

## Appendix 3

### **Draft Proposed Modifications to the Local Plan Arising from Consideration of the Joint Inspectors' Report on the Joint Local Plan Inquiry for Housing West of Didcot**

(The page numbers referred to relate to the Second Deposit Draft plan, June 2004)

- 1 Page 71: after paragraph 5.35 insert a new policy TR3  
  
'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.'
- 2 Page 147, paragraph 8.36: add a new final sentence  
'It includes a 12 ha 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.'
- 3 Page 148, paragraph 8.42: at the end of the second sentence add 'and larger'.
- 4 Page 150, fig 8.1: annotate the field in the north-west part of the major development area as 'Possible Location for Playing Fields'.
- 5 Page 152, paragraph 8.50, final sentence: delete 'for a period of 25 years' and insert 'in accordance with policy DC8 and paragraph 4.20. In the case of outdoor playing space this may be required in perpetuity.'
- 6 Page 152, 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.'
- 7 Page 152, paragraph 8.51: delete the second and third sentences and insert:  
'Criterion (xi) will secure this objective by providing appropriate on and off-site transport infrastructure. The highway authority and the Highway 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 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 modes of transport; and
- To relieve traffic congestion where it is causing significant amenity or environmental problems.

The Council, together with South Oxfordshire District Council and the 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.'

- 8 Page 154. policy H7 vii): replace '74' with '62'.
- 9 Page 155, policy H7 ix): replace 'among other things' with 'where appropriate'.
- 10 Page 155, 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'.
- 11 Page 326, Appendix 5 v), first sentence: after 'strategy' add 'consistent with the objectives of the Didcot ITS'.