

Additional Comments

Daniel Scharf

The following extracts from the deposit draft Faringdon NDP illustrate how this plan has addressed some of the matters that are still being considered by Drayton2020. The Faringdon NDP has been prepared by consultant architect planners, assisted in the final stages by another planning consultant and supervised by Andrew Maxted Head of Policy at VWHDC.

Policy 4.6B: Self-build Housing - Self-build housing projects will be encouraged within the Faringdon development boundary in appropriate locations and in line with national and local planning policy.

It should be noted that this is a 'planning' policy and not a community aspiration. However, 'encouragement' barely comes up to even the level of a 'permissive' policy ie describing what might be acceptable but not what would be unacceptable ie the development of all the required housing in Faringdon without any contribution from self-build plots). If is an objective of the NDP that there will be opportunities for self-building then the policy must say how these will be provided. The most obvious way would be to require a proportion of all permissions eg 20% of all permissions of 5 dwellings or over.

Simply deferring to 'national and/or local plan policy' begs the question of the point of the NDP when its planners have identified a demand for this kind of development in Faringdon. The NPPF (para 50) says that plans should deliver choice of housing including self-building and a 'permissive' policy is inadequate for that purpose. There is no indication that the VWHDC is going to provide any or any adequate support for self-building.

Policy 4.10A: Faringdon Country Park

The Faringdon Country Park will be developed to promote leisure, sport, recreation and wildlife.

A strategy, funded by developer contributions, will be commissioned by the Town and District Councils to examine the land ownership / management issues and set out the step by step process to achieve the delivery of the Country Park. The strategy will address a range of issues including:

i) access and parking, ii) wayfinding and signage, iii) biodiversity and landscape management, iv) informal and formal recreation, v) high quality play facilities to meet the needs of all ages of children (particularly older children), vi) support for the sports hub, and other relevant matters. In addition, a community facility space will be identified for use by local community groups.

The Strategy will set out arrangements for the ongoing maintenance and management of the Park including proposals for the establishment of a

management board or similar. Developer contributions and the Community Infrastructure Lev will be secured pursuant to policy 4.8A to support the delivery and maintenance of this Country Park.

The NDP is an ideal opportunity to secure funding and land for a country park.

Local produce

Opportunities that promote the integration of local produce with the town centre should be supported to enhance the links between the town and the surrounding countryside. Such efforts will support a high quality choice for local shoppers and help to draw in visitors from further afield.

Faringdon has at least 16 certified organic farms within a four mile radius of the market place, encompassing dairy, beef and vegetables with 'veggie boxes' delivered over a large area This green land area makes Faringdon the largest organic producing area in the UK

8. Communication from Sjoerd Vogt, Organiser of Faringdon ECOWEEK. <http://www.ecoweek.info/Food - Drink/ECOFARMS/ecofarms.html> shows organic farms comprise 26% of the land area in a four mile radius of Faringdon cf. 3.5% of the land area in the UK as reported in the Soil Association Organic Market Report 2014.

It might not be appropriate to have a development plan policy supporting 'organic' agriculture, and the Faringdon NDP does not follow up this reference with a permissive, prescriptive or proscriptive policy. However, it would be entirely logical for a reference to Local Produce to be supported by a policy designed to increase this activity in the (say) 4 miles around a settlement.

http://www.wensumalliance.org.uk/publications/Taylor_Review_Livingworkingcountryside.pdf

Not in the Faringdon NDP, but an important part of the evidence to support phasing is the Taylor Review referred to in my previous representations. The propensity of village residents to look to move within villages (90%) makes it very important to ensure that suitable opportunities are created throughout the plan period – and not exhausted by allowing the development of all suitable sites within the first 5 years.

Given the 'stymie' created by the Ock Street junction this Government initiative should be enabled in the NDP

Department for Transport announces £500,000 boost to car sharing schemes

28 July 2014, source [edie newsroom](#)

The funding will provide a boost to car clubs and help to cut congestion and traffic pollution

Car clubs are set to receive a £500,000 funding boost, Transport Minister Baroness Kramer announced today (July 28).

The funding will help to make more efficient use of the road and reduce transport related carbon emissions through support for two pilot car sharing programmes. Pay-as-you-go car use encourages people to walk and cycle and make use of public transport.

Baroness Kramer said: "Car clubs cut congestion, reduce carbon and save people money while still giving people the freedom and flexibility to use a car when they want to. Interest in car clubs is already gathering pace and we want to give that interest added momentum.

"This funding will highlight their many advantages to even more people and help take car clubs up a gear."

The proportion of carless households has been growing since 2005 and there are already more than 150,000 car club members in England and the government is keen to see numbers grow.

Sharing economy

Car clubs have both economic and environmental benefits, saving drivers thousands of pounds per year and helping to take cars off the road, with one car club rental taking the place of as many as 17 individually-owned vehicles, according to the Department for Transport. Car club vehicles have also been found to have lower emissions than the average car.

The Department for Transport's Local Sustainable Transport Fund is currently funding 48 car club and car sharing schemes.

Last year, [a study by car sharing company Zipcar](#) estimated that sharing goods and services could generate savings of £531 per person. It found that car sharing was a far more cost-effective alternative to car ownership as part of a growing 'sharing economy'.

Matt Field