

HOUSING INFRASTRUCTURE FUND

Didcot Garden Town

Part 1 – Housing Ambitions

Location	No of houses	Delivery without HIF				Delivery dates (with HIF)			
		2021	2026	2031	2036	2021	2026	2031	2036
NE Didcot	1880	350	625	625	280	400	720	760	
Ladygrove East	642					250	374		
Milton Heights	458	282	176			324	134		
West of Harwell	207	163	44			207			
North of Harwell Campus	1000	150	400	450		173	460	377	
Valley Park	4254	350	1500	700	1500	402	1725	1725	402
NW Valley Park	800					345	455		
East of Sutton Courtenay	200						200		
Great Western Park	3300	2874	426			3300			
Didcot A	400	106	294			122	278		
Didcot Gateway	400	200	200			230	170		
Culham	3500	150				300	1250	1250	700
Berinsfield	1700					150	800	750	
SW of Didcot	1000					150	850		
North of NE Didcot	1200						500	700	
Land to the South of A4130	166		166			166			
East of Park Road	135					135			
East of Sandringham Way	375					150	225		
South of Appleford Road	195	195				195			
North of Appleford Road	93						93		
TOTAL	21905	4820	3831	1775	1780	6999	8234	5562	1102

Other developments in Didcot area									
Vauxhall Barracks	300							300	
Hadden Hill	74	74				74			
Rich's Sidings (Didcot Orchard Centre Phase 2)	350	350				350			
East Hagbourne	74	74				74			
Land at Milton Hill	53	53				53			

Site	Current status and Formal Planning Application ref	Pre-app references
NE Didcot	Outline approval for 1880 dwellings (P15/S2902/O)	
Ladygrove East*	P97/W0721/O – no decision issued	P16/S3585PEJ 5.5 hectares (13.5 acres) of commercial development to the southern boundary of the site together with development of circa 500 residential units across the remainder of the site.
Milton Heights	Planning permission for 458 dwellings (P16/V2900/FUL)	
West of Harwell	Planning permission for 207 dwellings (P15/V1504/FUL)	
North of Harwell Campus	Emerging Local Plan allocation for up to 1000 dwellings	
Valley Park	Outline approval for up to 4,254 dwellings (P14/V2873/O)	
NW Valley Park	Local Plan allocation for 800 dwellings	
East of Sutton Courtenay	Local Plan allocation. Refused on drainage and highways grounds (P15/V2353/O)	
Great Western Park	Planning permission for 3,300 dwellings	
Didcot A*	Outline approval for 400 dwellings (P15/V1304/O & P15/S1880/O)	
Didcot Gateway*	Outline approval for 300 dwellings but envisaged the site could take an additional 100 dwellings	
Culham*	Emerging Local Plan allocation for 3,500 dwelling	
Berinsfield	Emerging Local Plan allocation for 2,100 dwellings and regeneration	

SW of Didcot		Speculative development for 1000 dwellings (S17/0013/Preapp)
North of NE Didcot	(need to check with LPA)	
Land to the South of A4130	Outline permission for 166 dwellings (P16/S3609/O)	
East of Park Road, Didcot	Submitted planning application for 135 dwellings (P17/S1965/O)	
East of Sandringham Way		Pre-application for 375 dwellings (ref: P17/S2311/PEJ)
South of Appleford Road	Planning permission for 195 dwellings (P14/V206/RM & P14/V2061/RM)	
North of Appleford Road	Outline permission but subsequently refused as S106 could not be signed due to proposed mitigation and traffic impact (P15/V2933/O)	
Vauxhall Barracks	Emerging Local Plan allocation (MOD release)	
Hadden Hill	Planning permission for 74 dwellings (P14/S4066/FUL)	
Harwell Village	Emerging Local Plan allocation for 100 dwellings	
Rich's Sidings (Didcot Orchard Centre Phase 2)*	Allocated site for 300 dwellings	
East Hagbourne	Submitted planning application for 74 dwellings (P17/S2469/O)	
Land at Milton Hill	Outline permission for 53 dwellings (P13/V0467/O)	

*Housing sites with significant element of employment

Grampian condition release (list permission numbers)		
No Grampians at present but there will need to be associated with Culham & Berinsfield. However, this will need to be discussed with the LPAs		
Also, this could be very sensitive given the status of emerging Local Plans. Other, competing sites could seize upon this...		
Site	Permission number	Details of Grampian
East of Sutton Courtney	P15/V2353/O	No Grampian at present but refusal by LPA due to traffic impact
North of Appleford Road	P15/V2933/O	No Grampian at present but refusal by LPA due to traffic impact
Culham	Emerging allocation	No Grampian at present but traffic modelling associated with P15/V2353/O & P15/V2933/O demonstrates that there is no spare capacity in the network until Culham River Crossing and Clifton Hampden By-pass is in place
Berinsfield**	Emerging allocation and regeneration	No Grampian at present but traffic modelling associated with P15/V2353/O & P15/V2933/O demonstrates that there is no spare capacity in the network until Culham River Crossing and Clifton Hampden By-pass is in place
SW of Didcot, North of NE Didcot, East of Park Road * East of Sandringham Way	Speculative sites (total 2,710 dwellings)	A number of speculative sites have come forward over the past year in Didcot. These would be eminently sensible with the appropriate highway infrastructure. The Didcot network currently suffers from significant delays with only 50% of one strategic site built out. Any additional traffic growth to including those already permitted would create a severe impact on the highway network. Without the HIF funding these would need to be delayed until after 2033. With HIF they could be accelerated to 2026. This could potentially result in an additional 2,710 dwellings, in addition to Local Plan growth, by 2026.

** It is unclear at present what the impact of Berinsfield will be on the local highway network. However, it can be assumed that traffic will be assigned to the congested parts of the network. Oxfordshire County Council is working in partnership with SODC and VWHDC to develop a Paramics model for the Garden area of influence. This model will be ready for the next stage of development if this EOI is successful. This will help to inform future WebTAG business cases.

Local Plan details		
May need to draw upon the ETI work for this. However, the narrative will need to say that we're building a GT micro-sim model to inform triggers to a more detailed level		
Status	Implications without HIF	Implications with HIF
VWHDC Local Plan Pt1 (adopted)	EZs and impact of congestion on employment growth***. Slower house sales?	Full local plan build-out with accelerated delivery of dwellings and jobs with additional dwellings
VWHDC Local Plan Pt2 (emerging – Oxford's unmet need)	Delivery of Unmet need could be compromised	Full local plan build-out with accelerated delivery of dwellings and jobs but crucially delivering much needed dwellings for Oxford's unmet need.
SODC Core Strategy 2026 (adopted)	Slower housing delivery	Full local plan build-out with accelerated delivery of dwellings and jobs with additional dwellings
	Restricted housing delivery	Full local plan build-out with accelerated delivery of dwellings and jobs with additional dwellings to currently planned growth
SODC Local Plan 2033 (including Oxford's unmet need)		

*** The houses that are to be delivered in and around Didcot Garden Town are located within a five mile radius of two Enterprise Zones that are expected to create 13,900 new jobs (excluding construction jobs). An additional 7,200 new jobs are also expected to be created at non-EZ locations in Culham Science Centre, Harwell, Milton Hill and Didcot. Didcot Garden Town therefore represents housing delivery that is directly linked to both new job creation and new infrastructure provision.

Other Funding (received, submitted, unsuccessful)

The narrative will need to detail all past funding and what we have delivered (although this may need some careful thought if we're asking for funding for projects that have already received it e.g. Milton Interchange)

The narrative will need to say how we've borrowed against future BR

Funding Type	Status	Details	Level
Section 31 Grant	Approved	£6.2m contribution towards the estimated £15.4m cost of building Phase 3 of the Didcot Northern Perimeter Road	£6.2m
Section 31 Grant	Approved	£3.08m in two tranches (one of £1.02m in 2015, and one of £2.06m in 2016). To provide capacity for developing plans for Didcot Garden Town and accelerating housing delivery in Science Vale	£3.08m
Section 31 Grant	Approved	To provide additional capacity funding for the delivery of priority actions linked to the Didcot Garden Town Delivery Plan	£155K
Section 31 Grant	Approved	To provide additional capacity funding for the delivery of priority actions linked to the Didcot Garden Town Delivery Plan	£295K
Section 31 Grant	Approved	To provide capacity funding for development of the Berinsfield Community Investment Scheme	£995K
Section 31 Grant	Approved	To promote the development of community housing in Berinsfield	£139.916K
Highways England Pinch Point Funding	Chilton Slips	Access to Enterprise from new development in Didcot by providing north facing slips on A34 at Chilton	?
BRR, City Deal?	HLR	Proving an express link between Didcot (GWP, Valley Park) and Harwell Campus (A34 southbound) to provide access to the Enterprise Zone	?
Highways England Pinch Point Funding	Milton Interchange	Access to housing at Didcot and Milton Park	?
LGF	Unsuccessful	Science Bridge/Clifton Hampden By-pass	N/A

Local Housing Market	
Will need input from the LPA/consultants	
Current status of local housing market (narrative)	<p>As is demonstrated by the tables above, the number of applications and pre-applications submitted within the Didcot Garden Town area is unrelenting. However, without the necessary infrastructure, actual housing delivery will inevitably slow.</p> <p>Within the past few months, South and Vale have undertaken a substantial piece of research into the housing market in the two Districts. This has been used to underpin the development of a new Housing Delivery Strategy for South and Vale. This evidence base can be accessed at <will insert weblink to the Housing Delivery Strategy Background Research document>.</p> <p>Additionally, Chapter 6 of the Didcot Garden Town Delivery Plan document provides an up to date assessment of the issues relating to housing delivery with Didcot Garden Town. This information can be accessed at www.didcotgardentown.co.uk. Appendix D to this document also includes a Socio-Economic Baseline study that contains a significant amount of information relevant to the housing market. The appendices to the Delivery Plan document can be accessed at www.didcotgardentown.co.uk</p>
Affordable housing Market (narrative)	<p>The VWHDC Local Plan sets affordable housing at 35%. On sites currently in the planning system, these are being delivered without exception. The SODC Local Plan (adopted and emerging) affordable housing is set at 40%. These are being delivered with the exception of NE Didcot (25%). There is currently a growing housing register within both districts (3,500 in 2014 to 4,000 in 2016).</p>
Sales Values	<p>Typical sales values at Great Western Park are:</p> <ul style="list-style-type: none"> 1-bedroom home – From £199,950 2-bedroom home – £230,000 - £240,000 3-bedroom home – £335,000 - £360,000 4-bedroom home – £355,000 - £530,000 5-bedroom home - £480,000 - £500,000

Part 2: Infrastructure Requirement

Project	Cost (£m)	Bid (£m)	Completion date (OxIS)	Completion date (earliest)
Didcot Science Bridge & A4130 Dualling	48.2	36.2	2026	2021
Culham to Didcot River Crossing	125.0	125.0	2031	2028?
Clifton Hampden Bypass	16	10	2026	2021
TOTAL	189.2	171.2		

Project	Current Status	Next Steps (with dates)
Didcot Science Bridge & A4130 Dualling	Local Plan scheme	OAR, Prelim design, modelling
Culham to Didcot River Crossing	Local Plan scheme	OAR, prelim design
Clifton Hampden Bypass	Local Plan scheme	OAR

Approach to delivery	
<i>Who is going to deliver? Summarise delivery partners</i>	Oxfordshire County Council, VWHDC, SODC, Highways England, Network Rail, developers, Environment Agency. Historic England
<i>What is the current rate of delivery</i>	More than 1,600 new houses have been built in South and Vale over the past year. There is no reason to doubt an even higher delivery rate can be realised if the proposed infrastructure investment is secured through the HIF. On strategic sites the delivery rate is currently c. 260 homes per year. However, we believe this could be increased to over 300 per year (i.e. delivery could be accelerated by c.15% per annum) if the proposed funding is secured. Since 2012, on average, 268 homes have been delivered at Great Western Park but in 2014/16 completions hit 392.
<i>What is potential rate of delivery through HIF</i>	It is currently deemed realistic that housing delivery could be accelerated by 15% on most sites with HIF. However, on certain sites that are wholly reliant on infrastructure delivery, the sites could be accelerated much quicker. In many instances delivery can be moved into the preceding 5-year period. These sites also help deliver the infrastructure in question by providing contributions/CIL. A number of speculative sites, not part of planned growth, could be brought forward by 10 years. They would not normally be considered until after 2033 (the next Local Plan period). This could be achieved without negatively impacting on employment growth in area. This is of paramount importance with centres of innovation, research and development (Harwell Campus, Milton Park and Culham Science Centre) and two Enterprise Zones being within the area influence (please see map xxx)
<i>How can we demonstrate that we have been commercial with our negotiation with developers</i>	Negotiated with a number of sites collecting £xxx. Removed large sites from CIL to help pay for large infrastructure projects