

Response to the Vale of White Horse District Council Local Development Framework  
Preferred Options Consultation.

At a meeting of the Faringdon Town Council Planning and Highways Committee held on 6<sup>th</sup> January 2009 members of Town organisations and the general public were invited to attend to discuss the LDF preferred options in order that a co-ordinated response could be made.

Attendees were:

Mr. A.Brown	Marriotts
Mr. A.Henderson	G L Hearn
Mrs. D. Saunders -	Faringdon Area Project Faringdon Local Food Group
Mr.P.Saunders	Faringdon Local Food Group
Isobel Thomson	Faringdon Resident
Mr. P Schawb	Faringdon Resident
Mr. A. Cane	Faringdon Folly
Jane Celia	Faringdon Junior School Governor
Mr. N Elwell	Chamber of Commerce Focus on Faringdon CIC
Sarah Allen-Stevens	Wicklesham Commercial Properties
Mr.T.Allen- Stevens	Wicklesham Quarry
Mr. T Evans	Faringdon Resident

Attendees were asked to contribute to the discussion, and were asked to make any objections to the decisions made in order that these could be recorded – none were received.

It was agreed that the decisions made would be sent to organisations and individuals in the Town so that any comments or changes they wish to make can be incorporated either directly or as an appendix to this submission. **(Please send your comments about this note and the attached notes on the meeting, to the Deputy Town Clerk by 5<sup>th</sup> February so that we can try to achieve this objective).** It is hoped that a consolidated approach to the District Council can be made by all the organisations and residents of the Town.

Generally it was felt that the draft development framework went a long way in satisfying the needs of Faringdon over the next 20 years. Most of the provisions in the framework work well with the Strategy for Faringdon produced by Faringdon Town Council.

There are, however, significant areas that we believe need to be changed, altered and added:

1. Transport.

The A420 needs to be upgraded

Bus routes need to be improved in an East to West direction.

Pedestrian and cycle routes in Faringdon need improvement.

The Park Road access onto the A420 will need improvement.

Various road improvements in Faringdon will be needed.

## 2. Employment.

A careful analysis of the framework shows that the amount of employment land that will become available under the framework will actually be less than that available under the District Plan 2011. This will not meet the objectives of either the Strategy for Faringdon, nor that of the major part of the population. If Faringdon is to become a sustainable community in its own right, then everybody in the Town should have the opportunity to work within it.

The meeting agreed that the objections made within the framework against the development of the Wicklesham Quarry site were not convincing. The development of this site would provide employment for large numbers of the Town's residents and enable the Town to move conclusively towards sustainability in employment. The site will be easily accessible to the Townspeople (providing a pedestrian bridge is built over the A420) and will be unobtrusive.

## 3. Retail Development.

The framework looks to increase the population from the present 7,200 to a level of some 10,400 – some 44%. The present retail offer will be unable to cope with this volume of increased demand. The framework suggests that a redevelopment of the Budgens area and Southampton Street car park will be sufficient. The meeting agreed that the two developments that are in current consideration should be included within the framework. These are:

A development of shops/offices/community use buildings/parking north of the Junior School.

A development of a major food store on the "JDS" site in Park Road.

## 4. Housing types.

Faringdon currently has about 30% of its housing as "affordable". The meeting agreed that the figure shown within the South East Plan (35%) would be sufficient to meet the affordable housing need of the Town. A housing needs survey of Faringdon and District is needed that would include affordable housing needs and housing types and sizes within commercial developments.

It was agreed that housing density should be at 30 houses per hectare.

## 5. Other matters.

Completely left out of the framework is any plan for education. All three of the Faringdon state schools are nearing capacity. There is a need to urgently review the provision of places to cater for the very significant increase in population that is envisaged. This increased need is unlikely to be met by the availability of planning gain income.