

Appendix 2

Joint Inspectors' Report on the Joint Local Plan Inquiry for Didcot Schedule of Inspectors' Recommendations and Officers' Observations and Recommendations

Inspectors' Recommendations (p.105 of Inspectors' report)		Observations and Recommendations of the Assistant Director (Planning)
No.	Description	Inspectors' Recommendations
1.	Policy H6 in SODC Local Plan	N / A
2.	Policy T1 in SODC Local Plan	N / A
3.	Appendix 5	Appendix 5(v) – Add to the first sentence after "Strategy": "consistent with the objectives of the Didcot Area ITS," Agreed. RECOMMENDATION: Appendix 5(v) – First sentence, after ".strategy" add "consistent with the objectives of the Didcot Area ITS,"
4.	Map 13 in SODC Local Plan	Amend map to show the same MDA boundary as on Fig 8.1 of the VWHLP Noted
5.	Paragraph 8.36 – 8.40 Public green spaces	The alteration to the MDA boundary in Fig. 8.1 agreed at 2 nd deposit includes this area of playing fields. The suggested wording clarifies the position. RECOMMENDATION: a) Paragraph 8.36: add a new final sentence "It includes a 12ha field in the north-western corner which is to be considered as a reserve allocation, solely for the purpose of

			<p>accommodating playing fields, if such a facility cannot be located elsewhere within the area."</p> <p>b) Figure 8.1, annotate the field in the north west part of the MDA as 'Possible Location for Playing Fields' and amend the key accordingly.</p>
6.	SODC policy DID2 Number of dwellings and average net density.	<p>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 VWHLP.</p> <p>Add "and larger" at the end of the second sentence of paragraph 8.42.</p>	Noted
7.	Paragraph 8.42, Mix of dwelling types and sizes		<p>The Inspectors agreed the mix of dwellings but suggested this amendment to refer to properties with 4 bedrooms or more to provide a certain amount of flexibility.</p> <p>Accept.</p> <p>RECOMMENDATION: Para.8.42, at the end of 2nd sentence, add "and larger".</p>
8.	Policy H7 criterion (vii) Public greenspaces.	<p>Replace "74" with "62" in the first line of policy H7 (vii).</p>	<p>This would change the figure back to the figure shown originally in the first deposit draft.</p> <p>The figure had been increased to 74 ha by 12 ha to allow for the location of the playing fields on the flat land in the north west of the MDA. (See response to recommendation no. 5, paras.8.36 – 8.40 above). The Inspectors were shown the consortium's masterplan which indicates there is no need to include this additional area of land. This is not accepted by both Councils but both Councils and the Inspectors accepted that at a density of 40</p>

			<p>dph no more than 62 ha are required for public openspace. The Inspectors also accepted that if the 12 ha were not required for playing fields they should remain in agricultural use. Agreed. RECOMMENDATION: Policy H7 vii), first sentence: replace "74" with "62"</p>
<p>9.</p> <p>Paragraph 8.50, Boundary of MDA</p>		<p>Add to the end of paragraph 8.50 a new sentence; "The boundary of the MDA shown on Figure 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."</p>	<p>Accepted. RECOMMENDATION Paragraph 8.50: add a new final sentence; "The boundary of the major development area shown on Figure 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."</p>
<p>10.</p> <p>Policy H7 criterion (ix) Mitigation of impact on off-site infrastructure and services</p>		<p>Replace "inter alia" with "where appropriate" in policy H7.</p>	<p>The Inspectors noted that 'inter alia' (the Vale plan uses 'among other things') presupposes that contributions will be justified in all instances whereas this may not be the case. The Inspectors' re-wording makes the policy less prescriptive. Accepted. RECOMMENDATION: Policy H7 ix): replace "among other things" with "where appropriate"</p>
<p>11.</p> <p>Policy H7 criterion (xi)</p>		<p>Add to the first line of criterion (xi) after</p>	<p>The Inspectors noted that although H7 was</p>

	Transport infrastructure	<p>"infrastructure":</p> <p>"In accordance with policy TR1 aimed at encouraging sustainable modes of travel and reducing the need to travel by car"</p>	<p>the primary policy to guide the development of Didcot West, other relevant policies also apply and that it would be appropriate to cross refer. Paragraph 1.10 explains that the plan needs to be read as a whole but this clarifies the matter further. Accept.</p> <p>RECOMMENDATION: Policy H7 xi), first line: after " ..infrastructure" add "in accordance with policy TR1 aimed at encouraging sustainable modes of travel and reducing the need to travel by car"</p>
12.	Paragraph 8.51 Transport infrastructure	<p>Reword the second and third sentences of para. 8.51 to read:</p> <p>"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:</p> <ul style="list-style-type: none"> • 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; 	<p>The Inspectors were disappointed not to be able to recommend specific highway schemes relevant to the major development area and commented that they could do no more than recommend the addition of detailed guidelines to criterion xi). In the context of the above and in view of the importance the Council attaches to the consideration of the detailed options for a Harwell bypass to carry traffic from all developments in the Didcot area, the guidelines are proposed to be accepted and a new paragraph added to clarify the Council's position.</p> <p>RECOMMENDATION: a) Para. 8.51, delete the 2nd and 3rd sentences and insert: "Criterion (xi) will secure this objective by providing appropriate on and off-site transport infrastructure. The highway authority and the Highways Agency will</p>

	<ul style="list-style-type: none"> • 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." 	<p>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:</p> <ul style="list-style-type: none"> • 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 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. <p>The Council, together with South Oxfordshire District Council and the</p>
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			<p>County Council, will be seeking the progression of measures identified in phase 2 of the provisional strategy as a matter of urgency. The provisional strategy proposes a range of transport measures which include a Harwell bypass in order to alleviate the impact of traffic arising from developments in the Didcot area.”</p>
<p>13.</p>	<p>Harwell by-pass</p>	<p>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.</p>	<p>The Harwell bypass is not a proposal in the Local Plan. However, the Inspectors noted that a precise route will take time to prepare and that it might be possible for an area of safeguarding to be shown on the proposals map (paras. 11.2.155 & 20.1.2). They urged both Councils and the County Council to consider this matter further. The Vale Council is not in a position to identify a safeguarded area for a Harwell bypass at this stage. However, the Vale Council together with South Oxfordshire District Council and the County Council are working together to progress the measures identified in phase 2 of the provisional strategy.</p>
<p>14.</p>	<p>National Cycle Network</p>	<p>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</p>	<p>The Inspectors agreed that walking and cycling were covered in policy DC5 but the deletion of TR3 left the 'Walking and Cycling' section unbalanced. The Inspectors suggested a new more focussed policy. Although TR3 is subject to other comments which will be considered by the</p>

		<p>the provision of safe and convenient facilities and secure and covered cycle parking."</p>	<p>Inspector in his report on the major part of the Vale's plan, it can be accepted now as a draft proposed modification. RECOMMENDATION: After para 5.35 insert a new policy TR3: "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."</p>
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