**South Oxfordshire Local Plan 2034**

**Matter 10 - Didcot**

**CPRE Oxfordshire Hearing Statement, June 2020**

*a. Does the plan adequately lay the framework for the sustainable development of Didcot Garden Town (please see the Council's suggested expanded Policy STRAT3).*

CPRE welcomes the placing of the Garden Town principles into the expanded policy STRAT 3.  We would however encourage the Inspector to ask the questions:

1.  Given that a large proportion of the housing planned is either completed, under construction or has, at least, outline planning permissions what scope will the District Council have to enforce the Garden Town principles on Didcot's development?

2. The recent plans unveiled for the HIF roads (https://consultations.oxfordshire.gov.uk/consult.ti/DidcotAreaInfrastructureUpdate/consultationHome) suggest a considerable enhancement of the road network and reliance on cars and road freight, how is this consistent with the Garden Town principles?

    For example:

    *' Transport and movement - The Garden town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden town will seek to improve opportunities for access to sport and physical activities through Sport England's active Design Principles. Cycling and pedestrian links between the Garden town, its surrounding villages, natural assets and the strategic employment sites will be enhanced.'*

We also urge that **quantative targets** be set, with benchmarking and monitoring, of the Garden Town policies.  These should include travel habits (percentage of journeys by car, foot, cycle etc), access to green spaces (for example number of persons living within one kilometre of green space), carbon emissions and biodiversity.