


— Planning Application Boundary  
 - - - Current Ownership Boundary  
 red line is displayed above the blue line

0 20m 100m

  
**ORCHARD CENTRE DDCOT  
 EXISTING SITE  
 PLANNING APPLICATION BOUNDARY**

Scale:	1:2000@A3	Date:	23.03.2015	Drawn by:	MZ	Company:	CT	Client:	OS	Staff:	(02)	Level:	XX	Number:	001	Revision:	04
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ARCHITECTS  
**Chapman Taylor**  
 Chapman Taylor LLP  
 Architects Masterplanners Designers

**Hammerson**

Appendix 1

## Appendix 2

## List of documents and plans

Planning application form	
<p>Drawing nos:</p> <ul style="list-style-type: none"> <li>• 002 – existing site</li> <li>• 001 – planning application boundary</li> <li>• 003 – option 3A Masterplan</li> <li>• 001 – Option 3A site plan</li> <li>• 004 – existing site demolition</li> <li>• 0001 – GA plan ground floor</li> <li>• 0002 – GA plan mezzanine floor</li> <li>• 0003 – GA plan roof floor</li> <li>• 0004 – Elevations main street view from car park D-E-f</li> <li>• 0005 – Elevations town square H, J, K, C Block D</li> <li>• 0006 – Elevations kiosk block B1 &amp; unit 024</li> <li>• 0007 – Elevation block B2</li> <li>• 0008 – Back elevations B Elevation O,P,Q</li> <li>• Long sections blocks B1, B2, C, D</li> <li>• 0010 – Cross section</li> <li>• 0011 – M&amp;S elevations south &amp; west</li> <li>• 0012 – M&amp;S elevation north &amp; east</li> <li>• 0013 – Block B typical shopfront &amp; unit 24 typical shopfront</li> <li>• 0014 – typical shopfront block c</li> <li>• 0015 – typical façade town square</li> <li>• 0016 – long site sections</li> <li>• 005 – existing site elevations</li> <li>• HED.1147.100.002 – landscape masterplan</li> <li>• HED.1147.100.003 – tree removal plan</li> <li>• HED.1147.200.007 – Station Road car park &amp; bus way</li> <li>• HED.1147.200.008 – Landscape proposals Station Road car park</li> <li>• HED.1147.200.009 – Landscape proposals Orchard Centre</li> <li>• HED.1147.200.010 – Landscape proposals food store &amp; pavilion kiosk</li> <li>• HED.1147.200.011 – Landscape proposals Orchard Centre</li> <li>• HED.1147.200.012 – Landscape proposals restaurant quarter</li> <li>• HED.1147.200.013 – Landscape proposal southern car park</li> <li>• HED.1147.200.020 – Landscape proposal plan sheet 1 of 4</li> </ul>	

<ul style="list-style-type: none"> <li>• HED.1147.200.021 – Landscape proposals plan sheet 2 of 4</li> <li>• HED.1147.200.022 – Landscape proposal plan sheet 3 of 4</li> <li>• HED.1147.200.023 – Landscape proposal plan sheet 4 of 4</li> </ul>	
Planning & retail statement	
Design & Access Statement	
Consultation Statement	
Transport Assessment including Framework Travel Plan	
Environmental Statement including: <ul style="list-style-type: none"> <li>• Townscape &amp; Visual Impact</li> <li>• Traffic &amp; Transport</li> <li>• Socio-economic</li> <li>• Noise &amp; Vibration</li> <li>• Air quality</li> <li>• Biodiversity</li> <li>• Cultural heritage</li> <li>• Surface Water Drainage &amp; Flooding</li> <li>• Ground conditions and contamination</li> </ul>	

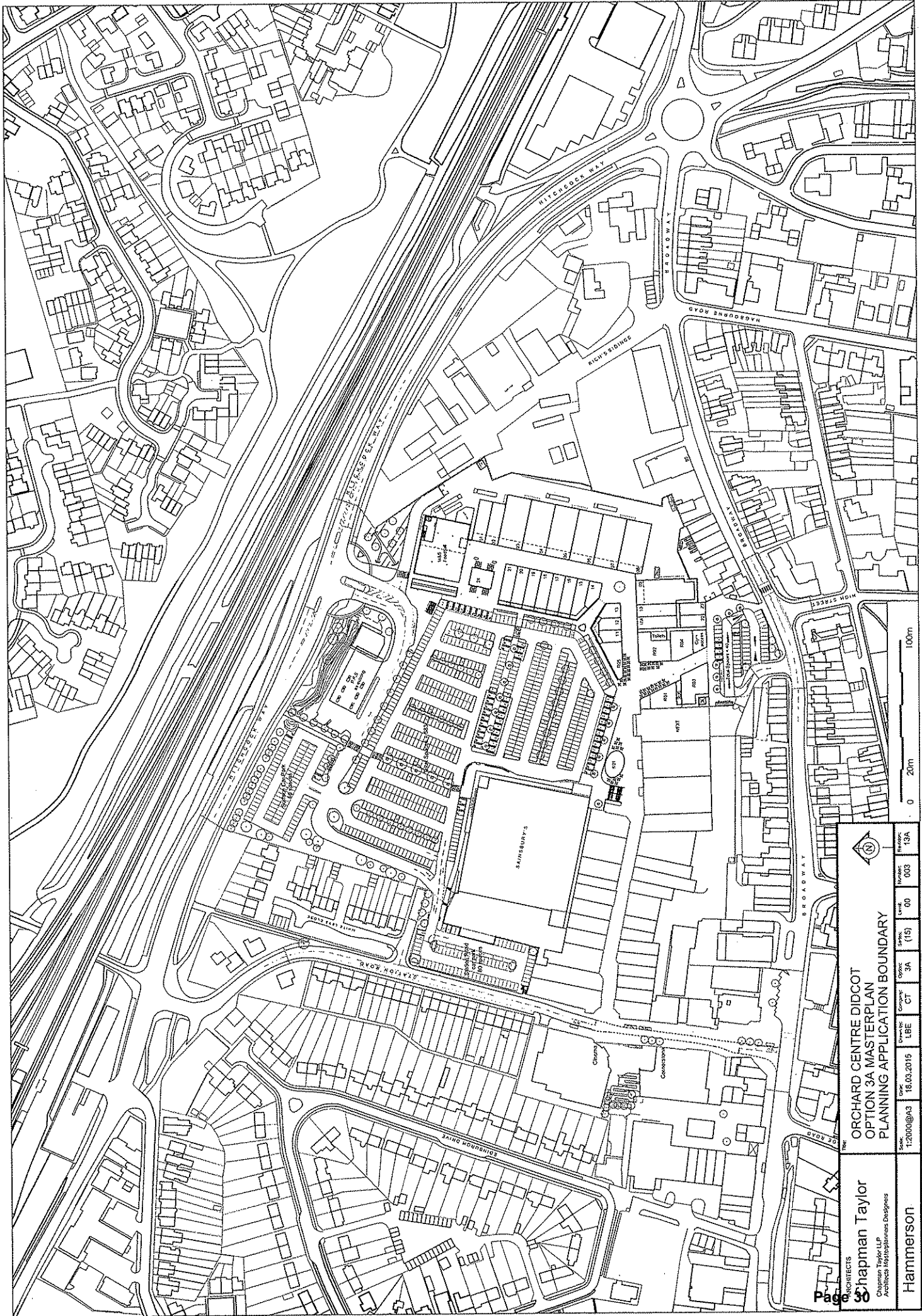
**Hyland Edgar Driver Drawings:**

Title	Reference	Scale	Size	Superseded?	New Revision
Landscape Masterplan	HED.1147.100.002	1:1000	A1	Y	P3
Tree Removal & Retention Plan	HED.1147.100.003	1:1000	A1	Y	P3
Landscape Proposals – Station Road Bus Route	HED.1147.200.007	1:100	A1	Y	P3
Landscape Proposals – Station Road Car Park	HED.1147.200.008	1:100	A1	Y	P4
Landscape Proposals - Orchard Square	HED.1147.200.009	1:100	A1	Y	P2
Landscape Proposals – Food Store & Pavilion Kiosk	HED.1147.200.0010	1:100	A1	N	
Landscape Proposals – Orchard Court	HED.1147.200.0011	1:100	A1	N	
Landscape Proposals – Restaurant Quarter	HED.1147.200.0012	1:100	A1	Y	P2
Landscape Proposals – Southern Car Park	HED.1147.200.0013	1:100	A1	Y	P3
Landscape Proposals Plan (Sheet 1 of 4)	HED.1147.200.020	1:500	A1	Y	P4
Landscape Proposals Plan (Sheet 2 of 4)	HED.1147.200.021	1:500	A1	Y	P4
Landscape Proposals Plan (Sheet 3 of 4)	HED.1147.200.022	1:500	A1	Y	P4
Landscape Proposals Plan (Sheet 4 of 4)	HED.1147.200.023	1:500	A1	Y	P4

# Drawings Schedule

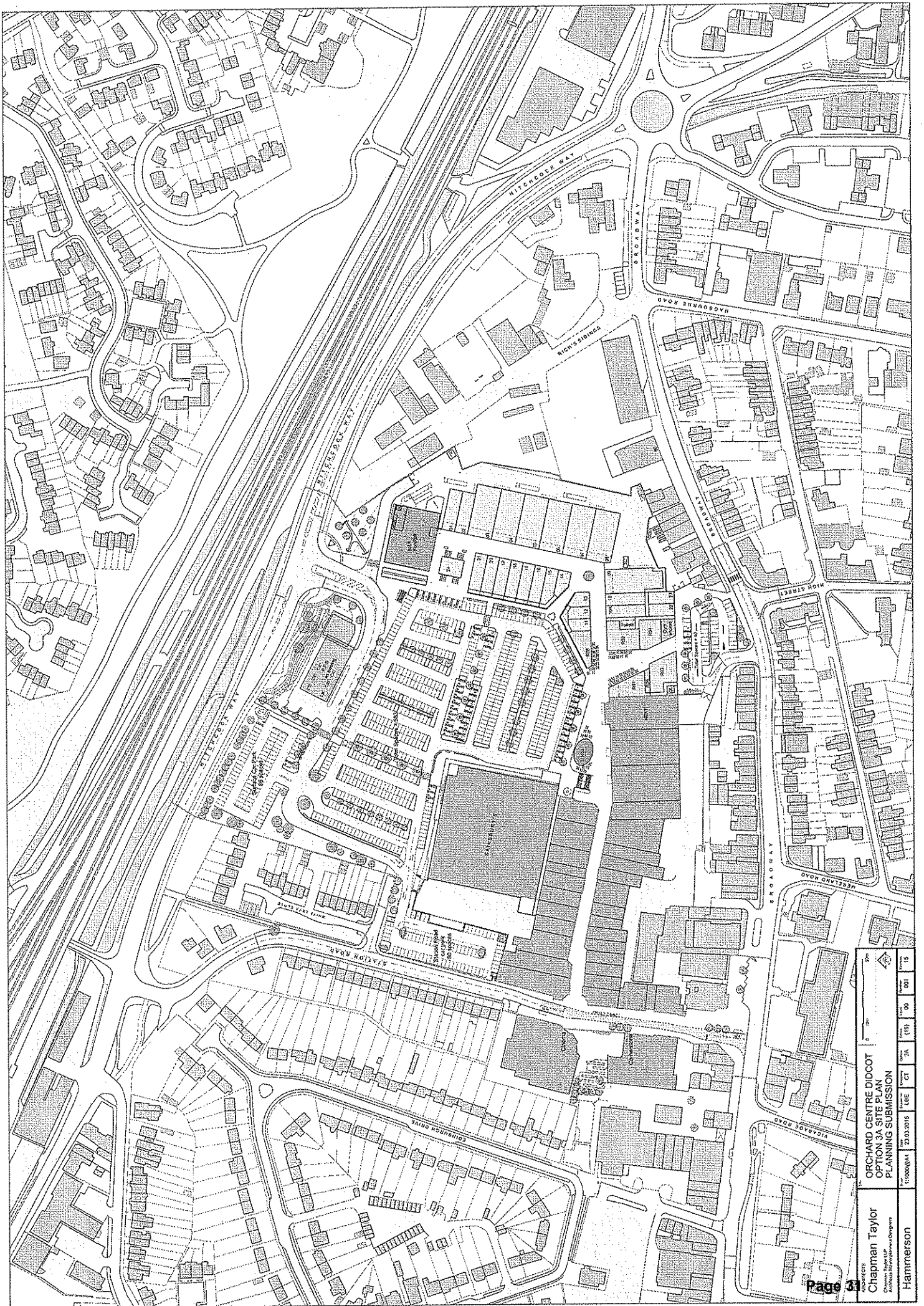
## Chapman Taylor Drawings:

Title	Reference	Scale	Size	Superseded?	New Revision
Existing Site Planning Boundary	CTL_OS_(01)_XX_001	1:2500	A3	N	
Existing Site	CTL_OS_(02)_XX_002	1:1000	A1	N	
Existing Elevations	CTL_OS_(02)_XX_005	1:500	A1	N	
Site Demolition Plan	CTL_OS_(11)_XX_004	1:2500	A3	N	
Option 3A Site Plan	CTL_03A-(15)_00-001	1:1000	A1	Y	16
Planning Boundary Drawing	CTL_03A-(15)_00-003	1:2000	A3	N	
Site Sections	CTL_XX_XX_20_016	1:1000	A1	Y	M
GA Plan Ground Floor	CTL_XX_00_20_0001	1:500	A1	Y	M
GA Plan Mezzanine and First Floor	CTL_XX_01_20_0002	1:500	A1	Y	M
GA Plan Roof	CTL_XX_02_20_0003	1:500	A1	Y	M
Elevations Main Street	CTL_XX_00_21_0004	1:200	A1	Y	L
Elevations Town Square	CTL_XX_00_21_0005	1:200	A1	Y	L
Kiosk and Unit 24	CTL_XX_00_21_0006	1:200	A1	Y	L
Elevations Block B2	CTL_XX_00_21_0007	1:200	A2	Y	L
Back Elevations B-C	CTL_XX_00_21_0008	1:200	A1	Y	M
Long Sections	CTL_XX_00_21_0009	1:200	A1	Y	L
Cross Sections	CTL_XX_00_21_0010	1:200	A1	Y	M
M&S Elevations South and West	CTL_XX_00_21_0011	1:100	A1	Y	N
M&S Elevations North and East	CTL_XX_00_21_0012	1:100	A1	Y	N
Typical Shopfront Block B	CTL_XX_00_22_0013	1:100/1:50	A1	Y	L
Typical Shopfront Block C	CTL_XX_00_22_0014	1:100/1:50	A1	Y	L
Typical Façade Town Square	CTL_XX_00_22_0015	1:100/1:50	A1	Y	L
Four Illustrative CGIs	N/A	N/A	N/A	N	



<p><b>Chapman Taylor</b> Chapman Taylor LLP Architects, Urban Planners &amp; Designers</p>	<p><b>ORCHARD CENTRE DIDCOT OPTION 3A MASTERPLAN PLANNING APPLICATION BOUNDARY</b></p>				<p>1:3A</p>
	<p>Scale: 1:2000@A3</p>	<p>Date: 18.03.2015</p>	<p>Drawn by: LBE</p>	<p>Checked by: CT</p>	
<p>Page 6</p>					
<p>Hammerston</p>					





ARCHITECTS Chapman Taylor Ordnance Survey Map Architects Incorporated - Company	ORCHARD CENTRE DIDDCOT OPTION 3A SITE PLAN PLANNING SUBMISSION		1:10000000	15.00	001	15
	15.00	001	15	15.00	001	15

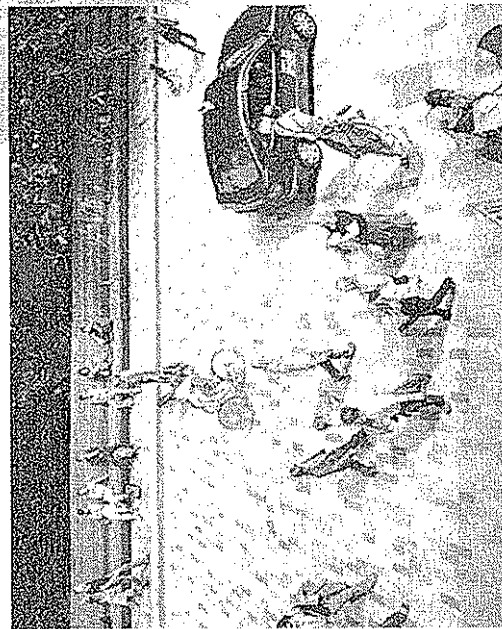
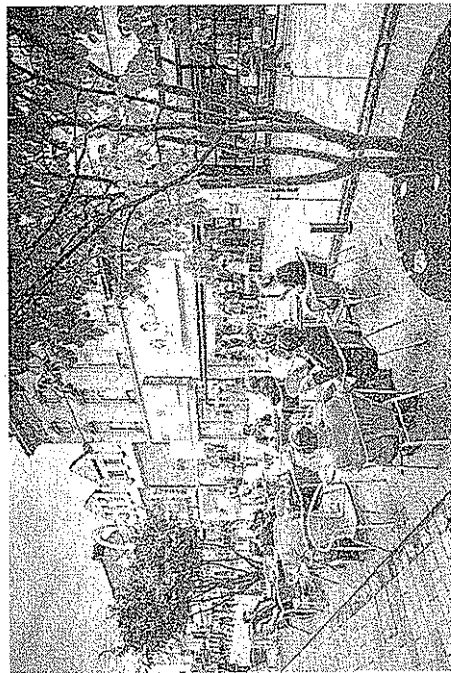
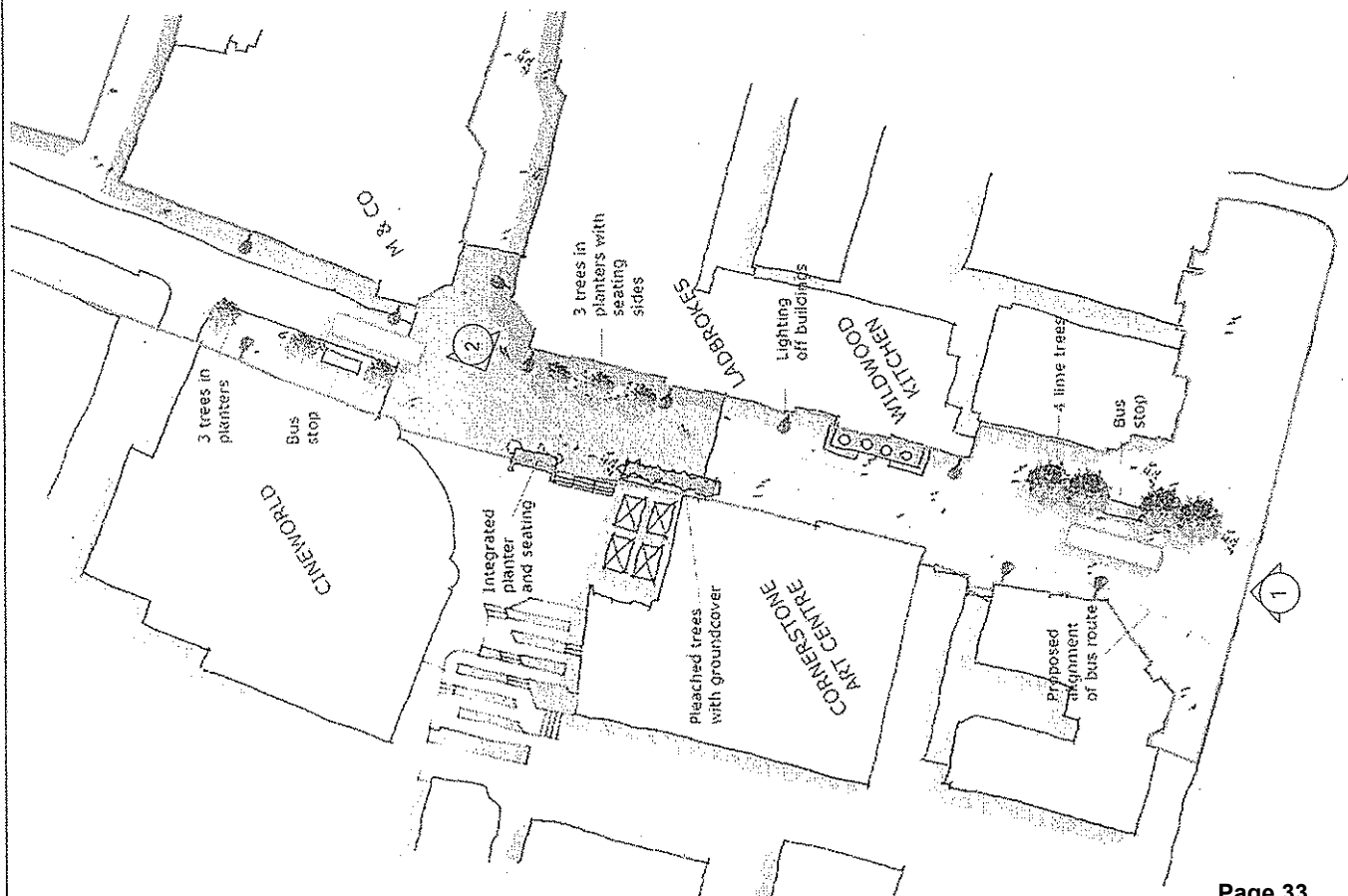
The Orchard Centre  
Didcot

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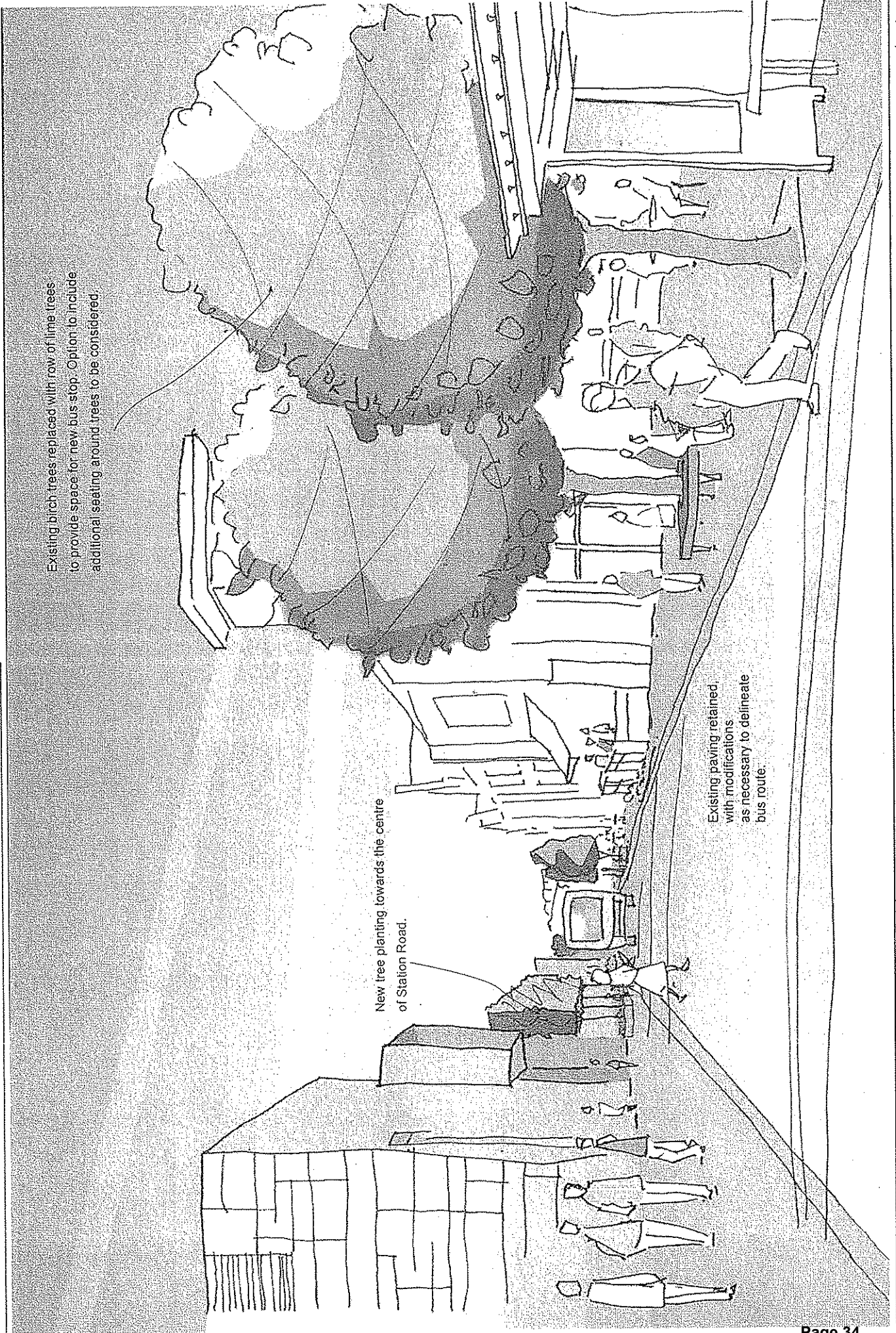
Station Road Bus Link  
Public Realm



PROPOSED BUS LINK - SKETCH PLAN



PROPOSED BUS LINK - VIEW 1

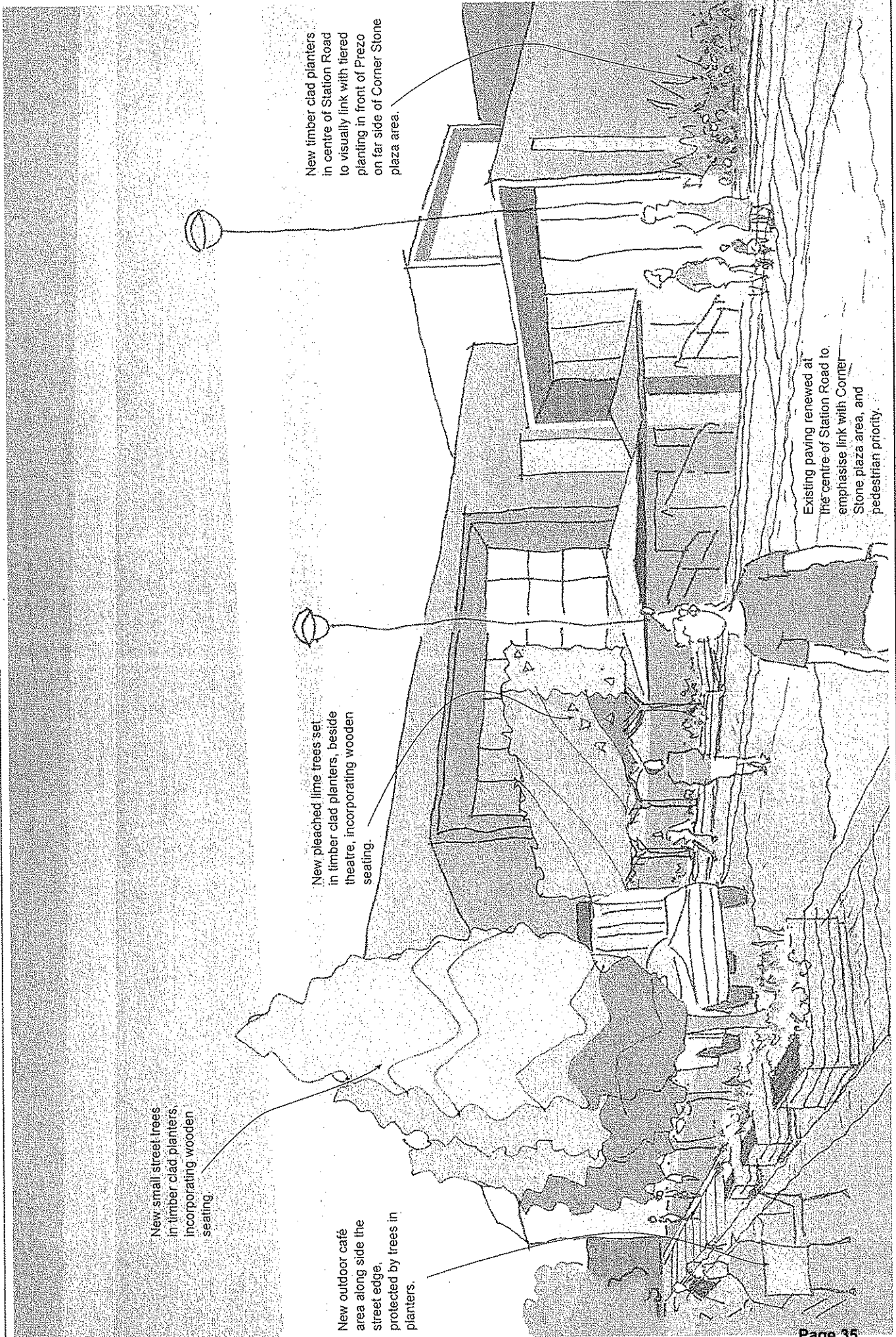


Existing birch trees replaced with row of lime trees to provide space for new bus stop. Option to include additional seating around trees to be considered.

New tree planting towards the centre of Station Road.

Existing paving retained, with modifications as necessary to delineate bus route.

PROPOSED BUS LINK - VIEW 2



New small street trees in timber clad planters, incorporating wooden seating.

New pleached lime trees set in timber clad planters, beside theatre, incorporating wooden seating.

New timber clad planters in centre of Station Road to visually link with tiered planting in front of Prezo on far side of Corner Stone plaza area.

New outdoor café area along side the street edge, protected by trees in planters.

Existing paving renewed at the centre of Station Road to emphasise link with Corner Stone plaza area, and pedestrian priority.

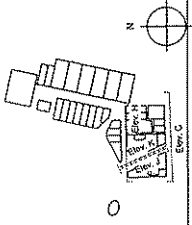












NOTES  
 1. REFER TO THE ARCHITECTURAL ELEVATION FOR MATERIALS AND FINISHES.  
 2. REFER TO THE ARCHITECTURAL ELEVATION FOR MATERIALS AND FINISHES.  
 3. REFER TO THE ARCHITECTURAL ELEVATION FOR MATERIALS AND FINISHES.  
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 10. REFER TO THE ARCHITECTURAL ELEVATION FOR MATERIALS AND FINISHES.

REV	DATE	BY	DESCRIPTION
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K	27/02/18	UB	Issued for planning
J	24/02/18	UB	Issued for information
I	16/02/18	UB	Issued for information
H	13/02/18	UB	Issued for information
G	12/02/18	UB	Issued for information
F	13/02/18	UB	Issued for information
E	14/02/18	UB	Issued for information
D	14/02/18	UB	Issued for information
C	14/02/18	UB	Issued for information
B	14/02/18	UB	Issued for information
A	12/11/17	UB	Issued for information
ALL			

PROJECT: ORCHARD CENTRE DIDCOT

CLIENT: Hammerson

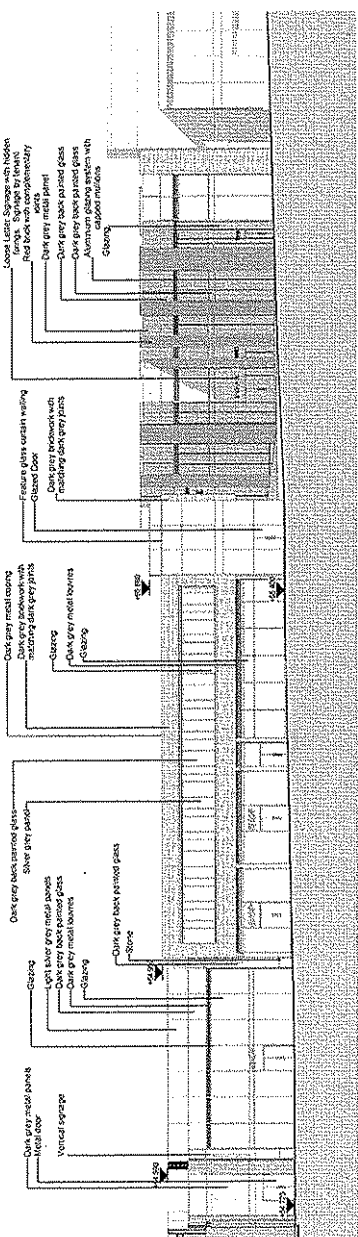
ARCHITECT: Chapman Taylor  
 25 Abchurch Lane  
 London EC4N 3DF  
 Tel: +44 (0)20 7497 4000  
 Fax: +44 (0)20 7497 4001

DRAWING TITLE: ELEVATIONS TOWN SQUARE  
 H.J.K.C  
 BLOCK D

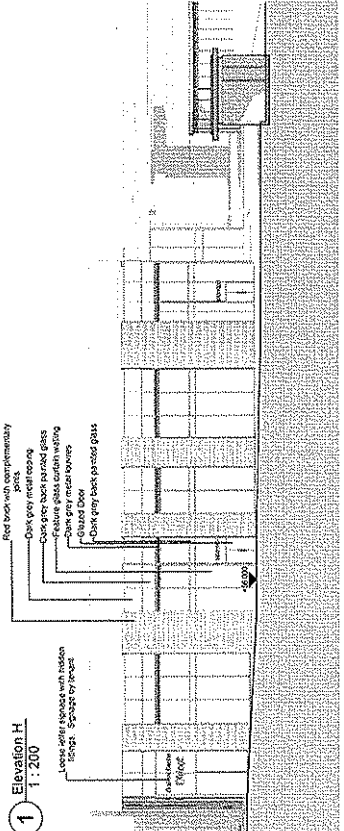
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30000  
 12.11.18  
 PRELIMINARY

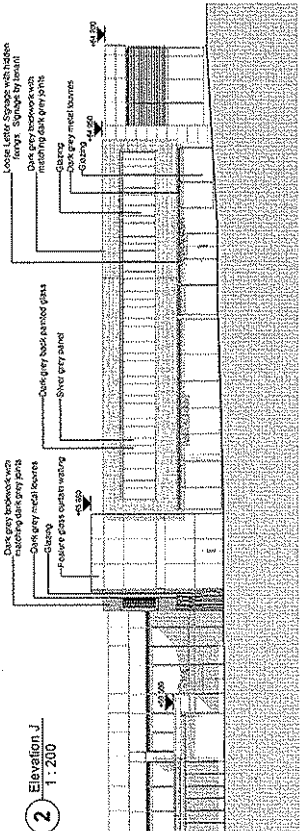
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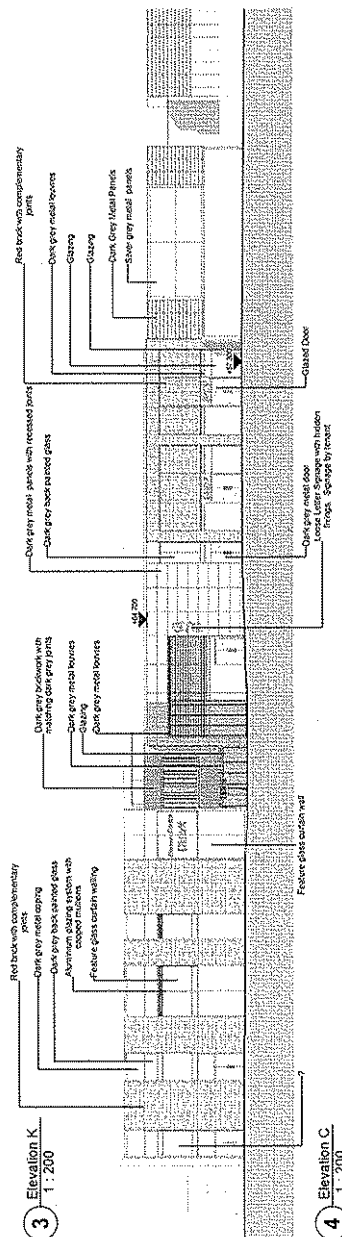
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1:200



2 Elevation J  
1:200



3 Elevation K  
1:200



4 Elevation C  
1:200

2000 Scale Bar  
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Page 40

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## Appendix 3

### Consultation Responses – Original Scheme

Consultee	Summary
Didcot Town Council	<ul style="list-style-type: none"> <li>• Refused</li> <li>• Inadequate parking capacity</li> <li>• Lack of permeability for cycling and future connection to the east</li> <li>• The proposed public toilets are down narrow paths at the rear of premises and with doglegs present community safety issues</li> <li>• Essential bus link re-provision lacks detail on safety and delivery</li> <li>• The extension to the North (by filling station) requires highway land and may inhibit widening of Hitchcock Way in the future. This is a key route and needs future proofing</li> <li>• Surface drainage proposals lack rigour</li> <li>• Concern over trip generation estimates. Congestion on Hitchcock Way, Jubilee Way round-about and Broadway is already high. We are unconvinced that the Transport Assessment is valid.</li> </ul>
East Hagbourne Parish Council	<ul style="list-style-type: none"> <li>• Welcomes progress towards developing the next stage of the Orchard Centre</li> <li>• Opposes the opening up of Station Road</li> <li>• The current bus stop is convenient and would be closer to M&amp;S it will be difficult for people with heavy bags to walk up Station Road.</li> <li>• The areas near Cornerstone is becoming an attractive town square, turning this into a vehicle route would destroy this, space available in Station Road is inadequate, would adversely impact the conservation area. Recommend Refusal.</li> </ul>
Harwell Parish Council	<ul style="list-style-type: none"> <li>• Object to the proposal to run buses past the Cornerstone building.</li> </ul>
Neighbours <ul style="list-style-type: none"> <li>• 69 letters of objection</li> <li>• Petition of over 1000 signatures</li> <li>• Petition of 35 signatures</li> </ul>	<ul style="list-style-type: none"> <li>• Welcome additional shops</li> <li>• Concern about the proposed bus link through Station Road</li> <li>• Will divide the town centre</li> <li>• The current pedestrianised area will be lost which is a popular meeting place and central part of the town</li> <li>• Safety concerns with buses passing through this area, especially as popular with families and children. Also concerned about less abled people as it will become a dangerous place for them</li> <li>• Will spoil a family friendly area</li> <li>• Café culture will be lost</li> <li>• Pollution concerns along Station Road for existing residents.</li> <li>• Area won't be attractive to use due to pollution and noise from buses.</li> <li>• Station Road is too narrow for buses to use</li> </ul>

	<ul style="list-style-type: none"> <li>• The current link and arrangement works well, by changing this the bus stops will be moved further away from the shops.</li> <li>• The bus link will cause the town to be split in two</li> <li>• Under provision of cycle parking</li> <li>• Could provide improved facilities to support and encourage cyclists (tyre pumps, lockers, covered cycle parking)</li> <li>• The loss of existing bus links removes a direct and well used cycle link between Broadway and Hitchcock Way</li> <li>• Provision for cyclists should be improved through the scheme allowing the well used bus link to remain.</li> <li>• Parking restrictions should be put in place so that there is enough space for residents to park outside their houses.</li> <li>• Increased traffic will damage overhead wires and underground services.</li> <li>• Toilets should not be at the back owing to safety concerns.</li> <li>• Question whether the units are large enough to accommodate national retailers.</li> </ul>
Countryside Officer	<ul style="list-style-type: none"> <li>• Potential for bats and water voles to be present. Further surveys requested</li> </ul>
Environmental Health Officer Air Quality	<ul style="list-style-type: none"> <li>• No objection. Conditions recommended</li> </ul>
Environmental Health Officer Contaminated land	<ul style="list-style-type: none"> <li>• No objection. Conditions recommended</li> </ul>
Environmental Health Officer Noise	<ul style="list-style-type: none"> <li>• No objection. Conditions recommended</li> </ul>
Forestry Officer	<ul style="list-style-type: none"> <li>• Due to the size and age of the existing trees on the site these shouldn't be considered a constraint to the development</li> <li>• Mitigation planting required</li> <li>• Service runs and tree pits need to be considered</li> </ul>
Monson (Drainage)	<ul style="list-style-type: none"> <li>• Thames Water have stated that the existing drainage system has insufficient capacity to cater for this proposal</li> <li>• An impact study is likely to be required to determine the extent of improvements.</li> <li>• Conditions recommended</li> </ul>
Conservation Officer	<ul style="list-style-type: none"> <li>• The immediate conservation constraints to this site are Didcot Northbourne Conservation Area to the south of Broadway and Didcot Station Road Conservation Area.</li> <li>• Parking opposite Didcot Northbourne Conservation Area is unfortunate, however the character and appearance of the area will not be harmed and overall the scheme serves to enhance the appearance of this part of Broadway.</li> <li>• Buses using Station Road would not in itself cause harm to the special interest of the Conservation Area</li> </ul>

	<ul style="list-style-type: none"> <li>• Opportunities to enhance the appearance of Station Road junction where it meeting the existing public open space</li> <li>• Landscaping should be used to improve the appearance of this area so that this important route is attractive to pedestrians but not unauthorised vehicles</li> <li>• The introduction to the Station Road car park is considered to improve the current appearance of this area, the lower ground level should reduce the visual impact of parked cars on the setting of the Conservation Area</li> <li>• The proposals would not harm or undermine the special interest of the designated Conservation Area. However more could be done to improve the junctions along Station Road.</li> <li>• Conditions recommended</li> </ul>
<p>Didcot Access Group</p>	<ul style="list-style-type: none"> <li>• The main street will be one long, shallow gradient rather than alternating areas of flat and sloping paving.</li> <li>• Where possible cross falls will be avoided.</li> <li>• A resting point will be provided in the middle of the slope on the southern entrance to the site (from the Broadway)</li> <li>• Provision of 6 per cent disabled parking</li> <li>• Reference to street furniture respecting pedestrian flows to avoid collision and providing litter bins that sit flat to the floor</li> <li>• The landscape strategy will take account of the types of paving used that has different slip resistance that can cause difficulty for wheelchair users.</li> <li>• Recommend Hammerson take account of people with visual difficulties.</li> <li>• Recommend firm, flat, non-slip and free draining surface</li> </ul>
<p>Oxfordshire County Council</p>	<ul style="list-style-type: none"> <li>• Object</li> <li>• Inability to fully assess the impact</li> <li>• Expansion of Orchard Centre is welcomed in principle.</li> <li>• Safe and satisfactory operation of the proposed alternative bus route down Station Road is not demonstrated.</li> <li>• This link would need to be operational before the existing bus route was closed and stopped up.</li> <li>• The trip generation estimates presented in the TA are considered to be an under estimate by virtue of the dataset and methodology used.</li> <li>• The car parking provisions are considered inadequate.</li> <li>• The traffic impact scenario presented in the TA is not considered realistic.</li> <li>• The Framework Travel Plan is inadequate and will require substantial improvement.</li> <li>• There are a number of traffic safety issues that require clarification or amendment.</li> <li>• Land required on Hitchcock Way is within Highway boundary and may be required for capacity improvements.</li> <li>• A full drainage strategy will need to be submitted.</li> </ul>



Harwell Bicycle Users Group (Harbug)	<ul style="list-style-type: none"> <li>• In principle the development is to be welcomed but the current plans don't support sustainable transport in Didcot.</li> <li>• Closing High Street link for buses and cyclists will sever a cross-town cycle route and curtail plans for a town cycling network.</li> <li>• Planned cycle facilities are very unambitious and represent the bare minimum requirements.]</li> <li>• The plans do not meet NPPF requirement regarding balancing the transport system in favour of sustainable transport modes and giving people a real choice about how they travel.</li> </ul>
Thames Travel	<ul style="list-style-type: none"> <li>• Withdrawal of bus link through the Orchard Centre is a concern unless a suitable alternative can be provided. Pushing the buses out to Hitchcock Way and Broadway in general traffic is not acceptable.</li> <li>• Whilst a dedicated bus link would be the preference but using Station Road for buses in both directions presents a solution that is acceptable.</li> </ul>
Natural England	<ul style="list-style-type: none"> <li>• No objection.</li> </ul>
Environment Agency	<ul style="list-style-type: none"> <li>• No objections subject to conditions.</li> </ul>
Thames Water	<ul style="list-style-type: none"> <li>• Inability of the existing waste water infrastructure to accommodate the needs of this application. 'Grampian Style' condition should be imposed.</li> <li>• The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Recommend condition requiring an Impact Study be imposed.</li> </ul>

### Consultation Responses – Revised Scheme

Consultee	Summary
Didcot Town Council	<ul style="list-style-type: none"> <li>• Recommend refusal</li> <li>• Reiterating previous objections in particular to: <ul style="list-style-type: none"> <li>○ Inadequate parking capacity</li> <li>○ The proposed public toilets are down narrow paths at the rear of premises and with doglegs present community safety issues</li> <li>○ The extension to the North (by filling station) requires highways land and may inhibit widening of Hitchcock Way in the future. This is a key route and needs future proofing.</li> </ul> </li> <li>• the proposed bus route will result in loss of public space and the cultural hub</li> <li>• It will be to the detriment of the civic centre and in particular causes greater safety concerns and risks to children, also impacting upon those with mobility issues as a result of buses traversing the routes where significant unloading activity takes place at local stores.</li> <li>• It does not meet the requirements for sustainable travel.</li> </ul>

South Moreton Parish Council	<ul style="list-style-type: none"> <li>• Recommend Refusal</li> </ul>
Harwell Parish Council	<ul style="list-style-type: none"> <li>• Object to the proposal to run buses past the Cornerstone building.</li> </ul>
Neighbours <ul style="list-style-type: none"> <li>• 24 letters of objection</li> <li>• 4 supporters</li> </ul>	<ul style="list-style-type: none"> <li>• Concerns from original scheme not addressed.</li> <li>• Parking restrictions should be put in place so that there is enough space for residents to park outside their houses.</li> <li>• Increased traffic will damage overhead wires and underground services.</li> <li>• Toilets should not be at the back owing to safety concerns.</li> <li>• Question whether the units are large enough to accommodate national retailers.</li> <li>•</li> </ul>
Leisure and Economic Development	<ul style="list-style-type: none"> <li>• Support application because there is a need in Didcot for fitness stations.</li> </ul>
Didcot Access Group	<ul style="list-style-type: none"> <li>• Raising questions regarding: <ul style="list-style-type: none"> <li>○ Gradient compared to Phase 1</li> <li>○ Seating</li> <li>○ Trip hazards</li> <li>○ Location of outdoor tables and chairs.</li> <li>○ Toilet provision</li> <li>○ Shared pavement surface</li> <li>○ Lighting</li> <li>○ Bus shelters</li> <li>○ Disabled parking bays</li> <li>○ Cross falls</li> <li>○ Shop design</li> <li>○ Materials and visual impairments</li> </ul> </li> </ul>
Oxfordshire County Council	<ul style="list-style-type: none"> <li>• Object – impact of lack of parking on road network is unacceptable.</li> <li>• Inability to fully assess the impact of the development proposals.</li> <li>• Lack of detail to demonstrate proposed re-provision of bus link and associated stops can be successfully and satisfactorily delivered.</li> <li>• The planning authority needs to be mindful that further growth will take place in Didcot, which will require additional parking in the Town Centre.</li> <li>• Hitchcock Way is owned by OCC and might be needed in the future for capacity improvements and therefore do not agree to stopping up the highway or selling OCC land at this time. OCC would be willing to discuss long lease of the land to allow for parking decking.</li> <li>• Disagreement over trip generation figures.</li> <li>• The operation of the bus link would work better if the length of the narrow section of Station Road could be reduced thus increasing the length of the two-way section of the bus link leading northwards from Broadway.</li> <li>• The Framework Travel Plan needs further updating.</li> <li>• Targeted operation and monitoring of the bus route is required.</li> <li>• Further information on drainage will be required through conditions.</li> </ul>

Conservation Officer	<ul style="list-style-type: none"> <li>• There are two amendments which have potential heritage impacts; the improved landscaping along Station Road- in particular along the bus route in the exiting pedestrian area- and to the north of Station Road where the bend is to be widened, within the designated Conservation Area.</li> <li>• No objection to the proposed amendments.</li> </ul>
Environment Agency	<ul style="list-style-type: none"> <li>• No objection, subject to conditions.</li> </ul>
Forestry Officer	<ul style="list-style-type: none"> <li>• No further comments, see original response.</li> </ul>
Environmental Health Officer Contaminated land	<ul style="list-style-type: none"> <li>• No objection. Conditions recommended</li> </ul>
Countryside Officer	<ul style="list-style-type: none"> <li>• Surveys required have not been completed.</li> </ul>
Natural England	<ul style="list-style-type: none"> <li>• No objection</li> </ul>
Thames Water	<ul style="list-style-type: none"> <li>• Inability of the existing waste water infrastructure to accommodate the needs of this application. 'Grampian Style' condition should be imposed.</li> <li>• The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Recommend condition requiring an Impact Study be imposed.</li> </ul>

Appendix 4

Planning Policies

**South Oxfordshire Core Strategy**

Policy Number	Title
CS1	Presumption in favour of sustainable development
CSS1	The overall strategy
CSM1	Transport
CSM2	Transport assessment and travel plans
CSEM1	Supporting a successful economy
CST1	Town centres and shopping
CSDID1	The central area of Didcot
CSDID2	The Orchard Centre
CSEN3	Historic environment
CSQ3	Design
CSI1	Infrastructure provision

South Oxfordshire Local Plan

Policy number	Title
C8	Species protection
C9	Landscape features
CON7	Conservation areas
EP1	Prevention of polluting emissions
EP3	Light pollution
EP4	Protection of water resources
EP6	Surface water protection
EP7	Groundwater protection
EP8	Contaminated land
D1	Good design and local distinctiveness
D2	Vehicle and bicycle parking
D5	Promoting mixed-use development
D6	Design against crime
D7	Access for all
D12	Public art
T1	Transport requirements for new developments
T2	Transport requirements for new developments
T8	Car parks and on-street parking
DID1	Major development areas at Didcot