Centre: low paid jobs and lots of traffic attracted from outside Didcot. Most proposed new businesses (fig 4.3) are close to A34 and/or too far away from the station to attract people commuting to work by train and too far away for people from Didcot to cycle to work. What we need is high-skilled jobs close to the station and/or a very substantial improvement to public transport network (light trains/ trams/ bus lanes – much higher frequency & lower fare prices). (ID's.41, 54, 57, 62, 227)</p>	<p>Delivery Plan. However, establishing a BID requires local retailers and other town-centre business to take the lead in producing a suitable BID action plan that can gain the support of other businesses.</p> <p>Creating more jobs will lead to increased economic growth for Didcot and the surrounding area. Local businesses and local services will benefit from this increased economic activity and more houses in Didcot will provide workers that do not currently stay in Didcot with an opportunity to locate closer to their work.</p> <p>The point about needing more jobs closer to the station and town centre and improvements to public transport is well made and the delivery plan seeks to address these issues as best as it can, taking account of the likely resources that may be available for this purpose.</p>
<p>Chapter 4 - Road and transport network/infrastructure</p>	
<p>Didcot doesn't have the transport system or infrastructure. This is needed BEFORE you start up with your 'visions'. It won't be. (ID.23)</p>	<p>Unfortunately, a case needs to be made for securing new infrastructure – hence the need for a visionary proposal.</p>

So much potential. Roads need to be adjusted and improved. Having long delays and tail backs in and out of town will put people from neighbouring areas.

(ID.165)

In order to encourage business growth in Didcot the problem of the A34 needs to be addressed. There is no point in having new businesses if they can't get to the area due to traffic! We have already lost major logistic companies due to this problem. Also there is one road linking Didcot to the A34! Why should businesses come to Didcot compared with other towns? (ID.444)

Will bring lots of cars to a town that is already swamped. (ID.459)

The plan specifically refers to the need for future modal shift i.e. people need to generate less car movements in future than they do at present. This behavioural shift will only occur if alternative means are available to support personal mobility. The Garden Town team are exploring a number of possible schemes that could make it easier for people to move in and around the garden town, without getting into a car. Investment is also needed in the road system and the plan identifies a number of specific road schemes that will be needed to alleviate traffic congestion in future years. The A34 is a major trunk road that carries a large amount of road freight from Southampton to other parts of the UK. It is therefore of national strategic importance and an issue that the department of Transport are aware of. Improving to the A34 is therefore a matter for the Department of Transport and the Garden Town Team will continue to lobby for necessary improvements alongside many others.

Chapter 4 - Public transport / cycling / walking

Most proposed new businesses (fig 4.3) are close to A34 and/or too far away from the station to attract people commuting to work by train and too far away for people from Didcot to cycle to work... A lot of people will move to Didcot thinking they can commute the 'easy' 45 mins to London - little realising that no extra trains will be laid on and the reality is not so nearly as 'easy' as they thought. (ID.60)

It would have been useful to include a commitment to active travel in this section. Research has shown that people who cycle or walk to work take fewer sick days, and that cycle paths result in increased turnover for retail premises. <https://www.citylab.com/solutions/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/> (ID.158)

I object to this chapter. Didcot has high levels of employment already and although increasing business is a good thing it will not solve outstanding issues. People will always travel to work; the more houses there are the more cars will take to the road causing even more congestion in, around and out of Didcot. SODC is naïve to think that the implementation of cycle routes will counteract this, it will not as people will have other factors to consider such as distance, weather. Substantial improvements to public transport networks would be needed including higher frequency and lower fares. (ID.314)

The delivery Plan identifies the need for a major rail capacity and accessibility study. This could lead to a change in the frequency of trains stopping at Didcot. Efforts are also being made to better link residential areas within Didcot to the Station, via public transport.

The Plan proposes a significant investment in cycle ways, to create a much more connected Didcot.

Transport assessments have been produced to support the Local Plans in South Oxfordshire and Vale of White Horse. The Garden Town Delivery Plan does not seek to replicate these studies. Rather it aims to respond to the findings of these studies and to the resultant development proposals set out in the Local Plans.

By identifying development sites that accommodate a substantial amount of commercial office space, the Delivery Plan

	<p>aims to address the need for more highly paid jobs within the Town centre.</p> <p>The plan also suggests ways to improve the public transport system. However, realising these plans will depend on convincing bus and train operators of the need to provide improved services.</p>
<p>Chapter 4 - Plans over ambitious / not realistic/specific or contradictory</p>	
<p>The Delivery Plan lacks a transport assessment of the implications of 20,000 new jobs and a workforce of 30-50,000 employees. It is not included as an Appendix. Given the reported need for £9 billion of infrastructure, there is a lack of justification for new infrastructure to meet business needs to accommodate the proposed growth. (ID.182)</p> <p>The plan details are confusing to say the least. We know there are already approved plans for housing, so what are the plans we are supposed to be consulting on? (ID.200)</p> <p>The forward looking proposals (beyond Orchard Phase 2, which is actually being built at present) are very weak. I would have expected there to be some deep, well thought out and tangible proposals to rejuvenate the Broadway retail offering, which at present is dominated by charity shops. The minor changes proposed (street furniture and landscaping) are shallow and largely irrelevant. The removal of on-street parking that is proposed would be inconvenient for shoppers and further degrade use of the shops, perhaps hastening the demise of</p>	<p>A strategic infrastructure assessment is part of the Local Plan process and this has recently been supplemented by the production of an Oxfordshire Strategic Infrastructure Strategy (OxSIS). Full account has been taken of these documents when producing the Delivery Plan.</p> <p>The delivery plan sets out proposals for minimising the potential negative impact of a large number of new houses.</p> <p>The Delivery Plan proposes upgrading the public realm along Broadway and within the existing Town Centre, thereby creating an environment for retail businesses to succeed. However retail is a commercial undertaking and not one that public sector bodies normally interfere with in a potentially anti-</p>

<p>the better quality retail offerings. The reason why the one-sided street is "unique" is that it doesn't work very well, so making it double-sided would be of most benefit but is not even discussed. I thorough re-write is suggested. (ID.240)</p>	<p>competitive manner. Making Broadway double sided may be something that is worth considering for the next ten year delivery plan. However, it would have been impractical to think that this change could be made within the current plan period i.e. before 2031.</p>
<p>Chapter 4 – Other Themes</p>	
<p>We support the recommendations, notably the introduction of a Town Centre Manager role and support for SMEs. (ID.290)</p> <p>The more jobs the better obviously but as well as science/technology jobs, commercial space in the town centre- bars, restaurants, a theatre, a bowling alley, a nightclub is needed too. (ID.1)</p> <p>I like that that strategy points out that jobs need to be for all skill sets and that jobs need to be accessible by all through all means of transport (including walking) and that the jobs/businesses need to complement each other rather than being random. (ID.163)</p> <p>A greater diversity of jobs in the town will make Didcot more sustainable - people will have to travel less for their jobs. (ID.176)</p> <p>Access is key here and the plans reflect that. I suppose housing is also key and making Didcot a place to live is demonstrated here. (ID.256)</p>	<p>We believe the delivery plan tries its' best to address all of these issues and are grateful that this has been acknowledged.</p>

Chapter 5 - Road and transport network/infrastructure

Infrastructure work necessary (and) MUST be undertaken before other works. (ID.20)

Having Cow Lane Bridge closed to motor vehicles will make many Ladygrove residents feel shut off from the main part of Didcot. After reading about the alternative new road I do not believe the closure to motor traffic is in the interests of many residents who live near to the tunnel. The alternative trip required by car is unacceptable and I see no reason why cyclists and pedestrians cannot use the Cow Lane tunnel and the current underpass. Could they also use the Basil Hill Road proposed too? The proposed closure of the bridge is unacceptable requiring a long round trip for a simple journey as the crow flies. It will handicap those least able to walk or cycle and will make Didcot grind to a halt especially in inclement weather. (ID.26)

The Council are unable to maintain the current infrastructure so any proposed plans are unlikely to be realised. The roads around Didcot are poorly maintained with large pot holes and patch after patch; heavy lorries cannot easily manoeuvre around the small roundabouts on the Ladygrove perimeter road and the main exit from Didcot to the A34 is a continuous bottleneck during morning and evening rush hour. (ID.44)

Closing Cow Lane bridge to vehicles is something I strongly object to. This will effectively cut off Ladygrove residents from Didcot. Also making the alternative routes of Marsh Bridge, Jubilee Way roundabout and the perimeter road increasingly busy. Peak times are already excessively busy, how does this make any sense whatsoever? (ID.55)

Whilst it would be good to build infrastructure in advance of development, the fact is that the UK depends on Developers to contribute towards the cost of new infrastructure and they are generally unable to do so until they realise some sales income from their development sites. It is therefore not possible to provide infrastructure in advance unless Government (i.e. the taxpayer) is prepared to fund this.

The Delivery Plan specifically confirms that any proposed changes to the Town's traffic management system and any new road proposals will need to be modelled using a new micro-simulation model that is being specifically created for this purpose. This will, for the first time ever, provide Didcot with a means of testing a number of different road management arrangements within and around the town and/or testing the impact of new roads on the local transport system. No new arrangements will be proposed unless

I strongly welcome the pedestrianisation of Cow Lane. This is extremely unpleasant for pedestrians at the moment. This should be done as soon as possible. In the longer term, a two-way vehicle tunnel could be added alongside. There is currently room for this, and the land should be safeguarded. (ID.78)

It is vital that routes that link the outlying villages to the railway station do not become part of a constant bottleneck with insufficient parking space at the end of it. Despite the new Milton Park roundabout design (which cause 1½ year's chaos and seems to have had precious little effect) the approach to Didcot involves long delays even outside the normal peak commuting times. Hours are wasted every day sitting in cars in queues. If you live in rural areas, cycling is not necessarily an option. (ID.94)

More needs to be done to improve the access from the A34 Milton Park junction to Didcot itself. The road is too narrow for the kind of expansion that is planned. (ID.243)

Too often, with planned expansion, the infrastructure is neglected. It is important to get the infrastructure in place early enough. (ID.329)

they are positively supported by the outputs of this model.

Even then, these proposals will need to be subjected to further analysis and public scrutiny, and secure necessary funding, before they are capable of being implemented

Highway maintenance is and will remain a responsibility of the County Council.

However, we appreciate the budget constraints that they are having to deal with and appreciate that reduced resources will eventually lead to a reduced service.

Converting the existing tunnel into a two-way vehicle tunnel is estimated to cost upwards of £100m. A new tunnel would cost even more and it is therefore unlikely that either of these options would be acceptable following a detailed cost-benefit analysis.

The problems at Milton Interchange are well known and the highway authority is looking at ways to improve traffic flow by minimising traffic movements through this junction and

	<p>creating alternative routes for local traffic e.g. the proposed new Didcot to Culham link road.</p>
<p>Chapter 5 - Public transport / cycling / walking</p>	
<p>Science Bridge great idea; I hope it gets funding and is actually built. Desperate need to take through-traffic out of centre. Great ideas to link town with Harwell/Milton Park (rename this as being in Didcot not Abingdon as it is in Didcot)/Culham especially for cycles. This should be a priority. Like the idea for autonomous public transport links too but appears to take out the Sustrans route on the old railway line to Newbury... If you are serious about increasing cycling then you must invest a lot on cycle lanes not just within the town but on the radial routes in too. Country lanes are frankly terrifying for cyclists (like me). (ID.50)</p> <p>Whilst the promised provision of extra cycling infrastructure is encouraging, no mention is made anywhere of increased resources given to maintenance of the network. Much of the cycle infrastructure currently in the town, described in section 5.1.6 as "good", is desperately in need of maintenance. For example, Cycle Route 5 from the tunnel under the A4130 up to the B4016 is completely overgrown, the road surface is extremely bumpy to the point that it's broken my rear wheel, and even without the overgrown vegetation the path isn't actually wide enough for two cyclists to pass one another. (ID.82)</p> <p>Our focus is on the Transport aspects and cycling in particular. We strongly support the intent to move Didcot away from dependence on motor vehicles, and to reduce the way that the railways and roads divide the town. We support cycling, walking and public transport as alternatives. We believe this shift to be</p>	<p>The delivery plan makes specific suggestions relating to the provision of more and better cycle ways across Didcot Garden Town and its' wider area of influence.</p> <p>We will insert a paragraph into the Delivery Plan to emphasise the need for a commitment to future maintenance and upkeep of cycle routes.</p> <p>This is an aspiration that the Delivery Plan embraces</p>

an essential part of the vision for Didcot. We support all 11 of the proposed improvements to the cycling network in section 5.1.6. (ID.151)

There is so little on energy efficient new transport - this looks such an unimaginative, polluting plan. Where are the trams? All over the world these are proving to be the best form of urban and commuting transport. A line to Didcot, Abingdon, Chalgrove and the JR would be perfect. No new train lines proposed? Why not? We all know that this is the most efficient and green form of commuting transport. (ID.171)

The Garden Town are working on possible zero emission transport projects and low emission district energy systems. These are referred to in the document.

Planning for new train lines is something that is generally done by Network rail. The rail capacity and accessibility study, proposed within the Delivery Plan, will address this issue.

Unfortunately, as things currently stand Local Government does not have the resources need to subsidise local transport.

However the delivery pan makes it clear that the Garden Town Team will do everything it can to encourage the introduction of new public transport systems by current transport providers.

Chapter 5 - Concern over flood risk	
<p>I am concerned about flood risk in the area. I note that Hakka's Brook is identified as one of the three key drainage systems for Didcot and yet no investment is planned to improve how it drains. Although most of the development proposed is away from the South of the town that relies on Hakka's Brook, there are a whole string of speculative developments on the table at the moment and if any of these are approved then an upgrade to Hakka's Brook will be needed (in the same way that you propose upgrading Moor Ditch). (ID.9)</p> <p>A lot if the Didcot Garden City is being built on land which, as someone who has either lived just outside or still uses dentist, butcher, hairdresser, machinery firms over the past 35 years, has frequently flooded and been deemed unsuitable for development in the past. Memories of the past problems seem to be quite short. (ID.72)</p> <p>The plan continues the pattern of building on flood prone areas. (ID.225)</p> <p>A considerable amount of the proposed development is to be on land currently designated as Flood Plain, and I have no confidence that the measures to manage the reduction in flood plan will have the effect of reducing flooding risk, in an area immediately adjacent to the River Thames and already prone to flooding. When combined with the proposals for the Oxford Flood Alleviation Scheme there will be a considerable amount of extra water which will be displaced, and which will increase the risk of flooding along the Thames and, in particular, the parish of Culham and the neighbouring parishes of Appleford, Clifton Hampden and Long Wittenham. (ID.424)</p>	<p>We will address this issue in the final revised delivery plan.</p> <p>The Water Act of 2010 requires new developments to ensure that development sites do not discharge more water after the development than the site did beforehand. Unfortunately developments built before 2010 were not subjected to this obligation and this was a major factor in increasing the impact of flood events caused by surface run-off (many other factors also contribute to this e.g. rising underground water tables, changing agricultural practices etc.).</p> <p>The delivery Plan focusses on the masterplan area as defined within the delivery plan document. Unfortunately, insufficient resources are available to deal with flooding across the wider area of influence (also identified in the plan).</p>

<p>Chapter 5 – Other Themes</p>	
<p>Cars in a pod are still not a shareable space with children and people walking. A pod is still a vehicle and it still does not need to be on the same space as pedestrians. The energy plans are not in the least going to solve the problems that a more connected world brings because the energy needs will go up as will the supportive infrastructure needs to make that happen. (ID.53)</p> <p>Not convinced about “shared spaces” – very unpopular and unsafe around Oxford station. Parking: there is no information about parking for residents. This needs to be addressed urgently. (ID61)</p> <p>I haven't seen anything in relation to tackling the resultant air pollution all this development and infrastructure will create. The government's own evidence show that charging for urban driving is the quickest way to meet legally binding pollution thresholds.(ID.143)</p> <p>Whilst in the planning stages I believe Didcot planners now have the unique opportunity of incorporating the governments new laws regarding the ban the sale of petrol and diesel cars from 2040. My 3 suggestions are as follows; 1) Start planning for 'electric supply stations' for the new generation of cars for stations to be built throughout Didcot and including the proposed employment and enterprise zones. 2) Proposal for a maximum speed limit of 20 mph in the Didcot area. This will have a double effect; firstly by reducing accidents and excessive speeding / driving and secondly making the experience if driving around Didcot a more pleasant and relaxed experience. Many London boroughs have adopted the 20mph speed limit and it works. I have worked in London and lived in Didcot</p>	<p>The autonomous vehicles referred to in the plan are more likely to be public transport vehicles, rather than personal cars. The research undertaken by the Garden Town team indicate that there will be sufficient available energy to cater for the future needs of a growing Didcot.</p> <p>There is sufficient research evidence to confirm that shared surfaces are safe is designed in the correct manner.</p> <p>There is no evidence that the proposed growth in population or house numbers will create an air pollution problem. Bearing in mind that Didcot’s coal fired power station is no longer in operation, and the government has recently announced plans to make new cars electric from 2040, it is likely that there is the quality of air in Didcot may even improve in future years.</p> <p>The delivery plan identifies the need to plan for electric cars and to investigate the use of other zero emission fuels, such as hydrogen.</p>

for over 25 years. 3) Being a 'Garden Town' there should be more encouragement for alternative self-transport such as 'cycling' with road signs to the effect of 'cycling friendly roads' for the main roads of Didcot. This will encourage more cycling (for enjoyment and exercise) and encourage families to take up cycling. Whilst I know that some of the above suggestions may seem a bit far advanced time moves at a quick pace and I believe the planners have the idea chance to make Didcot Garden Town an even greater place to live and the be the innovative leader for the future. (ID.398)

Didcot currently has problems with its existing infrastructure, transport and educational provisions. Increasing business and houses are not always the answer; look to what is already there first, lots of empty buildings due to closure of children's centres. The provision for car parking is not keeping up with the increase of cars. (ID.204)

However, these are ideas that can be considered within the context of the proposed Didcot Development Plan Document that will follow on from the Delivery Plan.

Car parking will be addressed as part of a specific parking study that is proposed within the Delivery Plan.

Chapter 6 - Mix of housing

Didcot without doubt needs more up to 5/6 storey flats particularly in /close to the town centre offering more opportunities for affordable/PRS/low cost for sale in sustainable locations limiting the continual outward spread of car dependant suburbs. It does not need huge numbers of identical suburban estate housing offering in the main 3/4 bed houses spreading further away from the town centre/station. It also needs top end housing e.g. 4-6 bed detached housing to accommodate top end workers/business owners who are forced to locate in the surrounding villages for lack of anything suitable in Didcot itself hence adding to car journeys. If Didcot is to become an aspirational destination it needs top housing too. (ID.50)

So far, all we have seen in Didcot is a lot of very high density, identi-kit housing estates, fast built by the large builders. Nothing individual. The density of them is staggering and it's uncomfortable to drive through, let alone live in some locations. While some parts of the plan go some way to helping this, it again feels too little too late. 10's of thousands of houses have already either been built or already have full permission to build. The plan should have been tougher on how, where and what is being built. (ID.180)

Consider small one bedroom flats above suitable industrial developments. I.e. such as the science park or Milton park. These could be really inexpensive. (ID.295)

I agree that more forms of housing are needed, particularly for the elderly, young couples & single people. However most builders in this area go for larger 3 or 4 bedroomed houses which do not serve the needs of all. (ID.444)

The delivery plan takes account of these requirements by identifying the need to work with developers to achieve both of these aims i.e. more high quality housing, higher density housing in the town centre and a wider choice of house types and house tenures.

<p>With an estimated 16,000 + new homes one hopes a wider choice of homes would be available. (ID.462)</p>	
<p>Chapter 6 - Too much housing proposed</p>	
<p>I object to this chapter and the infrastructure proposals. There is no statement why this level of growth is needed. No justification is given. The level of housing proposed for Didcot alone is greater than that previously considered necessary for the whole of South Oxfordshire. SODC has been secretive about what deal exactly was done with central government. Has it received or been promised any funding in return for the Garden Town status and the increased housing delivery? (ID's.41, 54, 57, 62, 227)</p> <p>There is little detail on the types of homes that will be available. I encourage the building of flats or apartments (maximum of 4 stories high) to allow more homes to be built. Not everyone wants a private garden. (ID.71)</p> <p>I object to these proposals. I don't understand how you've reached the number of houses you think are needed in Didcot. Extrapolating from the figures given at the start of the chapter, the 15,000 new homes in Didcot appear to be an attempt to account for all the new homes needed over the next 20 years *in South Oxfordshire*. Why are they all being built in Didcot, not spread out over South Oxfordshire? I have significant concerns about whether social and transport infrastructure proposals are robust enough to cope with this huge increase in residential housing in a single town. SODC must make improvements here a priority when securing funding. (ID.218)</p>	<p>The level of growth is justified in the Local Plans for South Oxfordshire and Vale of White Horse and the Oxfordshire Strategic Infrastructure Study.</p> <p>No “deal” has been done with Government. Although it is public knowledge that the Government have earmarked £20 billion to support the delivery of new houses in England.</p> <p>The Garden Town does not seek to deliver more houses than those identified within the Local Plans. Rather, it seeks to deliver them faster and with more consideration being given to the amount of open space and the quality of both the open space and the built environment, as well as the infrastructure that needs to be provided to support this new development.</p> <p>However, we will include a map within the revised delivery plan that shows a clear</p>

The density of housing in existing garden towns is low, with wide streets, many open spaces and lots of public parks. This does not seem to be what is proposed for Didcot. It should be. A lower density of housing would help overcome the biggest problem for the town i.e. extremely fast and excessive growth. This will create enormous problems for services of all types, including social, health and educational problems. It will decrease the cohesion of Didcot as a community and increase risk in several spheres. The Plan should deliver Didcot Garden Town at a much slower rate. It should recognise that there is a future for Didcot in the remainder of the Century and beyond, well after the termination of the current plan. The houses to be built should be constructed by SODC employing direct labour and not by Wimpey or similar companies. This will ensure that they reach BREAM standards and include a good proportion of affordable dwellings, rented and for sale at prices not inflated by the greed of developers. Is there provision for self-build in the plan? (ID.423)

relationship between development sites included within the local plans and required infrastructure.

Lower densities are something that we will be discussing with developers. However, they need to be reassured that this will not have an unduly negative impact on commercial viability i.e. houses in a lower density scheme will inevitably be more expensive, unless savings can be made elsewhere (e.g. by reducing build costs).

Developers currently build to BREAM standards (e.g. NE Didcot requires all buildings on the site to be built to “BREAM Excellent” standard.

It is far from clear whether or not Council Tax Payers would wish their Councils to assume development risk and bear any losses that may be incurred (property development is not always a profitable business).

As it stands, however, it would be unreasonable to expect that the Delivery Plan should seek to restructure the development

	industry or to promote public sector intervention in the development sector.
Chapter 6 - Affordable housing needed	
<p>The use of the term 'affordable housing' is dishonest and used by developers to justify milking the plan for their own ends. Truly affordable housing needs to be 50% of current market rate. More council housing required to avoid developer/landlord exploitation. (ID.28)</p> <p>We MUST re-orientate attitudes towards house ownership, which should be an aspiration, NOT what remains an (increasingly unrealistic and unattainable) expectation, particularly with the younger generation. To this end greater emphasis should be placed on providing rented accommodating, which (1) provides security of tenure (also with statutory safeguards for landlord) , (2) a good quality of accommodation, (3) an affordable market rent, allowing tenants to save towards an own home. Build to rent (both private and institutions) and authorities (Council housing) should be (fiscally) encouraged. This is the best way of achieving reasonable, competitive rental market. I realise that this is more of a central government issue, but all the more reason for arguing the case and developing that market. (ID.234)</p> <p>We also support 'Promoting higher densities at appropriate sites in the centre of town and close to transport links and smart, eco-friendly homes' (page 39). However this needs to be a wider policy, not just at transport nodes, but maximising density throughout the development. Higher densities mean better use of the increasingly scarce resource of land, as well as more integrated</p>	<p>The term “affordable housing” is derived from government policy and associated definitions.</p> <p>Realistically, social housing (i.e. property let at c. 40% of the normal market rent) can only be provided where this is subsidised by the developer (by charging more for market properties on the same site) or the local authority (by contributing towards the developers costs).</p> <p>The delivery plan recognises that assuming either of these assumptions will be achieved is an unrealistic basis for any proposed housing delivery strategy.</p> <p>However, the plan does highlight the need to work with developers to achieve a better mix of tenures within the Garden Town.</p>

<p>communities, walking instead of driving to shops and work, as well as visiting neighbours. They also enable the lower cost two-bedroom housing that is needed for local people. (ID.418)</p>	<p>Higher density developments are planned for both Gateway South and Rich's sidings. However, the Delivery Plan has taken cognisance of the general lack of support for a significant number of taller buildings in Didcot.</p>
<p>Chapter 6 - Concerns over a perceived lack of transparency</p>	
<p>Why are more houses needed? What is the justification for building on every blade of grass in the area? What exactly is the Garden Town deal with central government to get funding – build more houses if you want the cash? What is meant by high density housing? Houses with no garden to speak of? High rise flats? See the hideous Accordia, Great Kneighton and Trumpton Meadows developments in Cambridge as examples' of how NOT to do housing - Accordia has flat roofed houses, with tiny 'courtyard garden' (a few paving slabs) and a Juliet balcony, retailing at £1m. Will we get housing of poor quality, as has happened in the social housing and affordable housing sections of Accordia? (ID.175)</p> <p>I object to the proposals. My main reasons are: 1) There is no evidence and justification of why the huge provision of new housing is necessary in Didcot. There is little detail about the source and level of funding required to provide supporting infrastructure for the housing and residents. 2) High density development based on residential units will be detrimental to the town centre. There is a distinct lack of leisure facilities at present especially for families. Greater provision of leisure facilities such as a bowling alley, skating rink, laser game range or similar is needed. Concerns have been expressed about town</p>	<p>These points have been addressed in response to previous comments. This is essentially a critique of the Local Planning process and the Delivery clearly states that it is not a planning document and, rather than seeking to change the Local Plans, aims to deliver them in a sustainable manner.</p> <p>The evidence is presented with the Local Plans. High density housing is a better use of limited development space within the existing Town Centre and many people like living in apartments rather than houses. Demand for leisure facilities will be assessed as part of the proposed Culture, Leisure and Sport Study.</p>

<p>centre residential units becoming expensive flats for commuters to London with a lack of affordable property. There is a strong possibility of town centre flats being bought mainly by buy to let landlords resulting in a transient commuting population occupying the flats mostly for sleeping accommodation. This would not regenerate the town centre and bring little extra trade to local retail units. Nothing could be found in the strategy to address the above issues. (id.306)</p>	<p>People living in town centre flats may well commute to work elsewhere. However they will probably not be working at weekend and in the evenings, therefore they will undoubtedly be spending some of their disposable income in Didcot. These points are addressed in the housing and local economy sections.</p>
<p>Chapter 6 - Including Culham in plans</p>	
<p>I very much support the inclusion of Culham and other neighbouring areas in the Garden Town Area and Area of Influence. Culham is very well placed to meet some of the additional housing need in our area. It already has good infrastructure including a direct rail link to central Didcot and good rail links to other major local business centres such as Oxford, Reading and Swindon. Culham Science Centre is already a major employer and are planning for strong employment growth. Housing development here at Culham would accommodate many of the new employees and being so close to employment, journey times for employees would be minimal and environmental impact very low. Culham also has excellent cycle routes and from a sustainability point of view it is a perfect location for new housing. Transport links will be further improved by the new Thames Crossing and provide easy access to Didcot and Milton Park, the 2 other major centres of employment and growth in our area. (ID.74)</p> <p>I strongly support the inclusion of neighbouring parishes within the Garden Town Area and Area of Influence. In particular Culham is well placed to meet the</p>	<p>This is a contrary view to some others that suggested Culham should not be in the Garden Town wider area of influence and that no new homes should be built there. No doubt both views will be expressed as part of any planning process, when work starts on producing the proposed Didcot Development Plan Document (DPD).</p>

additional demand for housing in our area. Culham is already well connected to local and national transport infrastructure including a direct rail service providing excellent access to Didcot and to other major business centres including Oxford, Reading, Didcot, Swindon and Birmingham. Culham is also home to one of the region's largest employers who are forecasting significant growth. Coupled with this commercial development, residential development here would accommodate many of the new employees and being so close to such a major centre of employment journey times and consequently environmental impact would be minimal. Culham also benefits from excellent cycle routes and for these reasons it is an ideal location for new housing as the environmental and sustainability impact would be minimal compared to other locations. The proposed Thames Crossing would further improve transport links providing relief for congestion that occurs at the current bridges and provide easy access to Didcot and Milton Park, which are two other major centres of employment in the area and both of which are forecast to benefit from strong growth. (ID.79)

The inclusion of neighbouring areas within the Garden Town Area and Area of Influence and in particular Culham is very welcome. The Culham Science Centre is a major employer and will benefit from significant growth in the coming years including the creation of many new jobs. Culham already boasts excellent infrastructure including direct rail links to the centre of Didcot and to other major economic centres locally at Oxford, Reading and Swindon and nationally in London and Birmingham. The proposal for a new Thames Crossing would further improve infrastructure, providing easy access to Didcot and Milton Park and would additionally provide relief for traffic congestion that occurs at the current bridges. To accommodate the economic growth, it is vital that new homes are

built in Culham as being so close to such a major centre of employment journey times and the impact on our environment would be much lower than residential development at sites further away and without the excellent rail and cycle infrastructure that Culham enjoys. (ID.80)

Great to see areas bordering Didcot have been included and that much new homes are planned for these areas - especially Culham. Culham has great transport links and with the expansion plans for Culham Science Centre the Culham area will really need these new homes here. The proposed new bridge/Thames Crossing would alleviate the traffic issues. (ID.188)

<p>Chapter 7 - Proposals not realistic / won't happen in practice</p>	
<p>I object to the proposals in this chapter. There are actually no statements, if, how, when and to which degree these will be applied in Didcot Garden Town. A lot of waffle! This was the complaint that we made at the original consultation again we are not being listened to. (ID's.41, 54, 57, 62, 227)</p> <p>I have a feeling we will not notice much, if any, of this happening. It will either not happen, be too small scale, of negligible benefit or taken up by the whole country and so not specifically beneficial to Didcot. The plan just seems to be a collection of innovative projects from across the country and the implication that we might try them at Didcot. Again this is not really a plan with firm commitments, just a collection of ideas from other places. (ID.60)</p> <p>Kindly produce a set of proposals which are actually specific about what you realistically plan, and have the funding, to implement in Didcot. (ID.218)</p> <p>The sustainability projects may cost too much for very little benefit whilst compromising on design. Oxford Smart City, I do not find Oxford very welcoming for visitors especially if you have to visit by car so do not think this is a good advert. (ID.256)</p> <p>Smart Community Chapter 7 deals with A Connected Smart Community but there is little given by what is meant by the term other than a short list of examples on page 193. The rest is largely generalisation about the benefits of technology. Some further thoughts on what is sought would help. (ID.369)</p>	<p>Specific proposals will be produced when development schemes get to the point where planning consent is required.</p> <p>A lot of work is currently being undertaken to assess suitable projects that might be a good fit with Didcot Garden Town and which might stand a chance of being funded. It is still too early to produce specific proposals for these schemes.</p> <p>The Delivery Plan provides an indication of the type of schemes that are being considered and, should any prove to be unacceptable to Didcot residents the Garden Town Team would be happy to revise the delivery plan document accordingly.</p>
<p>Chapter 7 - Support for the proposals and alternative suggestions</p>	

It would be great to see these projects become reality in Didcot and really put the town on the map. (ID.176)

Smart cards are actually a good idea. If you can make the ticketing work directly from tap to pay debit cards as TFL do that would actually be really neat. This is something that can actually plausibly be implemented. Good luck with community heating now you've signed off all the housing developments. (ID.179)

With the local quality of science innovation the smart technology solutions should be ground breaking. (ID.222)

We welcome the attempt in this document to provide a comprehensive assessment of the infrastructure needed to create a sustainable and attractive town and, in particular, to look forward to create a green infrastructure which can take advantage of our fast moving technological age. (ID.418)

Have more cycle hire points... need one at Milton Park, Harwell and shopping centre. (ID.22)

Section 7.2.1 Biofuels are discussed as a sustainable transport fuel. If, for whatever reason, this option is not considered viable it may also be worth considering LNG (liquefied natural gas) as an alternative. Whilst it is not as 'green', it provides for more efficient fleet transport fuelling and could be incorporated into a number of businesses already based at Didcot. (ID.30)

Electric car recharging points. (ID.234)

The comments in this section are generally supportive, but we take on board the comments concerning the use of smart phones, rather than smart cards.

All forms of low emission fuels are being considered, including hydrogen.

<p>Seems to overlook smart payment systems for public transport, bike hire or other services. The transport chapter was talking about Oyster cards? Why? When everyone will either have a smartphone capable of making payments, or a contactless payment card. (ID.266)</p>	
<p>Chapter 7 - Lifespan of technology and eco-measures</p>	
<p>Some of the options are quite good, but very limited in their application. The technology on offer will be out of date in less than a few years. (ID.53)</p> <p>Technology is wonderful but be cautious of using technology for technology's sake. The latest whizzy thing can all too soon become outdated, obsolete and expensive to maintain. Things like smart bus tickets, live bus signage, etc. are proven technology which works well. Another good example would be a web page (mobile friendly, no fiddly log-in screens) which gives integrated info such as current road congestion & accident spots, real-time bus & rail info. Any smart technology, particularly if storing personal details, needs to be properly designed and security audited. InfoSec (information security) is a very, very, big deal. I broadly agree with sustainability in areas such as recycling, reuse of rainwater, waste-to-energy etc. However this must be delivered with a carrot rather than a stick approach, if you make it easy people will do it. If you bear down on people with rules, regulations, fines, and other such "bin nazi" nonsense you will alienate people and create an "us & them" chasm between people and the local government supposedly representing them. If you can get this right the first time there are many opportunities to set an example to other towns and create an even nicer place to live for everyone. (ID.67)</p>	<p>The new technology that we refer to will be technology that has been tried and tested, but needs to be implemented in the form of a commercial model. It is to be hoped that Didcot will provide an ideal place to test the commerciality of new technology.</p>

Principles are sound. I hope you will insist that all new large buildings and public buildings have solar panels and not allow the market to dictate. It was a sad day when the ruling that said all new build had to have solar power after 2016 was scrapped. What a wasted opportunity - please do not make that mistake. Find a way to incentivise the house builders to do it and insist that all new big projects do. These words are all very well but phase 2 of the Orchard Centre is going up without any solar panels and that is a lot of wasted roof space. (ID.91)

Technology is desirable, but not at the expense of the existing town and community. Develop this in Milton Park, the existing science centres or in Oxford itself and not across the town of Didcot and surrounding villages where it would just be bewildering. Initiatives like water harvesting again sound like something that should be driven at a national level and not bound up in Garden Town proposals. Proposals for repair shops sound like no one has thought of these before - we want to improve the ambience of Didcot, not have it sink into a bed of second-hand repair shops. (ID.214)

Is this a City or a Town? I ask again. Technology aspirations are all very fine, but we are talking about Didcot here! Sustainability projects are also very laudable. I am totally and utterly disappointed that planning permission granted for vast swathes of houses at Great Western Park, and going further back in time Ladygrove, did not encompass these aspirations. It is too little too late to include these in this current plan. (ID.303)

The Garden Town will not have the means to subsidise the introduction of solar panels and we cannot force developers to make use of this technology. Solar panels are not the answer in every situation when assessed on a cost/benefit basis.

The existing town and community will be subjected to inevitable change, with or without Garden Town status. The ideas in the Delivery Plan recognise this change is coming and attempt to embrace it. Recycling is a growing industry and it is unlikely that Didcot will escape from this trend.

The delivery Plan is a forward looking document. However, it also seeks to address some of past mistakes, where possible.

Chapter 8 - Green belt /green space concerns

As suggested before there needs to be a clear identification of areas to be protected from speculative housing development to maintain the green buffer around the town. Of particular current concern is the current application by Catesby Estates to develop one of the fields to the south of Lloyd Road, thereby eroding the rural green gap between Didcot, Coscote and the Hagbournes. Please do not allow this to happen. (ID.10)

There is a real danger that 'green' and 'sustainable' are being mixed up. What is 'green infrastructure'? Without clear definitions, easy for things to be diluted and have classic case of politicians double meaning. Hopefully the principles are at Didcot will be green in every sense: plenty of natural green spaces with grass and trees, with sustainability built in to every element. If that's the case then I strongly agree. (ID.106)

Although the intentions are good, already building consent(s) are applied for on a number of Green spaces on the Garden Town boundary. In particular West Hagbourne and Harwell. Although it is claimed that a green zone is maintained by the planning applications, only a few metres are allowed between the Didcot and village boundaries. Since the Didcot Plan is a County issue, I strongly suggest that Clear boundaries be added to the Didcot plan, to protect green spaces between the Town and Villages, i.e. no build zones. If this no build zone is not defined the visual effect to the approach to the Town will be adversely effected. (ID.114)

All sounds good - please don't fall short on this. Lots of trees and protected waterways to encourage birds and other wild life and generally benefit the feel

The Delivery Plan sets out proposals for creating green buffers by encouraging local communities to include these in neighbourhood plans. The Garden Town will support any efforts to do so by neighbourhood communities.

However, the Garden Town Delivery Plan currently has limited weight in relation to the planning system. Although the Delivery Plan may provide the basis for creating a Development Plan for Didcot, Neighbourhood Plans and the Local Plan are currently the main defence against encroachment on green spaces.

The title Garden Town and what it stands for is not open to debate. Didcot applied for Garden Town Status because it was likely to be the only future means of securing much needed infrastructure funding.

Ladygrove Park is a large green area (c. 15 hectares) close to the centre of town. The Garden Town Team will be encouraging the

of the place. I really hope that any new roads will incorporate some fencing, with periodic 'walkways / waterways' etc. underneath, to allow animals to cross from one side to the other while avoiding the road and reduce roadkill/dangers to drivers. (ID.297)

You have not convinced me that you will mitigate the negative effect of urban sprawl. The green areas of Ladygrove are not all protected, and we are still very concerned about what you intend to do with them, e.g. the relocation of the station will have a devastating environmental impact on our immediate area and be hugely wasteful when the existing station could be upgraded. And what about the £15m new multi-storey car park you are building on the existing site? What a waste! (ID.456)

Town Council, who control this land, to improve the quality of this green space.

The suggestion not to confuse green with sustainable is noted.

This is one of the green corridors that are proposed within the Delivery Plan. The intention is to make the countryside more accessible to more people.

The need to deliver on this is duly noted.

The use of current green space for future development can never be ruled out unless it is protected in the Local Plan. As far as the station is concerned, this will remain where it is for the foreseeable future, but the option to relocate it has to be considered along with all other options for improving Didcot's rail links.

Any new investment connected with the existing station e.g. the new car park will be recovered long before any station relocation takes place – if it ever does. However, all aspects of any proposed new relocation will

	be fully assessed as part of a wider options appraisal.
Chapter 8 - Not achievable / realistic / not specific enough / contradictory	
<p>I object to the proposals in this chapter. It does not refer to nor apply 5 of the 9 TCPA Garden Town principles. The language used to describe Garden City principles is vague, generic & non-committal. What I want is specific firm commitments like: We will make solar panels on 40% of roof area of new housing development mandatory. We will make green roofs or solar panels on 90% of roof area of commercial development mandatory. We will make triple glazing/ water butts/ bat boxes/ bird boxes mandatory for all new housing developments. We will make off-road cycle paths along roads mandatory for all new housing developments. We will treble the provision of secure bike locks at the station. We will plant trees along all routes to primary schools to adapt to climate change. We will plant at least one tree for every resident in Didcot. We will subsidise residents for green wall retrofitting with £10/ m2. We will subsidise residents for solar panel retrofitting with £1000/ Kwh capacity installed. We will ensure every resident in Didcot will have a natural accessible greenspace (2ha+) within 300m and an accessible woodland within 500m of where they live. We will upgrade all green spaces so they can achieve Green Flag standard. We will extend the orchard and fruit tree provision, so that every person in Didcot can have 5 free portions of local fruit per year. (ID's.41, 54, 57, 62, 227)</p> <p>8.3.1 mentions a higher proportion of un-built permeable space – please can we have some unbuilt space opposite the station, to make Didcot look like a garden town? You say further on that there is a deficit of Accessible Natural Green space particular in the area between the Broadway and the railway. You also talk</p>	<p>The Delivery Plan tries to deal with what is practical and proposes ideas that are potentially realistic. How would the Garden Town team enforce a requirement to build solar panels on 40% of the new houses to be built? How can these proposals be made mandatory, other than through the planning system – which can only be changed by the government?</p> <p>Some of these comments are reasonable aspirations however. Therefore we will make reference to the fact that specific targets should be set for key “green” initiatives.</p> <p>It should be possible to build new buildings and still have a large green component within</p>

<p>about a “proposed green gateway” near the station but it’s not possible to fit in anything meaningfully “green” when you want to build high-density housing and all the other things you are talking about for the Gateway site. I like the sound of “Beautifully and imaginatively designed homes with gardens” but elsewhere you are talking up high-density building which does not fall into this category. Will ALL homes “have access to private or shared gardens”? “Should” is not the same as “will”. Masterplan... this feels like increasing urbanism (plus a few trees). (ID.61)</p> <p>Some bits were completely verbose and difficult to understand: 'Art can be as relevant to urban or rural water environment and enhances intelligibility and legibility of place.' please use plain English in future!! (ID.93)</p> <p>Again, this is full of a lot of paragraphs that sound productive and useful but actually don't really detail any actual projects/plans/designs. (ID.228)</p>	<p>the design. There are many examples of where this has been achieved elsewhere.</p> <p>Not everyone who rents or owns a home wants private or shared gardens. Also, houses in denser developments can be high quality design and great living spaces. There are plenty examples of such houses in other parts of the world where high density living is the norm.</p> <p>The use of complicated language in some parts of the document is a valid point.</p> <p>Two shortened versions of the document will be produced once it has been finalised. These will be written in plain English</p>
<p>Chapter 8 - Broadly support plans</p>	
<p>Looking forward to seeing the plans come to fruition. (ID.116)</p> <p>We note you intend to develop a design brief for the Rich’s Sidings site to ensure any development adheres to the established priorities. We consider this a suitable approach and would appreciate engagement at an early stage in the process to understand your plans for the site. (ID.125, 126)</p> <p>As a resident of Radley I know what it is like not to have local Accessible Natural Green Spaces, so I am strongly in favour of proposals to create them in Didcot.</p>	<p>It is pleasing to note that this part of the plan was generally well received and we note the need to realise the aspirations within this section of the report</p>

<p>These spaces, and the improved network of cycle routes, would make Didcot my destination of choice for leisure. (ID.149)</p> <p>These look like good and realistic landscape principles for Didcot and it would be great to see them become reality. I like the focus on growing food and the proposal to bring back orchards to south of the town. (ID.176)</p> <p>I think this is one of the most visionary parts of the plan.... of course completely appropriate given the name of the project "Garden Town". This emphasis on Green Space will not only make Didcot a far better place to live but will also a much healthier place with resulting savings on health costs, hospitals etc. ... the costing of this must take into account the savings elsewhere. This is really quite visionary and I strongly support it. (ID.185)</p> <p>This is by far and away the best chapter in the entire plan. Methinks I detect the hand of the brilliant (Name). I'm not in support of these proposals because I am against development. Rather, because they are human, empathetic and considerate. I also love the way the ideas scale from the very local to the very broad. Holistic. Aspirational. Logical. Now you have to find an SODC Officer who will sign up to support this. (ID.305)</p>	
<p>Chapter 8 - Protect wildlife / biodiversity</p>	
<p>The plan talks about biodiversity in very general terms, there are no specifics, no studies of what is here, and no schemes that specify exactly which wildlife will be helped. For example the Oxford Swift Project 'hopes to improve the outlook for swifts in Oxford by raising local awareness of the many ways we can help</p>	<p>The Garden Town Governance arrangements include a proposal to establish working groups focussed on specific issues. It would seem that establishing a bio-diversity working</p>

these vulnerable birds', but there is no mention in the Garden Plan of the several colonies of swifts in Didcot or what will be done to maintain them. Skylarks are still hanging on at the edge of GWP (they were numerous before the building); they are also at the edge of Mowbury fields. But much of the small & medium bird populations, including rarer visitors, will have been lost at GWP, along with the larger grey partridge and tuneful yellowhammer. Replace by the more common garden birds. Water voles, the UK's fastest declining mammal, is also present on GWP and most likely other places, there could be conservation measures to enhance their chances of survival, along with fox, badger, deer and hedgehogs whose sharp decline in Didcot is evident. Perhaps the most rapidly declining species in Didcot are the butterflies, once numerous, with caterpillars swarming over nettles and Peacocks and Tortoiseshells covering buddleia in people's gardens, they are noticeable by their absence. Further massive declines of fritillary butterflies and others have been seen recently in Didcot due to housebuilding. Many of these are on watch lists and of concern, but as well as having a place in the world they enhance people's mood and their understanding of the world. A more proactive and targeted approach is required, the general 'like to' statements will achieve little. (ID.73)

It would be good to see emphasis put on bringing back biodiversity that has been lost to the area, where possible. Reference to 'Beautifully and imaginatively designed homes with gardens' - my concern is that this ambition will give way to the building of more of the same that we currently have - creating a sea of uniformity. (ID.258)

group may be a good idea. This would allow people interested in this issue to participate in the future governance of the Garden Town and ensure that some of the issues raised in these comments are addressed.

Ensure a strong emphasis on use of native tree species in new plantings / re-greening plans. Link re-greening to better habitat provision for wildlife, particularly birds. Discourage use of front gardens as parking areas. (ID.266)

We are concerned that despite claiming otherwise, the garden city will not yield a net gain in biodiversity. Although there are aspirations for sustainable movement corridors for people and wildlife, we have concerns how these will work in practice. There is mention of large scale habitat restoration and habitat re-creation. This implies that substantial habitat and green space will be lost in delivering this scheme. Bicester claims to be an eco-town but continues to build on its green spaces thus creating a sterile environment for wildlife. To suggest that green corridors could exist towards Sutton Courtney which has lost many of its green fields and wildlife, because of intense development is not reassuring. A wider view needs to be taken of what is happening in surrounding villages. The population of Didcot will double with this scheme and the impact on the natural environment and countryside has not been adequately assessed. (ID.317)

Chapter 9 - Proposals for relocation of the train station

The relocation of the train station is mentioned here again, with no reasons or justification for such a major project. Land appears to be kept aside for train station re-location. Again, no reasons or justification are provided. This is at odds with the rest of the plan where the strategy, aims and details are explained. Finally the plan is over 400 pages long. I'm not sure how many people have looked at it given the length of the document. (ID.71)

I strongly disagree with the idea of the relocation of the railway station. It has nothing going for it..., there is a lot of green land where this ludicrous proposal is meant to be going. What is the purpose of a green town when the proposed development means getting rid of mature trees and play areas for children? We already have a perfectly good station with room for expansion. Even network rail have said it's not a good idea. Whose idea is it? The residents to the rear of the proposed new station site will be in limbo, not knowing if in the next twenty years, a monstrosity will be built in front of their living room windows. The constant announcements, the parking of commuters in front of their houses. The loss of their beloved green land they will be held prisoners in their own homes. All because somebody somewhere had a notion to move the station half a mile down the road, away from the multi storey car park that is being built next to the existing station. With as suggested maybe a bus link between the two? Am I the only one that thinks that this idea is ridiculous and should be dropped immediately? Or am I going to be completely ignored? (ID.148)

As previously stated, the possible relocation of the station will be the subject of a detailed assessment of all options for improving train services to/from Didcot.

However, in order to consider this option, it was necessary to identify a potentially suitable alternative location.

A decision on whether this is a potentially viable option will be made as soon as possible, so Network Rail can concentrate on producing an acceptable, realistic plan for improving rail services to/from Didcot.

When considering strategic options for the future growth of Didcot, it is essential to consider all options relating to strategic transport provision. If the idea is ridiculous this will quickly become apparent during the first stage of any options assessment.

There is no technology centre proposed in the delivery plan. There is simply an acknowledgment that proposals for a

I have read reports of moving the railway station: anyone who commutes knows how ridiculous this suggestion is with the track layout, as well as moving the station away from the new parking provision being built. (ID.415)

technology centre existed and were removed from the plan I response to feedback from Ladygrove residents.

Unfortunately neither residents, nor people that commute, are necessarily familiar with the technical information necessary to make decisions relating to strategic rail transport and/or local road transport schemes. Accordingly, some data needs to be collected to determine what impact the schemes referred could have on the road and rail network and whether any potential positive impacts can be justified, from both an acceptability and viability perspective.

Chapter 10 – Concerns about / object to building homes at Culham

I object to this plan, because the housing numbers are basically a done deal. Over two thirds already with planning permission. I consider your proposals to influence delivery of already consented housing development unrealistic. I **object to the lack of specific detail, timetable and strong commitment to producing a statutory binding document (DPD) ASAP. The Garden Town principles you propose for the SODC Local Plan are vague, generic and not demanding enough. You have no track record, not on positive community engagement, not on skills, not on attitude, not on sustainable housing development fit for 22nd century, not on leadership for genuine sustainability. Where is this change of heart and mind going to come from? You are just putting lots of consultants “clever ideas” in a document. It would be better if you applied all TCPA Garden City principles and asked the community how to apply them in the Didcot context. (ID’s 227, 41, 54, 57, 62)**

I strongly disagree with any building over the green belt at Culham. The homes required by Didcot could be much better served by developments on brownfield sites. The flyer about Didcot sent to all Culham residents neglected to mention that the Didcot plan included QUADRUPLING the size of Culham village by building on green belt, so I imagine the true number of people that object to this development is far higher! Apart from the developments outside Didcot itself, the plan looks good though. (ID.89)

This is a correct assumption. The housing numbers are included in the local plan and the Garden Town delivery Plan does not seek to change these numbers.

It is premature to commit to a timetable for preparing a DPD at this stage, when the Local Plan has yet to be finally approved.

It is simply not possible to apply all TCPA Garden Town Principles to a situation where efforts are being made to transform an existing town - which has not been built in accordance with Garden Town Principles – into a town that is more compliant with Garden Town principles.

Development at Culham is included in the proposed Local Plan. The Garden Town Delivery Plan simply acknowledges the existence of these plans within that context (i.e. as a proposed allocation within the emerging local plan).

<p>I support sustainable development on brownfield sites in and around Didcot but I OBJECT IN THE STRONGEST POSSIBLE TERMS to the mention in CHAPTER 10 to building on Green Belt land at Culham. I also object to the attempt at concealing a major development in Culham in a document entitled ‘Didcot Garden Town delivery plan’. (ID.344, 345, 353, 354, 361, 362, 363, 364, 377, 378, 381, 382, 383, 386, 391, 392, 403, 406, 408, 409, 420, 438) See other personalised example below:</p> <p>As a Culham resident, living in a property located in the middle of the Culham Green belt, I strongly oppose any plans to build on the Green Belt land at Culham. I support sustainable development on any brownfield sites in and around Didcot, however, do not support any building on Green Belt land at Culham. (ID.383)</p>	<p>This comment misunderstands the purpose of the Delivery Plan. Reference is simply being made to proposals within the proposed already included in South Local Plan.</p> <p>However we will make it clear that any new residential development in Culham will be dependent upon its’ inclusion within SODC’s final, approved local plan.</p>
<p>Chapter 10 – Governance / democratic oversight</p>	
<p>Not convinced about proposals for governance. Feels like consultants making more work for themselves. Not happy about proposals for local development orders. Where did the figure of 400 homes on Gateway South come from? There isn’t even room for 300. Not happy about the LEP deciding who will chair the Board. Who decides who the “well-respected individual” is? Will they even be from Didcot? Not happy that Town Council is at the bottom of the hierarchy – should be a partner with the District councils. Not happy that the “community” is at the bottom either. I would like to see more detail about community involvement. It feels as if we are being thrown scraps (delivering peripheral projects) rather than influencing the big picture. (ID.61)</p>	<p>It is not suggested that the LEP will decide who Chairs the Board.</p> <p>The Town Council is represented on the Board with the same rights as every other member of the Board, including the District Councils.</p> <p>Community is not “at the Bottom” it is a central part of the governance proposals – with three representatives on the Board.</p>

Sutton Courtenay Parish Council wishes to have clear direct routes for representation on the delivery of the Plan as a considerable amount of its parish is within the Didcot Garden Town Plan area. (ID.129 – Parish Council)

Delivery of the plan is the real challenge especially with the current political framework of parish, town, district and county councils - each with different agendas and political persuasion. I think it would make sense for Didcot Garden Town to have its own development corporation status in order to make things happen. (ID.176)

The Town Council should be more involved in the governance of the garden town. The town councillors actually live in Didcot and are elected by the residents of Didcot. We need more elected Didcot representatives making the decisions. (ID.216)

I would like to see a Didcot Development Council, independent of developer pressure, as for example occurred in Milton Keynes. An example of this pressure in Didcot was the introduction of the environmentally undesirable bus route through the previously pedestrianised area at Cornerstone. It seems to me that the DPD has no real teeth. It is the councillors who have to vote for the plan and they are subject to lobbying and to their party prejudices. In light of this I believe our planning system is not fit for purpose with this scale of development. (ID.322)

It is anticipated that the Board will engage with the community in many ways, not just through dialogue with representatives that are part of the Governance structure.

The plan explains the various options that were considered, including Development Corporation status and why the proposed arrangement was suggested.

The Governance arrangements need to reflect the reality that the Town Council has limited resources and powers available to it to influence Didcot's future Growth. Accordingly other public sector organisations that are equally democratic and possess these resources and powers need to be represented.

It should also be borne in mind that residents within the masterplan area also elect representatives to both District Councils and to the County Council.

Establishing a New Town Corporation was not possible, since it requires primary legislation

	<p>and there was little prospect that the Government would allocate Parliamentary time for this purpose.</p>
<p>Chapter 10 – Concern over house building / control of development</p>	
<p>It is agreed that a DPD for Didcot is preferable to an SPD as it carries greater weight, but it is unclear what planning policies will be available to control development prior to and after adoption of a DPD. (ID.182)</p> <p>Any developments in the town should be for the benefit of the residents of the town, existing and future, and NOT for the self-gratification of Councillors (County, Regional or Town) and profits of consultants and developers. Consultants and developers schemes should be properly monitored and managed, with appropriate penalty clauses imposed and inflicted, for failure to achieve agreed specifications and timings. The project should be accountable to democratically elected local bodies, not “Management Boards.” (ID.412)</p>	<p>Planning policies to control development prior to any DPD are included in the emerging Local Plan. After a DPD has been approved, this document should provide the planning policies to control development.</p> <p>It is clear from the proposed governance structure that management of the Garden Town is accountable to democratically elected bodies</p>

Chapter 11 - How the proposals will be paid for without burdening the tax payer.

I object to the funding proposals. The plan does not propose to let the community genuinely benefit from the uplift in land value. (TCPA Garden Town principle 1) I object to how little money you have allocated to communication and community “consultation” (6 pennies in 100 pounds is not enough!) **I object to over 80% of funding being proposed for roads, concrete, tarmac and development. Not a “Garden” Town! With 59% of the total cost not identified, I consider the funding proposals unrealistic. I object to the fact that you are going to let over two thirds of “green” schemes get stuck at the strategy/ feasibility stage with money for delivery not even budgeted in plan! It would be better if you had a realistic business case for investment in genuine sustainable development.** (ID’s. 54, 41, 57, 62, 227)

How long is it going to take you to ensure that you have all funding in place? Will you start before you do have it? How can you ensure that public and private sectors will want to invest in this project? (ID.90)

Very little funding is allocated to communication and community consultation. Over 80% is allocated to infrastructure, which could squeeze out many of the greening elements. The major flaw is that potential sources have been identified for only 41% of the required funding – where is the remaining 59% to come from? The likely scenario is that developers will step into the breach, and the greening elements will be pushed out, and many projects could well be abandoned or left half completed. The Brexit factor is not acknowledged - this could have a substantial effect on economic growth and GDP, which could undermine identified sources of funding. (ID.175)

TCPA Garden Town Principle assumes that the land is being purchased by a public authority at (or close to) agricultural value. This is not a principle that cannot be practically applied in an environment where the land has already been secured by developers at residential development value.

We believe the amount allocated to communication is realistic and compares very favourably to other Garden Towns.

No money is budgeted in the plan. If further resources are not forthcoming from Government, the ideas and proposals within the plan will need to be prioritised to fit in with current, and likely future, Town, District and County Council budgets.

The funding proposals do not propose increasing SODC resources. They sensibly refer to the need to fund a core team to implement projects within the Delivery Plan and the need to fund essential feasibility studies to provide the details necessary to

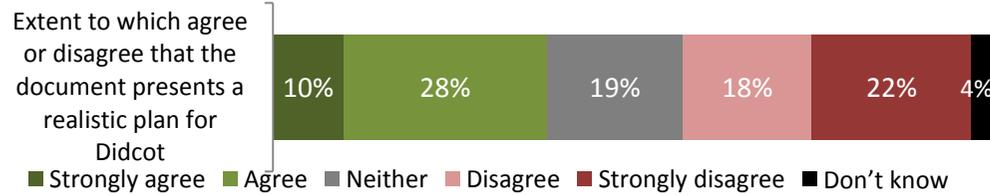
<p>I object to the proposals: 1. This section confirms the suspicions of Didcot residents that the DGT schemes are underfunded by at least £318M. A matter of concern is the vast associated costs including SODC staff (£15M) and consultants fees (£5.5M?). SODC is invited to provide justification of how such expenditure will be VFM and be spent correctly. 2. The research/feasibility phases appear to be vastly expensive. Can SODC indicate how VFM will be demonstrated for the public purse? 3. Highway improvements (para.17 page 434) are a key piece of infrastructure but receive scant attention. "Prioritised in LGF3" – explanation of this is requested: when will the infrastructure be built; is it funded? 4. There appears to be no attempt at risk management in the estimated costs, programme or schemes. It appears the consultants are failing to plan and planning to fail. Clarification about risk management plans is urgently requested. 5. The cost estimates as presented: do not give a date for the estimated costs (cost base for future updating); the costs are not allocated to financial years; there is no risk estimating; there are no references for the source of the costs. If the estimated costs were presented as part of a Gateway review it is likely they would lead to a "high risk of project failure" assessment. Considering the very high fees involved in producing the estimated cost data can SODC advise how the work demonstrates VFM? (ID.306)</p>	<p>take decisions about the final nature, shape and scale of these projects.</p> <p>Risk management will need to be put in place once it becomes apparent that additional funding will be made available.</p> <p>Detailed cost analysis and risk assessment is something that will be undertaken at a project level, once it becomes apparent that additional funding is available. There is little point in spending more money on consultants to undertake detailed cost assessment and risk analysis work unless there is some prospect of obtaining the funding needed to implement the projects in question.</p>
<p>Chapter 11 - Burden on taxpayers</p>	
<p>So it's going to be horrendously expensive. And as usual, business will not pay for it, instead you will pick our pockets for your 'glorious vision'. And then, when it doesn't work, we get to pay AGAIN to try and fix it. (ID.23)</p>	<p>Businesses will contribute to the projected costs. The summary funding table shows that c. £288 million is expected to come from local</p>

<p>Needs a statement adding that no funding will be required from local population to implement this and that national government will underwrite any cost overruns. (ID.215)</p> <p>How long will funding last? Who is going to pay when the funding runs out? (ID.459)</p>	<p>developer contributions and other committed sources of funding.</p> <p>However, a significant funding gap will exist and we are suggesting that this should be met from Government funds.</p> <p>Details as to the amount and nature of funding available have yet to be determined, since discussions cannot start until we have an acceptable Delivery Plan that explains what the funding will be used for.</p>
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Views on additional questions

Finally, respondents were asked the extent to which they agreed or disagreed that the document presents a realistic plan for Didcot. Overall, a greater proportion of respondents disagreed (40%) than overall agreed (38%).

Figure 10: Levels of agreement (n=300)



Overall 38% agreed with the document and 40% disagreed, with 19% not expressing a preference either way (i.e. had a neutral view of the proposals).

However, it should be noted that the public consultation process was influenced by two organised campaign groups.

The first of these groups was opposed to any development in the Green Belt, at Culham.

The second Group is opposed to any development on open spaces in Ladygrove (and to the general protection of all green spaces in Didcot).

Representatives of these two groups provided similar “template” responses to key parts of the document and recorded their general disagreement with the document in this section.

Given the general opposition to new development, amongst members of the

	<p>public when that development affects them, it is perfectly reasonable to expect that any document predicated on delivering 15,000+ new homes in and around Didcot would be opposed by a considerable number of people. When those opposed to the plan include representatives of two fairly large single interest groups, it is even more likely that the plan would meet strong opposition.</p> <p>Considering this environment, the fact that 38% of the participants agreed that the document presents a realistic plan for Didcot must therefore be regarded as a broadly positive outcome.</p>
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Comments on what was missing from the plan																											
<p>Respondents were then asked whether they felt anything was missing from the plan; 206 respondents included comments.</p> <table border="1"> <thead> <tr> <th>Comment theme</th> <th>Frequency</th> </tr> </thead> <tbody> <tr> <td>Production of a summarised final list of actual improvements to be made</td> <td>47</td> </tr> <tr> <td>Road and transport network</td> <td>43</td> </tr> <tr> <td>Don't feel they are being listened to / problems with consultation</td> <td>35</td> </tr> <tr> <td>Green belt / green space concerns</td> <td>24</td> </tr> <tr> <td>Incorporate religious, cultural and sporting facilities</td> <td>22</td> </tr> <tr> <td>Public transport / cycling / walking</td> <td>19</td> </tr> <tr> <td>Didcot Garden Town footprint and impact on villages/environment</td> <td>16</td> </tr> <tr> <td>Home building, population/job increases</td> <td>13</td> </tr> <tr> <td>Specify how burden on social infrastructure will be dealt with</td> <td>13</td> </tr> <tr> <td>Cost / How will it be paid for</td> <td>11</td> </tr> <tr> <td>Including younger people in plans/ consultation</td> <td>9</td> </tr> <tr> <td>Other comments</td> <td>20</td> </tr> </tbody> </table>		Comment theme	Frequency	Production of a summarised final list of actual improvements to be made	47	Road and transport network	43	Don't feel they are being listened to / problems with consultation	35	Green belt / green space concerns	24	Incorporate religious, cultural and sporting facilities	22	Public transport / cycling / walking	19	Didcot Garden Town footprint and impact on villages/environment	16	Home building, population/job increases	13	Specify how burden on social infrastructure will be dealt with	13	Cost / How will it be paid for	11	Including younger people in plans/ consultation	9	Other comments	20
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<p>A feasible alternative to closing Cow Lane Bridge to motor traffic. The document is too lengthy and should have had a summary of the major changes. (ID.26)</p> <p>The plans show us all the wonderful new cycle routes and open planting areas, but do not advise how these will be maintained. I have lived on Ladygrove for almost 30 years and in that time the maintenance of Council owned land has</p>	<p>A summary will be produced once a final version of the Delivery Plan has been approved.</p>																										

been disgraceful. There are parts of the cycle path where the brickwork is uneven to say the least and represents a significant tripping hazard. The foliage around the pavements is unmaintained making several areas impassable (pavement at the top of Mersey Way on the left hand side, cycle path along the back of Synderford Close beside the woods, etc. etc. etc.). I wonder whether the Council intend fixing the existing problems before creating more? (ID.66)

More actual specific detail would have been helpful. (Although I only read the Proposal document, not the Appendix document as it was too large and I didn't have enough time). (ID.203)

A link between the principles (which are fine in themselves) and the delivery plan (which seems to have no relation to the principles). (ID.225)

It is missing proposals of sufficient depth and substance that would maximise the chances of gaining public support and gaining funding from central government. The excessive length of the document (nearly 450 pages) and large amount of repetition makes the lack of depth apparent and impedes effective review and comment. This internet review process does not seem designed to capture and implement meaningful comments, but rather to solicit a response that can then be presented to third parties as evidence of stakeholder engagement. There is a lack of recognition of feedback from the community on Cow Lane and the Train Station relocation, which undeservedly live on and distract from some of the better ideas in the plan. There is a lack of local knowledge, as evidenced by the proposal to knock down Aldi, which highly unlikely to happen since it has only just been built. (ID.240)

This is a valid point. We will be exploring ways to do this as part of the Garden Town Governance process.

Specific details will be worked up if/when additional funding is secured to cover the cost of this additional work.

Feedback has been received and considered. However, it is not reasonable to expect that all comments can be actioned, since some comments are diametrically opposed to each other.

The feedback on Cow Lane and the Station has generally come from Ladygrove residents directly affected by these ideas. These views are respected, however they are not necessarily representative of the whole town. There are no plans to knock Aldi down. This remains in the masterplan and is shown in

<p>Not enough is said about the Science bridge. This must be a major feature in any plan without it the roads will clog up. At the moment it seems that the location is not even fixed. It must be in place before any development starts. (ID.302)</p>	<p>yellow, under the Community Centres and Retail category.</p> <p>The location is very much fixed and the detailed design phase has commenced. It will be in place as soon as possible after the necessary funding is secured.</p>
<p>Social infrastructure concerns</p>	
<p>The plans do not specifically mention any public toilets or amenities for disabled visitors or residents - at least not as far as I could find, they are VERY long. The council are fully aware of the importance of 'changing places' toilets (with an adult sized changing bench and hoist). Families with disabled loved ones would expect to see multiple changing places facilities around the Didcot area after the plans are implemented. There is no reason why at, this early stage, disabled visitors cannot be made to feel welcome by providing this basic level of dignity. No one should have to lie on a toilet floor!!! We all deserve dignity. We all deserve to be included and valued. (ID.18)</p> <p>Reality - the Council cannot maintain the Didcot infrastructure as it is and this plan will only add to the burden on resources. (ID.44)</p> <p>Greater provision for disabled access. (ID.75)</p> <p>Not enough on healthcare, especially mental health, and the links with green living, Although healthcare funding is outside the scope of the Garden Town proposals, there needs to be an integrated approach between Local Authorities,</p>	<p>This is a valid point and will make reference to the need for appropriate public toilet facilities within the final Delivery Plan.</p> <p>The Garden Town Team have already made arrangements to build, and pay for, a “Changing Places” toilet in Orchard Centre Phase 2.</p> <p>This will hopefully be achieved through the proposed Governance arrangements where</p>

<p>Oxford University Hospitals Trust, Oxford Health, OCCG and NHS England. More detail and coherence needed on public transport issues and solutions. (ID.175)</p> <p>Didcot desperately needs investment if it is to cope with the basic needs our current population. The new homes already approved will only serve to increase this deficiency. Our transportation, educational, healthcare, community facilities and green spaces are barely coping with demand as it is. A carefully considered, fully funded and inclusive plan of substantial investment, governed by a body representing and answering overwhelmingly to those directly impacted by the program of change would be welcome. Sadly this delivery plan falls far short of this ambition. (ID.232)</p> <p>Provision for the elderly. (ID.261)</p> <p>The plan looks good but it does not clearly highlight the overwhelming number of actual people who will end up here and the planned retail, roads, schools, etc. may well struggle to cope. Without a local hospital, it's hard to see how the JR can realistically cope - even if patients make it there in time! (ID.280)</p> <p>It may not be missing, but I'm not clear on how much health/social care facilities provision there will be: all absolutely - and increasingly – vital. (ID.297)</p> <p>I may have missed it - ease of wheelchair and mobility scooter use. (ID.313)</p>	<p>all parties can become involved in appropriate working groups.</p> <p>Democratically elected organisations will be on the Garden Town Board and local organisations and individuals will be given the chance to participate in various sub-groups operating to the Board. It would be hard to argue that the proposed Governance arrangements do not have the potential to be fully not representative, provided local residents, businesses and community groups are willing to participate in a constructive manner.</p> <p>The Clinical Commissioning Group are currently assessing the disposition of hospital services in Oxfordshire, so we will need to wait to see what they propose.</p> <p>This is covered in Chapter 5.4 (Social Infrastructure).</p> <p>Ease of access is taken as a norm for new development and we will be consulting with</p>
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	local Disability Action Groups to ensure that their needs are addressed.												
Stakeholder Responses													
<p>While a number of stakeholders completed the survey, these and others also provided separate and more detailed correspondence directly to the councils. Below is a summary of the types of wider stakeholder that have provided more detailed comments. Please refer to Appendix B for a list of the 36 wider stakeholders who provided comments.</p> <table border="1" data-bbox="219 528 1115 815"> <thead> <tr> <th data-bbox="219 528 909 571">Respondent type</th> <th data-bbox="909 528 1115 571">Frequency</th> </tr> </thead> <tbody> <tr> <td data-bbox="219 571 909 614">Local Authority / Parish / Town Council response</td> <td data-bbox="909 571 1115 614">14</td> </tr> <tr> <td data-bbox="219 614 909 691">Land / Property Developer Representative or Agent response</td> <td data-bbox="909 614 1115 691">7</td> </tr> <tr> <td data-bbox="219 691 909 734">Wider stakeholder response</td> <td data-bbox="909 691 1115 734">7</td> </tr> <tr> <td data-bbox="219 734 909 777">Statutory Body response</td> <td data-bbox="909 734 1115 777">5</td> </tr> <tr> <td data-bbox="219 777 909 815">VCS Organisation response</td> <td data-bbox="909 777 1115 815">3</td> </tr> </tbody> </table> <p>The extent and depth of response from these stakeholders are typically two to three pages long, however they vary from a single paragraph to 22 pages, including appendices and maps, for example. An analysis of the responses have therefore not been included within this report but the correspondence has been received and considered by the councils.</p>	Respondent type	Frequency	Local Authority / Parish / Town Council response	14	Land / Property Developer Representative or Agent response	7	Wider stakeholder response	7	Statutory Body response	5	VCS Organisation response	3	<p>The number of detailed responses received from key stakeholders is welcomed. All of these will be fully considered, however the following section provides responses to a number of these comments.</p>
Respondent type	Frequency												
Local Authority / Parish / Town Council response	14												
Land / Property Developer Representative or Agent response	7												
Wider stakeholder response	7												
Statutory Body response	5												
VCS Organisation response	3												
Stakeholder Responses													
<p>Both figures 8.6 (Existing accessible open space) and 8.8 (Proposed landscape plan) show our Sutton Courtney Environmental Education Centre (SCEEC) as publicly accessible natural green space, which is incorrect. We use the centre for education purposes but it is for pre-booked groups and organised events only and not open for general use by the public. Nobody has contacted us about this</p>	<p>Figures 8.6 and 8.8 will be corrected to show the Sutton Courtney Environmental Education Centre (SCEEC) as a non-publicly accessible green space.</p>												

but we are not interested in changing the access arrangement of the site and request that all information and maps are updated accordingly. (Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust)

No mention of outstanding planning application for a Gravel Extraction Quarry and associated Concrete Works in Clifton Hampden. (Clifton Hampden Parish Council)

It is recommended that, in the wording of the Didcot Garden Town Delivery plan, any mention of assistance from 'community' groups be amended to assistance from 'community and religious' groups; and that the list of stakeholders include 'religious groups'. (Church of England)

Whilst the inclusion of some mapped information within the Delivery Plan is accepted, we have concerns that this 'Masterplan' could give rise to misunderstanding due to its similarity in appearance to a Local Plan proposals map, which it expressly is not. It should therefore be made clearer that the 'Masterplan' map is not an expression of planning policy, particularly where it annotates features such as 'Proposed green buffer around necklace of villages'. Not only are these not existing plan policy designations, but the Garden Town Delivery Plan is not able to implement them as such.... It is inappropriate to imply land use designations such as this within the Garden Town document. (Grainger Plc)

The delivery plan does not generally refer to current planning applications. However, should the application be approved, we will amend the masterplan accordingly.

We will duly amend this wording in the final delivery plan to read 'community and religious groups', instead of 'community groups'.

We believed that Chapter 10 made the status of the Delivery Plan clear. However we will consider inserting the phrase "*The Masterplan map is not an expression of planning policy*", within the document's foreword.

However, we do not believe it is inappropriate to express an aspiration to make these areas green buffer zones and to support the inclusion of these areas in neighbourhood plans.

The Didcot Garden Town Proposed Delivery Plan identifies Greenlight Developments' land interest as woodland. Clearly, we object to any such proposals that treat our land interest as woodland. It is currently an agricultural field and is not available for woodland. (Greenlight Developments)

Scheduled monuments are identified in the National Planning Policy Framework as heritage assets of the highest significance, any harm to or loss of which (including through development within its setting) should require clear and convincing justification (in the form of overriding public benefits) and any substantial harm to which should be wholly exceptional. We are disappointed therefore not to see any reference to the scheduled monuments or the wider historic environment (including non-designated assets such as non-scheduled archaeological remains or historic landscapes) in the Vision for the Garden Town. (Historic England)

MEPC believe that Milton Park is a highly regarded and valued science park, and that its importance should be more strongly referenced within the delivery plan. It is located within the garden town masterplan boundary and is the largest employer of the three science park referred to above. MEPC therefore respectfully suggests that the value and importance of Milton Park is fully reflected within the delivery plan, and the wording of paragraph 4.1.2 be amended so that Milton Park is not seen as secondary to the Harwell Campus and Culham Science Centre. NB: Also includes requests for other corrections to factual errors (e.g. P337). Milton Park (MEPC Milton GP Ltd)

We note that the consultation document includes proposals to relocate Didcot Parkway Station. As per our discussions on the subject it is important to note

We will make sure that Greenlight Developments' land is not shown as being an agricultural field that is unavailable for woodland.

This is a good point. We will insert a section referring to scheduled monuments and the wider historic environment.

We will amend the wording so that Milton Park is not seen as secondary to the Harwell Campus and Culham Science Centre and other notified factual errors are corrected (e.g. P337). Milton Park (MEPC Milton GP Ltd)

that Network Rail has no plans to relocate the station so it is important that the document reflects this. To this end the label on P341 of a potential new site for the station as “Network Rail Opportunity Site” could convey the wrong message about the drivers for relocation. (Network Rail)

We support the aspiration for Science Vale set out in the South Oxfordshire Local Plan which outlines the need for Didcot to transform into “a well serviced and well connected high quality urban hub”, including...a “step change” in travel choices away from car travel towards public transport, cycling and walking with Didcot at the heart of a fully connected science vale. The policy however gives no detail as to how this can be achieved and how the well-connected public transport network will evolve considering the quantum of development over the plan period. The plan also pays little attention to the focus of Didcot moving to the Orchard Centre and Didcot Parkway with an emerging “zone of disregard” around the Broadway – this needs to be dealt with as part of this delivery plan. This lack of information is replicated in the Delivery Plan Document, which despite stretching to over 400 pages merely states that “An improved bus

We accept that there are no current plans to relocate the station. However, the Delivery Plan does not present proposals for the relocating the Railway Station. It proposes better rail services to/from Didcot and better railway station facilities. A potentially suitable alternative site for the station has been identified so that relocation can be assessed as a potential alternative option to major re-development of the existing station. We will however change the wording on the label on p341 to read “Potential new railway station site”.

The delivery plan is not yet a “policy”. However, the point is valid about the lack of detail. Unfortunately additional resources will be required to provide this level of detail and this will be part of the process that will be undertaken when translating the Delivery Plan into a Didcot Garden Town Development Plan Document (DPD) over the next eighteen months.

service around Didcot and to the surrounding villages embracing new technology to track timetables and pay for journeys”. (Oxford Bus Company)

We would like to suggest greater integration of the Councils’ local plan evidence base. The Appendices refer to some of the technical evidence that the Council has already collected and produced, but the Delivery Document would benefit from an explanation of the links between the strategic local plan evidence and the greater detail provided for the Garden Town. (SODC Planning Policy Team)

The UKAEA broadly supports the vision for Didcot Garden Town and, in particular, it welcomes the idea that the Plan will “support economic growth” at CSC and the Harwell Campus and that it will promote Didcot as a “gateway” to those sites. Didcot’s potential is in large predicated on the strengths of Harwell Campus, Milton Park and CSC, as well as its location adjacent to a key (rail/road) transport node. Against this background, the UKAEA has some concerns about the references to Didcot becoming the “home for future science, [and] applied technology”. This is on the basis that any attempt to position Didcot as a primary location for science and technology development has the potential to generate competition between Didcot and the established science centres at Culham and Harwell, which could undermine their future growth. (UK Atomic Energy Authority)

The UoR support the preparation of the Didcot Garden Town PDP however it is clear that the council's focus is to the direct development to areas within the Didcot Garden Town Masterplan Boundary. The UoR's land to the north and east of Didcot falls outside of the Didcot Garden Town Masterplan Boundary but within the proposed Area of Influence. We therefore wish to draw the council's

SODC’s strategic planning team have been involved in the production of the Delivery Plan. However, we will consult with them before the final delivery plan to determine how the links between the strategic local plan evidence and the greater detail provided for the Garden Town can be better explained.

The vision is for Didcot and the wider area of influence. We will therefore change the vision wording to say “Didcot Garden Town is Oxfordshire’s gateway to future science, applied technology, nature and vibrant communities”.

We are aware of this opportunity and this will be considered when producing the DPD and SODC’s next Local Plan. We will need to

attention to the development potential of land to the north and east of Didcot and the benefits which it could bring, which includes facilitating the Thames Crossing, and we would urge a review of the Didcot Garden Town Masterplan Boundary to include our client's land. (University of Reading)

Section 9.1.2 discusses the Masterplan Process and provides a flow diagram which includes the key elements which have fed into this. However, this appears to have omitted the consideration of the masterplan at Valley Park, which has a resolution to grant planning permission as already discussed in Section 2 of this report. The established parameters, which include the Valley Park Combined Parameters Plan and Land Use Budget Plan, must be factored into the Garden Town Masterplan, as must other strategic development sites which are well advanced. (Valley Park Development Consortium)

carefully consider the implications of including this within the Garden Town Boundary, however, since the public were asked to comment on the boundary at an early stage in the community engagement process and University of Reading did not raise this concern at that point. Changing the boundary at this late stage will likely be problematic, since all plans that include the boundary lines would need to be re-drawn, at some considerable additional cost. It would also inevitably result in a number of objections from nearby residents and communities who have not expressed any desire to change the existing boundaries.

These were considered when producing the Masterplan. However the fact that this is not referred to in this diagram is a valid point. We will therefore include 1) Local Plans and 2) Recent Planning Decisions as two additional bullet points in the right hand box.