



13 October 2020

Dear Sir or Madam

Local Plan 2035 Modifications

I would like the following comments on the Main Modifications to the Local Plan 2035 to be taken into account please:

Support MM2 especially “Support growth in locations that help reduce the need to travel”.

Agree MM3

Strongly support MM4 new paragraph 4.11. Reducing the need to travel is imperative if the climate emergency is to be dealt with.

Welcome the specific reference in MM6 to the delivery 1 (iii) of ambitious green infrastructure.

Also where 3 says “Infrastructure will need to be in place to enable sites allocated in the Local Plan in and around Didcot to be delivered.”, someone will need to monitor this and make sure it happens. Too often sites have been developed without the necessary infrastructure, for example at Great Western Park.

There are errors in the amended Didcot map which is referred to at 6. The new site H2i is south of the **A4130** not the A4018 as stated on p3 of the Schedule of Policies Map and on p8. These errors in this road number should be tracked through all the documents and corrected, since there are multiple references to this new site throughout the documents.

Foot of p8 referring to Didcot Garden Town says “high density development in suitable locations, such as in central Didcot and near sustainable transport hubs; higher density development will be balanced by good levels of public realm and accessible green space.” This is an essential policy and it is imperative that it is applied rigorously. Failure to do so will result in high density housing which is not near sustainable transport hubs. The result would be increased carbon and other emissions because residents of wrongly placed high density housing will inevitably be dependent on private cars.

And p10 says “New development in the Garden town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures.” This needs to be taken much more seriously. Development sites such as NE Didcot had mature oak trees which have been felled. They had wet, sometimes submerged, fields, but the levels are being altered by bringing in many lorry loads of soil etc. The loss of biodiversity needs to be compensated for and the carbon emissions should be offset, on all development sites around Didcot. MM7 goes some way towards meeting this need but is currently too weak.

P14 6 (xii) [new] is good. Even the roofs of domestic properties can make a significant contribution (I have over 12 years of experience of solar PV panels).

In MM8, why is the reference to green space and other public space in brackets? As written it makes the green space etc sound like an afterthought. In reality the appropriate uses **MUST** include green space and open space as central elements of the planning system.

New paragraphs 2 and 3 look reasonable but it should be made clearer that accessibility by foot or cycle is a prerequisite of densities of 45 dph or more. Building homes more than a mile from any shops and not on a bus route will generate unwanted car journeys therefore the current wording of 3 may have unintended consequences.

4.56 does deal with the accessibility issue but I feel that it should be a mandatory consideration.

MM9 I support the revisions to the green belt boundaries and the wording concerning complementary improvements.

Page 89 – delete “A4018”. Replace with “A4130”.

MM30 I support the changes to the policy in relation to housing for older people. Locating it where there is good access to public transport and local facilities is very important.