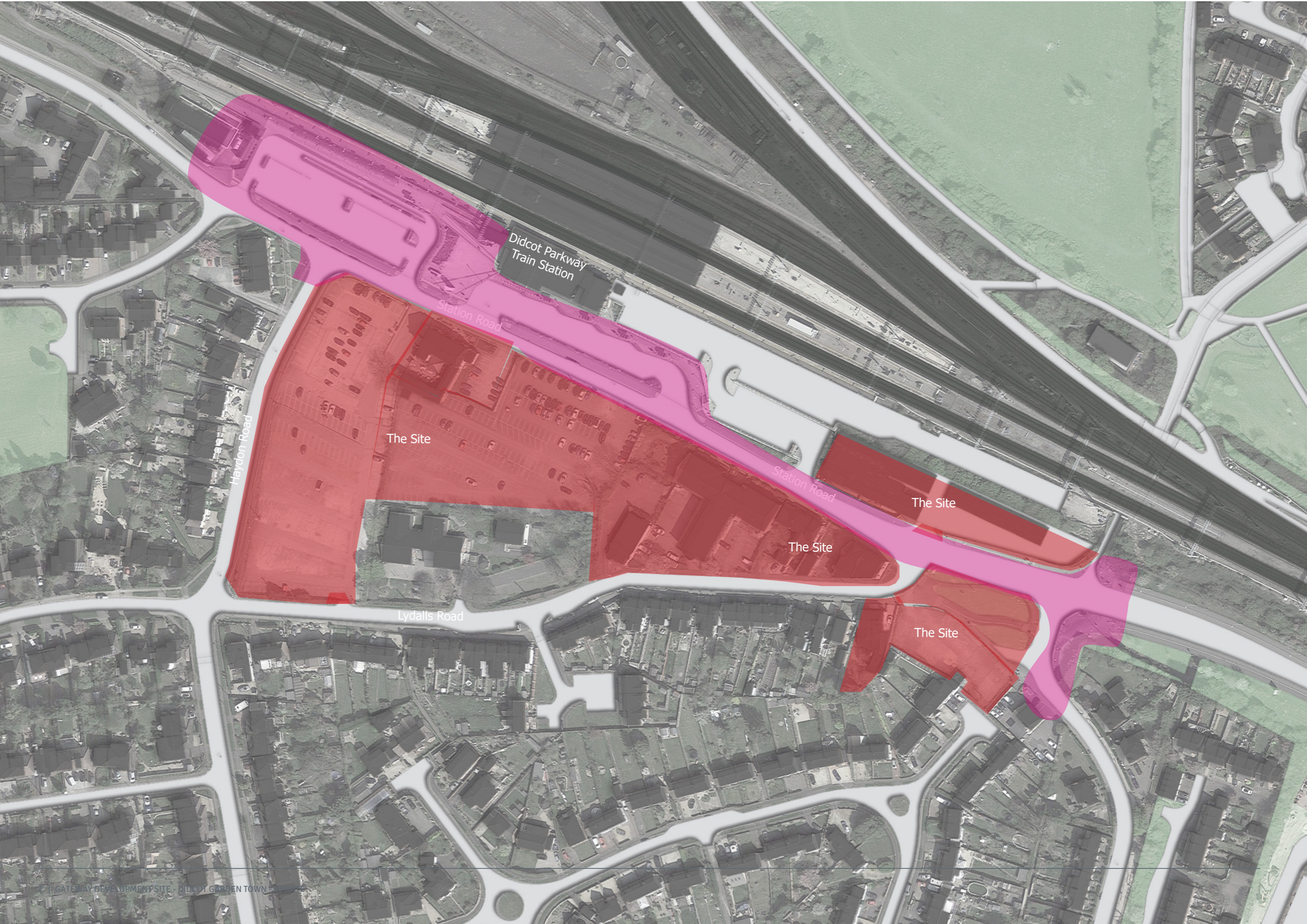


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# DIDCOT GATEWAY

GATEWAY DEVELOPMENT SITE - MASTERPLAN

DIDCOT TOWN COUNCIL - MONDAY 01ST NOVEMBER 2021



Didcot Parkway  
Train Station

Station Road

Haydon Road

The Site

Station Road

The Site

The Site

Lydalls Road

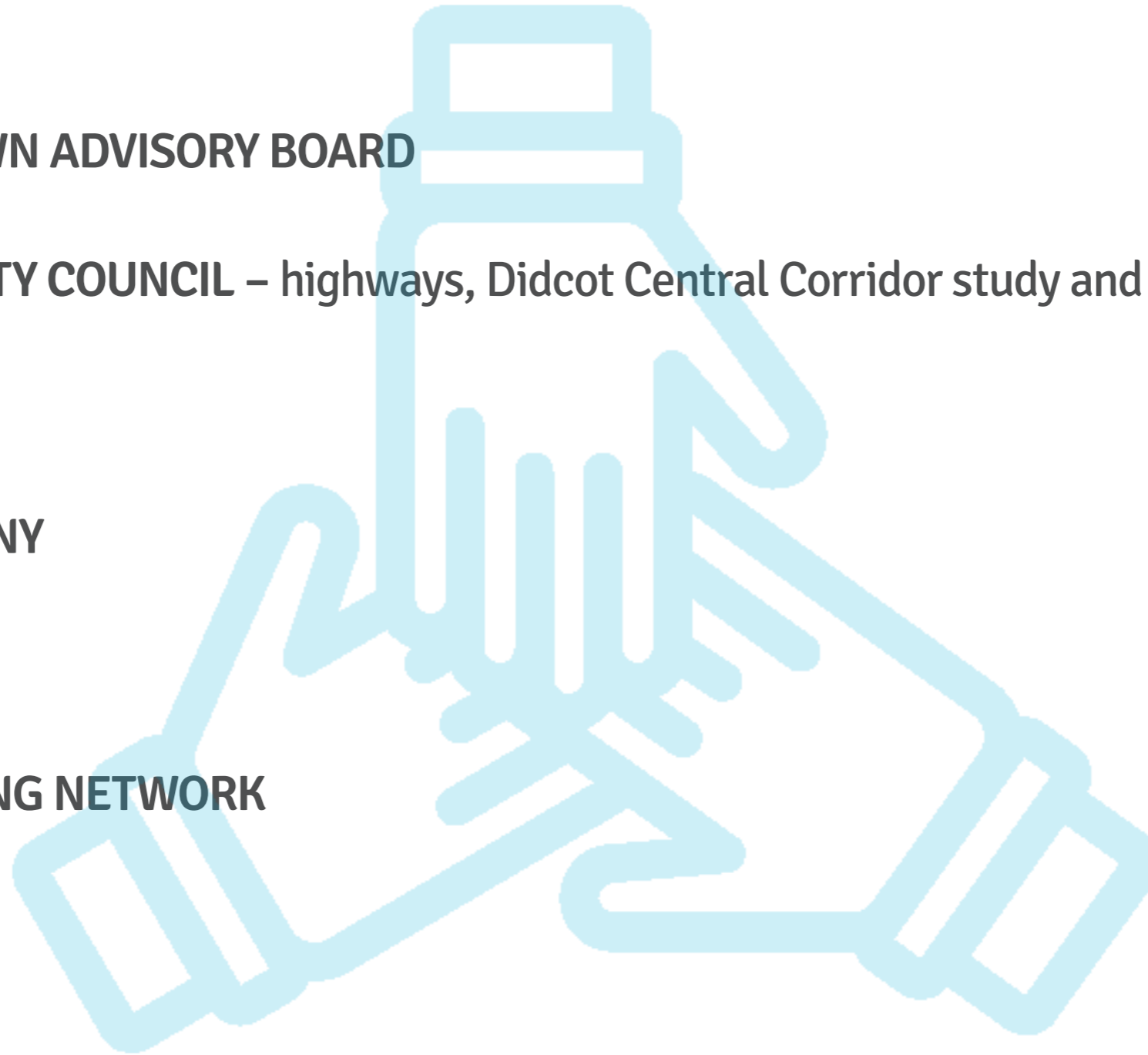
The Site

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## STAKEHOLDER ENGAGEMENT

We have engaged with a variety of key stakeholders, including:

- **DIDCOT GARDEN TOWN ADVISORY BOARD**
- **OXFORDSHIRE COUNTY COUNCIL** – highways, Didcot Central Corridor study and public transport teams
- **GWR**
- **OXFORD BUS COMPANY**
- **NETWORK RAIL**
- **OXFORDSHIRE CYCLING NETWORK**
- **HARBUG**
- **GREENE KING**



# PROPOSALS

# CONCEPT PLAN PRINCIPLES

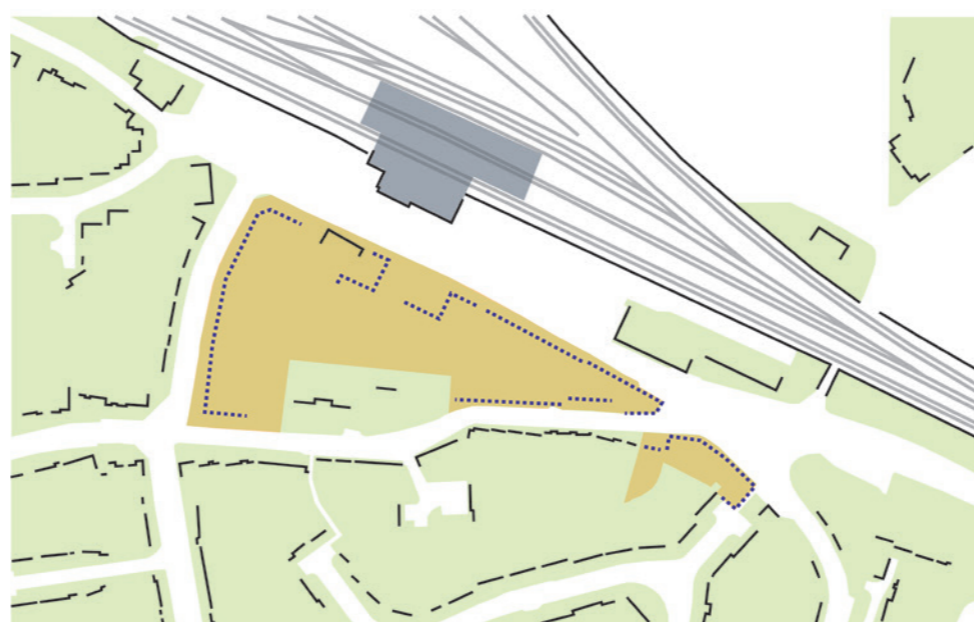
## 1) EXISTING AND DEMOLISHED CONTAINMENT

Poor overall spatial containment in immediate surroundings to Station



## 2) PROPOSED CONTAINMENT

Proposals to create clear spatial containment to define Station approach and routes into town centre



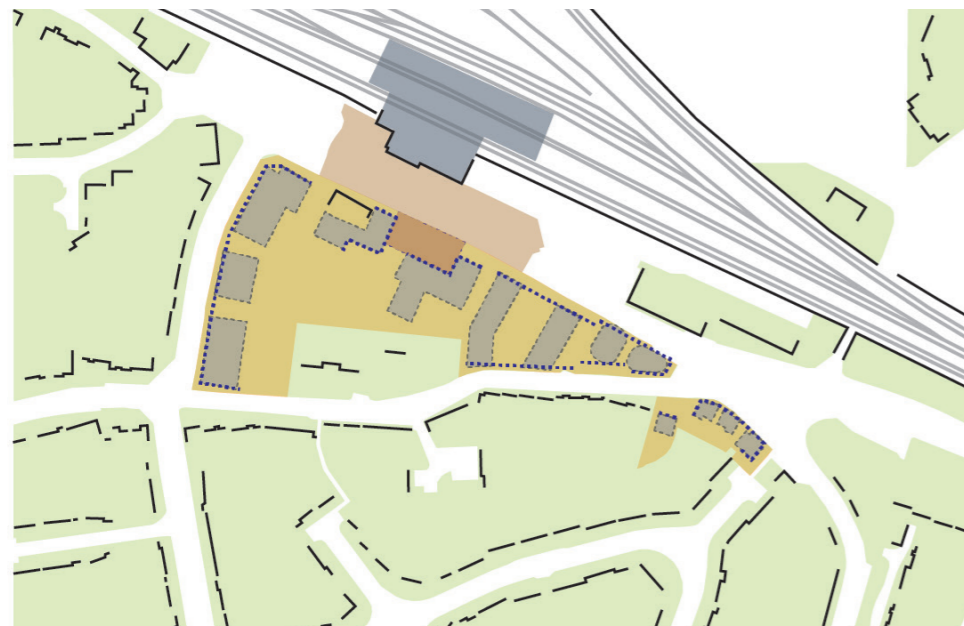
## 3) CONSOLIDATE PUBLIC SPACE

Public realm outside station linked over Station Road to new Civic Space



## 4) NEW BUILDINGS

New buildings on Station Road with variety create a positive pedestrian and cyclist experiences as well as views from railway



## 5) GREEN SPACE

New and enhanced network of high quality green spaces



## 5) SUSTAINABLE TRANSPORT

Enhanced Cycle connectivity between East and west and interchange with other train and bus services at the station



# CONCEPT PLAN

## DELIVERY OF HIGH QUALITY DEVELOPMENT WITH A STRONG SENSE OF PLACE.

1. A new gateway to east and west of the site
2. Strong containment with active frontages and natural surveillance.
3. A new civic space addressing the Station entrance.
4. Retained historic built fabric.
5. Range of built form along station road.
6. Mixed uses including cafe and office space.
7. Network of green spaces through the development.
8. Changed character of Station road to prioritise pedestrian and cycle environment with cycle connectivity established between east and west.
9. New bus lay-byes for west bound services improving the function and efficiency of the transport interchange at the station.
10. Proposed live departure boards linking bus and rail transport.
11. Built form used to signal key routes to town centre destinations of the Broadway and the Orchard Centre.



- Legend**
- Railway
  - Cycle Connectivity
  - Green Spaces
  - Public Space
  - Existing Containment
  - Proposed Containment

# ILLUSTRATIVE AERIAL VIEW



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## ILLUSTRATIVE STREET VIEW





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ILLUSTRATIVE STREET VIEW



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## ILLUSTRATIVE STREET VIEW



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ILLUSTRATIVE STREET VIEW



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## ILLUSTRATIVE STREET VIEW



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ILLUSTRATIVE STREET VIEW

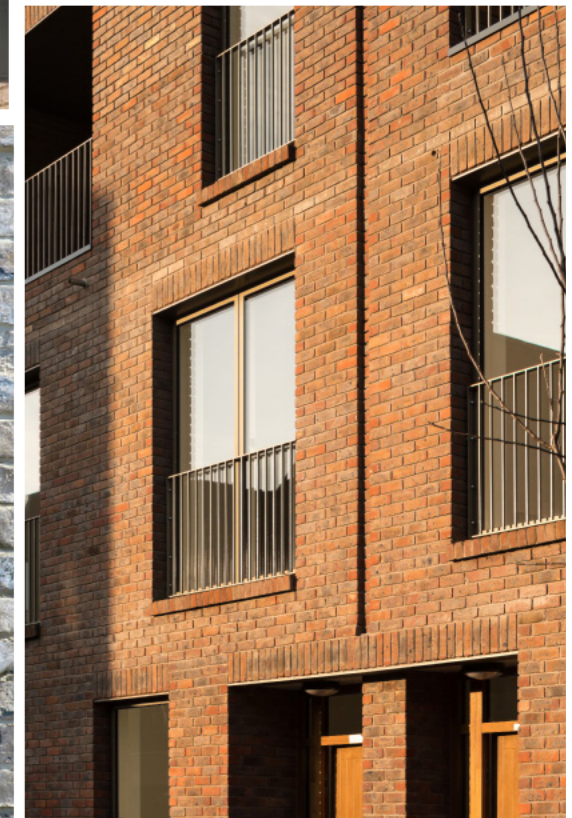
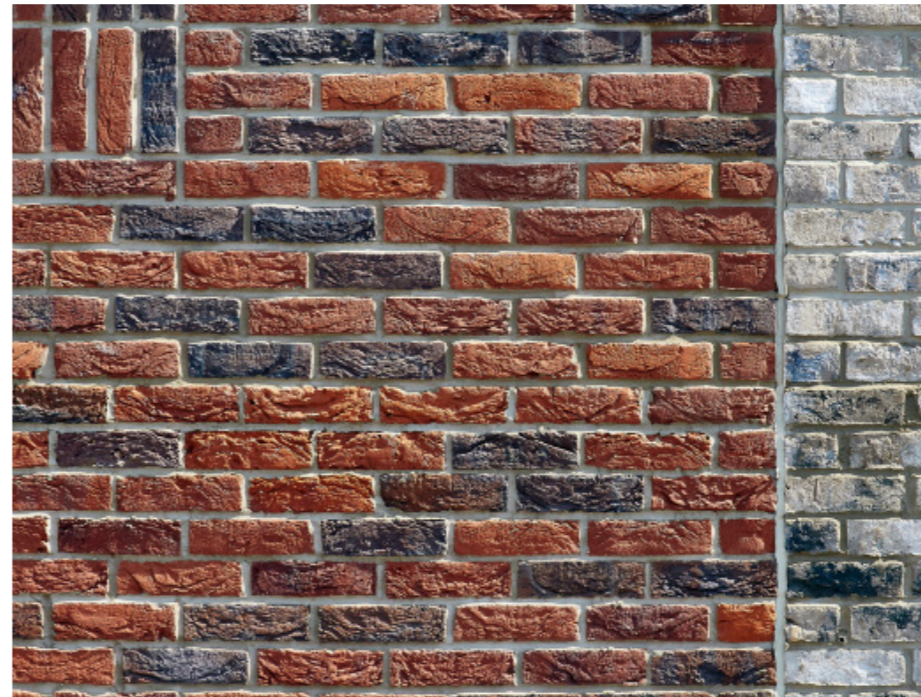
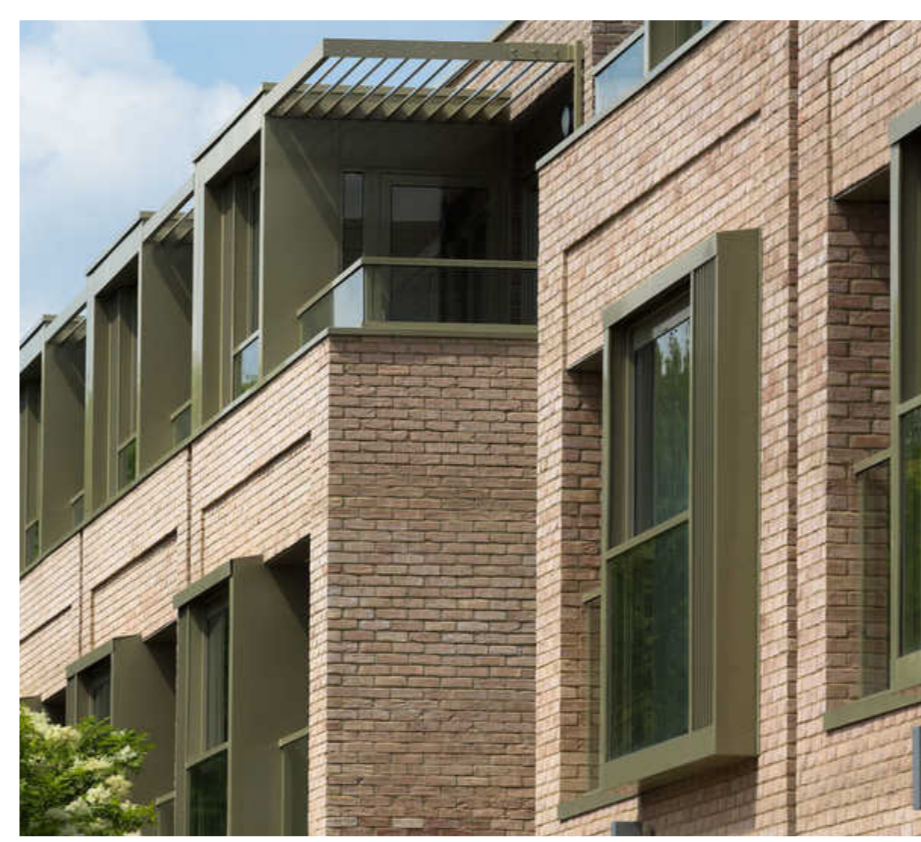


## APPEARANCE

The palette of materials for the buildings have been chosen for their quality and robustness.

The material palette takes reference from the wider area. This has informed the use of a red brick for most of the elevation, this is complemented by a red/grey brick used to create features and add articulation to the facades.

The upper storeys are set back from the building line to minimize visual impact on views of the building whilst creating a clearly defined top storey with enhanced terraces for resident, and potential to reference railway architecture..

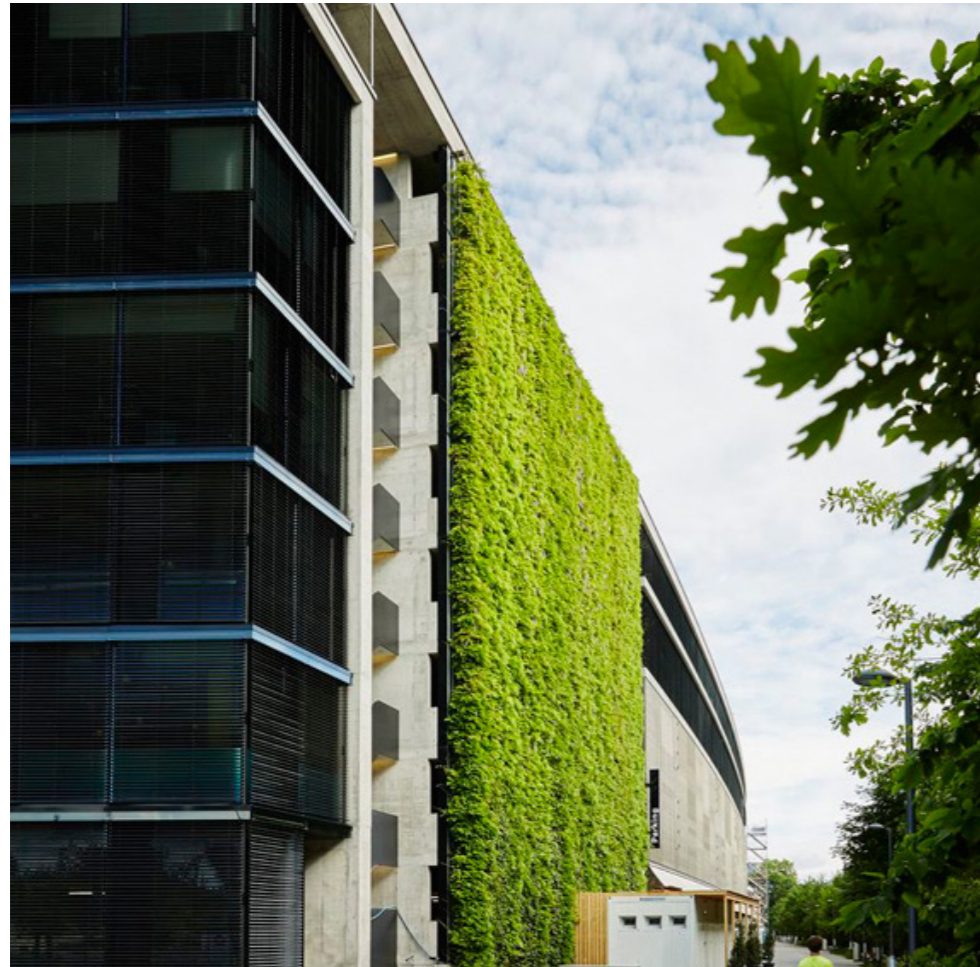


## APPEARANCE

To enhance the Garden Town aspirations, we are using green wall systems in the design.

Green Wall system uses a combination of high-quality stainless steel ropes, rods and mesh, enabling you to create an elegant, robust, environmentally-friendly and cost-effective green wall structure that supports plant growth.

Not only help to improve the overall appearance of a building, but they also help to regulate its temperature, reduce noise and protect the façade. They help to green our cities and urban areas and provide cleaner air.



# QUESTIONS?