

9.
A masterplan for Didcot Garden
Town

In order to realise the garden town vision, Didcot needs a clear set of plans that will tackle existing issues and bring new and exciting proposals to the town. The garden town masterplan sets out proposals for different parts of Didcot which will collectively knit the town together to realise its full potential. The masterplan set out in this chapter will act as the blueprint for the garden town.

9. A masterplan for Didcot Garden Town

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9.1 Introduction to masterplan

9.1.1 Masterplan foreword and summary

Didcot will become a 21st century garden town, enhanced and enabled by cutting edge technology that brings together high quality living and working, set within well connected landscape surroundings.

Didcot is a unique town with considerable potential to become the heart of Science Vale and a precedent for 21st century garden town living.

The town benefits from its location, in close proximity to the North Wessex Downs Area of Outstanding Natural Beauty (AONB) and River Thames, and from good strategic rail connections allowing it to serve as a gateway to the science community and the necklace of surrounding rural villages.

The Didcot Garden Town masterplan presents a framework to guide the development of the town for the next 14 years to 2031 in line with the local plans for the Vale of White Horse District Council extending to 2031 and the South Oxfordshire District Council Local Plan to 2032. This is timely given that the town is likely to nearly double in footprint with an additional 15,000 homes and 20,000 jobs.

The Didcot Garden Town masterplan is supported by a Spatial Vision that calls for a 'connected town' and a 'super green town'. This also supports the overarching vision of Didcot as 'Oxfordshire's home for future science, applied technology, nature and vibrant communities.' The masterplan puts people first, and focuses on the enhancement of community life through the creation of a network of public spaces, improving the image of Didcot and providing a platform for the community to flourish.

The masterplan presents a blueprint for the future development of Didcot. According to the Design Council's publication '*Creating Successful Masterplans - A Guide for Clients*', a masterplan should aim to set out proposals for buildings, spaces, existing and proposed routes as part of a movement strategy, and land uses that are matched to a delivery strategy.

The masterplan presents a control mechanism to ensure that growth is in line with the overall aims and aspirations of the garden town. It is supported by

a detailed set of priorities that provide guidance on key aspects of the plan.

Given that a number of the larger sites within Didcot have received outline consent, the masterplan focuses on strengthening the town centre, looking at a number of key opportunity sites and connecting routes including Broadway and Station Road. Focus on the town centre will ensure that new development will be sustainable and will work towards creating an enhanced and extended centre to serve as the heart of new Didcot.



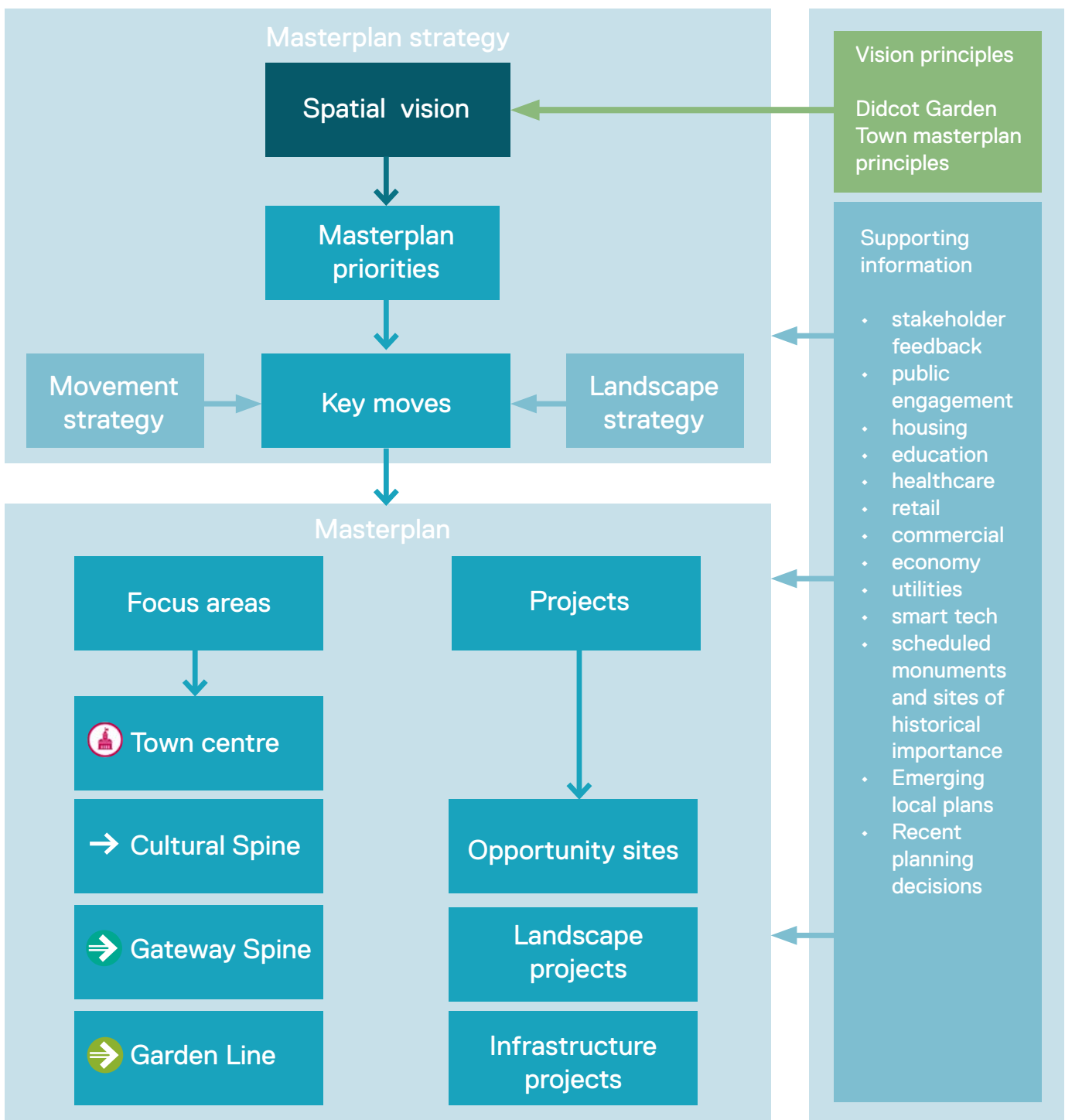
View of Didcot from Ladygrove Hill



Allotments in the heart of Didcot

9.1.2 Masterplan process

The masterplan has been developed through a process of assimilation and analysis covering a wide range of subjects that aim to address the different aspects of the town.



The Didcot Garden Town masterplan is based on a collaborative and contextual approach to design. This integrated process has produced a plan that is adaptable, flexible and future-proofed. Crucial to its success is an appreciation and understanding of the specific character of Didcot and its landscape. This has been the starting point in the development of the masterplan, a masterplan which is rooted in its context and is based on deriving practical, realistic yet innovative solutions for the future of Didcot. The masterplan

proposals have taken shape through a process of engagement that has ranged from individual discussions to public and stakeholder events.

This collaborative way of working has provided a platform for voices to be heard and opinions considered which helped to bring to the fore, issues that otherwise may not have been evident.

The masterplan also acknowledges the realities of the present as well as the uncertainties of the future. It

is supported by a series of guiding priorities that form the foundation of the masterplan and provide a series of tangible targets for future development. It provides a framework against which short and medium term decisions can be made, and longer term plans and individual development sites can be judged.



Didcot Garden Town stakeholder event



Didcot Garden Town design workshop



Sutton Courtenay

Milton

Didcot B power station (operational)

Milton Park

Didcot A power station (decommissioned)

Milton Interchange

*Great Western Park

All Saints

A34

Park

Harwell

West Hagbourne

* Great Western Park is a new housing development located west of Didcot which is currently under construction. Many areas of the proposal are now complete and occupied.



Landfill site

Southmead

A4130

Didcot Railway Centre

Ladygrove

Orchard

 **Didcot Parkway**

Town centre

Broadway

Northbourne

Millbrook

Disused railway line

East Hagbourne

Didcot today (Image 2009)

9.1.3 Didcot's wider context

Located at the heart of the internationally renowned Science Vale and next to the North Wessex Downs, Didcot has much to gain from enhancing its role within this unique context: from being a distinct gateway to the Science Vale to a busy service centre for the region, including Didcot's necklace of neighbouring villages.

Didcot is already a key gateway serving the settlements around it by way of rail and road. In order to best take advantage of this and enhance its offer as a service centre, Didcot should look to expand its palette in terms of onward transport, housing, retail, entertainment and many other areas, supporting the town and

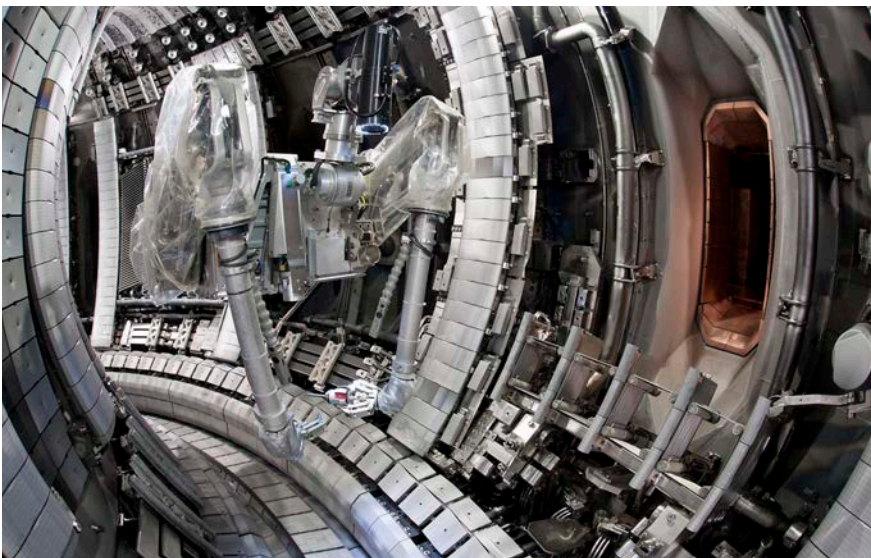
wider Science Vale community. This will encourage people to visit and stay in the town, not just pass through.

Much more needs to be made of the fact that Didcot is embedded within a fantastic natural landscape. There are a large number of scheduled monuments

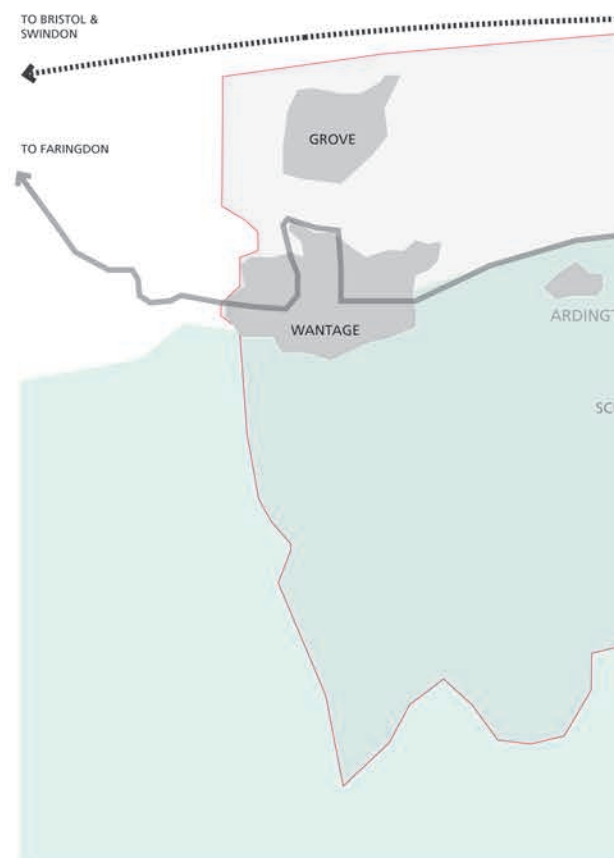
and sites of historical interest in the Didcot area and many popular natural attractions such as the North Wessex Downs Ridgeway, and the Earth Trust at Wittenham Clumps. Didcot and its residents stand to gain a great deal from promoting links with these areas via new infrastructure and improved wayfinding.



Milton Park © MEPC



The JET facility at Culham Science Centre © Milton Culham Copyright



Key

- Science Vale boundary - as per draft area action plan
- District council boundary
- Existing town
- Major employment sites
- Rail
- Road
- River Thames
- AONB
- Green belt
- Scheduled Monuments



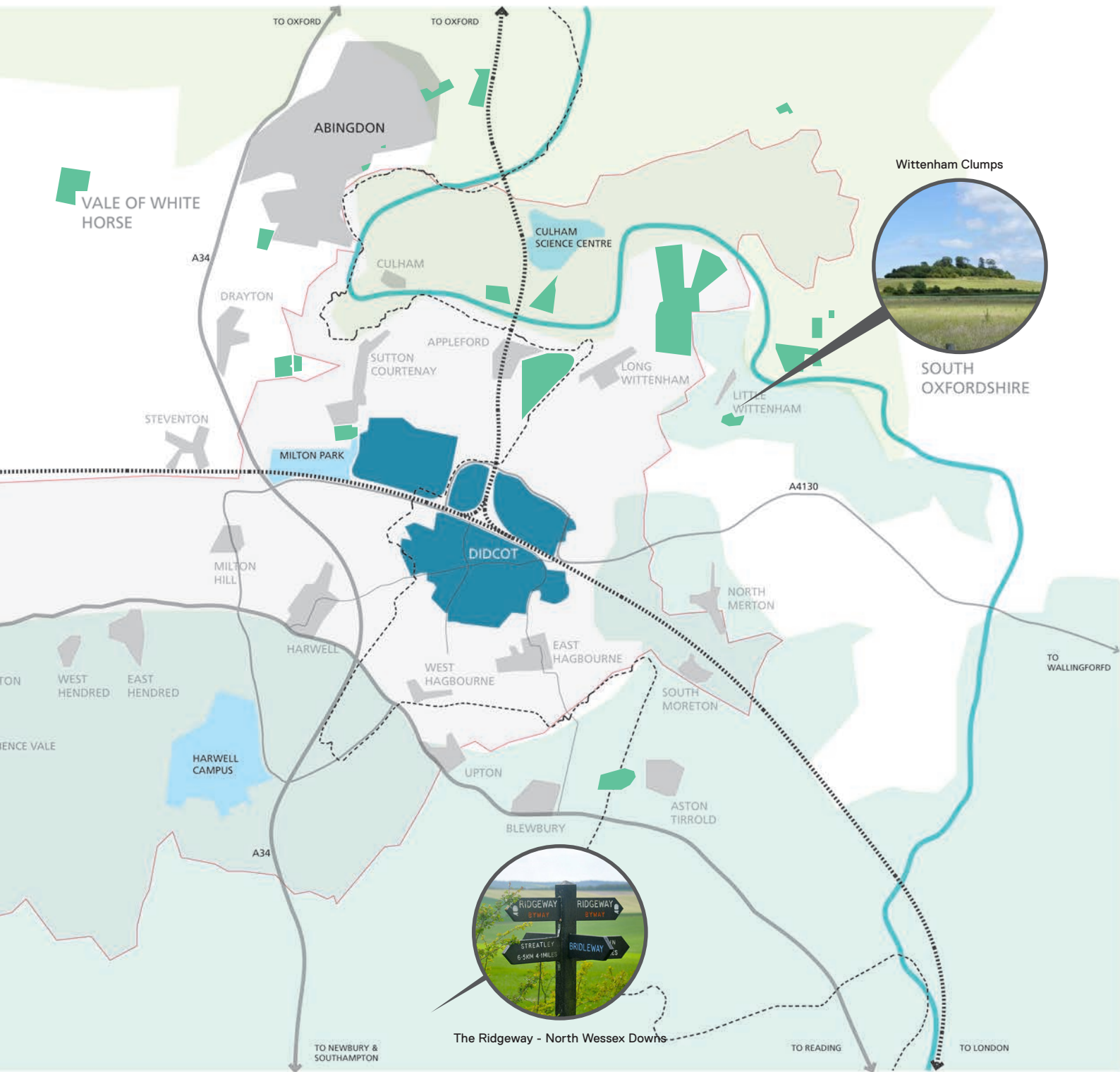
Abingdon



Appleford



East Hagbourne



Wittenham Clumps

SOUTH OXFORDSHIRE

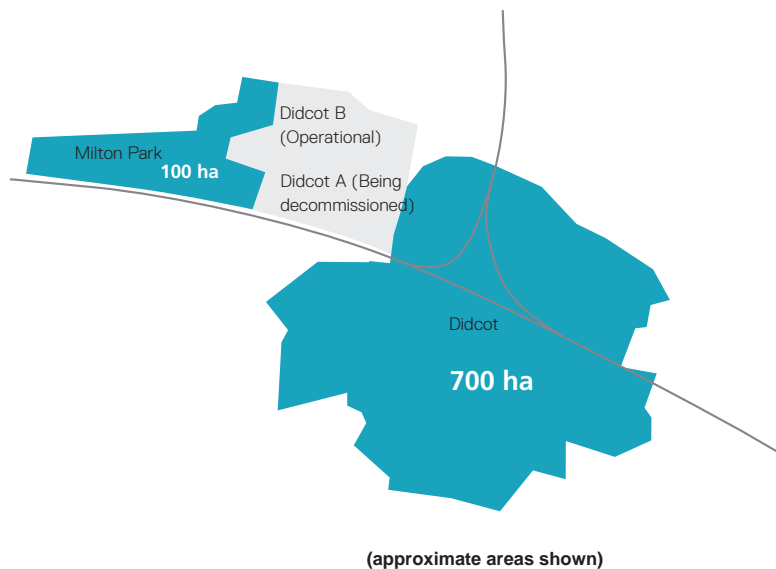


The Ridgeway - North Wessex Downs

9.1.4 A growing town

Didcot’s population is set to more than double over the next 15 years. Whilst much of the development that will lead to this population growth is already in the pipeline, it is vital that the town’s growth is led by a clear vision and integrated framework for its future.

By 2031, it is estimated that Didcot will accommodate an additional 15,000 homes and 20,000 jobs. Much of the development set to deliver this has already received planning consent. The scope of the garden town masterplan is therefore predicated on a scenario of extensive growth. This plan has been focused on ensuring there will be appropriate infrastructure, at the same time delivering quality, legibility and a sense of place across the town, such that new developments are suitably knitted together by a coherent and understandable urban framework.



By 2031

Homes

Within garden town bid
(Two thirds of this figure have resolution to grant or full planning consent)



Jobs

Within Science Vale area



Key

- Didcot 2016
- Planned developments and allocations
- Power station and brownfield land

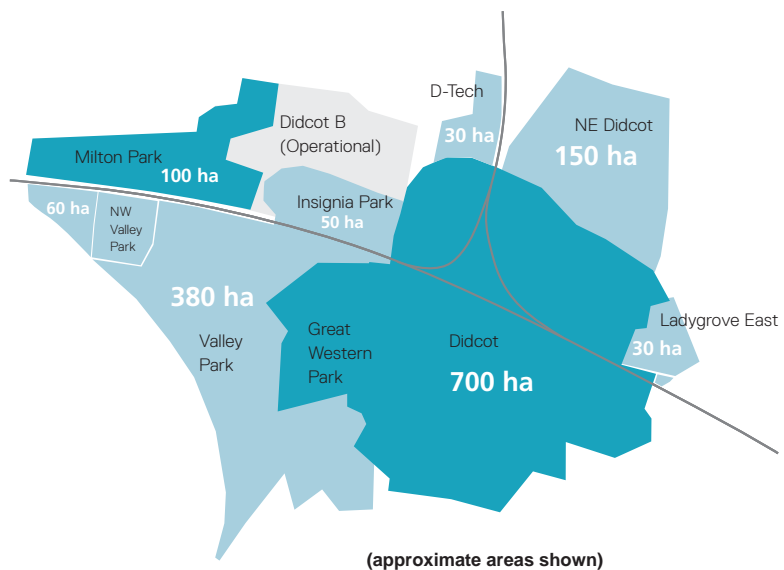
Approximate population (according to 2011 census)
25,140

Approx area 2016 (areas in blue)
800 ha

Approximate population 2031
62,000

Approximate area 2031 (areas in blue)
1,500 ha

Didcot 2016



Didcot 2031

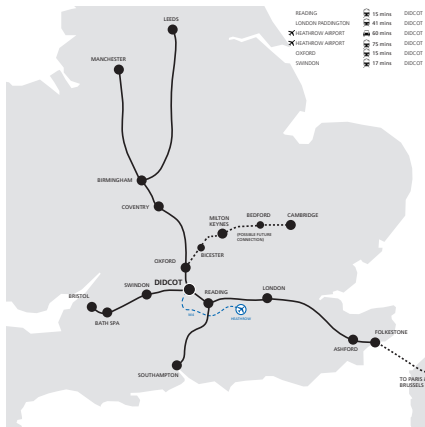
9.1.5 Strategic opportunities

Didcot benefits from excellent strategic rail links that present a prime opportunity for the town to serve as a gateway to the surrounding Science Vale and AONB. If successful in building on these key assets, Didcot will be strengthened as a place, and better rooted within its context.

Extremely well connected

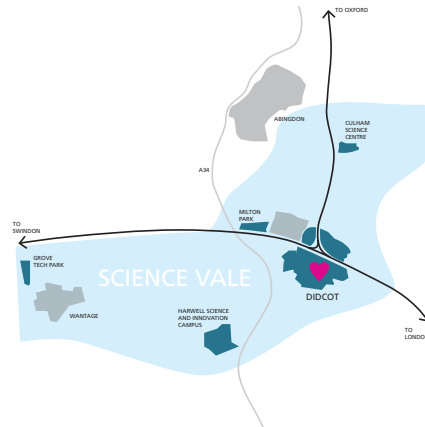
Didcot is an extremely well connected town at the national and regional level:

- 15 mins to Oxford (train)
- 40 mins to London (train)
- 60 mins to Heathrow (car)



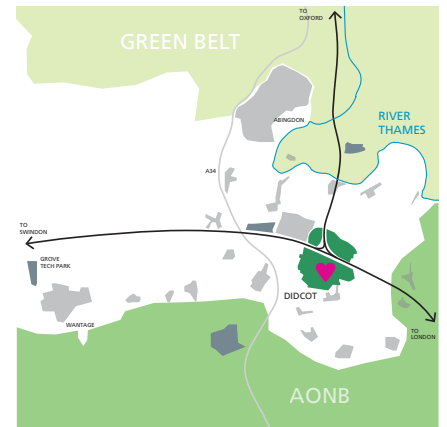
Heart of the Science Vale

Didcot has the potential to become both the 'cultural heart', and the 'gateway' to the Science Vale.



Gateway to nature

Didcot should be the point of reference to access the surrounding natural landscape including the AONB, River Thames and Wittenham Clumps.



Didcot Station
Source: Google Maps



Harwell Campus
Source: BBC



The North Wessex Downs

9.2 Analysis

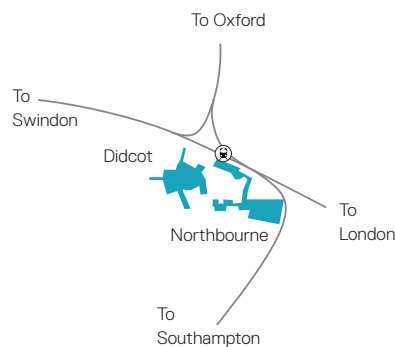
9.2.1 Historic development

Didcot is a young town, having developed primarily in the 20th century. Its historical growth has been broadly led by two major employment areas: the military, and power stations (Didcot A and Didcot B). With these two areas in decline, the scene is set for Didcot to embrace the new, and boldly redefine its connections with the Science Vale and wider region. In paving the way for the future of Didcot, it is important to gain an understanding of the forces that have given shape to the town as it is today.



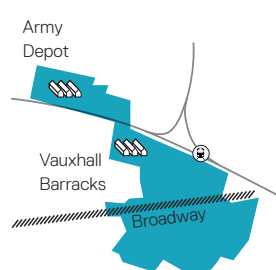
Construction of Didcot A power station's iconic cooling towers began in the 1960s

1913



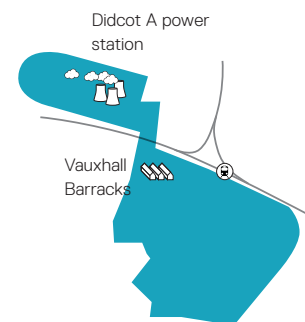
In 1913, Didcot was a small village – but one located at a strategically important crossroads on the railway designed by Isambard Kingdom Brunel. The settlement of Northbourne which at this point is distinct from Didcot, can also be seen south of Broadway.

1960



Didcot and Northbourne have now joined, with the Broadway forming an important high street linking the two. Construction of Didcot A Power Station begins in 1964. The railway line linking Oxford with Southampton is decommissioned in 1966 (now used as a popular cycling and walking route).

1971

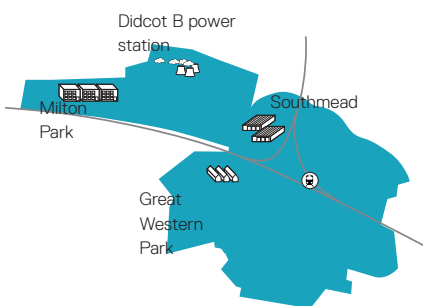


The army depot to the north west of the town is replaced with Didcot A Power Station. The town expands towards the south and west.

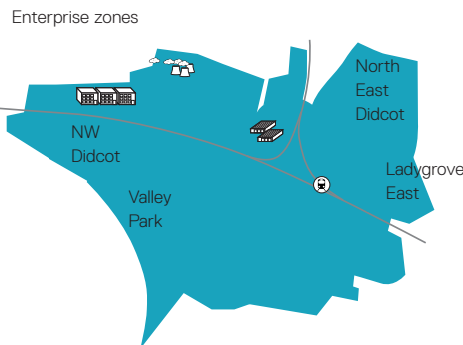
Didcot: Historic zoning



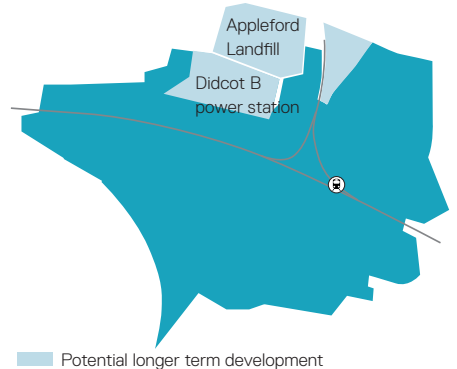
2016



2031



Beyond 2031



By 2016, Milton Park – a business and technology park – has established in the north west of Didcot. Didcot A power station is in the process of being decommissioned. The town has expanded to the north east, with the addition of Ladygrove and the construction of the North Didcot relief road (A4130). Great Western park is also under construction.

By 2031, the town will have grown considerably. It will have expanded to meet its natural western border, the A34, and to accommodate growth to the north of Ladygrove, and some filling out of available sites in the Milton Park and Southmead areas.

Didcot’s development beyond 2045 is beyond the remit of this masterplan. However, long term opportunities for the growth and development of the town have been considered where appropriate. Examples include brownfield sites such as the Appleford landfill site and Didcot B Power Station Site to the north of the town, which may become available in the long term and play an important role in Didcot’s future.

Didcot's evolving identity

Didcot's identity has always been strongly related to its function and role within its context, from being a railway and military base to an employment centre. Reflecting its evolving context, there is opportunity for Didcot to take on a new identity as a centre for high quality living and working, and as a gateway to the AONB and Science Vale technology hub.

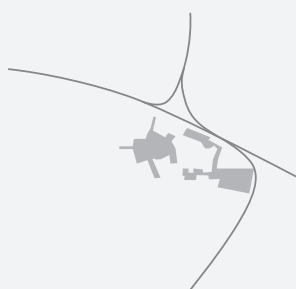
1913

1960

1990

Military town

Coal power generation

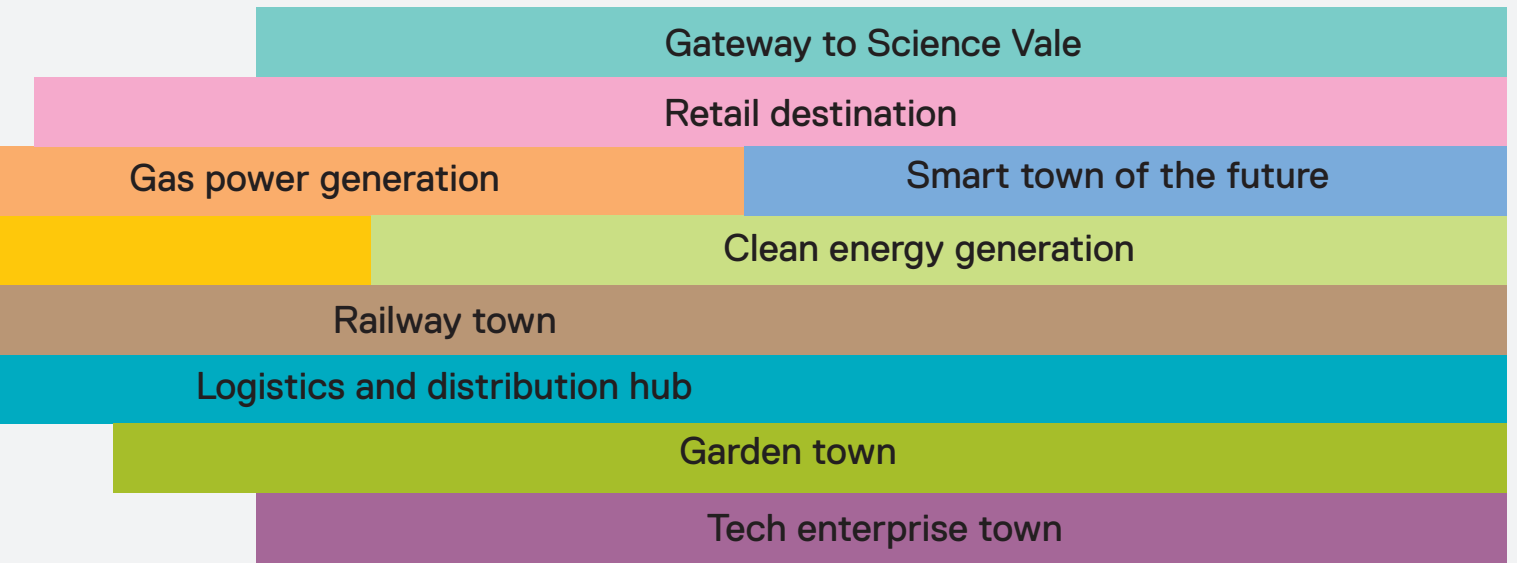




2016

2031

2046...



9.2.2 Characterisation and identity

Didcot has a relatively homogeneous character, consisting of wide streets and detached or semi-detached houses. Its town centre is characterised by some recent development which provides the opportunity for further growth with increased quality and choice, paving the way for the town centre to grow into its role as the cultural heart of Didcot.

Didcot’s historical growth is reflected in its built form and layout. Whilst a few streets echo its historical origins, much of the town dates from the 20th century, lending a fairly regular and homogenous character.

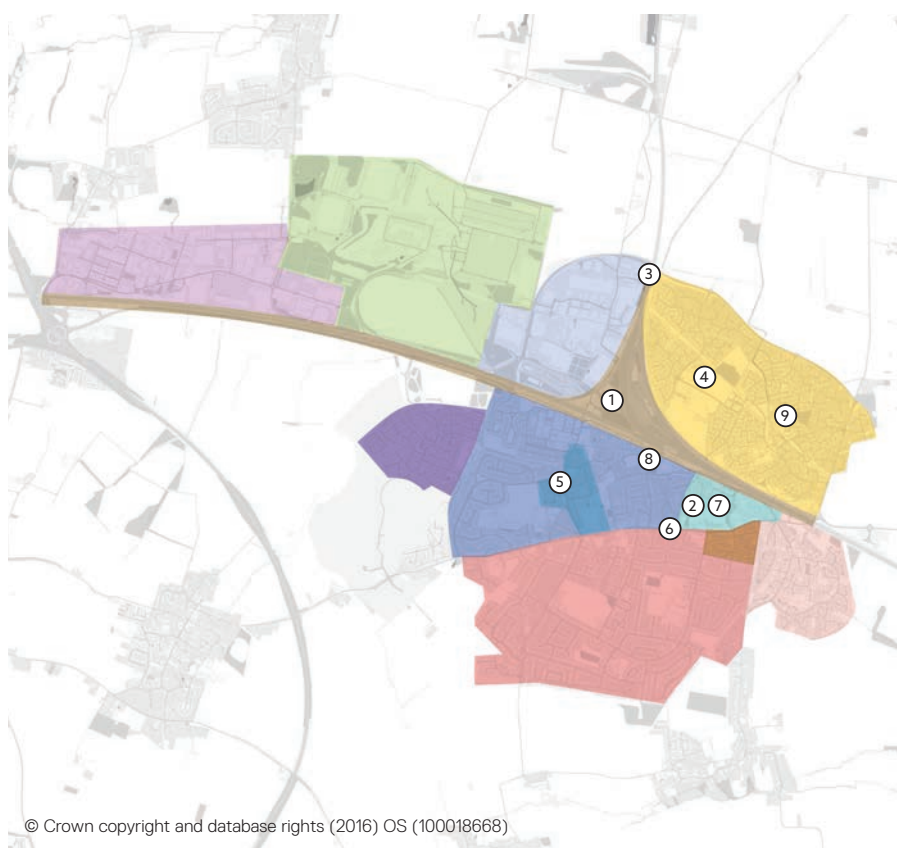
The town centre is poorly connected to the rest of the town. Being relatively remote and discontinuous in form, it presents an opportunity for change. More recent developments such as Cornerstone Arts Centre are paving the way for an improved town centre, supported by a greater variety in retail and commercial offer.

The residential offer in Didcot is characterised by semi-detached and detached houses. These are set along fairly wide streets. At places, the set back is lined by hedgerows and planting being very reminiscent of the garden cities typology. This sets the scene for the Didcot Garden Town. The streets are well lined by pavements and the small size of the Town makes it walkable although from comments received on the consultation website suggest that many of these require improvement in maintenance and upkeep.

The north western part of the town is dominated by highway roads to provide access to industrial sites including the power station. This is a car dominated area with frequent trucks, logistics and service vehicles making it unwelcoming

for pedestrians and cyclists. Further development here would need to consider how best the roads can be tailored to provide an improved balance and be workable for all modes of transport.

Key	Predominant typology
North East Didcot	Early 2000s family housing
South East Didcot	Early 1970s family housing
South Didcot	1950-70s family housing
Northbourne	1860s workers cottages
Old Didcot	Heritage houses
Town centre	High Street and independent retail
West Didcot	1950-70s family housing
Great Western Park	2010s - present family housing
Southmead	Commercial warehousing
Didcot A and B	Industrial
Milton Park	Warehousing and offices
Railway area	Railway infrastructure



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Didcot character areas



① Didcot Railway Centre



② Cornerstone Arts Centre



③ A4130 Underpass



④ Ladygrove ponds



⑤ Historic Didcot



⑥ Broadway - single sided shopping street



⑦ The Orchard Centre



⑧ Signage at Didcot Station



⑨ Ladygrove





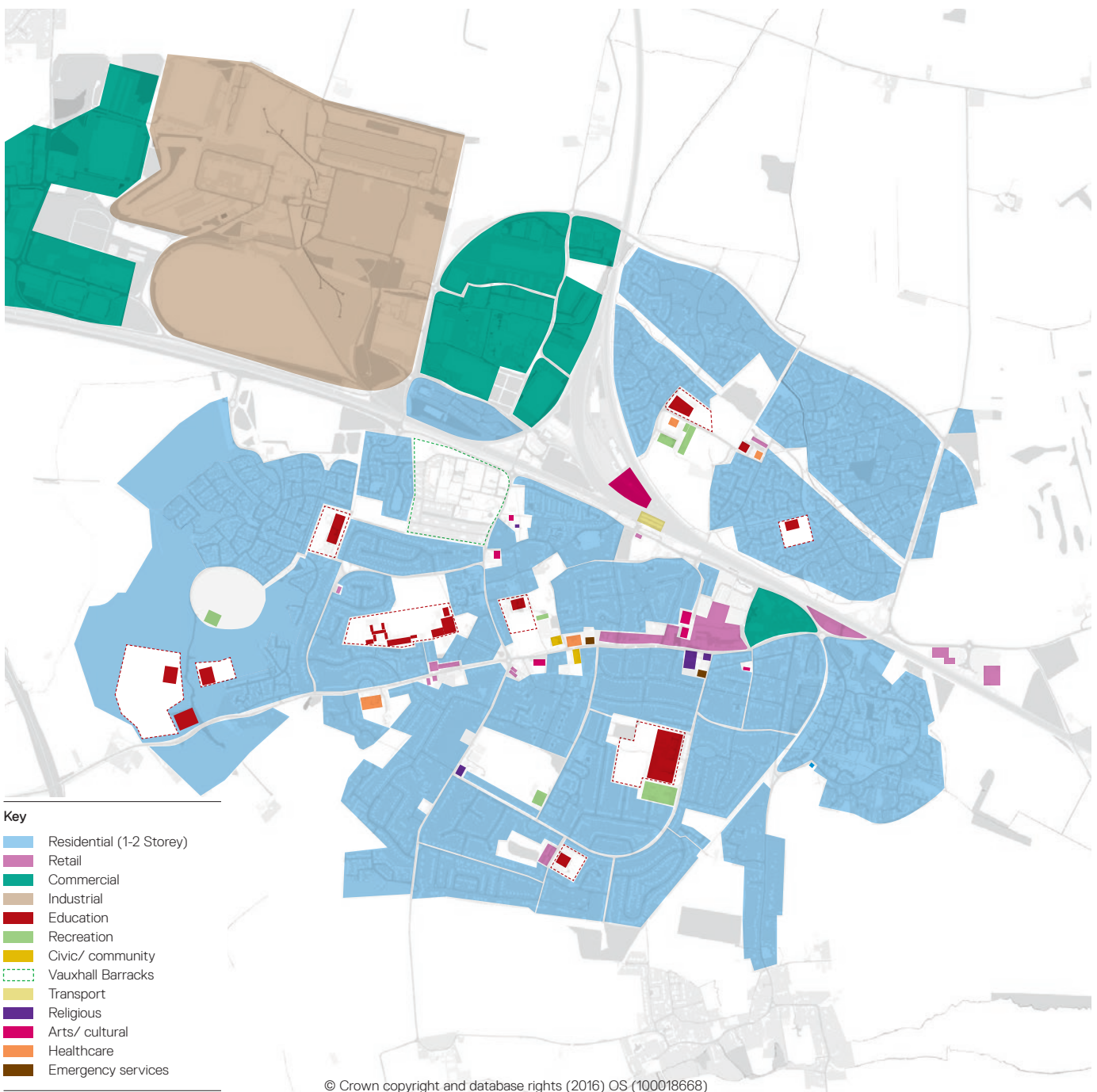
Didcot Railway Centre

Didcot Railway Centre is located adjacent to Didcot Station, and houses a unique collection of Great Western Railway steam engines, coaches, wagons, buildings and small historic pieces.

It is currently accessed via the station under pass which is not ideal, and therefore would benefit from a dedicated entrance, a front door onto Station Road, and better customer facilities. If given the right investment, an enhanced railway centre would bolster Didcot's identity and sense of heritage, as well as helping Didcot towards becoming a more successful 'destination' town.

9.2.3 Existing land use and future potential

Sustainable patterns of growth in Didcot require a greater diversity of uses. Currently, employment uses are centred on industry and logistics. Greater ties with Science Vale can encourage technology support centres to take root within Didcot. A growing town brings with it the critical mass needed to animate a variety of supporting uses such as retail and leisure, along with greater diversity in the housing offer.



Housing	Retail	Commercial	Cultural	Education	Leisure
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2016

(Current typologies)



Family homes



High street retail



Storage and warehousing



Arts venues



Schools



Didcot Wave



Charity shops/
takeaways



Technology business
park



Railway Centre



University Technical
College



Didcot Cinema



2031

(Suggested future additional typologies - Refer also to chapter 5.4 Social infrastructure)



Eco homes



Allotment shops/
cafés



Co-working space



Upgraded Railway Centre



Technology institute



More nightlife



Flatted developments



Specialist retail



Mixed use



Science exhibition space



Hotel school



Café in the park



Town houses



Pop-up retail



Small/ medium
enterprise space



Additional creative
venues



Environmental schemes



Didcot Leisure Centre



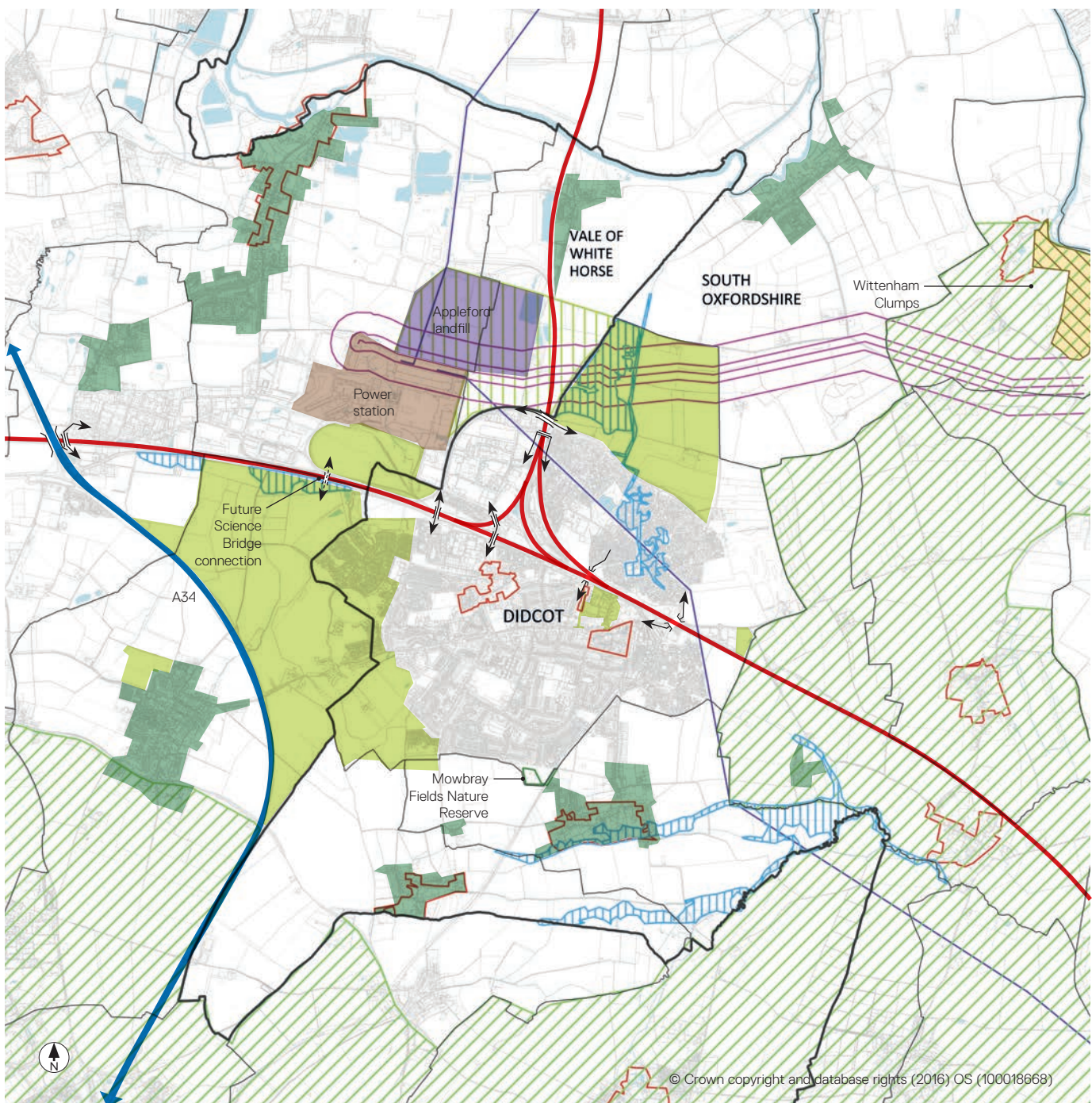
Student accommodation



Community event
spaces

9.2.4 Key constraints to the masterplan

Strategic town-wide constraints have been carefully considered in forming the masterplan proposals. Issues such as the severance caused by the railways, and sensitivity of the AONB are only a few that form the basis of this constraints-led approach.



The main strategic constraints in and around Didcot



North west Didcot as seen from the railway footbridge east of Southmead.

A Constraints-led approach

AONB

The Area of Outstanding Natural Beauty that surrounds Didcot is as much an opportunity as a constraint. Whilst it presents a constraint to identifying new housing development sites for Didcot, better sustainable transport links to the AONB (including Wittenham Clumps and the North Wessex Downs) will be supported by the masterplan.

Flood Zone

Flooding is a major constraint to certain opportunity sites in and around Didcot. Refer to chapter 5.3 Blue infrastructure for further detail. The masterplan proposes a blue infrastructure strategy to address flooding, which seeks out opportunities for SuDS schemes integrated in new public realm and green corridors. Refer to chapter 8 A super green town for further detail.

Conservation area

Conservation areas in Didcot are limited and do not present a major constraint. The masterplan will ensure that the conservation areas of old Didcot, Northbourne, and a section of Station Road will be appropriately responded to.

Special area of conservation

A special area of conservation exists in the vicinity of Wittenham Clumps. The masterplan does not make proposals in this location, hence this does not present a major constraint.

Local nature reserve

Mowbray Fields nature reserve is located to the south of Didcot. It presents an opportunity to enhance the biodiversity and ecology of the Town. Refer to chapter 8 A super green town for further detail.

Overhead power line

An overhead power line runs through Didcot serving the existing and operational Didcot B power station. In the masterplan, where development is proposed in proximity to the power line, a suitable easement will be maintained from the power line.

Buried gas pipe

A gas pipe runs underground east to west in North Didcot. Whilst this is, in itself not a major barrier to development, criteria involved in potential relocation of the pipe would need to be reviewed for any proposed development within a defined distance from the pipe.

District Boundary

Didcot straddles the boundary of two district councils: South Oxfordshire and Vale of White Horse. The masterplan addresses constraints and highlights opportunities for governance which may benefit the delivery of masterplan proposals. Refer to chapter 10 Managing delivery of the masterplan for further detail.

Parish boundary

In the process of establishing clear boundaries for the masterplan proposals, boundaries to neighbouring parishes have been reviewed.

Identified development sites with resolution to grant

Given that much of the future growth of Didcot is either consented or has outline consent, the masterplan will have limited influence on the broad proposals for these sites, however opportunities in the detailed design of each site in support of the garden town masterplan are considered.

Neighbouring villages

Didcot is surrounded by a necklace of villages rich in both history and character. The masterplan aims to maintain the integrity of these places by proposing appropriate 'green buffers'. Refer to chapter 8 A super green town for further detail.

Appleford landfill

Future development options for the landfill site to the north of Didcot are limited due to risk of contamination and the inherent structural complexities of development over landfill. As an alternative, the masterplan explores long term opportunities for new landscape and renewable energy production.

Power station land retained by RWE for future use

Whilst being an iconic landmark for Didcot, and an important part of the town's history, Didcot power station presents a major constraint to development. Didcot B will remain operational in the long term, and some areas previously occupied by the now decommissioned Didcot A power station will be retained for future use. Development of housing in proximity to the site is restricted. Due to its nature, the site also presents a physical barrier to movement and new infrastructure.

The A34

The A34 creates a clear physical boundary to the masterplan to the east. Development proposed in proximity of the road will be required to provide appropriate buffers and setbacks due to potential issues of noise and air quality.

The railway

Whilst Didcot's rail connections are a major strategic asset for the town, the rail infrastructure cutting through the town creates issues of severance. With insufficient crossing points, bridges and underpasses, the masterplan proposes key infrastructure to help knit the town together. Refer to chapter 5 The infrastructure needed to support the garden town for further detail of infrastructure proposals.

For further information on townwide and site specific constraints, including flooding, utilities and waste, refer to Appendices E-F.

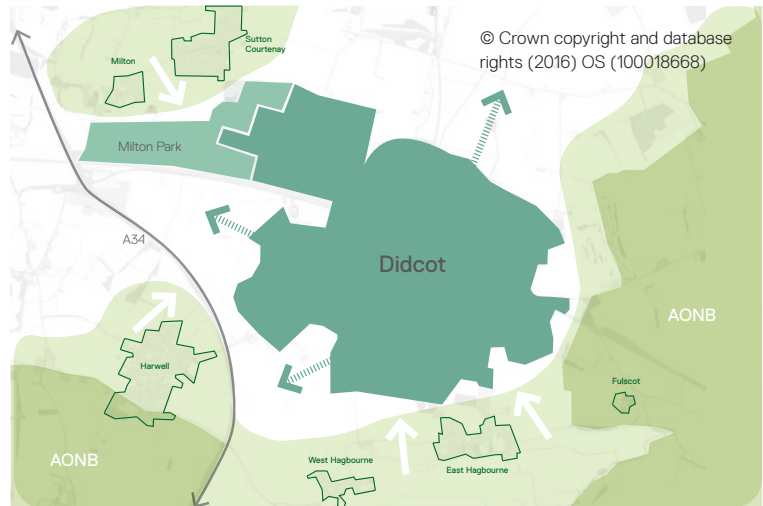
9.2.5 Defining clear boundaries

Delineation of clear boundaries helps to strengthen the definition of place. The Didcot Garden Town masterplan is defined by a clear set of boundaries which have been drawn up in consideration of parish boundaries, and the physical features located at the edges of the settlement.

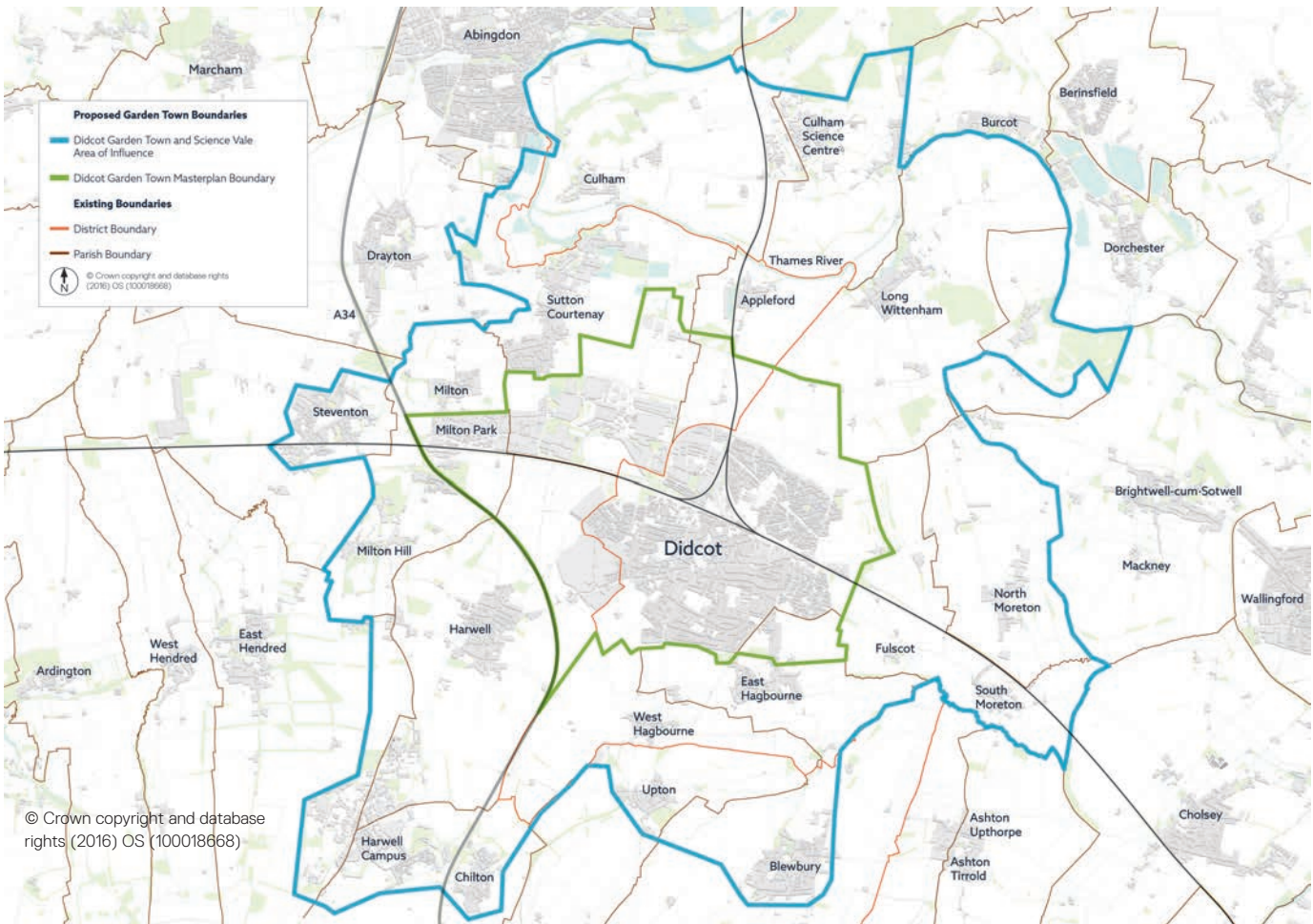
Two boundaries are proposed for the garden town:

- Didcot Garden Town area of influence
- Didcot Garden Town masterplan

A more detailed explanation of the rationale for the proposed boundaries can be found in chapter 10.4 Garden town areas. It is to be noted that many other developments within the masterplan 'area of influence' are not referenced in the delivery plan. The boundaries have been carefully considered and were subject to review during the recent public engagement process from November 2016 to February 2017.



Didcot's growth is constrained by the A34 to the west, the AONB to the south and east, and in maintaining the integrity of surrounding villages.



The proposed boundaries of Didcot Garden Town masterplan

9.2.6 Key spatial challenges

The garden town project provides the opportunity to address the core challenges linked to Didcot’s future growth. These are listed below.

Connections within the town



Didcot is growing rapidly however the lack of good connections within the town is something which urgently needs to be addressed. Severance caused by the railway, lack of infrastructure and poor legibility are major barriers to growth and quality of life.

Places for people



© Gehl Architects

Didcot’s streets are designed to be car orientated. The masterplan provides for an improved public spaces as a way to encourage more cycling and walking.

More variety



Didcot lacks variety in the built environment and needs a more diverse range of building choices to help revitalise the town. This will help attract and support a wider demographic of workers and residents.

Local connections



© Connect Buses

Didcot has poor connections to the local area. There is need for improved local connections between the town centre, station to other parts of the town and its hinterland including neighbouring villages and centres such as Oxford.

An enhanced destination



Didcot is an important interchange, and a transitory place. Further developments and investment in projects can help Didcot become a destination in its own right.

A better town centre



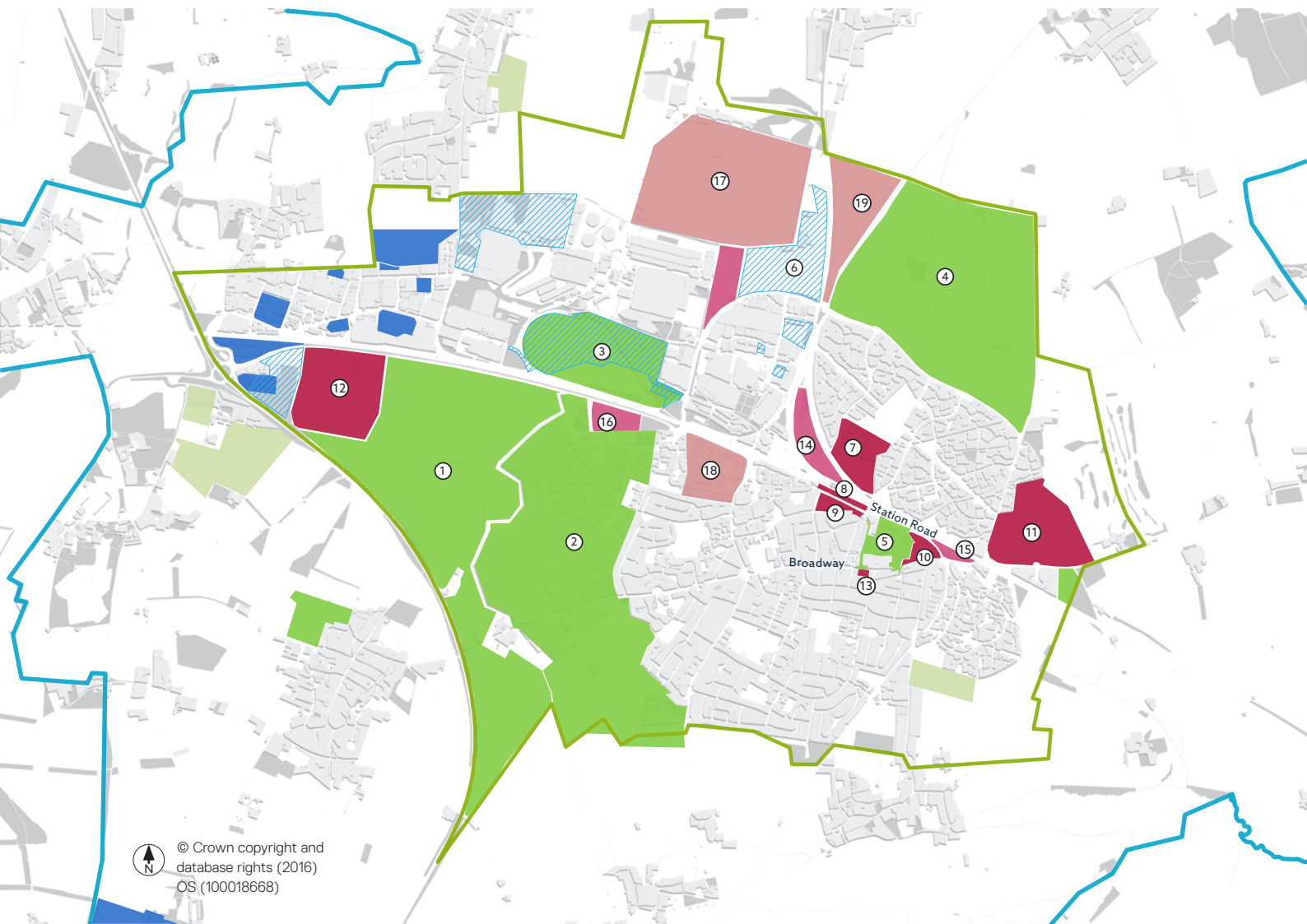
Didcot town centre is improving but is still in need of greater investment to bring vibrancy, quality and diversity to meet the town’s growing needs and be a true ‘heart’ of future Didcot.

9.2.7 Opportunity sites

A number of sites in Didcot with the potential to be redeveloped and help deliver the growth of the town have been defined as opportunity sites by the district councils.

The sites shown below and listed to the right have been identified by South Oxfordshire and the Vale of White Horse District Councils, and form a picture of the scale of development which might be possible over the next 15-30 year period in Didcot. The sites have been divided so as to distinguish those which are already in the planning process, from those which are allocated as employment sites and those which have been identified as opportunity sites. These have been identified as opportunities for both new development and/ or the creation of enhanced landscape features and improved public spaces.

- | | |
|---|--|
| <p>Identified development sites</p> <ul style="list-style-type: none"> ■ Planning applications (permission granted, or resolution to grant) ■ Planning applications (pending) ■ Science Vale enterprise zone (EZ) ▨ Didcot Growth Accelerator EZ ① Valley Park ② Great Western Park ③ Didcot A power station ④ North East Didcot ⑤ Orchard Centre Phase two ⑥ D-Tech <p>Boundaries</p> <ul style="list-style-type: none"> — Didcot Garden Town area of influence — Didcot Garden Town masterplan | <p>Opportunity sites</p> <ul style="list-style-type: none"> ■ Opportunity site (near term - next 10 years) ■ Opportunity site (medium term - next 20 years) ■ Opportunity site (Long term - next 30 years) ⑦ Didcot Gateway North ⑧ Didcot Station ⑨ Didcot Gateway South ⑩ Rich's Sidings ⑪ Ladygrove East ⑫ North West Valley Park ⑬ Baptist House ⑭ Didcot Railway Centre ⑮ Land east of Rich's Sidings ⑯ Land south of A4130 ⑰ Appleford landfill ⑱ Vauxhall Barracks ⑲ Land west of North East Didcot |
|---|--|



The district councils and the garden town design team have considered the potential of each site, as listed in the table below. The opportunities listed for opportunity sites are subject to discussions between the council and individual landowners and developers and also to further detailed study to determine capacity and feasibility.

	Site	Status	Description		
IDENTIFIED DEVELOPMENT SITES PLANNING PERMISSION / RESOLUTION TO GRANT	① Valley Park	Resolution to grant	Site adjoining the A34. Set to deliver up to 4,252 new dwellings with associated uses including a local centre and primary school. This includes much needed connectivity to the north across the proposed Science Bridge.		
	② Great Western Park	Under construction	Site that creates a direct extension to the town, building up a new neighbourhood of up to 3,300 new dwellings with new local centre located off Broadway that includes the UTC Oxfordshire.		
	③ Didcot A	Resolution to grant	Mixed use site and employment opportunity		
	④ North East Didcot	Permission granted	Creating a new neighbourhood to the north with up to 1,880 new dwellings, a new leisure centre, local centre with a mix of retail and commercial uses. Site adjoins part of the Didcot Garden line, a proposed cycling and pedestrian link.		
	⑤ Orchard Centre phase two	Permission granted	Expansion of the existing Orchard Centre, extending the retail offer within the centre with new public spaces.		
OPPORTUNITY SITES DIDCOT GROWTH ACCELERATOR	⑥ D-Tech	Didcot Growth Accelerator site	Site located off the garden line to the west allocated for high tech office uses with laboratory, manufacturing and production facilities. Great opportunity to improve the skilled offer with the town.		
	⑦ Didcot Gateway North	Short term opportunity site - Plans Withdrawn March 2017	Opportunity for an enhanced Ladygrove green, upgraded family park fronted by a new technology institute supported by high density housing and an extended football club.		
	⑧ Didcot Station	Short term opportunity site	Opportunity for an upgraded or extended station, including station arrival space and shared surface extending across Station Road.		
	⑨ Didcot Gateway South	Short term opportunity site and resolution to grant	Gateway South proposals include high quality and high density housing with a mix of commercial uses providing frontage to the station arrival square.		
	NEAR TERM	⑩ Rich's Sidings	Short term opportunity site and local plan allocation	Opportunity to develop and maximise the potential of a key gateway site located at the eastern end of Broadway. With a reconfigured Hitchcock Way, potential to provide high density quality housing with a mix of commercial uses, new public spaces and a green space to the east of the town centre.	
		⑪ Ladygrove East	Short term opportunity site and local plan allocation	Gateway site to the east end of Didcot providing additional homes, with a local centre, mix of commercial uses and new park area.	
		⑫ North West Valley Park	Short term opportunity site and local plan allocation	Unique site with the potential for a new specialist neighbourhood comprising 800 homes and associated green space.	
	MEDIUM TERM	⑬ Baptist House	Short term opportunity site	Pivotal site at the junction of Broadway and Station Road with opportunity to develop a new town square for Didcot.	
		⑭ Didcot Railway Centre	Medium term opportunity site	The garden town initiative brings with it opportunities for a revamped and upgraded railway museum preserving and upholding Didcot's railway history.	
		⑮ Land east of Rich's Sidings	Medium term opportunity site	Well located site east of the town centre with opportunity for regeneration as an employment or housing site.	
		⑯ Land south of A4130	Medium term opportunity site	Site not currently accessible to the public but with clear potential to deliver a key address and scheme along the A4130.	
		LONG TERM	⑰ Appleford landfill (park land opportunity)	Long term opportunity site	Current live land fill site with a very long term potential (30-40 years) for conversion to a parkland subject to remediation, with potential for wetland park including floating homes and renewable energy integration.
			⑱ Vauxhall Barracks	Long term opportunity site and local plan allocation	Opportunity to open up an isolated site. Its central location presents abundant sustainable options for development.
			⑲ Land west of North East Didcot	Long term opportunity site	Landlocked site partly within a flood zone, but which in future could offer scope for development.

Source: Great Western Park design statement



3 Didcot A power station

1 Valley Park

2 Great Western Park



④ North East Didcot



⑤ Orchard Centre Phase two



Source: South Oxfordshire District Council

Major identified development sites in Didcot (shown in colour), all having at least obtained resolution to grant planning permission.

9.3

Spatial vision and masterplan strategy

9.3.1 Spatial vision

The Didcot Garden Town masterplan is guided by a spatial vision that establishes the overriding spatial agenda for the town’s future. It strives towards improved physical connectivity, suitably enabled and enhanced by technology, within a high quality environment underpinned by a commitment to sustainability.

The spatial vision for the Didcot Garden Town puts people first and focuses on the enhancement of community life.

the image of the town and to provide a platform for the community to flourish. Spaces identified are distinctive, appropriate in scale and respectful of their surroundings.

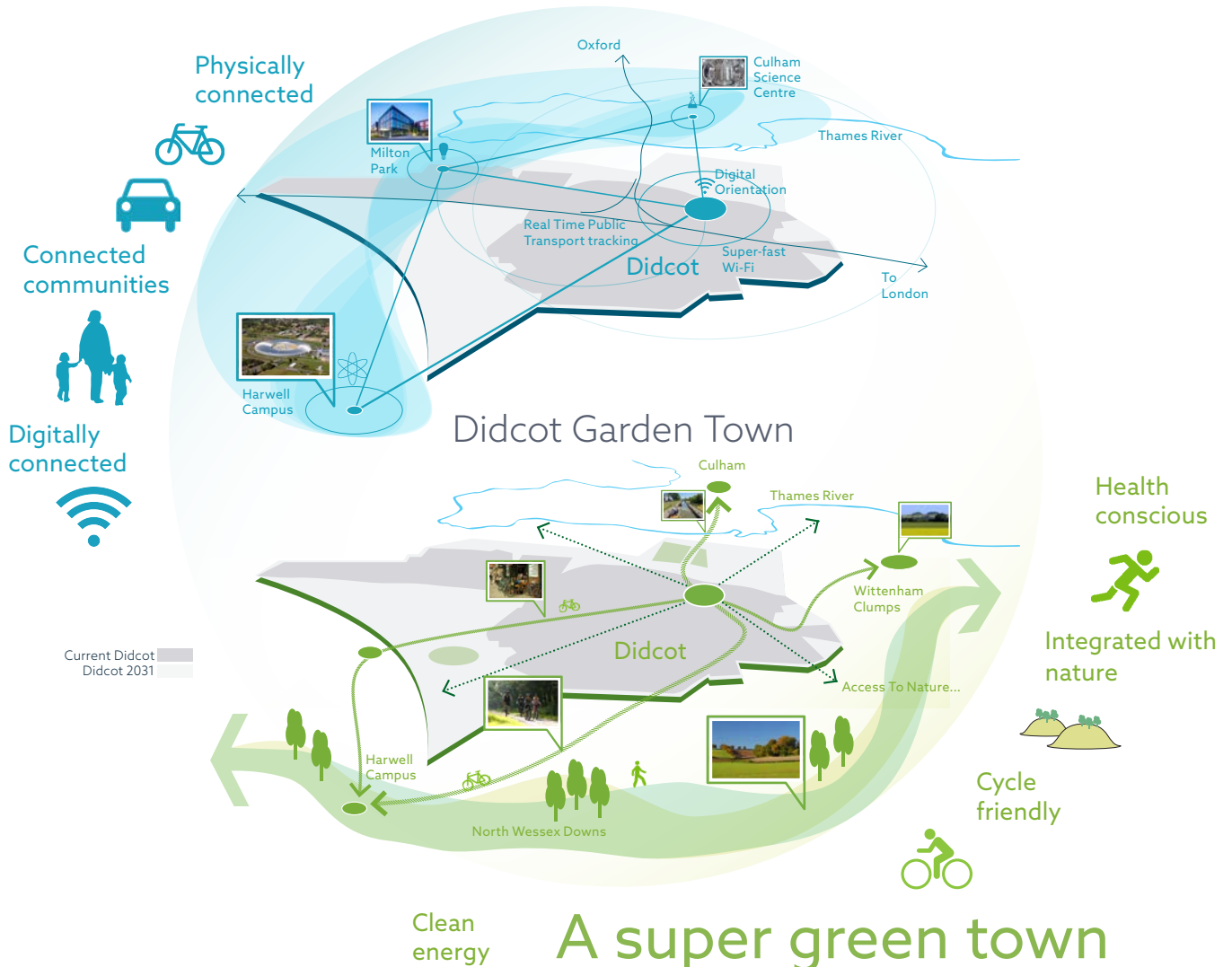
Taking Didcot to the future, they are enabled by technology improving accessibility and inclusivity.

In adopting best practice in place making and sustainable design, the masterplan proposes a series of new places and public spaces to enhance

They are fronted by high quality buildings and defined by new landscape planting.

Strategically, the vision calls for a connected town and a super green town.

A connected town



A connected town

Physically connected

The spatial vision calls for a 'connected town' that overcomes severance caused by the railway lines with the provision of seamless movement routes that support all modes of transport.



Digitally connected

The vision takes Didcot to the future by working technology into the masterplan design, from e-bikes, public WiFi, to smart refuse systems. Digital technology has the potential to improve the experience of the town for residents and visitors alike with a focus on accessibility and inclusivity.



Connected communities

The vision for new didcot recognises the value in community - the people that are the heart of the town. In creating a network of places, it provides public spaces for communal interaction and activity, bringing life into the town.



A super green town

Cycle friendly

With a network of cycle routes, the vision puts sustainable transport first. Routes proposed will be sufficiently wide and will connect along key desire lines and between destinations.



Integrated with nature

Green fingers extend from the surrounding AONB bringing the landscape into the town, integrating town and country and strengthening the very ethos of garden city living.



Health conscious

Green links within the town bring opportunities for healthy living with easy access to the outdoors, and improved leisure facilities all connected through an extensive network of walking and cycling routes.



9.3.2 Masterplan priorities

The Didcot Garden Town masterplan is guided by a number of key priorities as listed below:

To be read in conjunction with Didcot Garden Town principles (see chapter 3.1.6), a number of key masterplan priorities serve to further define the

Didcot Garden Town masterplan. They provide additional information on what the masterplan is aiming to achieve. They also serve as guidance against

which future developments may be judged to determine how well they adhere to the garden town masterplan and spatial vision.



1

A permeable, connected movement network that equally supports and future proofs all modes of transport



- Movement strategy to build in flexibility to accommodate future changes in mobility patterns and modes
- Roads to be designed as streets
- Streets to work equally for all modes of transport including walking and cycling
- Streets to be overlooked and well defined by frontage
- Where possible, roundabouts to be redesigned as junctions
- Development of walkable communities to be encouraged



2

A garden town based on smart principles, where technology is an enabler



- Bring technology to the forefront of garden town living and working as reflection of its connection to the Science Vale
- Consider enhancement of public spaces with provision of digital technology and WiFi connectivity
- All new homes to be enabled with smart technology and energy saving devices including charging points to encourage use of electric cars
- Consider technology enabled sustainable transport with the provision of e-bikes and pods
- Provide mobility as a service



3

Facilitating, encouraging and supporting communities through design



- All new developments to consider an integrated approach to the provision of public spaces, landscape and public spaces
- Public spaces to be designed to be safe, well lit, overlooked and animated to encourage community interaction
- New spaces and places to be inclusive and Disability Discrimination Act (DDA) compliant
- Consider function and role of spaces with careful allocation of program focused on community needs, and consider co-location of community facilities
- Detail design of the public spaces to include strategy for street furniture and lighting that encourages use and activity



4 Green surroundings, links and network of spaces form the backbone of the garden town

See landscape priorities in chapter 8



5 An extended, enhanced and improved town centre as the heart of Didcot Garden Town



- Development within the town centre to showcase high quality architecture and form, providing definition to surrounding streets
- Where possible, surface car parking to be avoided making better use of land,
- Ground floor uses in town centre buildings to contain uses that create active frontages and help to animate the surrounding spaces
- Consider a good balance between built form, massing and open space allowing for implementation of higher and more sustainable densities
- Public spaces within the centre to be of high quality soft and hard landscaping



6 A range of uses and a typology of housing that is varied with an appropriate density



- All new developments to provide a range of housing types and tenures including apartment blocks and family houses
- Higher densities to be encouraged particularly if they result in increased amount of open space provision
- All new housing to comprise of high quality architecture and form
- Layout of new housing to encourage community interaction and encourage walking and cycling
- Neighbourhoods to be supported by a network of local centres that serve daily functions and complement the town centre
- New homes to be equipped with cycle storage

7 Sustainability embedded in every aspect of decision making



- Sustainability to be at the forefront of all aspects of the garden town masterplan
- Masterplan to enhance the identity and sense of place of Didcot and its context
- Masterplan to encourage sustainable forms of movement, walking and cycling in particular
- Housing layouts to be energy efficient and to consider densities that support district heating
- New developments to be supported by a geographic information system network that encourages biodiversity and enhances the ecology of the area.

9.3.3 Masterplan key moves

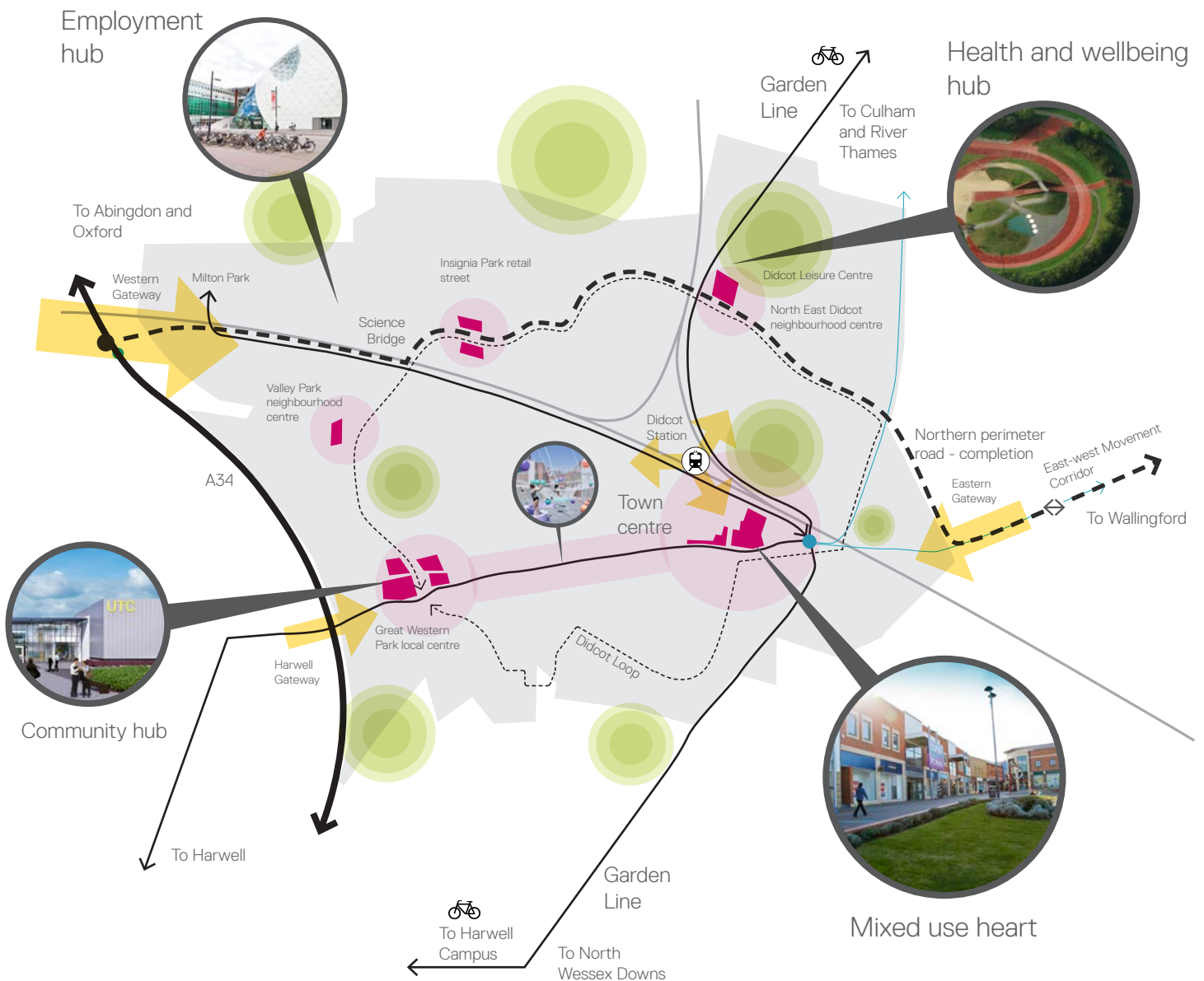
The Didcot Garden Town masterplan comprises a number of key moves. These focus on priority areas within the town and provide strategies for improvement and enhancement, in line with the masterplan priorities.

Proposed structure of Didcot Garden Town

The proposed structure for the garden town builds on existing and planned infrastructure, to offer a coherent movement network that knits key parts of the town overcoming some of the

severance caused by the railway. Major planned infrastructure, including the Science Bridge and northern perimeter road, deliver an east-west movement corridor aiming to relieve

congestion along a key movement route. These routes connect between existing and proposed centres and neighbourhoods, each distinct in character and function.



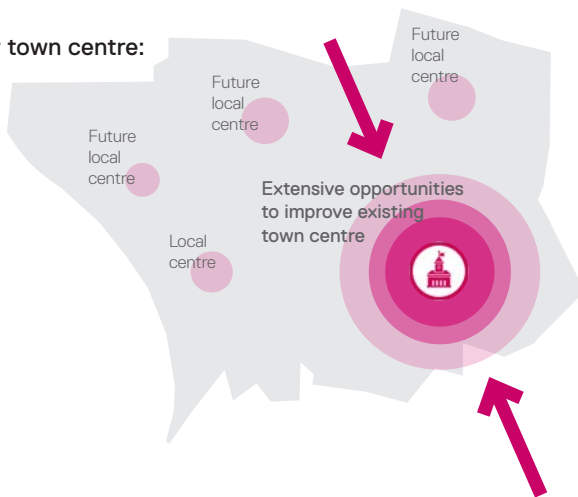
 Key green spaces	 Key gateways into Didcot	 Urban centres	 East-west movement Corridor Refer to chapter 5
--	--	---	--

Focus areas

The masterplan considers four key focus areas in greater detail given their strategic role in shaping Didcot's future, with an emphasis on regeneration and revitalisation. The four areas are listed below. Proposals for each have taken into

account comments received in the course of engagement and consultation.

A better town centre:

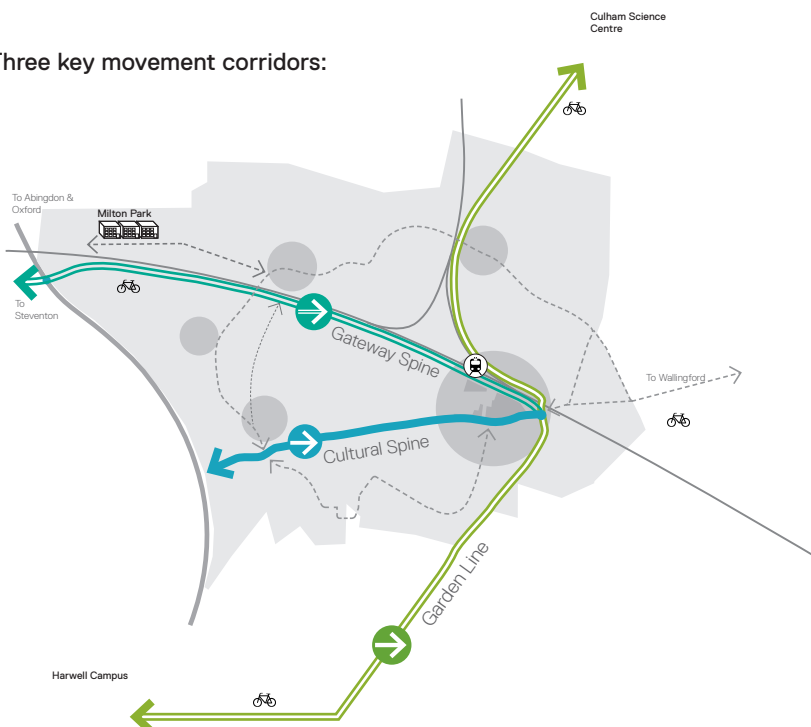


Town centre



In support of a growing town, a strong, diverse and expanded town centre is needed to provide the necessary scale and range of services required. The masterplan aims to develop the town centre into a key destination and a service centre for surrounding settlements and the Science Vale community.

Three key movement corridors:



Cultural Spine



Didcot's Cultural spine will form the cultural heart of the town focusing on the historic axis of Broadway as a centre of activity, community events and nightlife.

Gateway Spine



The Gateway Spine will seek to improve the arrival experience into Didcot, as well as accommodate multi modal infrastructure improvements to enhance this route as the town's east-west connector.

The Garden Line

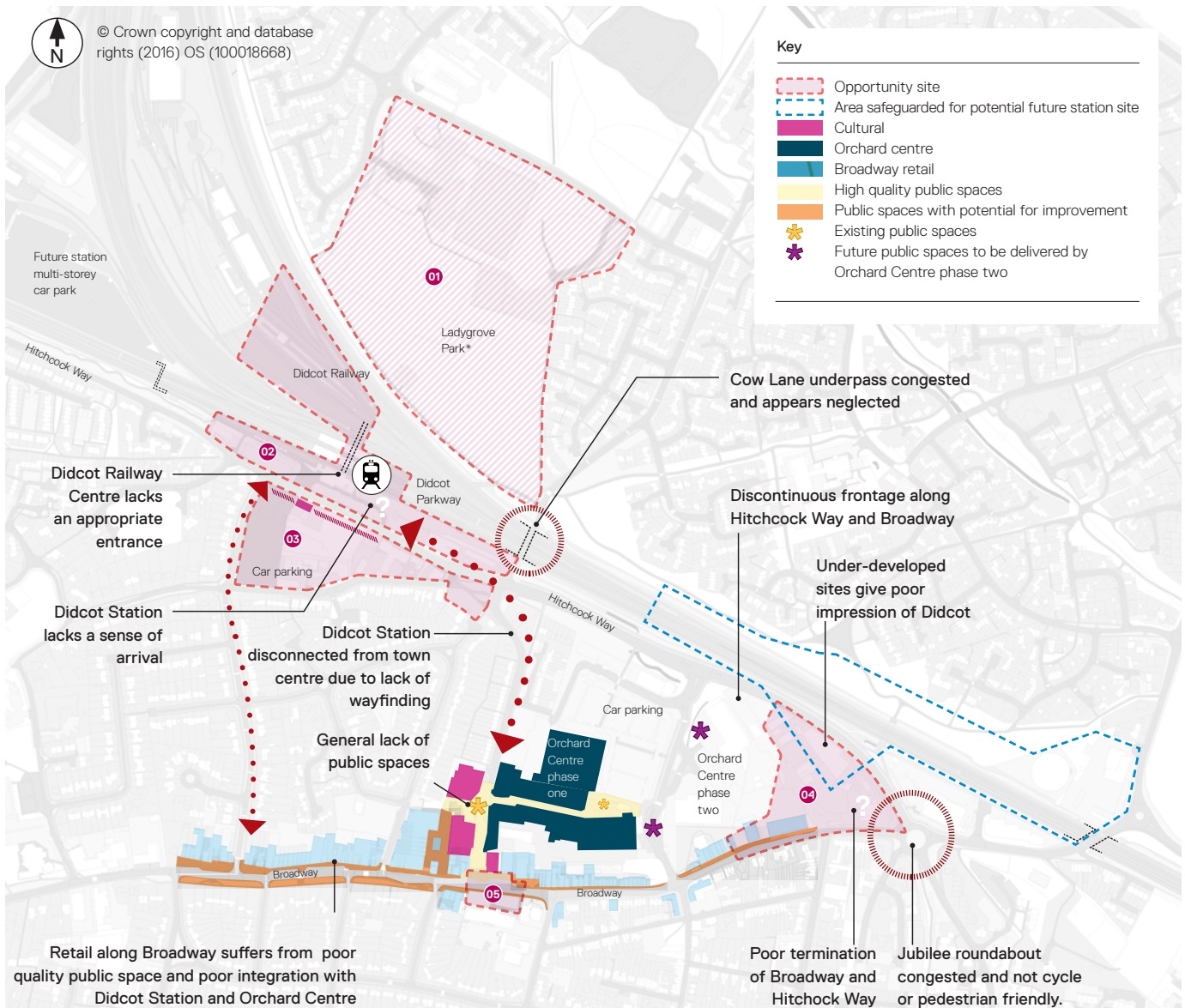


The Garden Line will provide a sustainable and largely traffic free connection between Culham Science Centre in the North and Harwell Campus in the south, via the heart of Didcot, whilst also improving access to Didcot's natural surroundings.

9.3.4 Town centre

A successful town needs a strong centre that is able to service its needs. Didcot town centre has great potential to improve and build on its existing assets through a mix of public spaces improvements and future exploitation of its various opportunity sites. The key challenges which these sites must respond to are set out below.

Didcot town centre - key challenges



Five Town Centre Opportunity Sites

- 01 Didcot Gateway North *
- 02 Didcot Station and Railway Centre
- 03 Didcot Gateway South
- 04 Rich's Sidings
- 05 Baptist House

community engagement process leading up to the production of this delivery plan - have made it clear that there is little local support for changing the way in which this space is currently used.

Initial plans to utilise this area for a new technology institute, supporting residential accommodation and a smaller, but much improved area of public open space (retaining existing children's play areas and leisure facilities etc.) have therefore been withdrawn

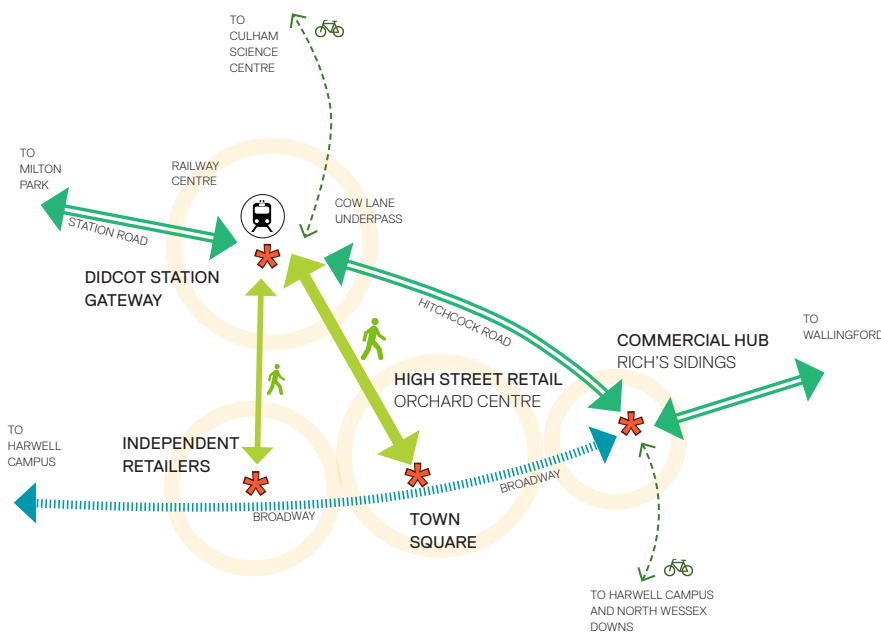
and it is accepted that this area will remain unchanged for the foreseeable future.

This means that only four of the five identified opportunity sites have subsequently been included in the masterplan presented in chapter 9.4 of this document – although Didcot Football Club still intend to create an enhanced community sports facility on land they currently own, adjacent to their existing football ground.

* Although Ladygrove Park (Didcot Gateway North) has identified as an opportunity site on the above map, representations from local residents and Didcot Town Council - during the

Future proposals within the town centre should maximise each site’s potential, seeking to operate holistically, to achieve a better and more engaging public area whilst increasing the diversity and vibrancy of the existing network of spaces.

Spatial strategy: a connected network of places



- Opportunities for Didcot town centre**
- Improve sense of arrival at Didcot Station
 - Improve wayfinding between station and town centre
 - Provide higher density sustainable housing where appropriate
 - Deliver an improved network of public spaces and shared surfaces
 - Consider provision of a new town square
 - Bring science and technology into the centre
 - Consider provision for a greater variety in retail offer
 - Celebrate Didcot’s heritage by enhancing the Railway Centre

The vision for Didcot town centre focuses on creating a place for the people of Didcot. It addresses opportunities to make the centre more varied, vibrant, creating a destination and a place to come to rather than pass by.

It considers how the disparate parts of the existing centre and the station can be knitted together through a cohesive and comprehensive network of spaces and routes.

It also includes opportunity sites such as Rich’s Sidings and Didcot Gateway South that provide potential to expand

the centre with a new commercial and housing offer, bringing in a greater variety of uses and functions. The diagram above illustrates the spatial strategy for a new town centre with the creation of four distinct character areas.

This strategy gives sight to the wider aims and aspirations for the centre and will aid in discussions with stakeholders and developers in understanding how the different parts of the centre will contribute to delivering the vision. Greater detail on the Town Centre proposals and aims for each of the individual sites is provided within chapter 9.4 The masterplan.



Rich's Sidings



Didcot Gateway South



Town Centre: Existing

Map Data 2017 © Google



Didcot Football Club

Didcot Railway Centre

Station Road

Ladygrove Park

Cow Lane underpass



Didcot Station

Station Road

Station Gateway South

Orchard Centre

Cornerstone Arts Centre

Broadway

Baptist House



Hitchcock Way

Site of Orchard Centre Phase two

Rich's Sidings

Jubilee roundabout

Gasometer

Marsh Bridge underpass

Ladygrove East

Disused railway line and cycle route to Harwell Campus



Town centre: proposed vision

Supporting Didcot's heritage with an enhanced Railway Centre



Photo: Frank Dumbleton

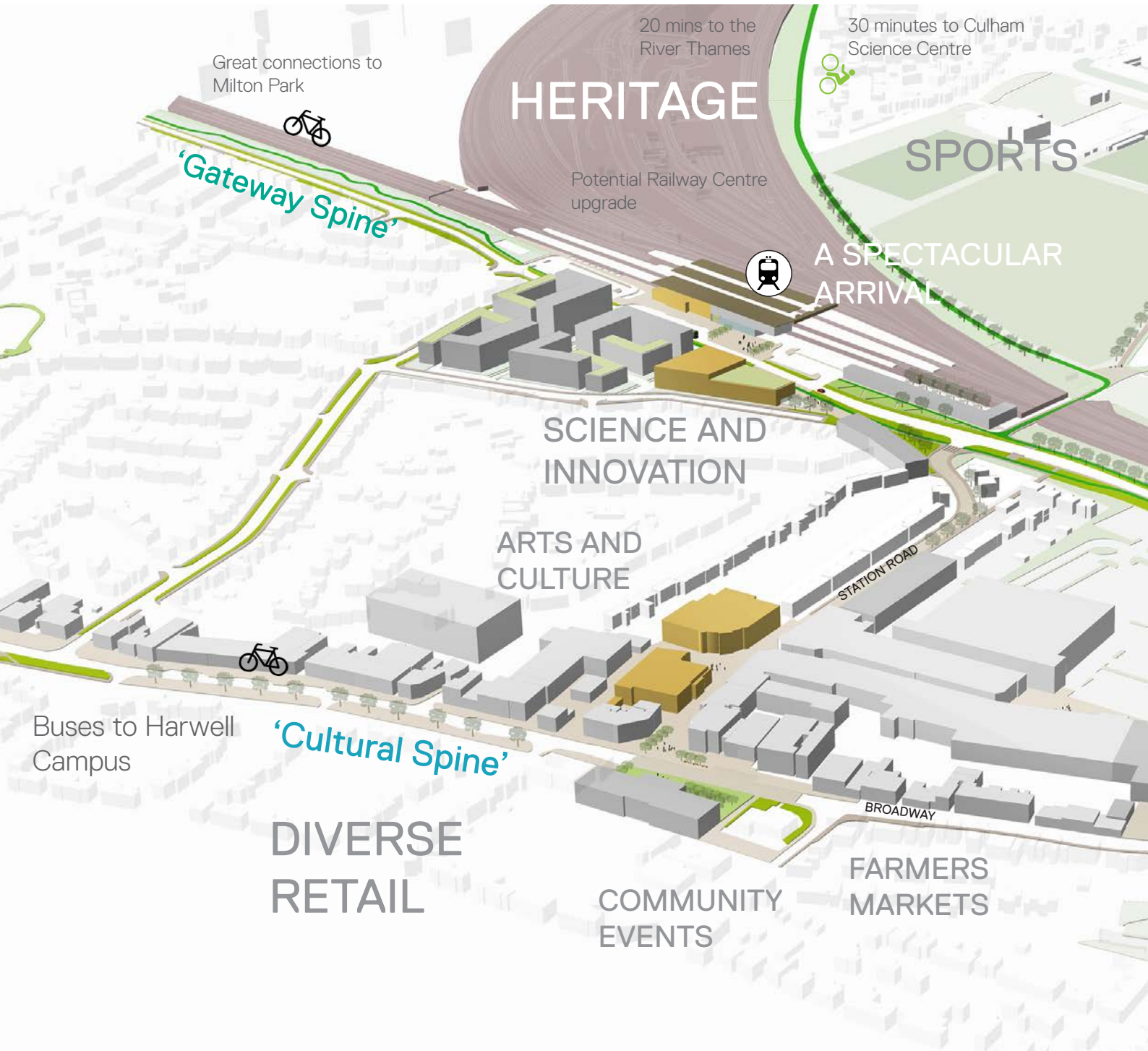
A beacon for arts and culture



Pedestrian friendly, accessible and inclusive



© Gehl Architects



A place for SMEs and innovation in support of Science Vale



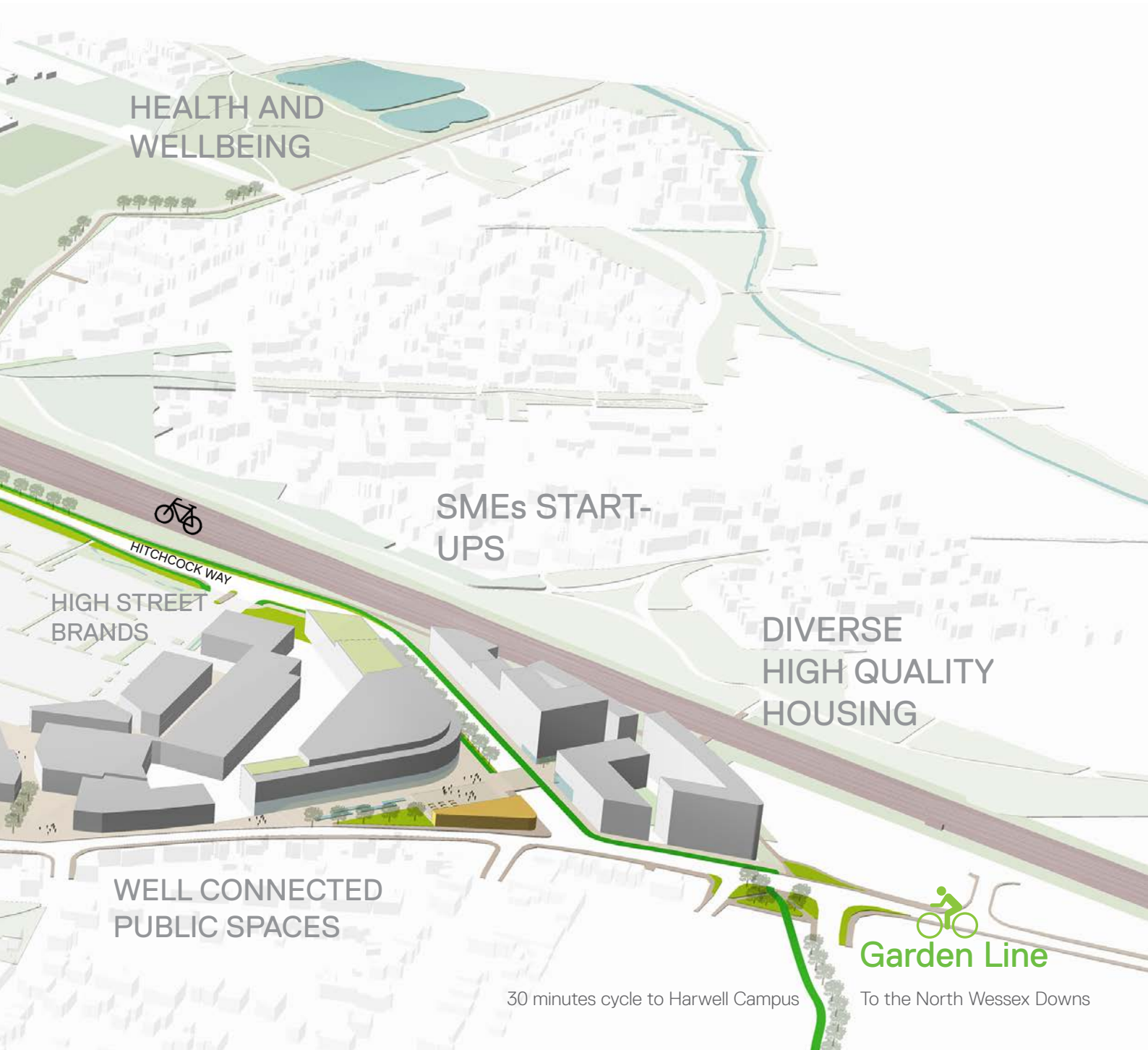
A high street and specialist retail destination



Supported by new commercial and housing development



Source: Orchard Centre Extension Design & Access Statement 2015



9.3.5 Cultural Spine

Key challenges and opportunities

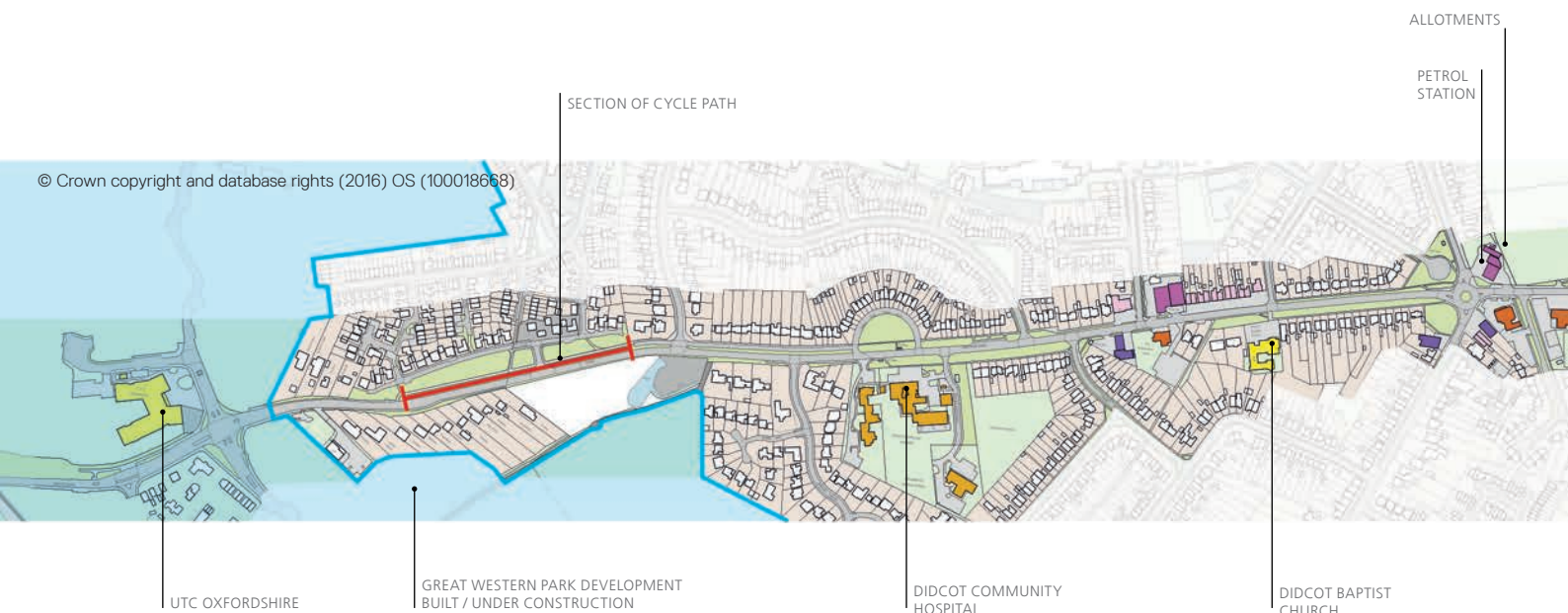
The route referred to as the 'Cultural Spine' in the masterplan comprises Didcot Road, Wantage Road, and the historic axis of Broadway. With a scattering of uses, including Cornerstone Arts Centre, it presents the opportunity to become the cultural heart of the town enhanced with improved public spaces to provide a distinct sense of place.

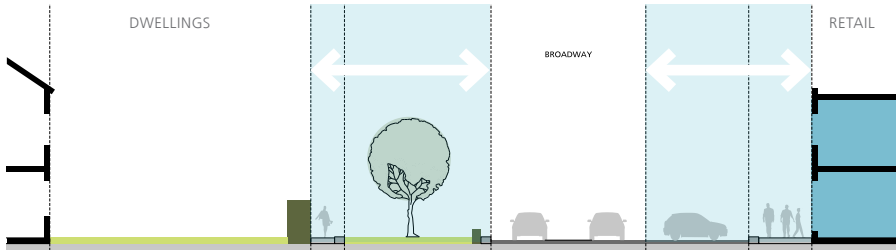
The character of this linear street that cuts across Didcot from east to west, changes considerably along its length. To the east, it forms the edge of the town centre and presents itself as a unique one-sided shopping street. Further to the west, it becomes more of a movement route flanked by an ad hoc collection of uses. These include many of the town's civic functions and services, including Didcot Library, Didcot Civic Hall, and Didcot Fire Station. The stretch of road also houses community functions such as allotments.

Opportunities for the Cultural Spine

- Support independent retail and growth in specialist trade with a retail strategy
- Potential to provide social space for cycling community
- Landscape and public spaces improvements including more seating
- Provide external space for markets, pop-up retail, festivals and events
- Provide a meaningful gateway at the intersection of Didcot Road and the A34
- Provide dedicated cycle infrastructure (segregated where possible)
- Replace roundabouts signalled junctions
- Encourage more nightlife and a night-time economy with appropriate provision of entertainment facilities and food and beverage options
- Build on the existing cluster of community services (civic hall, library) to create a stronger sense of place
- Enhance existing green spaces (such as including a shop and café within in existing allotments)
- Improve accessibility by ensuring new spaces are DDA compliant
- Incorporate a wayfinding strategy with new signage focused on cyclists and pedestrians

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The masterplan proposals focus on the one-sided unique nature of the street proposing public realm and landscape improvements to create a series of public spaces. Broadway is considerably wide at parts the additional space fronting retail, occupied either by on-street car parking or unused green space. Much of the southern part of the street is characterised by housing set back from the street with landscaped spaces filling the spaces in between.

Section A-A

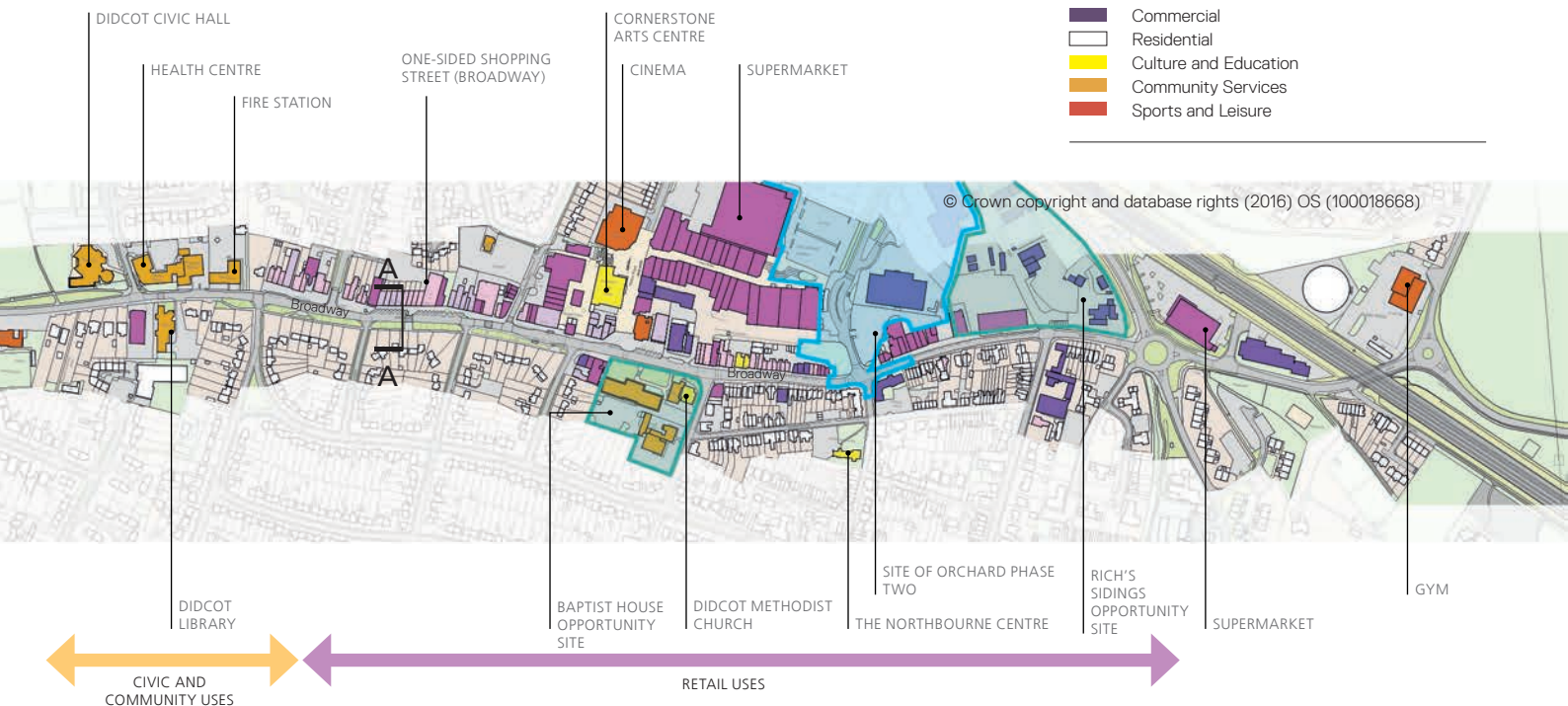


Section A-A View

- Green spaces are limited in function and use
- On-street parking bays obscure retail frontage
- No dedicated cycle lane, lack of cycle parking
- Lack of street lighting for pedestrians
- Lack of public gathering spaces

Key

- Retail
- Commercial
- Residential
- Culture and Education
- Community Services
- Sports and Leisure



→ Cultural Spine: spatial strategy

Building on its existing character, it is proposed that the Cultural Spine is regenerated to deliver three key character areas along its length: a mixed use town centre to the east, a ‘civic heart’ at its core, and at its western end, Didcot Road and Wantage Road.

Three character areas



Didcot Road and Wantage Road



Civic heart

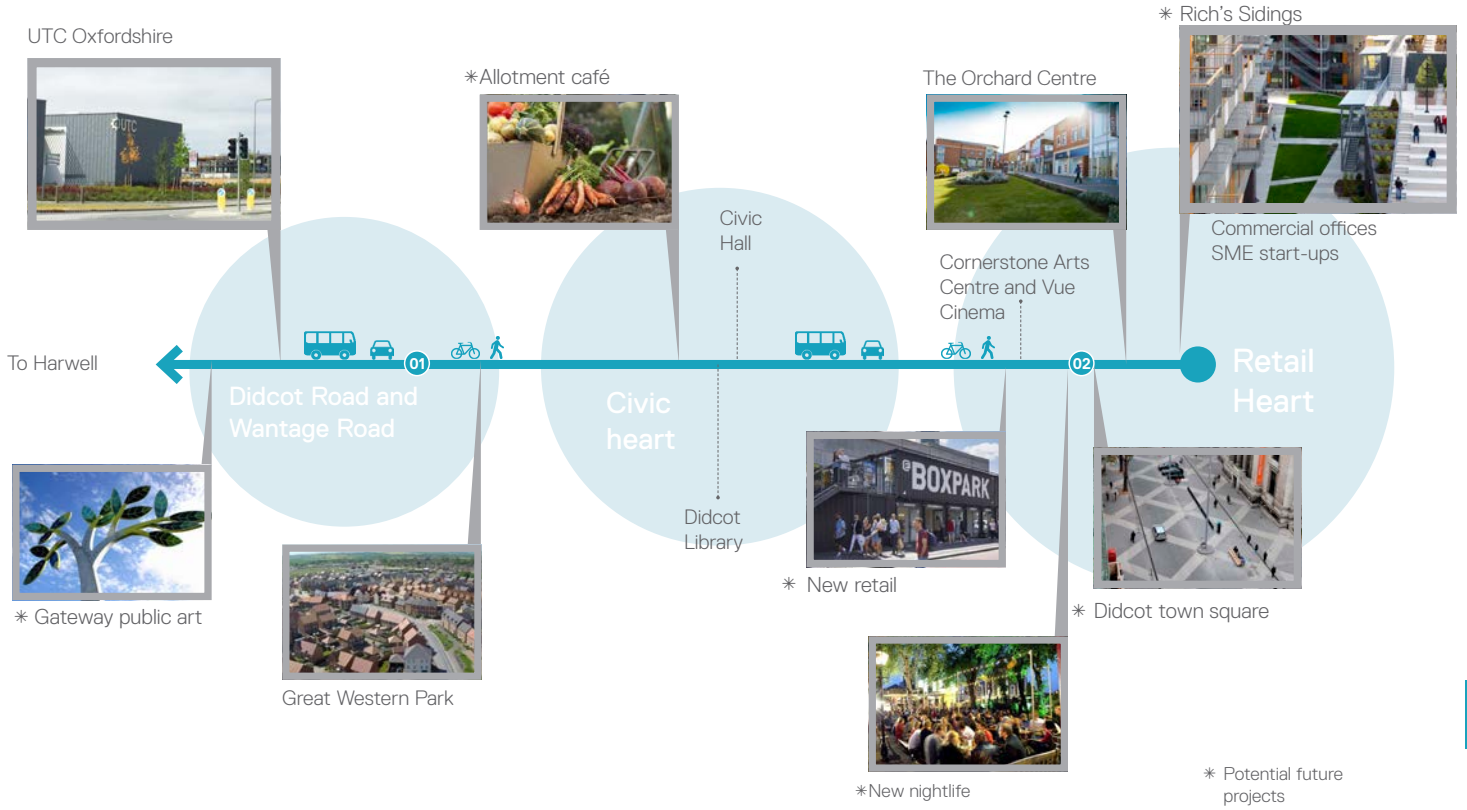


Retail heart



01 Great Western Park - existing

The cultural heart of Didcot



02 Broadway - existing

9.3.6 Gateway Spine

Key challenges and opportunities

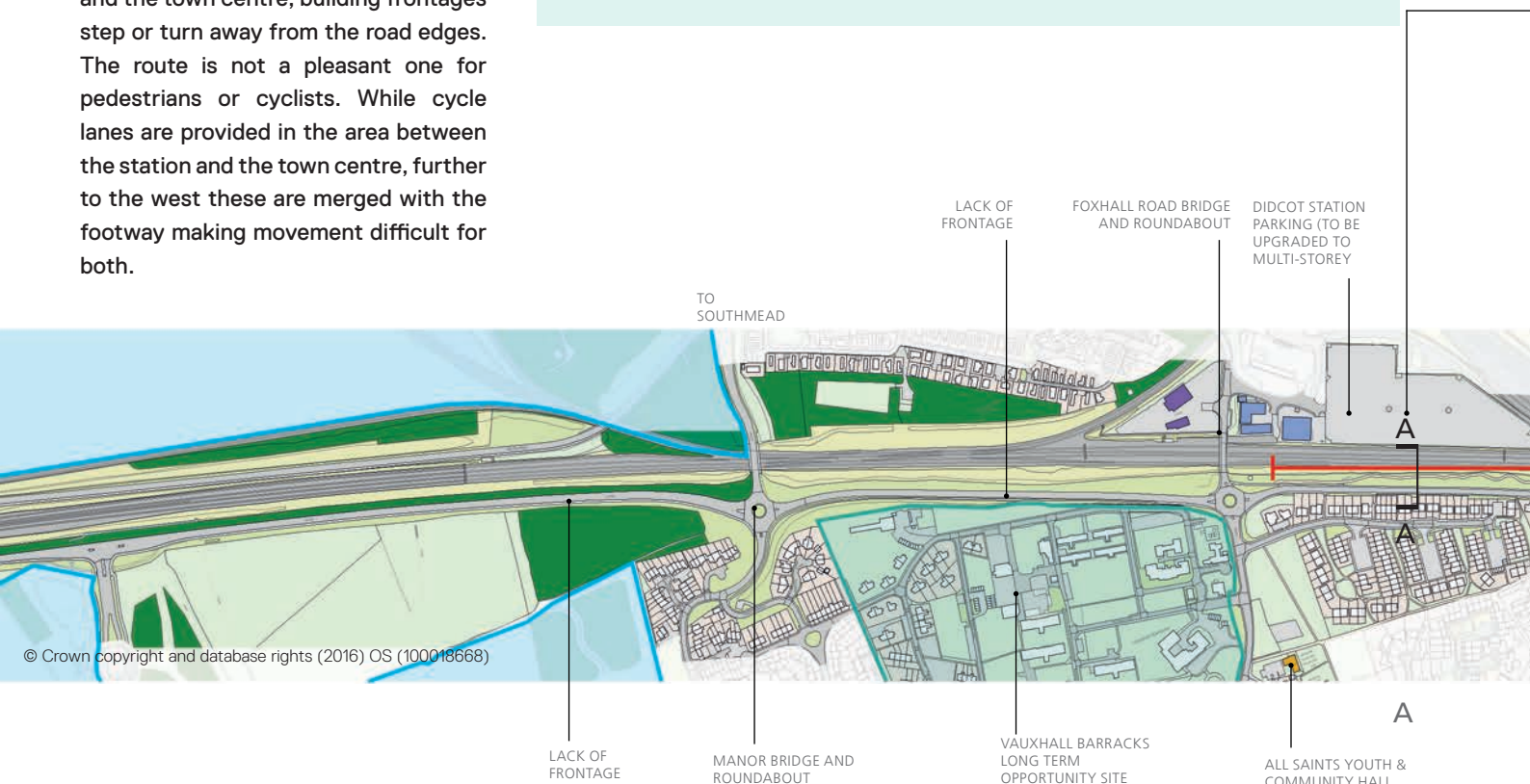
The 'Gateway Spine' comprises of a collection of roads: Station Road and Hitchcock Way to the east, and the A4130 and B4493 to the west that together serve as a key link across Didcot.

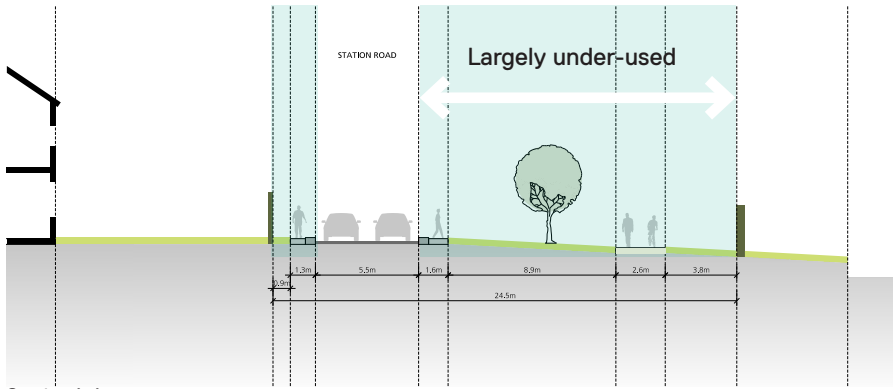
Having been designed as a link road, the spine facilitates vehicular movement but suffers from congestion at peak times. It is the primary access route to Didcot Station and the town centre and connects onto the A34 to the west. At points, road bridges and underpasses across the railway connect to the north as marked in the diagram below.

The general character of the Gateway Spine is relatively open with little frontage and overlooking. It is flanked by relatively heavy planting and vegetation to the north of the road, providing a buffer to the railway line. To the south, apart from an intermittent line of buildings between the station and the town centre, building frontages step or turn away from the road edges. The route is not a pleasant one for pedestrians or cyclists. While cycle lanes are provided in the area between the station and the town centre, further to the west these are merged with the footway making movement difficult for both.

Opportunities for the Gateway Spine

- Upgrades to the road to accommodate future modes of traffic and better pedestrian and cycle infrastructure
- Mitigate flooding along the railway line by integrating SuDS into the landscape to create a recognisable 'linear landmark'
- Improvements to public spaces at the Station Gateway site to enhance the sense of arrival at the station
- Examine ways in which the enterprise zone at the Milton Interchange can facilitate a gateway landmark (as built form or as public art) to sign-post Didcot and Milton Park employment area from the A34
- Improvements to crossings over and under the railway with a public art strategy to enhance experience for cyclists and pedestrians, better connect north and south communities and reduce perception of the railway as a barrier
- Create a better connection between Hitchcock Way and Broadway east of the station
- Accommodate in part a 'Garden Line' for the town, linking the town centre to Culham Science Centre and Harwell Campus
- Incorporate new wayfinding and signage





Section A-A

Station Road has only basic provision for cyclists and pedestrians. There is however a generous amount of vacant land along its length which could be used for grade segregated footpaths and cycleways. If done well, this would encourage more people to cycle and walk, helping to ease congestion along this key route.

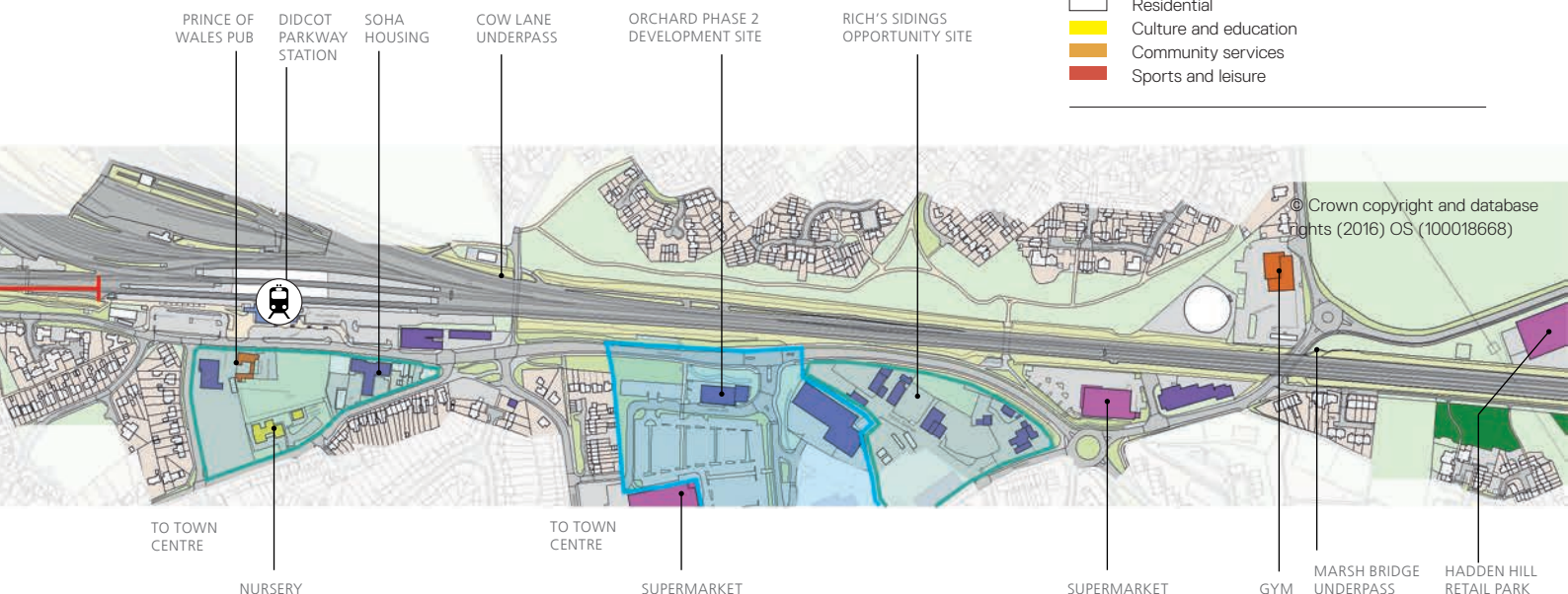


Section A-A View

- Narrow footpaths adjacent to road
- No lighting along cycle path
- Lack of frontage and back gardens adjacent to road
- Cycle path narrow when accommodating both cyclists and pedestrians

Key

- Retail
- Commercial
- Residential
- Culture and education
- Community services
- Sports and leisure



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➔ Gateway Spine: spatial strategy

The Gateway Spine will be improved to deliver a spectacular arrival experience into Didcot from the east, the west or the station - enhancing first impressions of the town. Movement along the east-west corridor will be enhanced with three key projects: infrastructure improvements to carriageways, cycle and footpaths, a SuDS scheme along its length and a public art programme to enhance neglected bridges and underpasses.

Three key projects:



Cycle superhighway and road widening



Linear SuDS Scheme

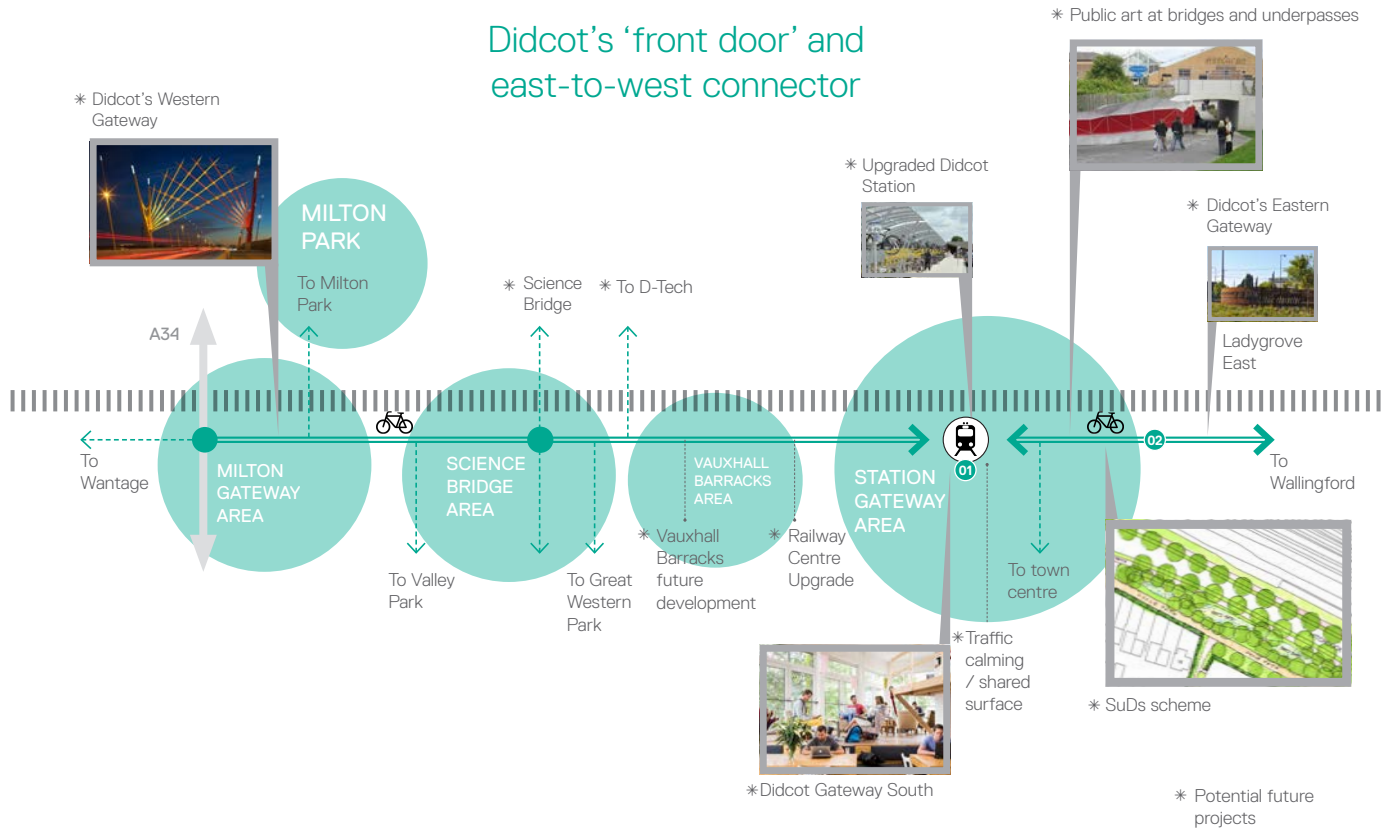


Public art for bridges and underpasses



01 Didcot Parkway - existing

Didcot's 'front door' and east-to-west connector



02 Hitchcock Way - existing

9.3.7 The Garden Line



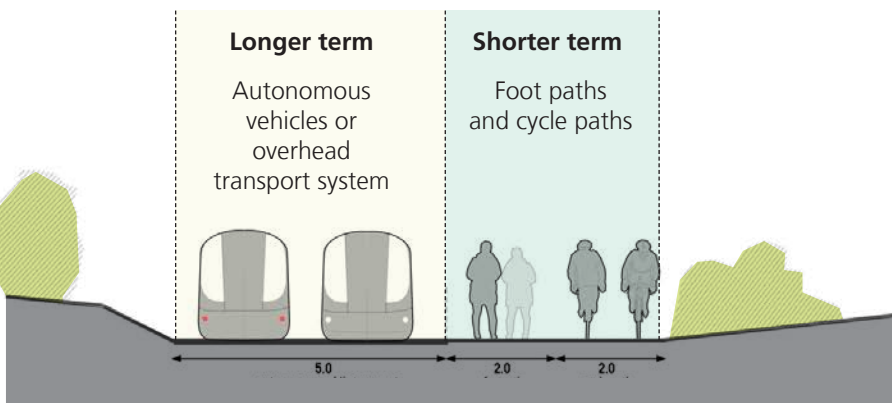
Spatial strategy

The Garden Line will become a major sustainable connector, offering a convenient and predominantly off-road cycle and pedestrian route connecting Harwell Campus and Culham Science Centre via the centre of Didcot and Didcot Station. The route will be designed to be sufficiently flexible to accommodate future modes of transport.

The Garden Line is a strategic and local walking and cycling route that will link a number of existing but disconnected routes into one continuous north-south green corridor. It is comprised of Moor Ditch to the north of the town centre, which extends to the River Thames, while

to the south, it follows the disused railway line which formerly connected to Southampton, extending past the urban extents of Didcot. Currently, connections between Culham and Harwell campuses are sparse. With targeted infrastructural improvements, these can be improved to create a

seamless connection from Science Vale right into the heart of Didcot. The connection to Culham requires a bridge across the River Thames requiring greater investment. The connection to Harwell Campus would require less investment and would potentially be delivered first. For further information



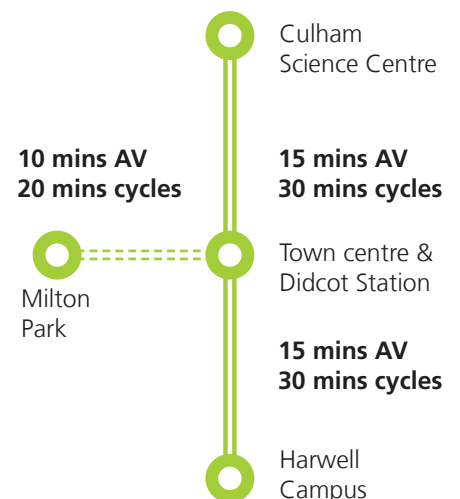
The Garden Line - proposed section



The Garden Line - generous high quality cycle infrastructure in a rural setting



Photo: Gateway Project
Potential for the future integration of autonomous vehicles and overhead transport systems into the Garden Line will be explored further.



Cycling times and potential future connection times for AV (Autonomous Vehicle) network - subject to further study and modelling.

Culham Science Centre



Photo: Culham Science Centre

A fun day out for the family, or sustainable and traffic-free means to access Science Vale and Didcot's natural surroundings.



New River Thames crossing

Appleford Nature Park (currently landfill)

D-Tech

Didcot Railway Centre



Didcot Gateway South

Didcot Leisure Centre

North East Didcot Neighbourhood Centre

Ladygrove Park

Didcot Station

Ladygrove East

Rich's Sidings

Didcot town centre,

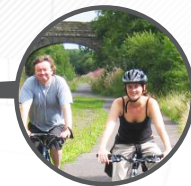
Orchard Centre & Cornerstone Arts Centre



Driftway Tumps

Mowbray Fields nature reserve

Dis-used railway line (to be used to Southampton)



Harwell Campus

To the North Wessex Downs AONB





The Garden Line

The image below shows a long term vision of the Garden Line - a green ribbon connecting Didcot town centre and station with Culham Science Centre in the north, and Harwell Campus in the south, whilst also providing access to

Didcot's peripheral natural surroundings. In the short term, the line will be upgraded to include better cycle paths and footpaths connecting a number of key regeneration sites throughout line. In the future the line could include an

extended zone to accommodate driverless pods or overhead transport system, providing another sustainable and inclusive connection serving Science Vale and the wider area.





9.3.8 A strategic framework for Didcot

The proposals for Didcot Garden Town masterplan are underpinned by a framework that informs the structure for the town to 2031 and beyond. It shows how present and future neighbourhoods and key destinations will be connected by a hierarchical and sustainable movement network that supports the spatial vision of a ‘connected’ and ‘super green’ town.

The framework highlights key routes, areas of growth, broad land uses and the strategic landscape network. Its purpose is to work as a benchmark against which individual developments can be assessed to ensure they fulfil the key requirements of the garden town. The framework

proposes a seamless movement network connecting the Didcot’s wider context comprising surrounding villages, employment sites and natural amenity, with local destinations within Didcot. It also proposes a clear distribution of uses highlighting areas of residential growth

nestled within a network of landscaped and green spaces, making the town into an attractive place to live. The key destinations and employment areas which will define Didcot in 2031 and beyond are listed below.

Didcot’s destinations up to 2031 and beyond

Health and recreation

- ① Didcot Leisure Centre
- ② Didcot Football Club
- ③ Didcot Wave
- ④ Boundary Park playing fields
- ⑤ North East Didcot playing fields
- ⑥ Ladygrove East playing fields
- ⑦ Edmonds Park

Nature and landscape

- ⑧ River Thames Path
- ⑨ North Wessex Downs and Ridgeway
- ⑩ Garden Line
- ⑪ Driftway Tumps
- ⑫ Appleford Nature Park (currently landfill)
- ⑬ Milton Nature Reserve
- ⑭ Mowbray Fields Nature Reserve

Heritage

- ⑮ Didcot Railway Centre and museum
- ⑯ Old Didcot
- ⑰ Northbourne

Retail, food and drink

- ⑱ Orchard Centre Phases one and two
- ⑲ Broadway independent retail
- ⑳ Insignia Park retail

Culture

- ㉑ Cornerstone Arts Centre
- ㉒ Rich’s Sidings cultural facility
- ㉓ Didcot Gateway Science Innovation Centre

Community

- ㉔ Didcot town square
- ㉕ Broadway allotment café
- ㉖ Ladygrove community hub

Education

- ㉗ UTC Oxfordshire
- ㉘ Didcot Library

Employment and innovation

- ㉙ D-Tech
- ㉚ Milton Park
- ㉛ Harwell Campus
- ㉜ Culham Science Centre
- ㉝ Enterprise zones
- ㉞ Southmead
- ㉟ Didcot Gateway South
- ㊱ Rich’s Sidings commercial hub

Precedents



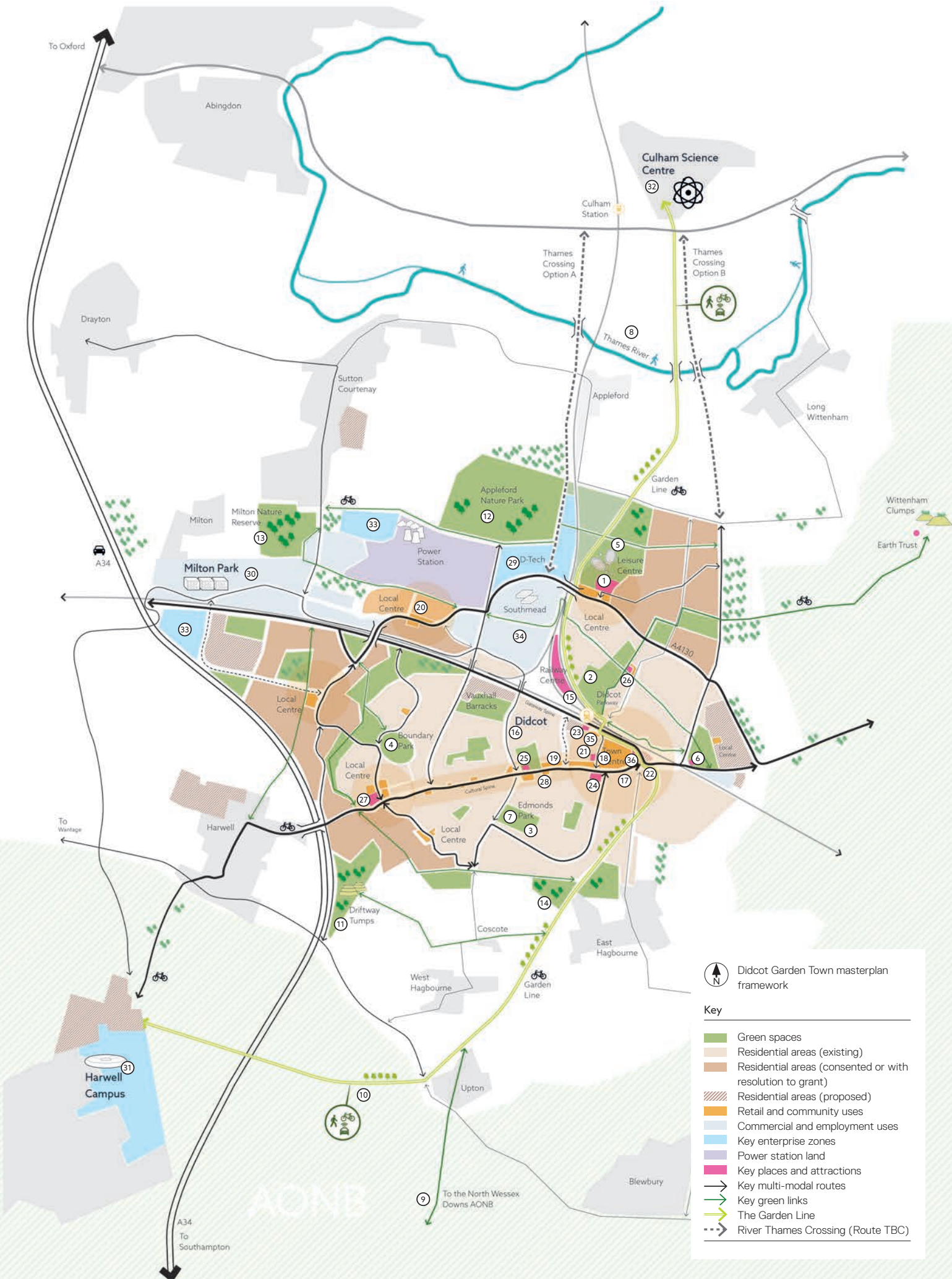
Northala Fields, Northolt, Greater London
Photo: Novell Tullett



Haven Point Leisure Centre, Newcastle upon Tyne
Source: www.architecture.com



Energy Hill, Wilhelmsburg, Germany - reuse of a landfill site



9.4

The masterplan

9.4.1 Didcot Garden Town masterplan

The Didcot Garden Town masterplan serves as a flexible, mixed use plan that deals holistically with the physical, social and economic issues Didcot faces, bringing about positive change in the Town. Where projects involve physical development they will be subject to the planning process and further public consultation as part of this.

The masterplan embodies fresh principles to give Didcot greater resilience and capacity for an improved physical environment, community enhancement, social integration and economic growth. As a blueprint for Didcot's growth, it draws on the views and wishes of the community and other key stakeholders, and focuses on how the town can become a place for its people. Mobility, connectivity and inclusion have been key guiding principles, attempting to knit the town together as one whole rather than a sum of disparate parts.

It brings together proposals for the four key focus areas, and the opportunity sites located along key movement corridors and integrated through a network of existing and proposed landscaped spaces. These proposals have been shaped by the comments received at the engagement and consultation sessions. In particular, during the course of community engagement, specific representatives from the town council and Ladygrove residents raised concerns regarding

the proposals around Ladygrove Park and Didcot Gateway North. These centred on the loss of open space and amenity amongst others. As a response, whilst the area remains identified as a potential future opportunity site, it has been decided to take these proposals out of the delivery plan.

These proposals illustrate Didcot's potential and give a sense of what the Town could look like. They are subject to further discussions with individual landowners, developers, stakeholders and interested parties. Many of these have been put forth as initial ideas and need to undergo rigorous testing to determine their capacity and feasibility.

Within chapter 9.6, phasing options have been provided that categorise proposals as early wins, medium and long term. This helps to prioritise options and also channel and focus funding avenues. Further detail is provided within this section, on the proposals for the focus areas identified in chapter 9.3.3.

Land use

- Didcot Station
- Community centres and retail
- Residential areas (existing)
- Residential areas (consented, or with resolution to grant)
- Residential areas (proposed)
- Employment (existing)
- Employment (proposed)
- Science Vale and Didcot Growth Accelerator enterprise zone sites
- Education
- Healthcare
- Recreation and leisure
- Science Vale sites
- Major car parks

Landscape

Refer also to landscape plan for further detail in chapter 8.2.3

- Park, formal garden, play, amenity and cemetery
- Publicly accessible natural green space
- Allotments, community garden, and city farm
- Proposed green buffer around necklace of villages
- Orchard
- Water/ wetland
- Woodland
- Green corridor
- Garden Line





Culham
Science
Centre

Railway

Thames Path

Appleford

Long
Wittenham

Sutton Courtenay

Appleford
Nature park

Garden Line

Milton
Nature
Reserve

Didcot B Power
Station

Didcot
Leisure
Centre

NE Didcot

Milton Park

Didcot A

Southmead

To Wittenham
Clumps

NW Valley
Park

Valley
Park

Didcot
Station

Ladygrove

Railway
Centre

Orchard

Great
Western
Park

All Saints

Town
Centre

Ladygrove
East

UTC
Oxfordshire

Northbourne

Millbrook

Didcot
Wave

Harwell

Driftway
Tumps

Mowbray
Fields
Nature
Reserve

East Hagbourne

West Hagbourne

Garden Line

Upton



A34 To
Southampton

To North
Wessex
Downs

9.4.2 Town centre inset masterplan



Didcot town centre will be the vibrant heart of the town. A bustling centre of activity, providing a network of high quality landscaped streets and spaces for pedestrians. With a growing variety of shops, leisure facilities, entertainment, public facilities (such as public toilets) and a more coherent, inclusive and intuitive street network, it will be the destination of choice for both the town and the wider area.

1 Station arrival

Instil a sense of arrival with a new public space fronting the station with appropriate street furniture to encourage intuitive wayfinding.

Enhance entrance to the Railway Centre with increased visibility, ensuring this is well integrated with public spaces.

2 Frontage on to station

Future development to provide high quality frontage and overlooking onto Station Road, setting a new image for Didcot.

3 Station/ Broadway connections

Pedestrian and cycle connections between station and Broadway to be enhanced through:

- additional signage
- planting/ landscaping
- high quality surface treatments

4 Connections via Cow Lane

For improved connectivity and reduced congestion, consider limiting Cow Lane access to two-way pedestrian and cycle traffic, subject to transport modelling. The underpass can be further enhanced through inclusion of public art.

5 Upper Broadway regeneration

Reconfigure existing public footpaths and parking into a linear public space. This can be delivered as early win public space improvements to enhance the image of Broadway. Such a public space can host community events and small business retail, subject to a retail strategy for the town centre.

6 Orchard Centre south entrance

In order to better integrate Rich's Sidings and Broadway with the town centre, a public space and enhanced southern entrance into Orchard Centre phase two should be considered. This would be

considerably improved if service access planned for the Orchard Centre Phase two scheme could be relocated, subject to further discussion with the developer.













7 Termination of Broadway

Consider inclusion of a well fronted and activated public space located within Rich's Sidings to provide an appropriate termination to Broadway.



Existing: Didcot Station

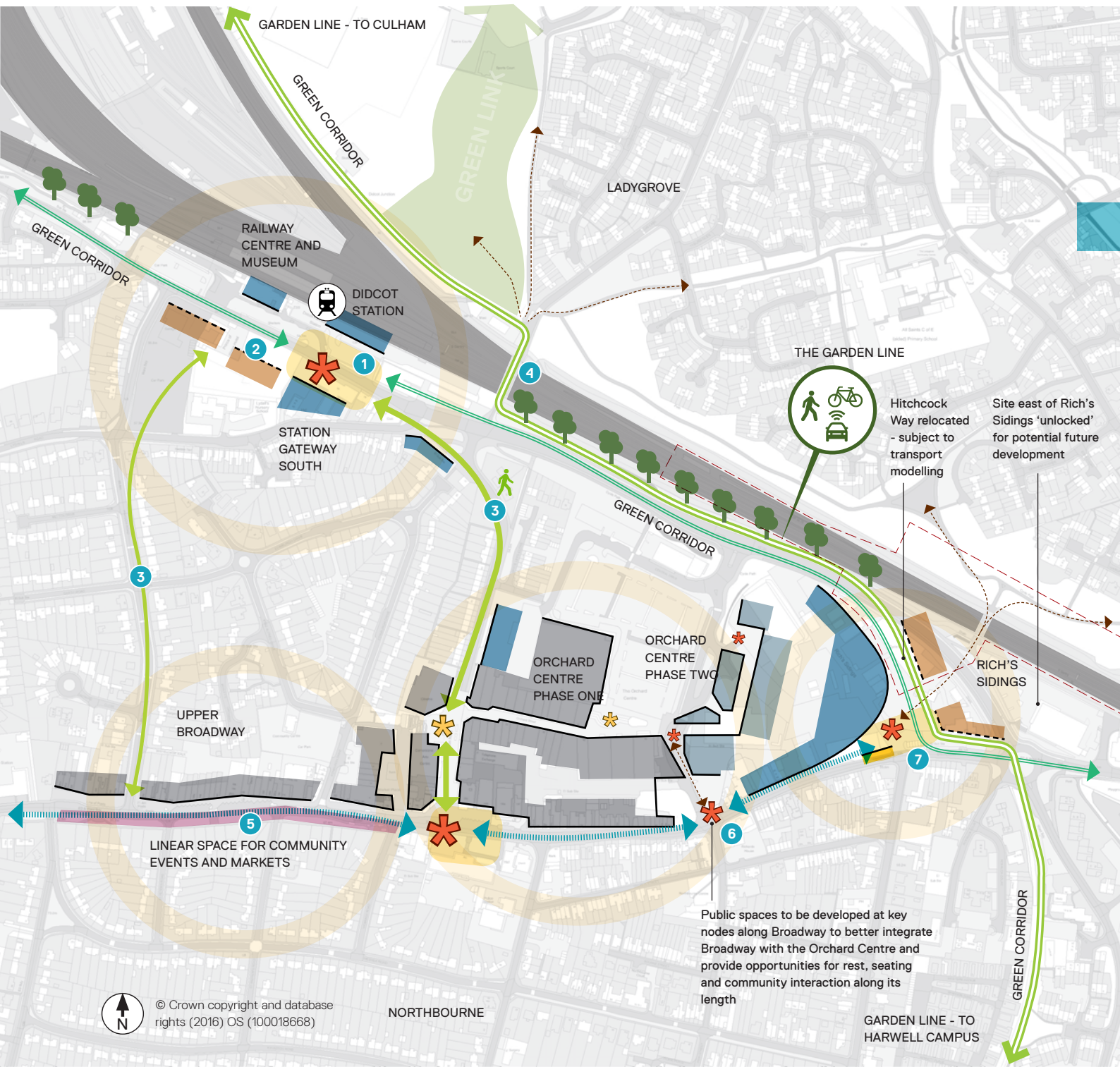
Key

-  Existing public space
-  New public space
-  Existing retail
-  Consented Orchard phase two retail
-  Proposed active frontage
-  Proposed primary residential frontage
-  Key links from Didcot Station to Broadway
-  Gateway Spine
-  Cultural Spine
-  Garden Line
-  Pedestrian link
-  Land safeguarded for potential future station

Location plan: town centre



The principles show here can serve as guidance for the design development of individual sites:



Proposals for town centre

The town centre masterplan provides the opportunity to consider proposals for individual sites within an overall strategic framework that ensures that these are integrated. It overcomes constraints posed by ownership boundaries and also considers proposals that work individually and for the town as a whole. This masterplan can be used as a benchmark in assessing individual applications. It is supported by a set of principles that can serve to provide guidance for design development.

1 Didcot Station and Didcot Railway Centre

Subject to further study with Network Rail, there is an opportunity to upgrade and enhance Didcot Station to meet growing passenger demand. Currently the station lacks a distinct arrival space and onward wayfinding. The station platforms are accessed via a pedestrian underpass which is prone to flooding and is shared with Didcot Railway Centre. Masterplan proposals include a new arrival space for the station along with potential station extension with overhead access to platforms. The station square extends across Station Road as a shared surface giving pedestrians priority, with public realm improvements providing intuitive wayfinding towards the town centre.

Didcot Railway Centre is well situated adjacent to the station, however suffers from poor visibility and access. An upgrade to the railway centre could be considered in conjunction with station improvements. With appropriate funding, the centre has great potential to become a key destination within Didcot celebrating its railway heritage.

2 Didcot Gateway South

The site south of Didcot Station is predominantly in use as an at-grade car park. It is also home to SOHA housing offices, the Prince of Wales pub and Lydalls Nursery School. The site is long overdue for development and it is hoped that this masterplan will pave the way for its regeneration, taking into consideration the potential re-housing of current uses, with possible retention of the pub, as

appropriate. Masterplan proposals for this site consider inclusion of high density, high quality residential use with a mix of some commercial along with ground floor uses such as a café to help activate the public areas. Routes across the site would be enhanced with landscape and to aid wayfinding and connections to the town centre.

3 Rich's Sidings

Rich's Sidings is a pivotal site at the junction of Broadway and Hitchcock Way with potential to offer a valuable extension to the town centre. It is currently occupied by a number of trade businesses, including Travis Perkins. Considering suitable relocation of the current occupiers, this site could offer new homes and jobs, as well as public space improvements to address pedestrian and cycle movement in the town centre.

This site can also help to reconfigure Hitchcock Way and provide a new public space for an improved termination to Broadway. This would also help to rationalise Jubilee roundabout into a signalised junction. The proposals for the site include a mix of high quality, high to medium density housing within a layout that gives shape to the surrounding streets and spaces.

4 Public space improvement at the junction of Station Road and Broadway

Situated at the junction of two of Didcot's most important streets, this pivotal space can be reconfigured to form a new shared surface square as a

community focus. It is fronted by Baptist House, and a number of retail businesses including a Broadways pub and Boots.

5 Land East of Rich's Sidings

Currently occupied by a supermarket and vehicle hire company, this site could offer high quality future development. Proposals for Rich's Sidings should consider how this site will be integrated with the town in the future.

6 Relocated station opportunity site

The potential long term option of a relocated station is reflected within the masterplan as an area which may be safeguarded.

7 Orchard Centre phase two

The second phase extension of the Orchard Centre has been granted planning permission and will deliver new retail and public spaces. With increased emphasis on Broadway as a new cultural spine, it would be beneficial to consider how the new Orchard Centre may better integrate with proposals along the Broadway for an improved retail experience.

8 Edinburgh Drive car park

Potential site for a multi-storey car park as part of a wider town centre parking strategy, subject to further testing.

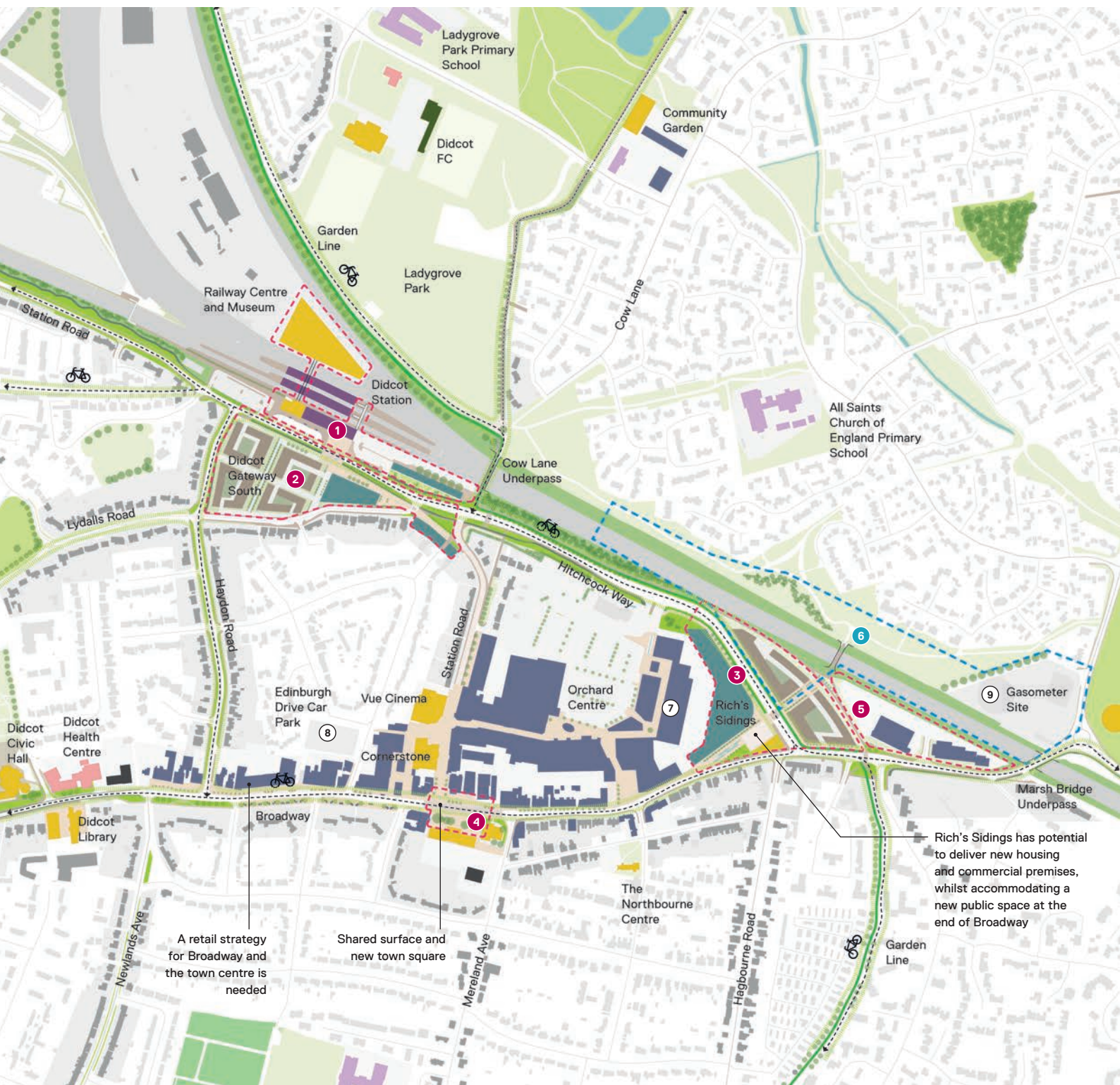
9 Gasometer Site

This site has potential to contribute towards future parking provision for the centre, subject to further testing.

Key

- Community uses
- Retail
- Commercial
- Education
- Healthcare
- Recreation
- Allotments and cemeteries
- Residential areas (existing)
- Residential areas (consented)
- Residential areas (proposed)
- Opportunity sites
- Land safeguarded for potential future station
- Roads
- Primary cycle route
- Garden Line
- Green corridor

Location Plan: town centre

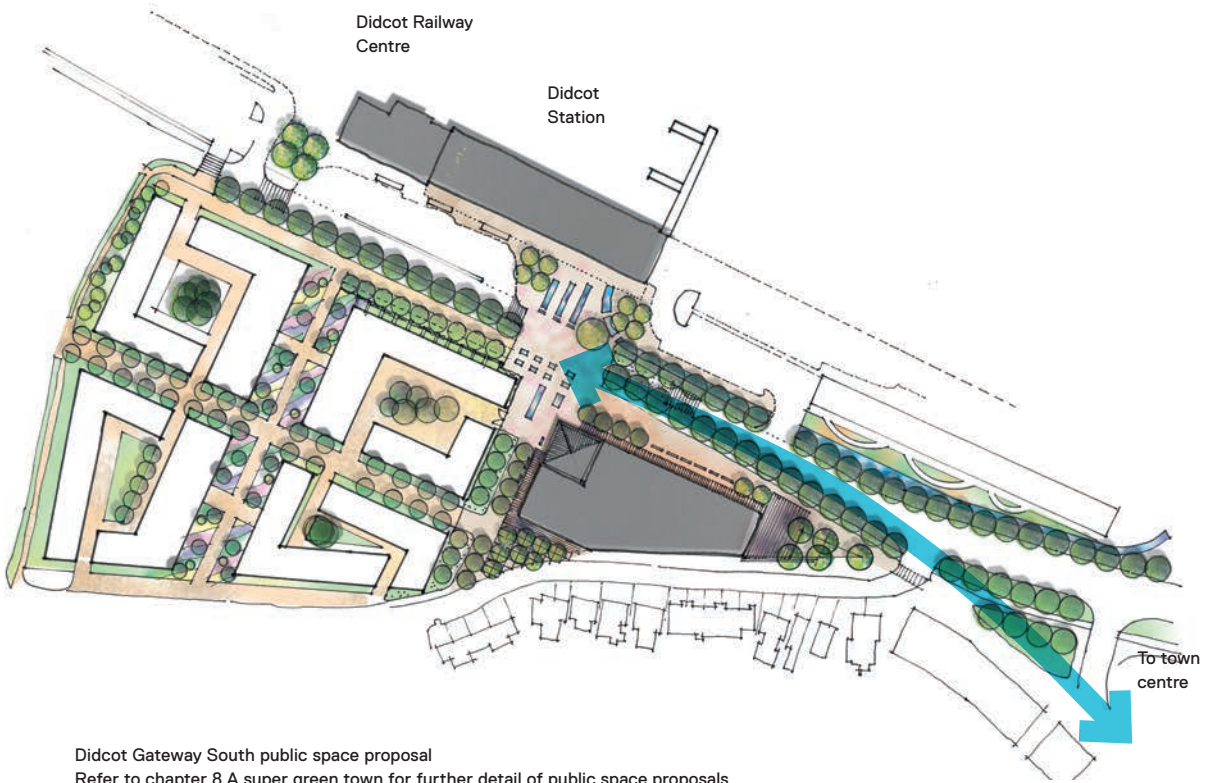


A retail strategy for Broadway and the town centre is needed

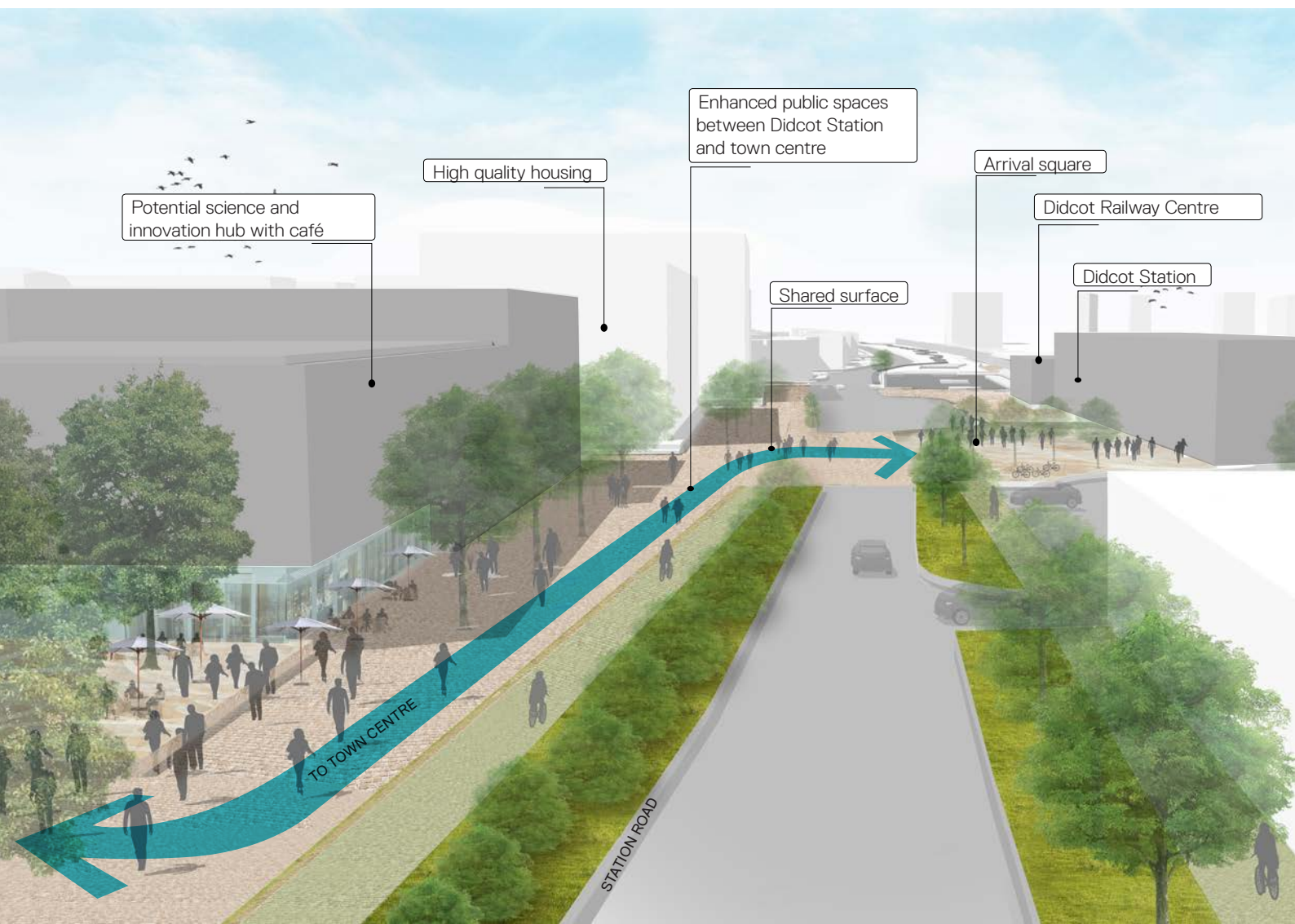
Shared surface and new town square

Rich's Sidings has potential to deliver new housing and commercial premises, whilst accommodating a new public space at the end of Broadway

Didcot Gateway South



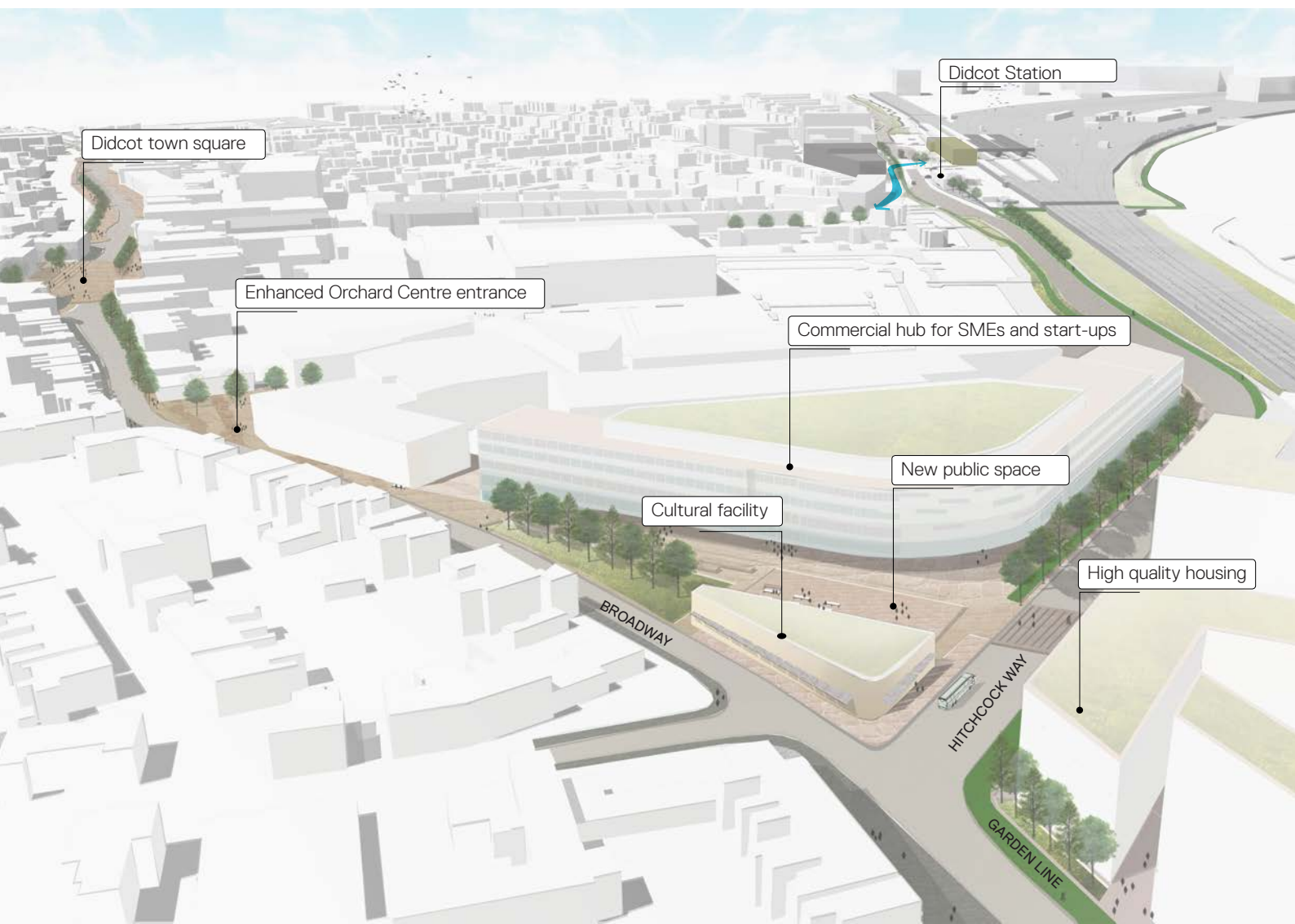
Didcot Gateway South public space proposal
Refer to chapter 8 A super green town for further detail of public space proposals



Rich's Sidings



Rich's Sidings public realm proposal
Refer to chapter 8 A super green town for further detail of public space proposals



9.4.3 Cultural Spine inset masterplan



Didcot’s Cultural Spine extends along Didcot Road, Wantage Road and Broadway and includes Cornerstone Arts Centre. The masterplan proposes a series of animated public spaces to serve as a platform for community events and activities, accommodating a number of shops, cafés and nightlife establishments. The street will incorporate high quality cycle infrastructure to serve as a commuting route connecting to Harwell village and Campus. The proposals for the Cultural Spine are presented in the following sections.

Cultural Spine - Didcot Road

This section of the Cultural Spine includes Didcot Road, extending through Great Western Park (part completed) and through the future Valley Park development. Currently much of this area is open green field, however, in the future, the character of the street will be dominated by surrounding residential development. Garden town aspirations for this area are to facilitate good segregated cycle links from east to west and onward to Harwell village and Harwell Campus. A further opportunity to integrate public art at the proposed Harwell Link Road roundabout should also be explored as part of a wider public art strategy.

Key

	Community uses		Roads
	Retail		Primary cycle route
	Commercial opportunities		Garden Line
	Education		Green corridor
	Healthcare		Public art opportunity (proposed)
	Recreation		Wayfinding node (proposed)
	Allotments		New public space (proposed)
	Residential areas (existing)		
	Residential areas (consented)		
	Residential areas (proposed)		

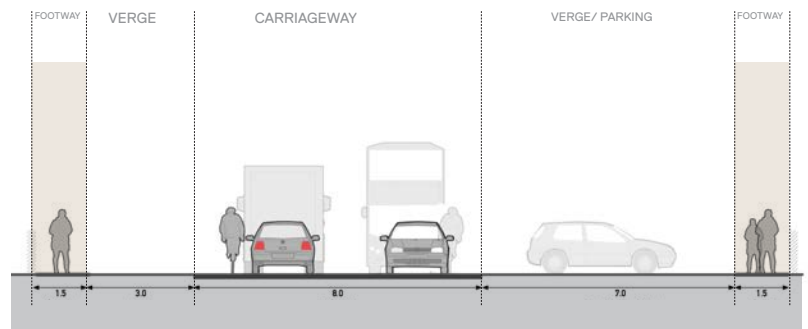
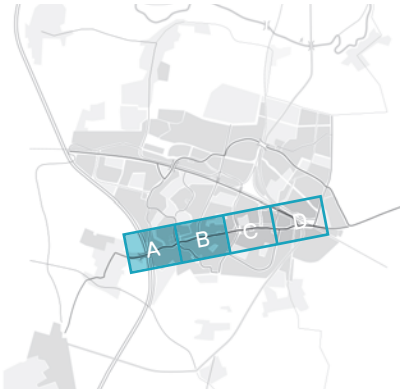
A



Harwell Link Road: opportunity to incorporate art or landscape feature as part of a public art strategy for Didcot, marking this western gateway into Didcot

Segregated cycle lanes integrated in Harwell Link Road proposals, linking west Didcot to Harwell Campus

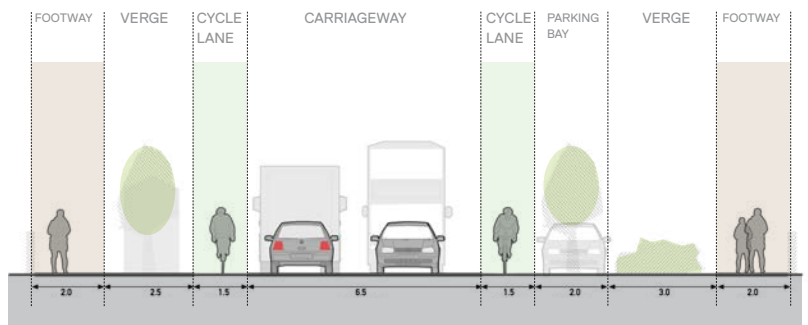
Location plan: Cultural Spine



Section A-B: existing

Cultural Spine - Wantage Road

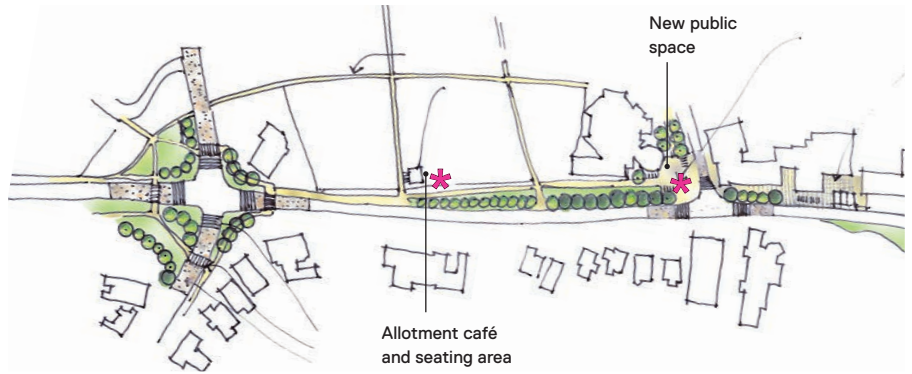
Wantage Road is predominantly residential in character and includes Didcot Community Hospital. The street would benefit from infrastructural improvements to deliver improved cycle and pedestrian paths, as well as improved crossing points, particularly opposite the hospital. This would be subject to future study to determine how the existing space can be reconfigured as shown in the adjacent sections. Refer to the infrastructure Strategy for further detail.



Section A-B: proposed



Improving the public spaces along Broadway's civic heart



1 Landscape proposals for Didcot's civic heart - refer to chapter 8 A super green town for further detail

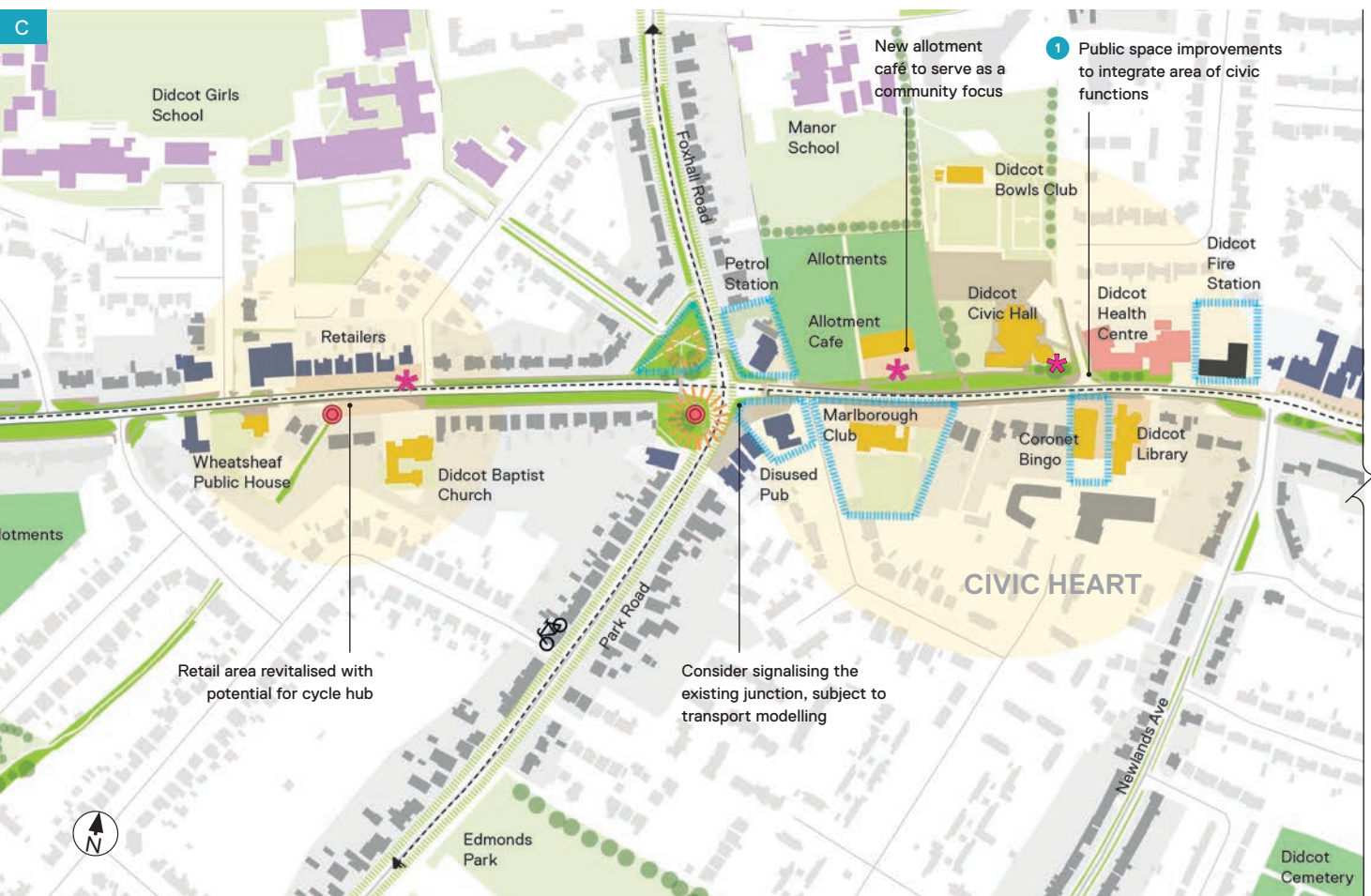
Cultural Spine - Broadway/ civic heart

To the western end of Broadway the Cultural Spine is flanked by a number of community uses including Didcot's central allotments, civic hall and library. A strategy of public space improvements can help to bind these into an integrated civic heart for the town helping to strengthen the cultural identity.

Key

	Community uses		Opportunity sites
	Retail		Land safeguarded for potential future station
	Commercial opportunities		Potential future urban regeneration opportunity*
	Education		Roads
	Healthcare		Primary cycle route
	Recreation		Garden Line
	Allotments		Green corridor
	Residential areas (existing)		Public art opportunity (suggested)
	Residential areas (consented)		Wayfinding node (suggested)
	Residential areas (proposed)		New public space (proposed)

* Sites identified as part of the garden town delivery plan but subject to further study and discussion with individual landowners and developers

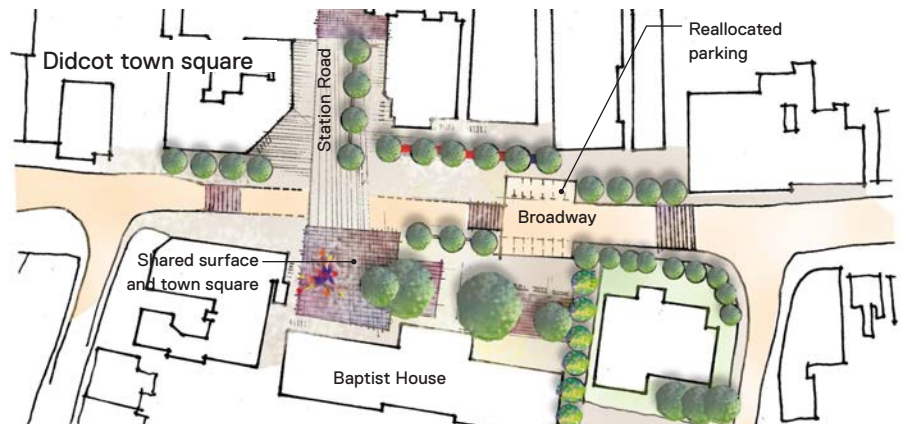


Location plan: Cultural Spine

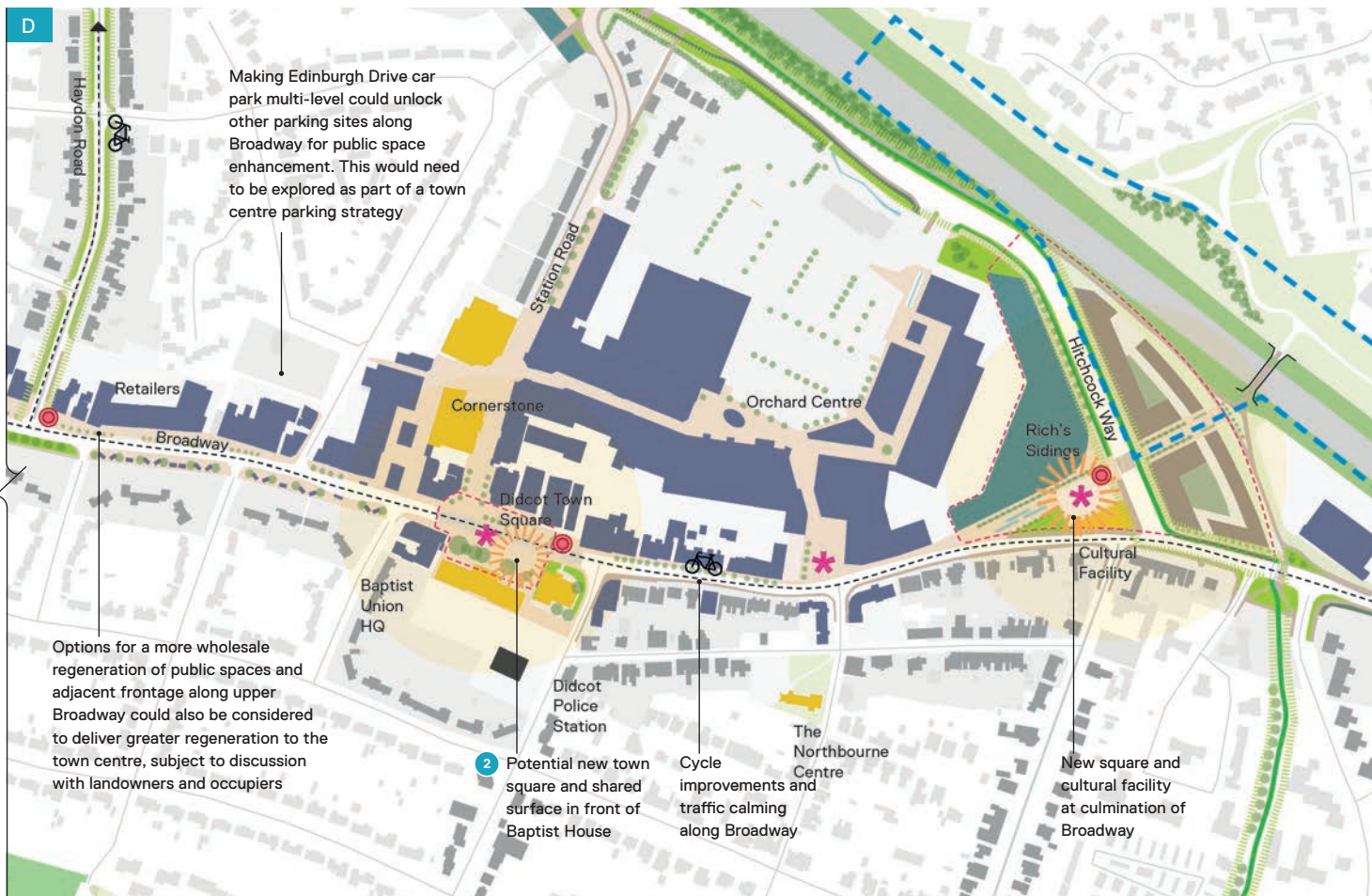


Cultural Spine - Broadway/ retail heart

Proposals for the eastern end of the Cultural Spine support the town centre strategy of a series of inter-connected public spaces that unlock the retail potential of Broadway. In order to secure vibrant town centre services, and activities for a future population of approximately 62,000, a new retail strategy is recommended. Such a strategy would help determine the best means of supporting independent retailers and SMEs, as well as how public space improvements should be prioritised.



2 Landscape proposals for Didcot town square - refer to landscape strategy for further detail



02

Didcot town square





9.4.4 Gateway Spine inset masterplan



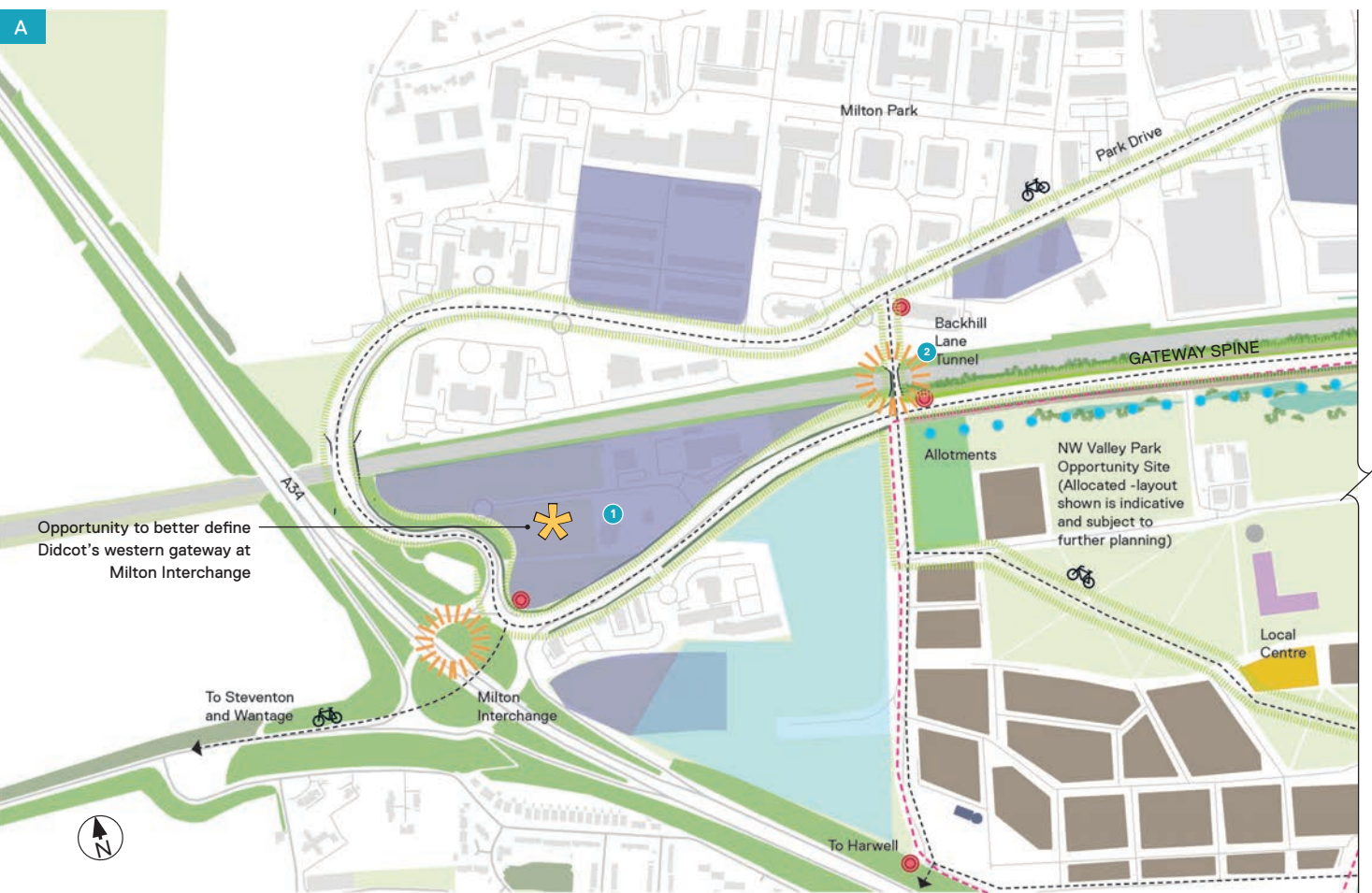
Didcot’s Gateway Spine is comprised of the A4130, B4493, Station Road and Hitchcock Road. The spine will serve as the gateway to the town. As a key movement corridor it will seamlessly connect east and west parts of the town working equally for all modes of transport. To the east, it will accommodate a landscaped arrival space at the extended station creating a new image for the town. To the west, it will provide a ‘gateway’ development to sign-post the town and Milton Park employment area from the A34.

Milton Gate (A4130)

At its western end, the masterplan proposes that the Gateway Spine accommodate a landmark development visible from Milton Interchange, to sign-post Didcot and Milton Park from the A34. The re-opening of the Backhill Lane tunnel would allow seamless cycle and pedestrian connections into Milton Park from the A4130, greatly improving sustainable connections to this employment area from the station.

Key

- | | |
|-------------------------------|---|
| Community uses | Opportunity sites |
| Retail | Science Vale enterprise zone |
| Commercial opportunities | Didcot Growth Accelerator enterprise zone |
| Education | Roads |
| Healthcare | Primary cycle route |
| Recreation | Garden Line |
| Allotments | Green corridor |
| Residential areas (existing) | Sustainable Urban Drainage (SuDS) |
| Residential areas (consented) | Public art opportunity (proposed) |
| Residential areas (proposed) | Wayfinding node (proposed) |



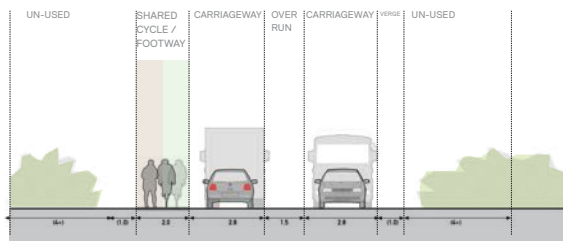
Location plan: Gateway Spine



Science Bridge area (A4130)

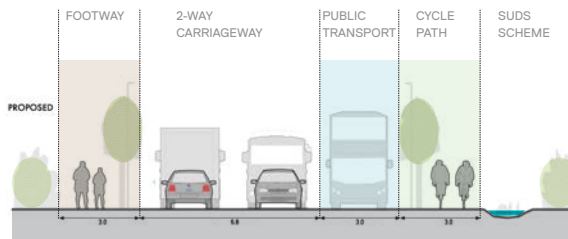
A new Science Bridge is proposed, to connect across the railway line between the future Valley Park development and north Didcot, leading on towards the northern perimeter road. This will provide relief to traffic passing through Didcot. The new bridge will accommodate appropriate infrastructure for cycles and pedestrians and will become a recognisable landmark. Consideration should be given towards how the bridge is integrated in its surroundings.

05 Infrastructure upgrades



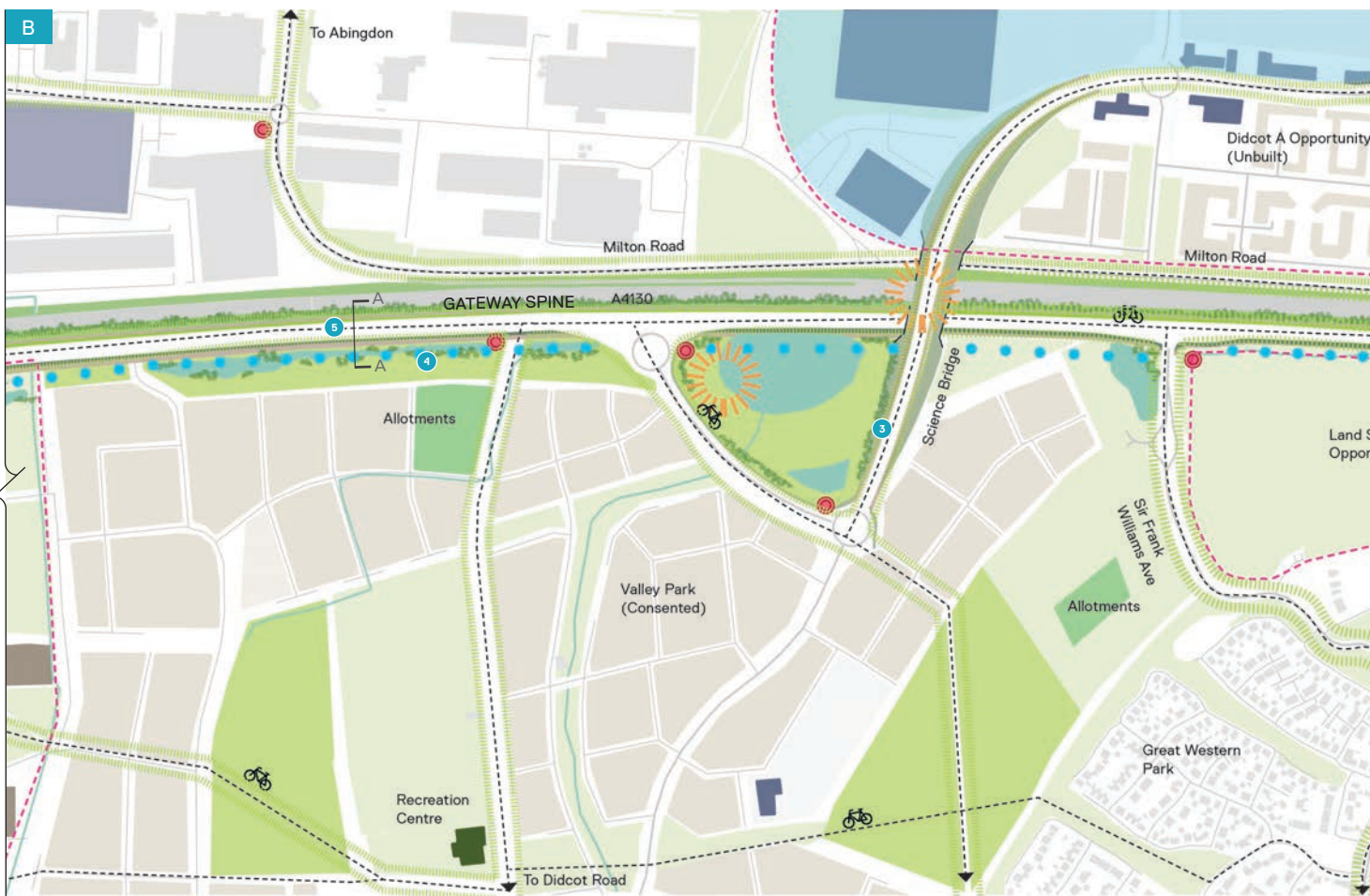
Section A-B: existing

With new planting, SuDS, segregated cycle lanes and pedestrian footways and lighting, the Gateway Spine will function as a 'street' knitting together disparate parts of Didcot.

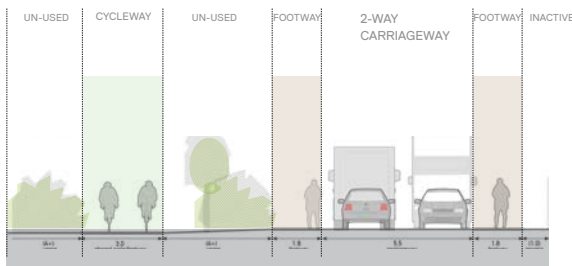


Section A-B: proposed

- 1 **Milton Gate and enterprise zone**
Site to accommodate a landmark development that acts as Didcot's 'western gateway' to signpost Milton Park, addressing arrival from the A34.
- 2 **Backhill Lane tunnel**
Tunnel reopened to improve cycle and pedestrian connectivity to Milton Park from south of the railway.
- 3 **Science Bridge**
Bridge to accommodate cycle and pedestrian infrastructure with good integration into existing and proposed cycle and pedestrian network.
- 4 **Gateway Spine SuDS scheme**
Gateway Spine to accommodate a linear SuDS scheme integrated into infrastructure upgrades along its length. Refer to chapter 8 A super green town for further detail.
- 5 **Infrastructure upgrades**
Gateway spine to include east-west cycle superhighway. Carriageway improvements including widening/upgrading to a dual carriageway are to be considered to accommodate traffic flows, allow future proofing and provide improved street environment for pedestrians. Refer to chapter 5.1.4 A New movement pattern" for further detail.

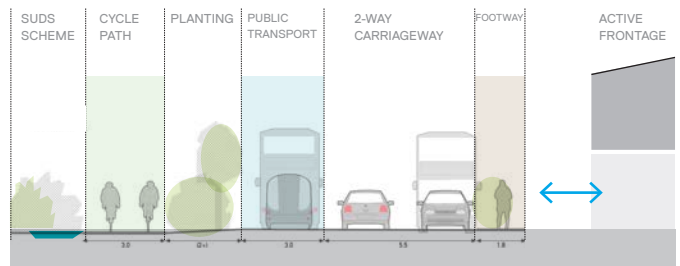


Infrastructure upgrades



Section C-D: existing

Gateway Spine infrastructure upgrades - refer to movement strategy



Section C-D: proposed

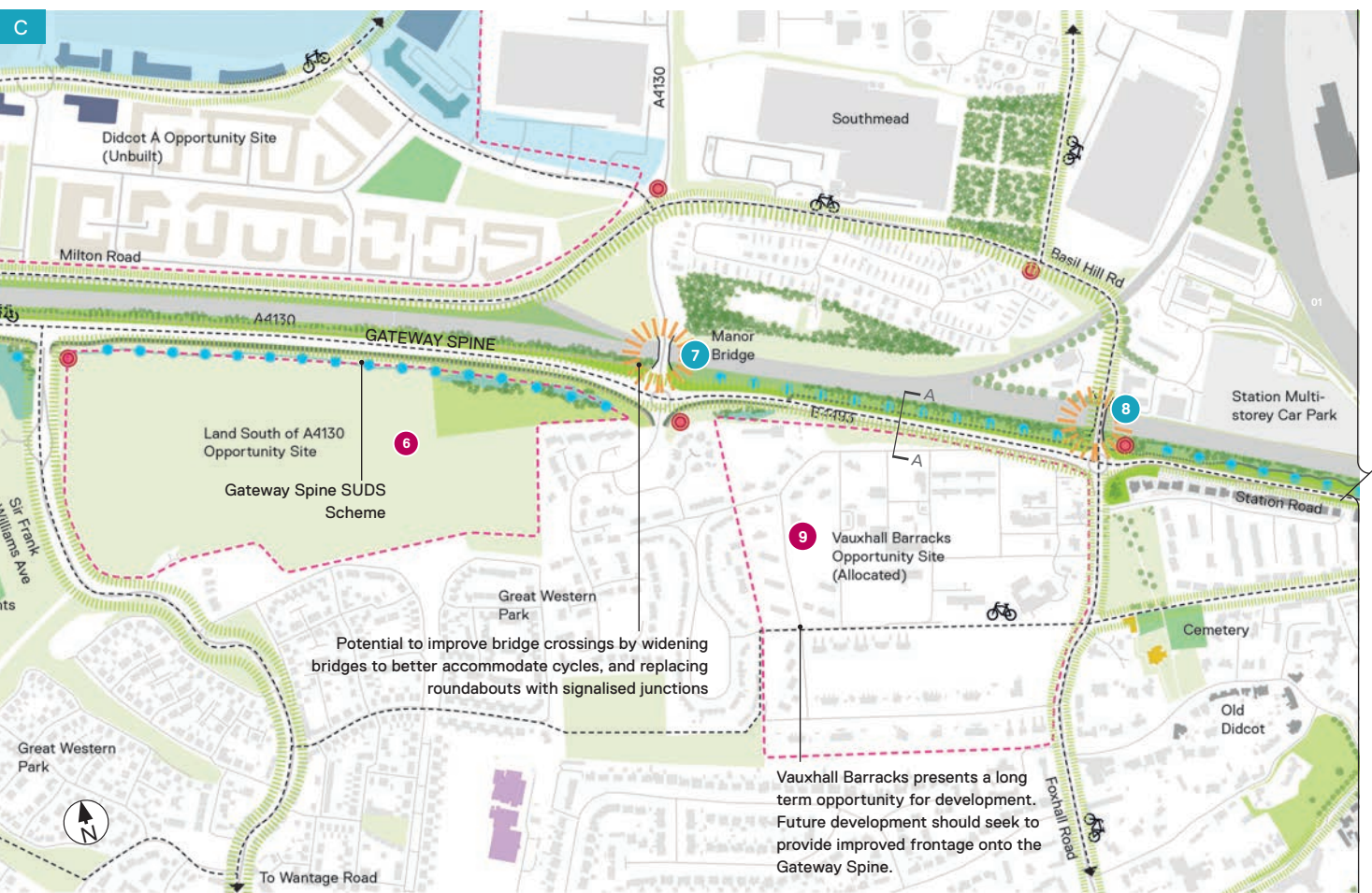
Vauxhall Barracks area (B4493)

The character of this section of road is open and flanked by heavy vegetation, especially to the north. It is characterised by a number of vacant sites, or sites such as the Vauxhall Barracks which are set back from the road and do not provide quality frontage.

Opportunity sites here should provide improved frontage, overlooking and definition to the road.

Key

- Community uses
- Retail
- Commercial opportunities
- Education
- Healthcare
- Recreation
- Allotments and cemeteries
- Residential areas (existing)
- Residential areas (consented)
- Residential areas (proposed)
- Opportunity sites
- Land safeguarded for potential future station
- Science Vale enterprise zone
- Didcot Growth Accelerator enterprise zone
- Roads
- Primary cycle route
- Garden Line
- Green corridor
- Sustainable Urban Drainage (SuDS)
- Public art opportunity (proposed)
- Wayfinding node (proposed)



Location plan: Gateway Spine



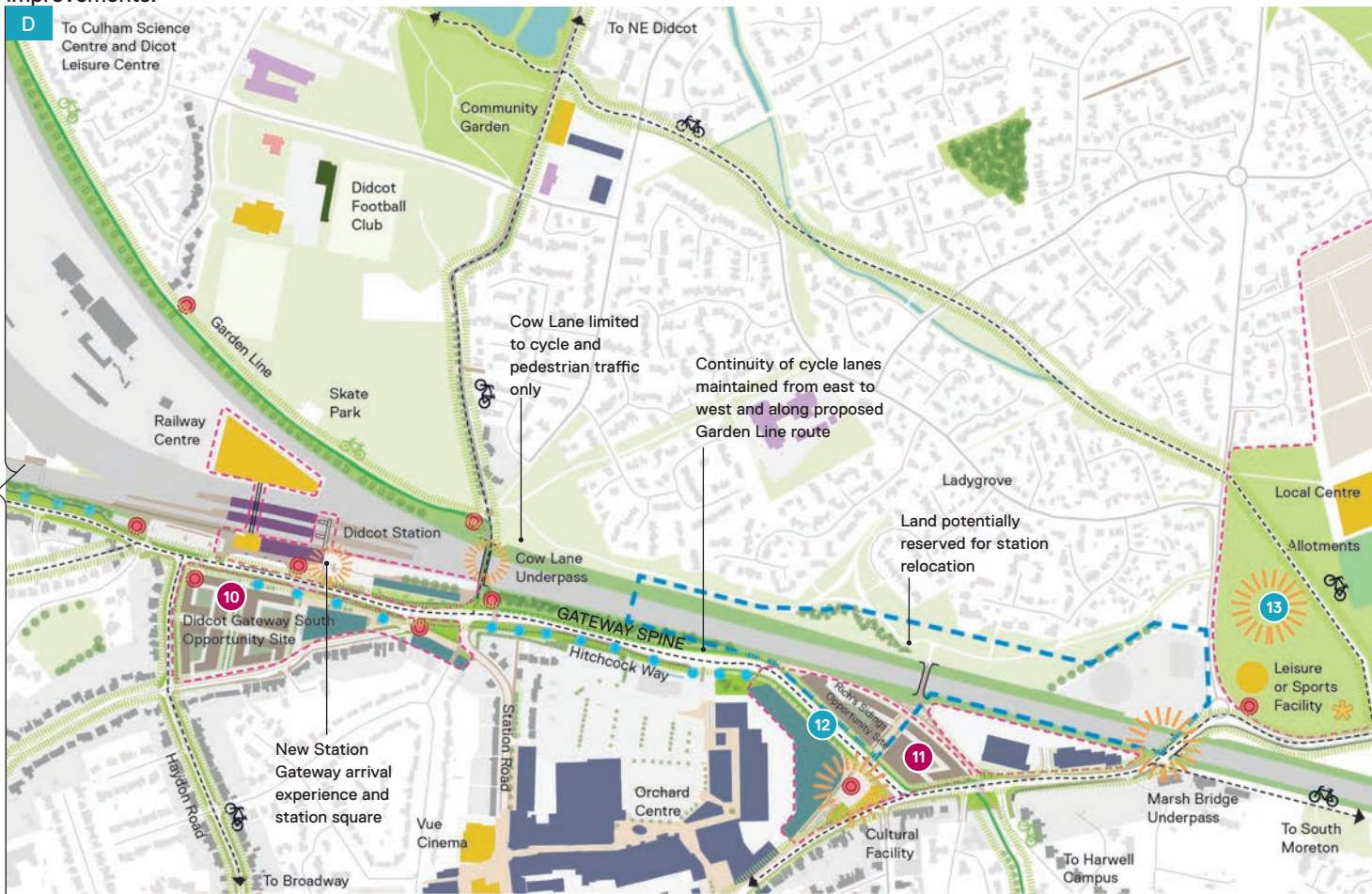
Gateway Spine SuDS Scheme - refer to landscape strategy



Station Gateway area

The eastern section of the Gateway Spine accommodates Didcot Station. Whilst much of the Gateway Spine focusses on the facilitation of movement for all modes of transport and on the creation of 'street', this section of the spine is about the creation of 'place'. Traffic management and pedestrian priority through the inclusion of a shared surface station square and pedestrian crossings, will facilitate movement across the road and enhance the arrival experience into Didcot. New development to the south will provide much needed frontage, enhanced greatly by potential station improvements.

- 6 Land south of A4130**
This opportunity site could provide new accessible green space and future housing for Didcot providing new frontage onto the Gateway Spine.
- 7 Manor Bridge and roundabout**
Roundabout to be improved to deliver safer and more seamless connections for cyclists and pedestrians. Conversion to signalised junction to be considered, subject to transport modeling. Public art to be considered for the roundabout and bridge as part of a wider public art strategy.
- 8 Foxhall Road roundabout and bridge**
See above (point 7).
- 9 Vauxhall Barracks opportunity site**
Long term opportunity site for green space and future housing. Site to provide high quality frontage onto the B4493.
- 10 Didcot Gateway South**
Refer to chapter 9.4.2 for further detail.
- 11 Rich's Sidings**
Refer to chapter 9.4.2 for further detail.
- 12 Hitchcock Way**
Subject to transport modelling, consideration should be given towards the realignment of Hitchcock Way to better integrate the Gateway Spine with Broadway and the town centre.
- 13 Ladygrove East**
Site to deliver a new public park and landscape landmark for Didcot marking the eastern terminus of the Gateway Spine and providing onward connectivity with the existing network of cycle and pedestrian routes in Ladygrove.



Didcot Station Gateway vision

The Station Gateway site can deliver a 21st century garden town interchange which will serve the future needs of Didcot and its neighbours. It will accommodate an improved and extended station, together with a new footbridge, a new Railway Centre entrance and exhibition. The area in front of the station will be refurbished to form

a new station square, incorporating a shared surface, traffic calming measures and cafés. Cycle lanes will be improved and integrated with the station arrival space. This will include the Garden Line, a key north south route which will provide a convenient and predominantly traffic free green link to Culham Science Centre and Harwell Campus. The Gateway South

site will facilitate new high quality sustainable apartments, incorporating the latest in smart technology. It will be home to a new commercial hub directly opposite and visible from the station, with potential for a science innovation centre for Didcot and its Science Vale partners.





9.5

Guidance for key sites



668 m

The Broadway

1880 m

Didcot Hospital

1000 m

Great Western Park

1000 m

Milton Park

1000 m

Southmead

1000 m

Trident

600 m

Orchard Centre

640 m

Ladysgrove

1000 m

Fleet Meadow

800 m

Cornerstone Centre

500 m

Cinema

500 m

Cafe

9.5.0 Guidance for key sites

Appropriate development of sites in line with Didcot Garden Town masterplan priorities can greatly assist in the delivery of the masterplan. This section provides further detail on guidance for the individual sites identified in the inset masterplans. These sites are highlighted in the plan below.

Key

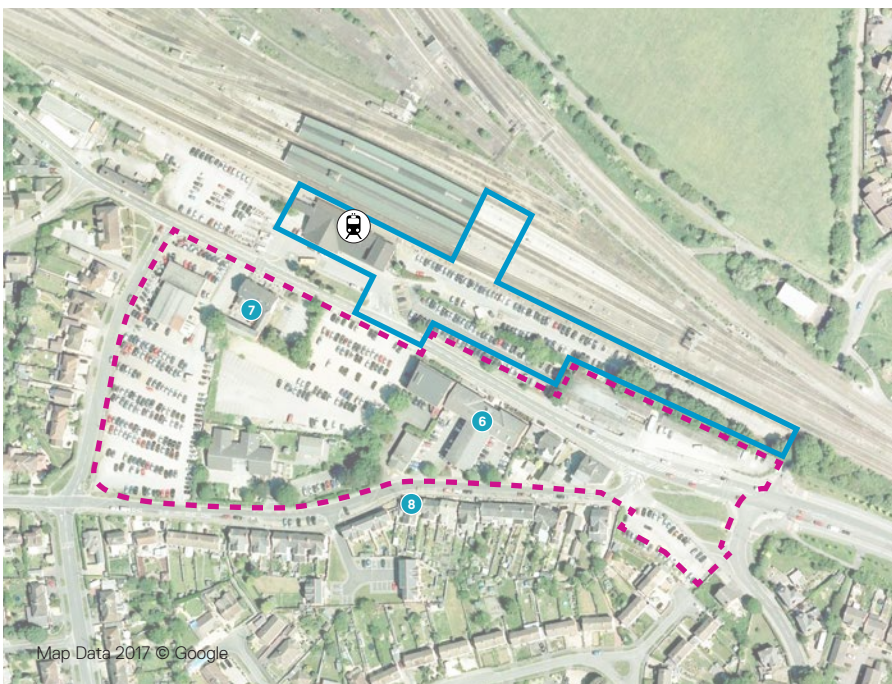
①	Didcot Station and Station Gateway South	Refer to chapter 9.5.1
②	Rich's Sidings	Refer to chapter 9.5.2
③	Ladygrove East	Refer to chapter 9.5.3
④	Ladygrove East	Refer to chapter 9.5.3
⑤	North West Valley Park	Refer to chapter 9.5.4
⑥	D-Tech	Refer to chapter 9.5.4
↻	Land west of North East Didcot	Refer to chapter 9.5.4



9.5.1 Station Gateway South

The site at Station Gateway South is instrumental in developing Didcot Station into a 21st century interchange. Proposals should address the station, enhance the arrival experience and first impression of Didcot, as well as facilitate intuitive onward connections to the town centre, Science Vale and other destinations.

Station Gateway South - existing

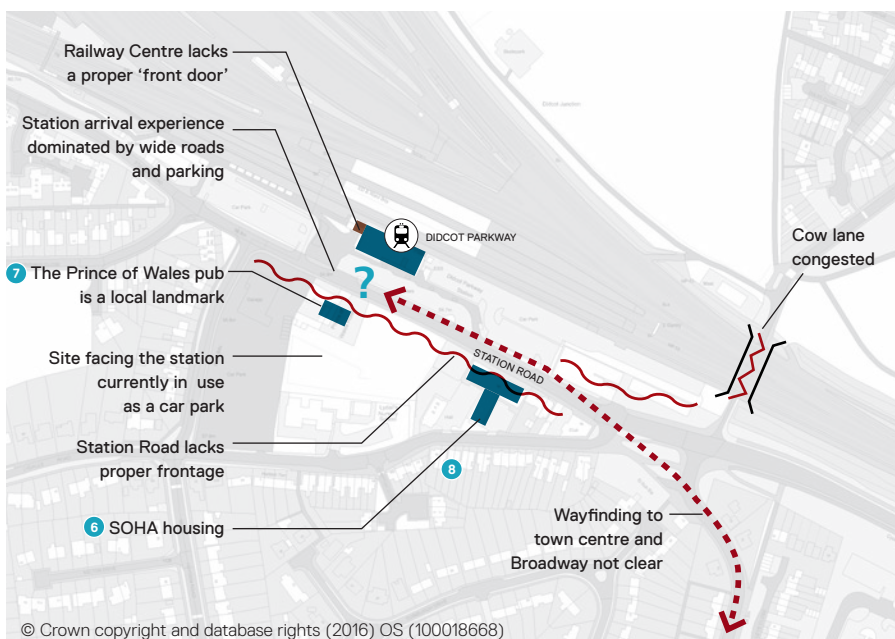


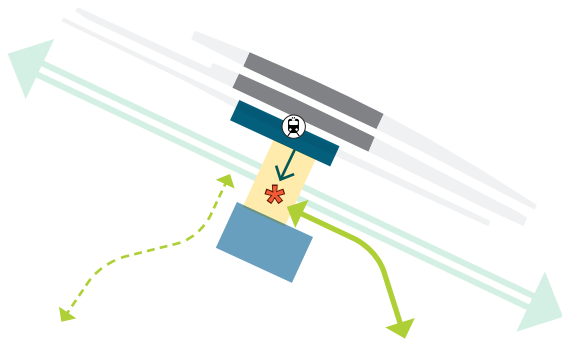
Guidance

- 1 Didcot Station**
Provide appropriate extension of the station to the east to accommodate upgrade of facilities. Provision of a public square fronting the station to function as a key arrival space. The square should facilitate interchange with appropriate landscaping, street furniture, wayfinding and information panels to streamline onward travel and aid connectivity to the town centre. It can also incorporate public art as a way to enhance the space and create an identifiable local landmark.
- 2 Didcot Railway Centre**
Potential to provide new Railway Centre entrance and exhibition fronting onto Station Road. Consideration should be given to facilitating better visibility and presence for the centre, to elevate its appeal as one of Didcot's treasured destinations. This could be achieved by refurbishing the existing station ticketing hall or with a new building as part of a wider station regeneration project.
- 3 Commercial Opportunities**
Buildings to provide high quality active frontage onto Station Road to define the route to the town centre.
- 4 Connectivity hub and café**
Potential for a commercial hub with science innovation space and cafe serving station area and animating the station arrival area.
- 5 New housing**
The station gateway site should seek to accommodate new high quality housing, providing a mix of one, two and three bed apartments predominantly. Housing to be sensitive in scale towards neighbouring properties with primary frontage facing Station Road. Layout of housing to facilitate pedestrian and cycle permeability towards town centre via both routes indicated.
- 6 SOHA housing**
New offices for SOHA housing should be included in any proposed development.
- 7 Prince of Wales pub**
Consider retention as part of overall redevelopment or appropriate relocation in discussion with owners or developers as may be appropriate.
- 8 Lydalls Road Nursery**
Due to safeguarding issues associated with operating a nursery adjacent to a construction site and subsequent overlooking buildings, it is proposed to relocate the nursery to an alternative suitable site as close as possible to the current one.

Station Gateway South - key challenges

— Gateway South site boundary
— Potential station redevelopment



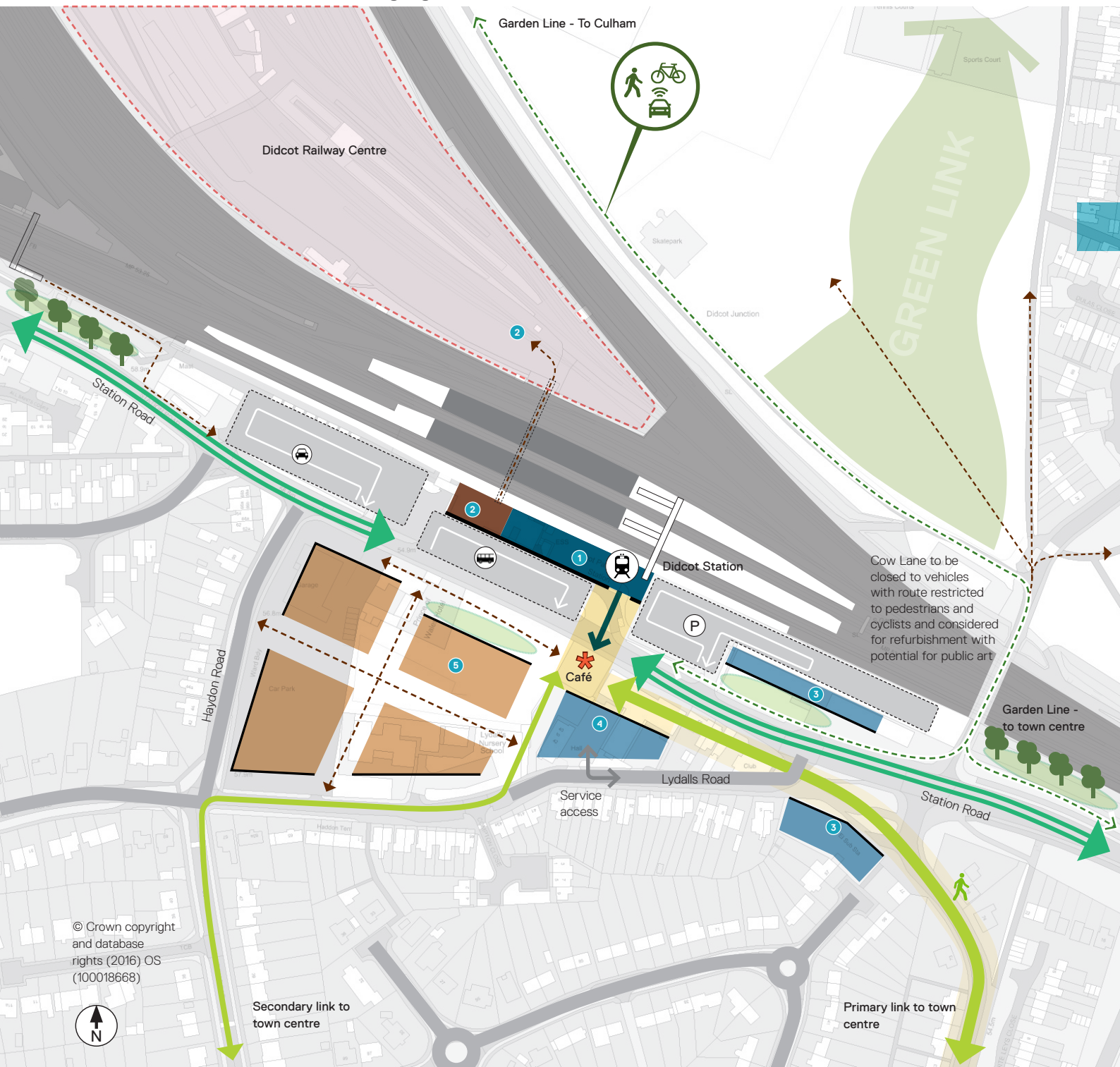


Station Gateway South strategy - 'a better arrival'

Key

- Existing public space
- New public space
- Proposed active frontage
- Proposed primary residential frontage
- Proposed landscape space
- Proposed station arrival space including shared surface at road intersection
- Key links from station to Broadway and town centre
- Gateway Spine
- Garden Line
- Pedestrian link
- Existing taxis and accessible parking
- Existing station parking
- Existing bus drop-off

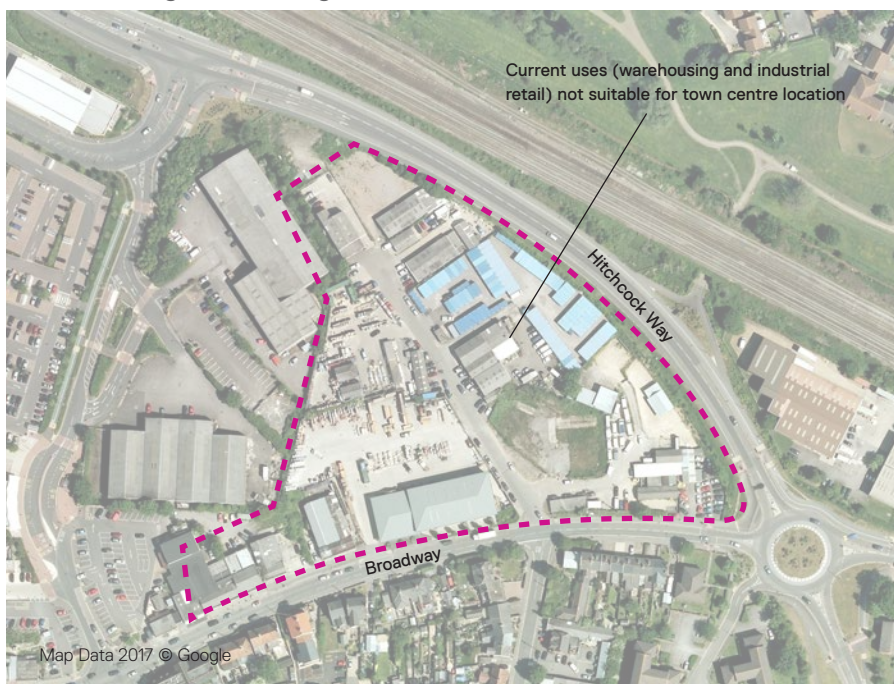
Station Gateway South - design guidance



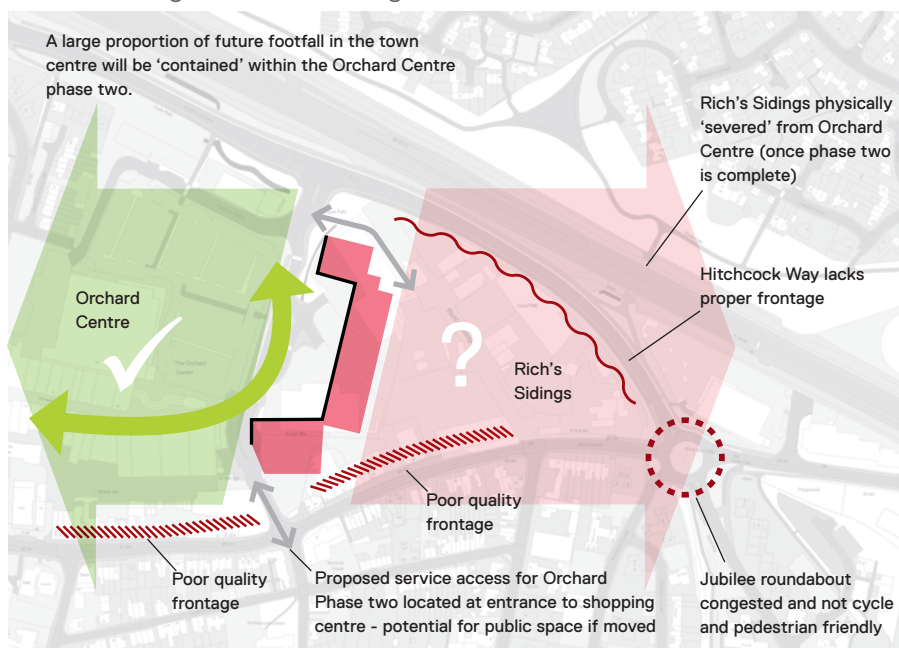
9.5.2 Rich's Sidings

The Rich's Sidings site offers real opportunity to create an appropriate termination to the town centre at its eastern end while serving to complement the offer with a distinct variety of functions that bring value to the town and its people.

Rich's Sidings - existing



Rich's Sidings - key challenges



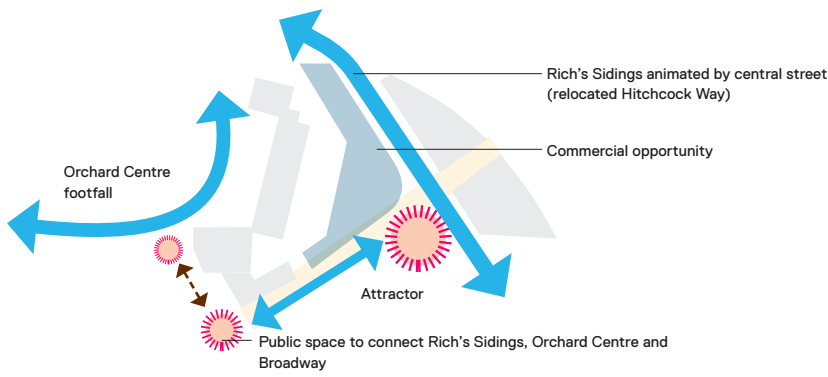
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Guidance

- 1 Hitchcock Way**
Development of Rich's sidings should explore the opportunity to divert Hitchcock Way in order to:

 - Safeguard an area for the potential future relocation of the station (subject to further study)
 - Activate the site by providing a 'street' as the central focus
 - Potentially accommodate buses such that Station Road can remain as pedestrian realm
 - Accommodate a cycle way (Garden Line)
- 2 Jubilee roundabout**
Jubilee Roundabout replaced with a series of signalised junctions (subject to transport modelling), improving connectivity.
- 3 Orchard Centre south entrance**
Potential for future public space and enhanced southern entrance into Orchard Centre phase two. This would require relocation of retail service access and hence further study and engagement with developer would be needed.
- 4 Orchard Centre service access**
Potential to provide alternative service entrance into Orchard Centre phase two.
- 5 Commercial provision**
Rich's Sidings should seek to accommodate new commercial premises. High quality frontage, street definition and overlooking should be provided by new buildings.
- 6 New housing**
Rich's Sidings should seek to accommodate new high quality housing, providing a mix of one, two and three bed apartments predominantly.
- 7 Land safeguarded for future station**
See text on following page.
- 8 Cultural facility**
The site should seek to facilitate a cultural landmark, in order to:

 - Provide a suitable 'termination' to Broadway
 - Provide active frontage onto a public space terminating Broadway
 - Act as an attractor to the site
 - Act as an intermediary between the Rich's Sidings development adjacent residential areas south of Rich's Sidings
 - Help develop Didcot as a destination
- 9 New public square**
To provide a proper termination to Broadway and a focus for the site, a new public square should be provided, overlooked with high quality frontage, and with opportunity for local public art to be explored.

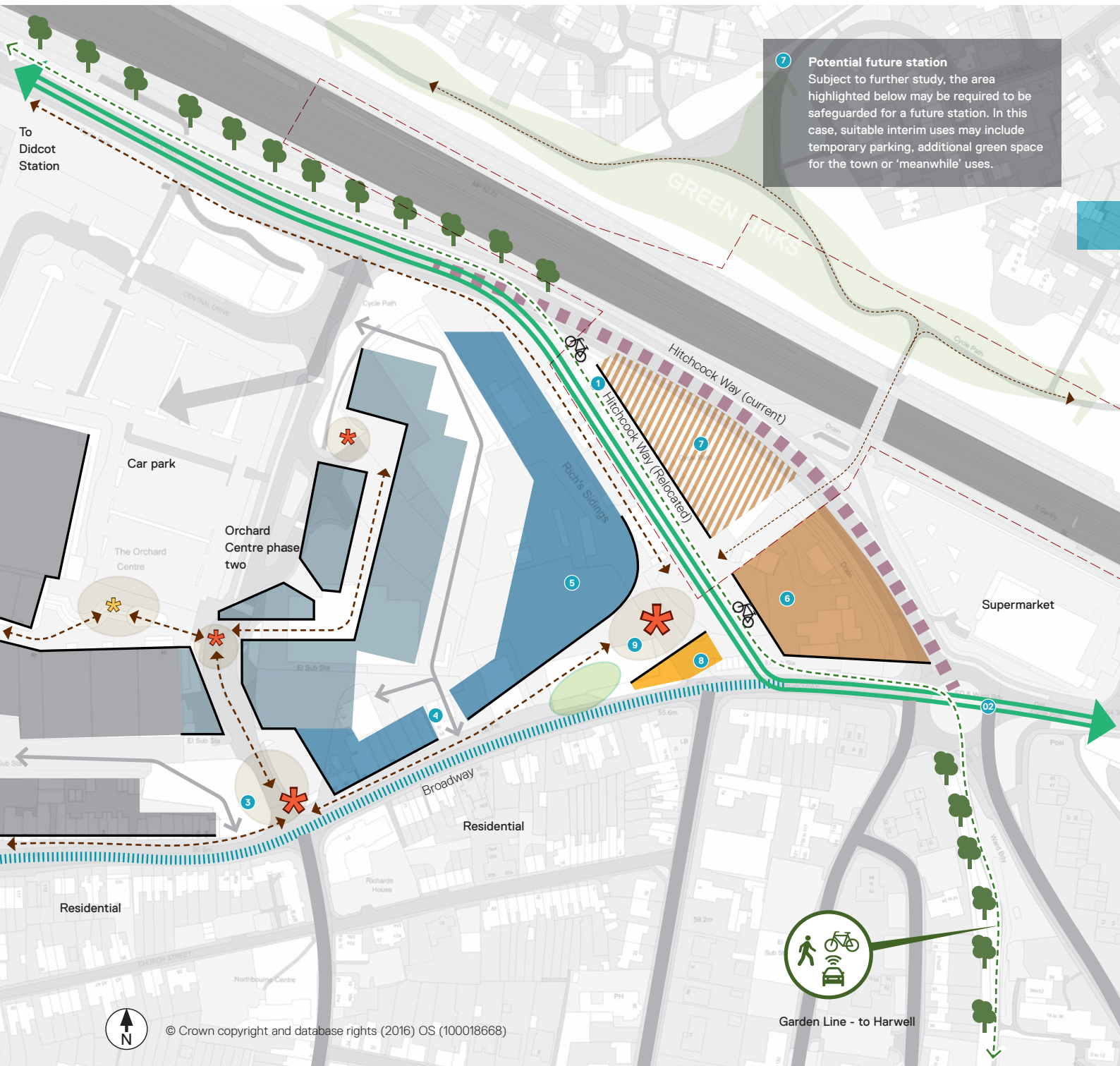


Rich's Sidings strategy

Key

- Existing public space
- New public space
- Existing retail
- Consented retail
- Proposed active frontage
- Proposed primary residential frontage
- Proposed landscape space
- Gateway Spine
- Cultural Spine
- Garden Line
- Pedestrian link
- Land safeguarded for potential future station
- Current location of Hitchcock Way

Design guidance for Rich's Sidings



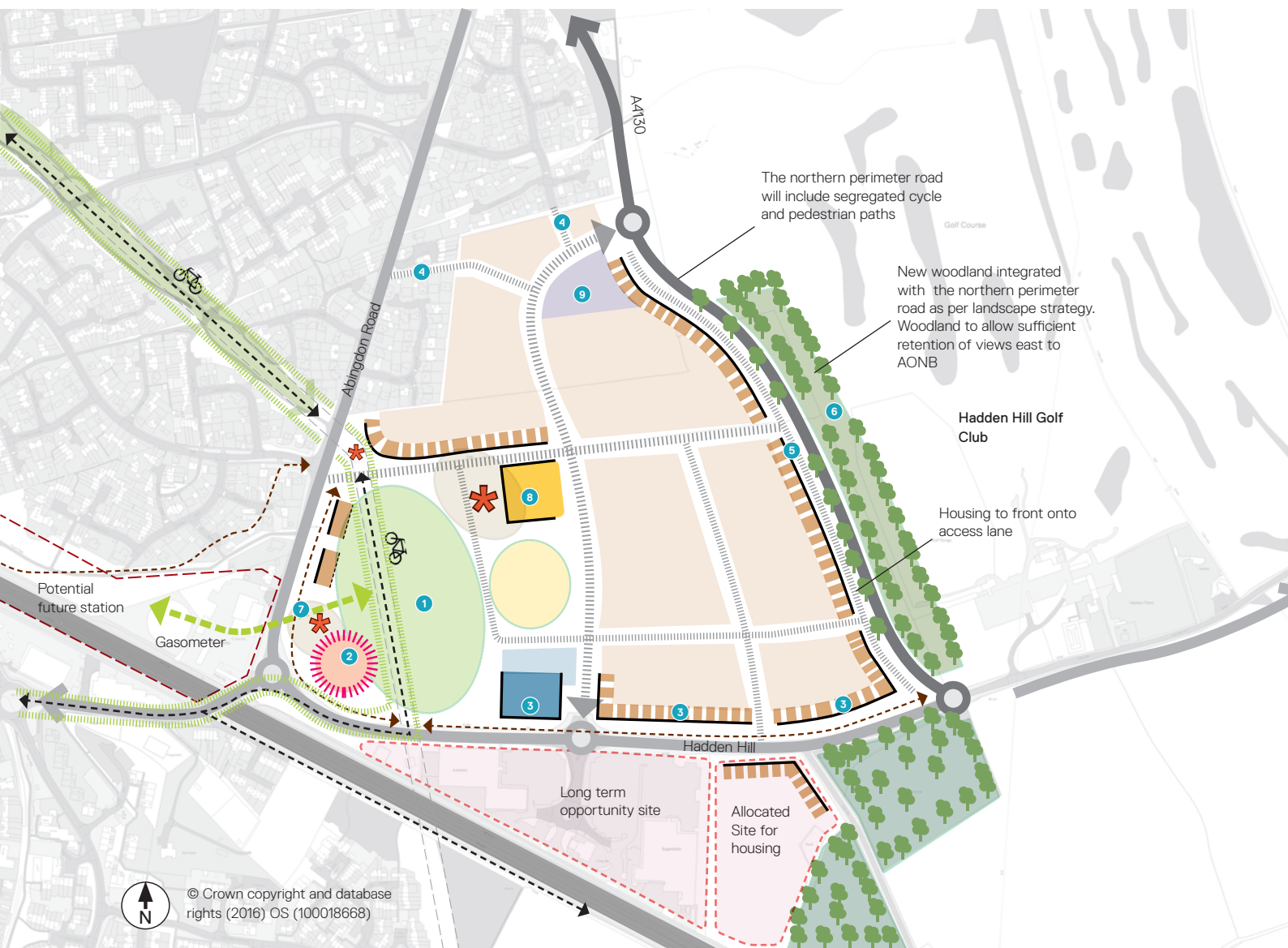
9.5.3 Ladygrove East

The Ladygrove East site has the potential to create a high quality eastern gateway into Didcot. It also offers the opportunity to include an active green space which is accessible from and well connected to the town centre and contribute to housing growth.

- 1 Provision of green space**
Development proposals should seek to provide a green space oriented to the west to address existing green links to the Ladygrove estate and links to the town centre. Impact of electricity pylons on usability and quality of green space to be given further consideration.
- 2 A landmark at Didcot's eastern gateway**
Proposals should seek to accommodate an exemplary building to mark Didcot's eastern gateway. This could potentially have a leisure function associated with the green space provision.
- 3 High quality frontage**
Provision of high quality frontage along Hadden Hill and Abingdon Road to work as a catalyst for potential subsequent development of site located to the south of Hadden Hill.
- 4 Street integration**
New street layout to connect and be well integrated with the existing street network.
- 5 Eastern edge**
Residential development to provide frontage onto eastern perimeter road incorporating side lane for residents.
- 6 Woodland edge**
As per landscape recommendations, a woodland area to be incorporated east of the northern perimeter road.
- 7 Future station connection**
Consideration to be given towards the need to safeguard a future connection from the site to Didcot Station, should it be relocated to the gasometer site adjacent.
- 8 Local centre**
Location of local centre to take into account walking distances and accessibility from new neighbourhoods, and provide a degree of activation of green space.

Key

- New public space
- Proposed commercial frontage
- Proposed residential frontage
- Proposed neighbourhood centre
- Proposed new streets
- Northern perimeter road
- Key pedestrian links
- Key cycle and pedestrian links
- Proposed landscape space
- Land safeguarded for potential future station
- Future connection to potential relocated station to be safeguarded - subject to station feasibility study
- Landmark/ landform or sculpture to help arrival and identity
- Proposed allotments
- Green corridor



9.5.4 Guidance for further sites

↔ East-west movement corridor - including Science Bridge

The east-west movement spine is comprised of the A4130 and a two major proposed infrastructure projects, the Science Bridge plus new link road via Didcot A power station and the Northern perimeter road extension.

Science Bridge

A new Science Bridge will connect South West Didcot to North West Didcot, facilitating better traffic flow around the town and better access to Milton Park. The Science Bridge will be an important and highly visible new feature in Didcot. It is recommended that the bridge be designed with appropriate segregated provision for cyclists and pedestrians, and that a design review panel for Didcot is consulted at the early stages of the project to review the appearance of the bridge and integration with its surroundings.

Northern perimeter road extension

This road will facilitate better traffic flows and alleviate traffic on Abingdon Road, and will include segregated cycle and pedestrian paths. Consideration should be given to the integration of this road with Ladygrove East development proposals - see previous page for detail.

Existing A4130 - North East Didcot

Currently the A4130 is built to highway standards and aids in facilitating vehicular flow with little regard for pedestrian and cycle traffic. Didcot Garden Town aims to facilitate movement for all modes of transport. This would require these roads to be upgraded to accommodate pedestrians and cyclists along its length and at crossing points appropriate to the predominantly residential context.

D-Tech

Proposals should seek to:

- Implement or safeguard future cycle connections and green links through the site as defined by infrastructure strategy
- Provide high quality and appropriate frontage onto The A4130
- Safeguard a route for potential future River Thames Crossing - refer to infrastructure strategy for detail

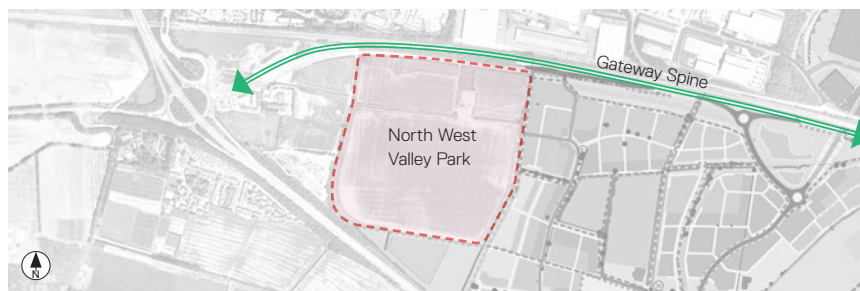
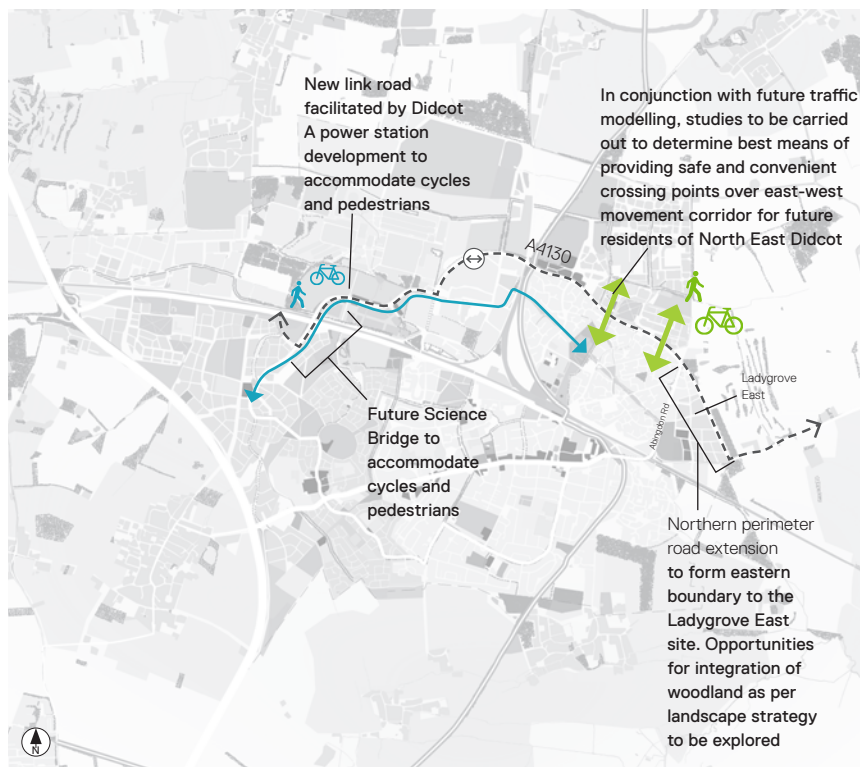
Land West of North East Didcot

Proposals should seek to:

- Examine opportunities to incorporate a flood alleviation scheme in conjunction with Moor Ditch - refer to recommendations made in Appendix J - Flood risk and sustainable drainage strategic Initiatives"
- Accommodate Blue Infrastructure proposals as outlined in chapter 8.3.8 which may include a natural braided channel. This could possibly happen in conjunction with works to upgrade cycle infrastructure along the Garden Line

North West Valley Park

- Refer to chapter 8 for recommendations in respect of green and blue infrastructure
- It is recommended that proposals for this sizable and important site involve the advice of a design review panel for the garden town from an early stage
- See also Gateway Spine masterplan in chapter 9.4.4



9.6 Phasing

9.6.1 Phasing

Didcot's growth will be an evolutionary process which will happen incrementally over many years, with the timing of its delivery influenced by a range of factors. The phasing strategy shows an initial understanding of the potential implementation of the masterplan, broadly delivered in three phases: near, medium and long term.

The Didcot Garden Town masterplan will take shape incrementally over a period of 14 years, with some aspirational projects likely to take shape beyond this period. It is important that a degree of flexibility

is built into its delivery. This flexibility allowing for changing economic cycles, market demands and availability of funding. To allow for this flexibility, the growth of the town has been considered

across three broad phases: near term, medium term and long term, with a number of key development sites, landscape and infrastructure projects identified within each phase.

Didcot today



Near term phase - 2016 - 2026

These can be classified as ‘quick wins’ owing to a degree of certainty in their development potential, and based upon consideration of the following:

- level of investment required
- Council priority
- developer/ land owner engagement
- overall demand/ need

It is anticipated for some to function as catalysts for future development, improving the viability of medium and long term projects by bringing increased value and investment into Didcot.

Existing areas

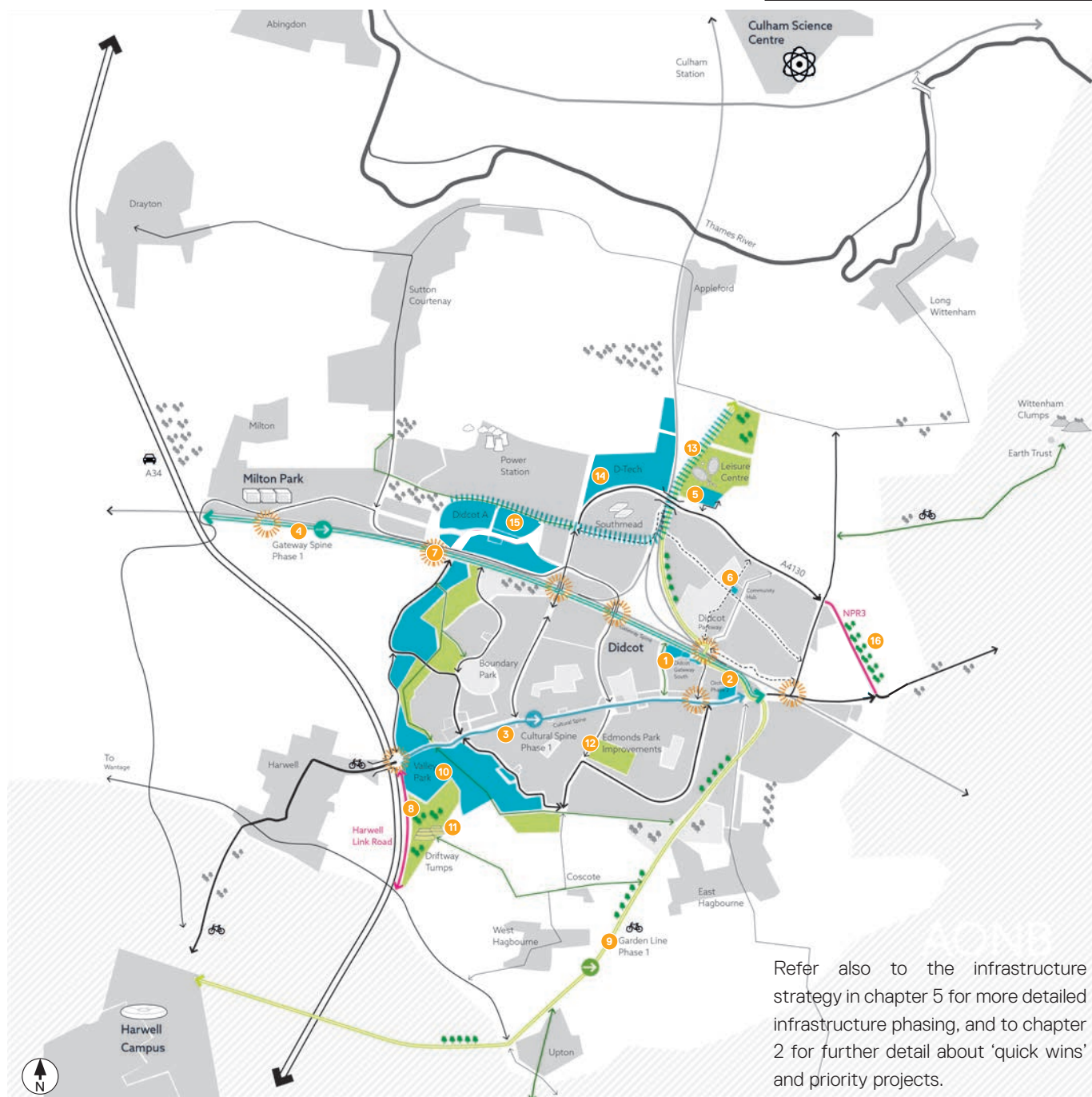
- Existing built areas
- Existing green spaces
- Existing green links

Proposed development in this phase

- Built development
- Green spaces
- Major infrastructure projects (refer to infrastructure phasing in chapter 5 for details of further infrastructure projects not shown here)
- Key green links (all green links not shown)
- Public art programme (locations indicative)
- Roads (not shown separated by phase)

Key projects

- Didcot Gateway South
- Orchard Centre phase two
- Cultural Spine phase one Improvements
- Gateway Spine phase one Improvements
- Didcot Leisure Centre
- Community hub (location to be determined)
- Public art programme (locations to be determined)
- Harwell link road
- The Garden Line phase one (cycle and pedestrian improvements to Harwell Campus)
- Valley Park early phases (area shown indicatively)
- Driftway Tumps
- Improvements to Edmonds Park and other existing green spaces (refer to landscape strategy)
- Moor Ditch restoration
- D-Tech (first phase)
- Didcot A power station
- Didcot northern perimeter road extension



Refer also to the infrastructure strategy in chapter 5 for more detailed infrastructure phasing, and to chapter 2 for further detail about ‘quick wins’ and priority projects.

Medium term phase - 2016 - 2031

These are projects either undefined in their degree of certainty, necessitating a greater investment, or of a large scale requiring a longer time-scale for implementation.

Existing areas

- Existing built areas
- Existing green spaces
- Existing green links

Proposed development in this phase

- Built development
- Green spaces
- Major infrastructure projects (refer to infrastructure phasing in chapter 5 for details of further infrastructure projects not shown here)
- Key green links (all green links not shown)
- Roads (not shown separated by phase)

Key Projects

- 1 Valley Park later phases (area shown indicatively)
- 2 Milton Interchange
- 3 D-Tech (final phases)
- 4 North East Didcot
- 5 Science Bridge
- 6 Didcot A (final phases)
- 7 Ladygrove East
- 8 Railway museum upgrade
- 9 Rich's Sidings
- 10 Milton Nature Reserve
- 11 North West Valley Park
- 12 Cultural Spine phase two improvements
- 13 Gateway Spine phase two improvements
- 14 The Garden Line phase two (cycle and pedestrian improvements to Culham Science Centre)



Long term phase - 2026 - 2031+

Some of these are aspirational projects that will help to reinforce the quality and character of the garden town. It is expected that with time and investment, these projects will become viable and deliverable.

Existing areas

- Existing built areas
- Existing green spaces
- Existing green links

Proposed development in this phase

- Built development
- Green spaces
- Major infrastructure projects (refer to infrastructure phasing in chapter 5 for details of further infrastructure projects not shown here)
- Key green links (all green links not shown)
- Roads (not shown separated by phase)

Key Projects

- 1 Appleford Nature Park
- 2 Land west of North East Didcot
- 3 Vauxhall Barracks
- 4 New Thames Crossing (location TBC)
- 5 Garden Line phase three - development for autonomous vehicles/ overhead transportation system
- 6 Didcot power station site (possible site for a new gas fired power station and advanced technology energy park)



9.7

A design review panel for
Didcot



9.7.1 A design review panel for Didcot

A significant function of the garden town is to establish mechanisms for quality control, ensuring that the principles of the garden town masterplan are adhered to and delivered. Establishing a design review panel to provide impartial advice on proposed development presents a good option to support the quality of design, aligned to the masterplan framework.

To aid in the implementation of the garden town masterplan and ensure that development sites adhere to its principles, it is advisable to consider the setting up a design review panel.

Design review panels are particularly beneficial as they provide impartial external advice on the design of a scheme and its performance when measured against the masterplan and its principles. They also help to improve the quality of schemes and provide excellent opportunities for raising difficult questions, and are of great benefit to the success of each scheme in fulfilling aspirations.

It is considered that only sites of a certain size and strategic importance need to be reviewed by the panel. This would help regulate the number of design reviews required and ensure that only sites that are critical to the delivery of the garden town are considered.

Generally, it is recommended that applicants should participate in design reviews at three different stages in the design process:

1. At the laying out stage to define strategic objectives
 1. On embarking on elevation and street design
2. At detailed design stage

It is important to carefully consider the make of the panel. Usually, the design review panel comprises of independent and impartial group of volunteer built

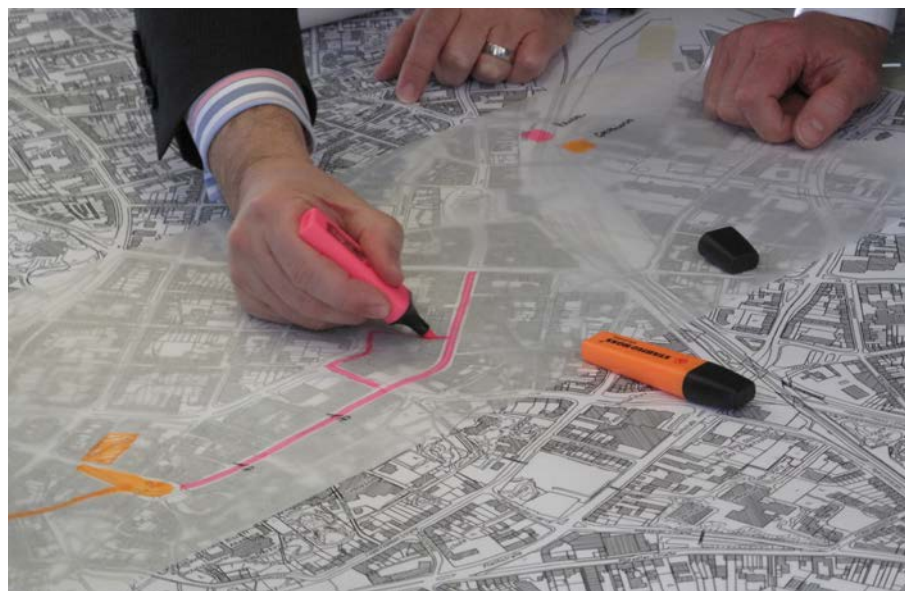
environment experts, recognised for their talents and wide range of experience. The panel is organised by the Design Review Panel (www.designreviewpanel.co.uk) and sits independently to the local planning authority.

The design review panel would:

- Offer applicants and their design teams clear and constructive comments and guidance on schemes, aiding their improvement, but not to fundamentally redesign them
- Advise and empower the decision makers on how to improve design quality, so as to meet the needs of their communities and stakeholders
- Support decision makers in resisting poorly designed schemes
- Support applicants and decision makers in gaining planning approval for well-designed schemes

Setting up a design review panel as described will help raise the quality of the applications submitted for housing development in Didcot Garden Town. With suitable publicity of schemes reviewed and design accolades awarded to those with exceptional design quality this sends a strong message to developers that design is an important criteria and that low standards will not result in consented schemes.

Further information on setting up a design review panel can be sought via the Design Council guidance document “Design Review, Principles and Practice”, 2013. Once established, ongoing management could be integrated as part of the governance structure of the garden town.



9.8

Progressing the masterplan

9.8.1 Progressing the masterplan

The publication of the garden town delivery plan marks the beginning of the process of implementation.

It is critical that the delivery of the masterplan does not lose momentum following the publication of the delivery plan. To ensure this does not happen, implementation has been at the heart of the delivery plan.

The garden town masterplan is visionary and aspirational yet it is recognised that it is not a rigid blueprint for design and development. Rather it sets the context for individual projects to come forward by adopting a balanced degree of flexibility and adaptability within a broad framework. The success of the masterplan will ultimately depend on the delivery of high quality design at a more detailed level.

Given the masterplan will be delivered over a period of 15 years, this flexibility is critical to allow for economic cycles, changes in technology requirements, ownership, and governance to occur while ensuring the principles of the masterplan lives on and continues through delivery.

The phasing strategy accompanying the masterplan is critical in identifying projects that can be delivered early. Such projects no matter how small, if delivered to a high standard can help instil investor and community confidence in the masterplan, change the perception of Didcot, set a benchmark for quality and be a catalyst for further development.

The garden town masterplan is accompanied by a list of quick wins, medium and long term projects, and it is this careful prioritising that will

begin to give way to the success of the masterplan.

The following list sets out a number of key steps that are critical to the ongoing delivery of the masterplan:

Design codes

Whilst the masterplan has set down the broad framework for growth, it is the quality of the projects that will be critical to its success. To ensure quality in design and detail, it is helpful for the masterplan to be accompanied by a set of design codes. This is particularly critical to the Didcot masterplan given large areas of land have already gained consent setting their broad parameters. Design codes can assist in ensuring that the detailed delivery of the ensuing phases is to a high quality.

Extant consent engagement

Further to design codes, it is critical to establish an engagement process with consented sites to ensure work collaboratively to integrate the garden town principles and aims where possible.

The following are some of the masterplan recommendations that could be delivered through the consented projects:

North East Didcot

- Role in facilitating the Garden Line
- Better pedestrian crossings over the A4130
- Improved frontage to the northern perimeter road for an improved street environment

Valley Park

- Proposed additional green spaces including Driftway Tumps
- Proposed green links
- Improved street hierarchy for better legibility and wayfinding

Orchard Centre

- Interface with Rich's Sidings and potential public space to the south on Broadway

Further to this, during the Didcot Garden Town masterplan process, comments were received from external stakeholders which should be brought forward to developers of consented sites. This will help ensure that developers are encouraged to meaningfully engage with external stakeholders (for example, Sport England) at the detailed design stage, such that comments can be taken on board.

Development of strategies

The masterplan makes a number of recommendations that would benefit from further testing through the development of strategies. Some of these are:

Retail strategy

To test recommendations such as providing support to independent retailers and small businesses as a balance to retail being delivered as part of Orchard Centre phase two.

Parking strategy

To test the option for reconfiguration of parking along Broadway and also to determine best sites for parking allocation ensuring that this does not dominate the public spaces with large areas of parking.

Public art strategy

The masterplan makes recommendations for the inclusion of public art as a means towards revitalising areas such as underpasses, public spaces, gateways and reinforcement of character areas. Inclusion of public art needs to be tested within a wider public art strategy to ensure consistency across the town.

Detailed cycle strategy

Encouraging and reinforcing cycling as an alternate means of transport has been a major aim within the masterplan, with the identification of a network of safe cycling routes. To ensure robustness in this network, it should be tested through an appropriate cycling strategy that would complement the wider Science Vale cycle strategy. Such a strategy would work to identify quick wins and help to build an evidence base.

Public spaces strategy

In addition to public art, a public spaces strategy would help to set the standards for landscape and public space improvements across the town. Embedded within this would be a wayfinding and signage strategy to encourage intuitive wayfinding across Didcot.

Transport modelling

Many of the recommendations within the masterplan are subject to detailed transport modelling, including the closure of Cow Lane to vehicular traffic, the potential for traffic calming of Station Road, and the potential to close parts of Broadway on market days for improved pedestrian environment, to name a few.

Stakeholder engagement

Key to the success of the masterplan is ongoing engagement with stakeholders, the community and interested parties. Many of the recommendations within the masterplan need a meaningful dialogue to be established so that delivery strategies and options can be discussed and aims and aspirations can be aligned. In addition to the consented sites identified above, the following projects would benefit from such a dialogue:

Didcot Railway Centre

Explore ideas regarding how the centre can become an intrinsic part of the masterplan with strategies for further development of the museum.

Didcot Leisure Centre

Engagement with parties involved with the leisure centre such as the providers, the investors and the developers will be key to ensure quality in delivery.

Appleford landfill

Consider long term plans for development.

Wittenham Clumps

Consider how a new cycle link could connect to Didcot.

Rich's Sidings

Given that this site is an intrinsic part of the town centre masterplan, it will be useful to discuss strategies for redevelopment and relocation.

Feasibility studies

A number of recommendations within the masterplan are subject to further detailed study to determine capacity

and feasibility such as:

- Station study to determine options for upgrade and potential relocation
- The Garden Line study to determine viability and to enable discussions with landowners, Harwell Campus and Culham Science Centre, stakeholders, relevant organisations and residents to name a few. Such a study would also look at the physical viability of the route highlighting pinch points and would consider options for implementation and funding
- Cultural Spine study to determine the overall viability and to highlight key early win projects. This would be supported by a public spaces strategy developed through engagement with local residents, the retailers and owners of identified opportunity sites
- Gateway Spine study to consider viability with specific input on flooding, traffic modelling and highway engineering

Design briefs

Development of design briefs for sites critical to the delivery of the garden town masterplan to ensure eventual development adheres to the established principles. These sites would include Rich's Sidings, Ladygrove East and potentially Didcot A power station.

Design review panel sites

The establishment of a design review panel has already been considered. This would be helpful in the design development of a number of sites such as D-Tech, North West Valley Park, Ladygrove East and also in the consideration of detailed phases of Valley Park and North East Didcot.

