

*South Oxfordshire Local Plan 2011 and Vale of White Horse Local Plan 2011 -  
Inspectors' Report*

## Summary List of Recommendations

1. Policy H6 - Add at the start of the first line: "Except as specifically provided for under other plan policies,"

2. Policy T1 - Re-arrange the listed order so that (iv) becomes (ii) and vice versa.

3. Paragraph 10.6 (v) [Appendix 5(v)] - Add to the first sentence after "Strategy": "consistent with the objectives of the Didcot Area ITS,"

4. Map 13 - Amend map to show the same MDA boundary as on Fig 8.1 of the VWHL P;

5. Add a new 5<sup>th</sup> sentence to paragraph 10.10 (SOLP) and a new 7<sup>th</sup> sentence to paragraph 8.36 (VWHL P), after the sentences referring to Map 13 or Fig 8.1 respectively, to read -

"It includes a 12ha field in the north-western corner which is to be considered as a reserve allocation, solely for the purpose of accommodating playing fields, if such a facility cannot be located elsewhere within the area."

6. Policy DID2 - Replace "84" with "80" and "38" with "40" in criterion(i). [This will make the SOLP version of this criterion the same as that for policy H7 of the VWHL P].

7. Add "and larger" at the end of the second sentence of para 10.12 [paragraph 8.42].

8. Replace "74" with "62" in the first line of DID2(vii) [policy H7(vii)].

9. Add to the end of paragraph 10.20 [paragraph 8.50] a new sentence;

"The boundary of the MDA shown on Map 13 [Fig 8.1] includes a field in the north-western corner which may be necessary to accommodate playing fields if suitable land cannot be found elsewhere on the site. If it is not required for this purpose the land should not be developed and should remain in agricultural use."

10. Replace "inter alia" with "where appropriate" in policy DID2(ix) [policy H7(ix)].

11. Add to the first line of criterion (xi) after "infrastructure":

"in accordance with Policy T1 [policy TR1], aimed at encouraging sustainable modes of travel and reducing the need to travel by car"

12. Reword the second and third sentences of para 10.21 [paragraph 8.51] to read:

"Criterion (xi) will secure this objective by providing appropriate on and off-site transport infrastructure. The highway authority and the Highways Agency will advise on the transport measures required. These measures will be identified through the development of an integrated transport strategy for the Didcot

area, having regard to the following objectives:

- To reduce reliance on the use of the private car by improving choices available to meet transport needs within Didcot and between Didcot and the surrounding settlements;
- To increase accessibility to facilities for those without cars and/or with mobility impairment;
- To promote the use of public transport (bus and rail);
- To identify and provide a safe, continuous and high quality network of pedestrian and cycle routes;
- To promote road safety and reduce the number and severity of road casualties;
- To promote efficient highway management including the identification of transport infrastructure as appropriate, and parking demand and supply;
- To improve provision for interchange between all modes of transport; and
- To relieve traffic congestion where it is causing significant amenity or environmental problems.”.

**13. The District Councils and OCC should urgently consider the detailed options for an A4130 to A417 link, to include a Harwell by-pass. For the section between the A4130 and the B4493, this link should not require additional land outside the boundary of the MDA.**

**14. Replace policy TR3 (VWHLP) as follows:**

**“The needs of pedestrians and cyclists will be taken into account in determining proposals for development, and in the design and implementation of highway and traffic management schemes, by seeking the provision of safe and convenient facilities and secure and covered cycle parking.”.**