



# Redevelopment of Didcot A Power Station site

## Development and Design Principles



19/11/2014



## REDEVELOPMENT OF DIDCOT A POWER STATION SITE



### THE VISION

- To produce a truly mixed use development combining working (Logistics, Manufacturing, Office and R+D), shopping and living environments of the highest standards with a clear and recognisable identity reflecting the site's sustainable location between the core urban area of the town and Milton Park.
- To establish a high quality new route through the site to facilitate ease of movement around the town for all modes of transport. Development along this route will be carefully designed having regard to the form and function of the route, achieving sustainable urban drainage and active frontages.
- To minimise impact of the development on the environment.
- The development will be formulated to facilitate early delivery with flexibility, balancing the demands of the commercial property market with the delivery of the new science bridge and the expanding population of the town.
- Ultimately, to produce a development that will enhance the attraction of Didcot as a place to live, work and shop.
- To develop a cohesive mixed use environment, to create a Sense of Place.

## **CONSTRAINTS AND OPPORTUNITIES**

- Large, flat, brown field site. On site structures and voids, including rail access.
- The presence of an active gas fired power station immediately to the north and the potential for this to be expanded in the future.
- The need to de-culvert and re-route water courses within the site.
- The need to achieve a Sustainable Urban Drainage (SUDS) system for the site.
- To take account of existing biodiversity interests.
- Existing movement network.
- The proposed new science bridge and strategic link road, having awareness that delivery is reliant on third party stakeholder actions and as an interim measure the existing road network will be utilised.
- Having regard to the wider planned growth for the town.
- Constraints and Opportunities have been carefully assessed and considered, with key components included on a specific drawing.

## TRANSPORT AND MOVEMENT

- Strategic link road through the site, with appropriate connections to the Science Bridge when delivered.
- Combining the need for a new strategic route and achieving safe and convenient access to the development for all modes of transport.
- Providing connectivity for within and to the site for all modes of transport.
- Encouraging permeability of the site to make it part of the town.
- A coherent and flexible access strategy that provides for the phased redevelopment of the site and the delivery of the science bridge.
- To develop a transport and movement strategy, that is convenient to use, whilst providing a quality environment, adhering to secured by design principles.



## DRAINAGE

- To achieve betterment in surface water run-off rates.
- To not increase flood risk to the wider catchment area as a result of suitable management of surface water run-off.
- To incorporate SUDS as part of the drainage strategy for the site.
- To utilise open water linear drainage features given site topography.
- To de-culvert water courses, providing environment and ecological enhancements as well as using water courses to add character to streets and green spaces.



## MASTERPLAN

- For the illustrative masterplan to be informed by the preceding comments.
- For the proposed uses and disposition on site to be informed by the preceding comments and the need to create a sense of place and a legible point of arrival.
- To facilitate safe and convenient movement onto and through the site, as well as between different uses.
- For buildings to be of a high quality design, particularly fronting the new link road with active frontages addressing the link road.
- Achieving a high quality landscape structure, tying together built form, drainage, ecology and highway features.
- For residential to be predominantly town houses with a strong urban form.
- Large employment buildings for logistics / manufacturing uses to be designed to limit the visual impact of their mass, with offices located to address important routes, such as the proposed link road.
- Retail uses located to maximise commercial viability and designed to complement the proposed urban character.
- Hotel building located prominently along the link road. This could be used as a key note feature building to enhance legibility and contribute to the sense of place.
- Offices spaces and buildings designed to create a high quality business environment.



Employment building with active facilities addressing movement corridor

Mixed Use development with integrated movement corridors





Active focal point, potentially incorporating Retail Hub uses



Note: Document prepared with input from Pegasus Planning Group Ltd and BWB Consulting Ltd