

Claire James

From: Graham Smith [REDACTED]
Sent: 06 October 2023 16:02
To: Skinner, Helen
Subject: Re: APP/U3100/V/23/3326625.

Dear Helen Skinner

I would like to register my interest in the Didcot HIF Planning Inquiry. I hope you will accept my interest.

Mainly in #4 .1 .1 regarding Transport -

The network impacts.

OCC has effectively refused to adopt a street layout design guidance that would achieve:-

- reduced car use,
- would enable better public transport use,
- and effectively - by proximity et cetera - would enable active travel.

The reason for this is that the published Oxfordshire Street Design Guide, some 18 months ago completely excises the issue of connectivity and layout pattern. This follows two previous versions of Oxfordshire Guidance as well as a 'rejoinder' concerning (non adoption of) Manual for Streets (2015).

The consequence of this is that the former Design Bulletin 32-like guidance (DB32) continues. This layout concept (or belief), by ensuring convenient car-use and a less convenient everything else by limiting accessibility. The consequence is maximisation of car use and need to use a car.

All this is in spite of the publication of Manual for Streets in 2007 and 2010, documents which were and are sidelined by county engineers and planners too.

Many thanks,

Graham Smith

Graham Paul Smith, Urban Design
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