

## **Fringford Parish Council**

### **Updated Input to Cherwell Local Plan - Part 2 August 2016**

#### **General**

The objective of this document is to ensure that CDC have a comprehensive, up to date picture of the Fringford Parish to ensure any planning policies and decisions are based on the true status.

In particular, The Parish Council has a concern that the upgrading of the village by CDC to a Category A village within Part 2 (“a larger, more sustainable, service village”) may not be a true reflection of the village status.

#### **Overview of Sustainability**

The Village is no longer served by a regular public transport system and the vast majority (95% plus) of journeys made by villagers are made by private car (recent CLP survey). The village has no meaningful level of employment, no shops, doctors’ surgeries, dentists or other essential services and journeys by private car to Bicester and Buckingham or further afield are therefore essential. The roads from the village to both the above towns are considered unsafe for walking or cycling.

#### **Transport, Traffic and Roads**

As stated above the closest centres for public services are over 4 miles away via a car journey. Access from the village to the main A4421 road is via a T junction on to a fast moving 50mph road.

The minor roads to the West of the village towards Cottisford and Caversfield are narrow and twisty and many motor accidents have occurred on them over the years.

The routes to the M40 used by most villagers to access employment pass through the increasingly busy areas of North Bicester which seems set to worsen over coming years due to housing development.

Within the village, the two principle roads, Main Street and Rectory Lane are narrow and without footways and without street lighting can be dangerous for pedestrians at night. There are two dangerous corners (near the Butchers Arms pub) on the primary access route through the village. Parking is often a problem leading to obstruction and access issues.

The village school has no parking provision of its own and largely serves out of village pupils mostly conveyed by private car. Parking at school start and finish times leads to congestion, on-road chaos, with obstruction and delays, damage to property and serious aggravation. Many villagers have to avoid leaving the villages at school times.

### **Services**

Whilst the village has a Primary school this is close to capacity and serves mostly out of village pupils, exacerbating the traffic issue highlighted above. Secondary schooling is only available in the nearby towns. There is also a Pre School.

There are no shops, doctors' surgeries, dentists, libraries, secondary schools or business services located within the village. (*The original Local Plan Part 2 had a retail outlet shown in Fringford at Hall Farm. This does exist but is an animal feeds supplier!*). The closest access to most services is only available by private car to Bicester or Buckingham.

### **Development – enhancement of the built environment**

There are limited development opportunities within the village and as such there is no prospect of environmental enhancement. Over the years the village has already acquired 6 significantly sized new housing developments providing 45 new, modern houses. The balance of traditional village housing to modern houses has changed and further significant development would begin to harm the rural nature of the village.

### **Heritage**

Fringford is an archetypal English village with narrow roads, a village green, cricket pitch, listed buildings and a mix of housing types. This is much valued by the residents and visitors alike. Inappropriate development would have an adverse impact on the rural nature of the village.

The area of Main Street close to the listed building, The Forge and Green Farm, the Village Green, the area adjacent to St Michael's and All Angels Church and The Manor merit protection from development due to their historic significance.

The village plus the fields surrounding the village along with the numerous historic footpaths all provide an attraction to many tourists visiting the historic Lark Rise to Candleford scenery. Policy should strongly protect historic route-ways, including the historic footpath from Lark Rise to Candleford.

### **Oxford's Unmet Housing Need**

Given that Cherwell's spatial strategy contained in Local Plan Part 1 indicates that growth in the rural areas will be limited and "focus on meeting local community and business needs", it is assumed that none of Oxford city's unmet housing need would be proposed to be met in villages such as Fringford.

Fringford and the villages North of Bicester would not be a feasible or sustainable location to meet Oxford City's unmet need due to the great employment travel distance and the poor road infrastructure through the rapidly expanding area in and around Bicester.