

**OXFORDSHIRE COUNTY COUNCIL’S RESPONSE TO CONSULTATION  
ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Cherwell

**Application no:** 22/01715/OUT

**Proposal:** Erection of up to 500 dwellings with associated access, open space and infrastructure

**Location:** Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

**Response Date:** 30th August 2022

---

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

---

**Assessment Criteria**  
**Proposal overview and mix /population generation**

OCC’s response is based on a development as set out in the table below. The development is taken from the application form.

<b>Residential</b>	
1-bed dwellings	61
2-bed dwellings	133
3-bed dwellings	207
4-bed & larger dwellings	99

Based on the completion and occupation of the development as stated above it is estimated that the proposal will generate the population stated below:

Average Population	1242
Nursery children (number of 2- and 3-year olds entitled to funded places)	30
Primary pupils	138
Secondary pupils including Sixth Form pupils	109
Special School pupils	3.6

**Application no: 22/01715/OUT**

**Location:** Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

---

## **General Information and Advice**

### **Recommendations for approval contrary to OCC objection:**

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via [planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

### **Outline applications and contributions**

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

### **Where a S106/Planning Obligation is required:**

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**  
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

**Security of payment for deferred contributions** - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

**Application no: 22/01715/OUT**

**Location:** Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

---

### **Strategic Comments**

The proposal is for the development of 500 dwellings with associated access, open space and infrastructure, on land south of Perdiswell Farm, Shipton Road, Shipton on Cherwell.

The site was previously considered as PR10 by the Adopted Cherwell Local Plan 2011-31 (Part 1) Partial Review – Oxford’s Unmet Housing Need. Other policies in the development plan may also apply including ESD 13 & ESD 15: Scheduled Monument. The site also falls within Shipton-on-Cherwell and Thrupp Neighbourhood Plan Area designated February 2019.

The County Council is raising Transport and Education objections to the proposal. Also attached are Lead Local Flood Authority, Archaeology, Waste Management and Landscape/GI Infrastructure comments. Local Members Views comments are provided by Councillor Andy Graham.

**Officer’s Name: Jonathan Wellstead**

**Officer’s Title:** Principal Planner

**Date:** 26/08/2022

**Application no: 22/01715/OUT**

**Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell**

---

## Transport Schedule

**Recommendation: Objection for the following reasons;**

- Insufficient details of the proposed access junction including associated infrastructure such as footways and cycleways.
- The site access junction has not been supported by a vehicle tracking exercise
- The TA has not provided a satisfactory assessment of the development impact on the network. Background traffic fails to include trips from consented sites. Such inaccuracies mean that it is not possible to fully assess the impact of the development in accordance with paragraphs 109 and 111 of the NPPF.

If despite OCC's objection permission is proposed to be granted then OCC requires prior to the issuing of planning permission a s106 agreement including an obligation to enter into a s278 agreement and a s38 agreement to mitigate the impact of the development plus planning conditions and informatives as detailed below.

### S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Highway works	<b>TBC</b>	<b>TBC</b>	Baxter	Planned bus service infrastructure enhancements along the A44 Woodstock - Oxford corridor (Northbound and southbound bus lane on A44 between Bladon roundabout and Langford Lane)
Public transport services	<b>£566,500</b>	December 2021	RPI-x	Improvement of bus service provision in the vicinity of the site
Public transport infrastructure	<b>£37,424</b>	October 2021	Baxter	Two pairs of bus stops required on the development spine road.
	<b>TBC</b>	<b>TBC</b>	Baxter	Financial contribution towards the planned Oxford Airport Park

				and Ride.
Traffic Reg Order	<b>£3,255</b>	April 2022	RPI-x	Administration costs towards a Traffic Regulation Order to enable the relocation of the existing derestricted speed limit on A4095 Upper Campsfield Road from its current location to 50mph at a point further north of the access junction.
Travel Plan Monitoring	<b>£2,563</b>	December 2021	RPI-x	Enabling the travel plan to be monitored for a period of five years
Public Rights of Way	<b>£90,000</b>	July 2022	Baxter	Access mitigation measures on the footpaths to east and north of the site. This would fund surface improvement, signing and furniture along the routes.
<b>Total</b>				

Other obligations:

- A Traffic Regulation Order (TRO) is required under the Road Traffic Regulation Act 1984 to enable the relocation of an existing speed limit on the A4095 Upper Campsfield Road to bring the proposed access within a safe speed limit.
- Two areas of hardstanding to be appropriately located along the primary street/spine road for bus stops. Shelters to be supplied by OCC.
- Proportionate contribution to infrastructure identified in Connecting Oxfordshire LTP4.
- Promotion of a CPZ within estate roads prior occupation of the development to deter commuter parking within the development.
- Pedestrian/ cycle connections to adjacent sites including measures to ensure their delivery.

**Key points**

- Details of the proposed access junction have not been availed. This information is required to review the credibility of the proposed access strategy. The proposed access must also be supported by a RSA1 and a swept path analysis

- A further pedestrian/cycle crossing of A44 towards the south east corner of the development is needed to make cycling journeys to/from the Bladon direction as attractive as possible for as many residents of the development as possible

### **Comments:**

The application is outline only seeking development of up to 500 residential properties with associated infrastructure on Land off the A4095 Upper Campsfield Road, to the south east of Woodstock.

### **Access arrangements**

A new 3-arm roundabout is proposed as the principle form of access to the site off Upper Campsfield Road which would provide access for pedestrians, cyclists and vehicles. The detail of the proposed access on Upper Campsfield Road is illustrated on DTA's Proposed Site Access Plan (Drwg No: 23570-01 Rev D).

The suite of access plan does not provide much detail regarding dimensions without which it is not possible to establish whether the new roundabout is feasible and compliant to DMRB standards. Details such as visibility splays, carriageway and shared footway/cycleway widths, inscribed circle diameter will need to be clearly marked out on the plan. **(Reason for objection)**

The application proposes to implement a new footway along the eastern side of the A4095 Upper Campsfield Road to provide a direct pedestrian link between the site and (I assume) Bladon Roundabout. This link will clearly be of benefit to residents and the community. Again, details of this infrastructure are not known, such as the width and extent of the provision, leaving access for pedestrians along here to be an incomplete arrangement. **(Reason for objection)**

Because the access junction poses a significant change along this section of highway, for safety of users it is necessary for the junction to be lit. A street lighting strategy will need to be agreed with Oxfordshire County Council Street Lighting Team which covers a minimum of about 50m either side of the approach arms to the junction. Although the application has not submitted a lighting plan, this can be secured by a planning condition.

A secondary access to the western frontage of the development (through the newly built Park View development) is proposed to link onto the A44 Oxford Road.

The site is located along the western front of the A4095 Upper Campsfield Road to which access shall be acquired. The A4095 Upper Campsfield Road is a single carriageway road and is approximately 6.2m wide. Along the majority of its length, the carriageway is currently subject to national speed limit. It is currently unlit and void of walking and cycling facilities.

The 50mph speed limit will need to be extended to include the new roundabout from Bladon roundabout to be consistent with the 50mph along the A44. The new speed limit zone will need to extend beyond the access, about 150m north of the new roundabout.

Para 4.3.1 of the TA as well as the Access and Movement Parameter Plan indicate that the development shall be connected to the A44 and Bladon roundabout by a network of 3m wide footways/cycleways. This is welcomed. However, no further detail is availed of how users would cross to the shared footway/ cycleway along the western side of the A44. Are there any plans to provide a crossing point on the A44 to enable residents to access the footway/ cycle way on the opposite side of the road? **(Reason for objection)**

The proposed access arrangement has not been supported by a swept path exercise. This exercise is vital at new junctions to ensure/ demonstrate that the development can be safely served by large vehicles. The swept path drawings must be submitted to show that the site accesses can safely accommodate expected vehicles. **(Reason for objection)**

#### **Site layout**

As this is an 'Outline' application the internal layout of this site will therefore be finalised at the detailed design stage. The layout plans shall be required to demonstrate the ability of buses, refuse vehicles and cars to manoeuvre within the site and back onto the highway in a forward gear particularly utilising turning heads.

If the proposed development is to be offered for adoption to the Local Highway Authority a Section 38 Agreement under the Highways Act 1980 will be required, alternatively if the development is to remain private a Private Road Agreement will be required between the developer and Oxfordshire County Council.

It is expected that future details on any 'Reserved Matters' or 'Full' application shows a comprehensive pedestrian network throughout the site with footways provided on both sides of the carriageway.

#### **Sustainable transport connectivity/transport sustainability**

Section 3.7 of the TA identifies that 'the centre of Woodstock has a range of local facilities and services all located approximately 1.6km from the centre of the site' and that the nearest primary school to the site is approximately 1.4km from the centre of the site. Although some residents may find such distances walkable, am not convinced that many would find such journeys manageable especially with bags of shopping. As such, I find that there is likely to be a high dependency on car use which will be exacerbated when considering trips beyond Woodstock, for example to employment areas beyond Woodstock. (see Table 3 of the TA - Journey to work mode share where car trips are 84% and 62% for Cherwell 016 and West Oxfordshire 004 local areas respectively. On a local front, Woodstock suffers from a lack of sufficient parking provision. It is reasonably feared that residents of the development may add to the already existing



parking pressures due to its distance from Woodstock. The applicant is thus requested to explore with the aim of mitigating this issue.

Besides Woodstock, the sites nearest local centres with key employment sites which have an important economic relationship with Oxford and form part of Oxfordshire's 'Knowledge Spine' include;

- o Oxford Parkway Railway Station,
- o London-Oxford Airport,
- o Langford Lane commercial area in Kidlington and,
- o Begbroke Science Park.

Most of these cannot readily and safely be accessed by walking. Although the application suggests a provision of a well-designed, safe footpath and cycleway network, together with supporting facilities, these may only go as far as connecting those in close proximity of the site.

Significant enhancements to public transport and walking and cycling provision are to be delivered on key strategic routes through the County Council's Local Transport Plan and strategy for Park and Ride and Rapid Transit.

Walking and cycling network and Strategic Link and routes are to connect in seamlessly with OCC's existing routes and proposed strategic walking and cycling enhancements to Oxford Rd, including Kidlington LCWIP (Local Cycling and Walking Infrastructure Plan), where a primary route includes a link to Bladon Roundabout.

A segregated cycling and walking path from the site to the Bladon roundabout, on the east side of Oxford road from Bladon roundabout to the edge of Park View development should be in line with LTN1/20. This should be secured via s278 agreement and ensure that it extends from Bladon roundabout all the way through to the A4095/A4260 junction and appropriate connections with adjoining Public Rights of Way and Kidlington LCWIP access points.

Planning for cycling/walking, space for cycling within highways, transitions between carriageways, cycle lanes and cycle tracks, junctions and crossings, cycle parking and other equipment design within the development site should follow the LTN 1/20 guidance. ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf))

The EV parking provision must align with the 2020 Oxfordshire Electric Vehicle Infrastructure Strategy ensuring sufficient spaces are both dedicated to electric vehicles, the minimum number of charging points are provided but more importantly the infrastructure is prepared to allow for future increased demand without significant interruption. ([https://mycouncil.oxfordshire.gov.uk/\(S\(0qslfpunjtzwzla330vlllet55\)\)/documents/s55283/CA\\_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf](https://mycouncil.oxfordshire.gov.uk/(S(0qslfpunjtzwzla330vlllet55))/documents/s55283/CA_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf))

## **Public Transport**

Oxfordshire County Council seeks financial contributions and infrastructure conditions to support the public transport network, in order to ensure that new development is suitably positioned to facilitate relevant and attractive bus services required to meet the needs for residents, employees and visitors.

Whilst Woodstock as a community is well served by buses, the development site is remote from these existing connections with the centre of the site being 800 metres from a bus stop (as acknowledged in the Transport Assessment) It is not acceptable for a development of this size to be so distant from a bus route, and therefore a bus service will be required to serve the site directly.

Consequently the road through the site must be suitable for bus operation – whilst the Design & Access Statement for this application states that the road will be 6.75m wide (and therefore will be suitable), confirmation is required that the road through the Park View site will also be suitable for this purpose. The road must be as free as possible of vertical deflections.

The Council is concerned that unacceptable delay will be caused to buses attempting to turn right out of Park View onto the A44 Oxford Road. Signalisation of this junction could be a potential option to facilitate this movement, with the development having to meet the cost of upgrading/signalising the junction.

An appropriate footway and crossing point will be required on the A4095 Upper Campsfield Road within the red line to facilitate pedestrian access to the potential future Park & Ride site.

The Council currently applies a fixed public transport services contribution to non-strategic development of £1,133 per dwelling. This results in such a contribution of **£566,500** related to this application, indexed to December 2021, which will be used for improvement of bus service provision in the vicinity of the site. It is not possible at this stage to confirm what route that might be, or whether it would be existing or new provision.

Two pairs of bus stops will be required on the development spine road. The Council requires developers to construct the bus stops and provide the required infrastructure consisting of:

- Premium Route VX-O pole and Metroslide flag with two row route number grid;
- 900mm timetable case;
- 24hr clearway plate with associated road markings);
- SMS plate; and
- Two bay shelter with ability to host a real time information screen (power supply required).

The Council will supply and install the real time information screens in the shelter and a financial contribution will be required for this, in order to encourage public transport use and make services more attractive and easy to understand. For four stops this will be **£37,424**, indexed to October 2021.

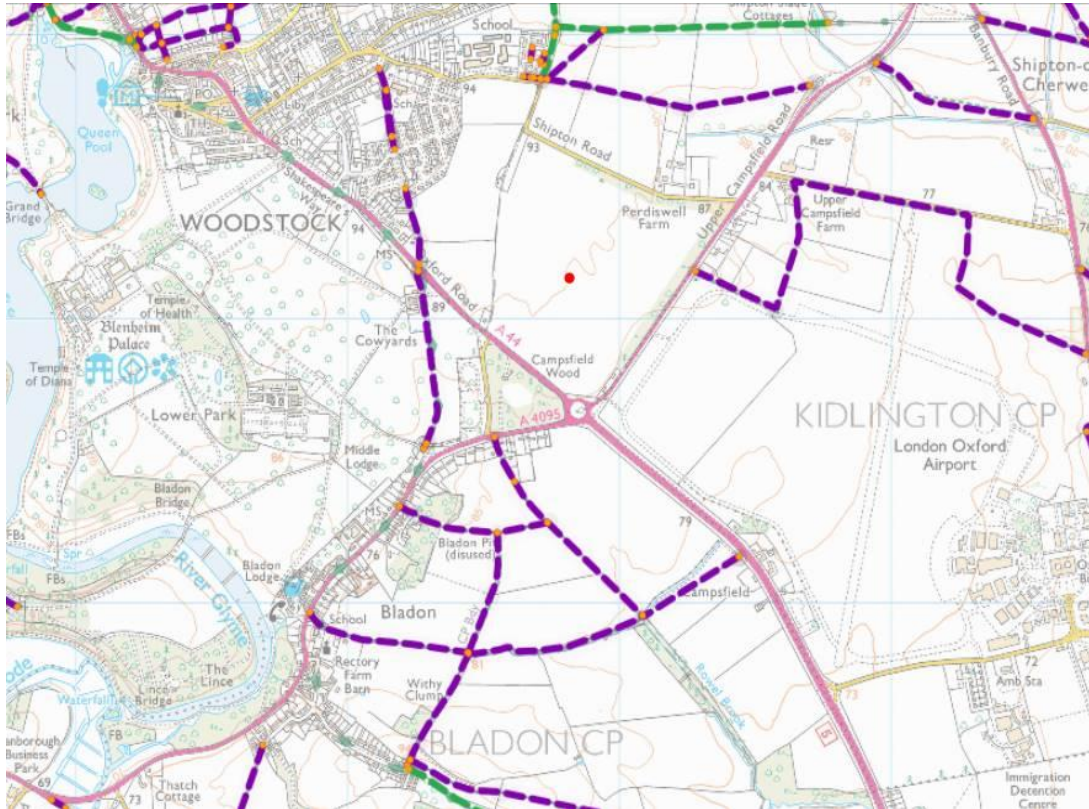
The Council can supply details of our preferred supplier of such infrastructure at the appropriate time.

### **Public rights of way**

Oxfordshire County Council (OCC) manages the legal record and access functions on the public rights of way and access land network. In addition to the statutory functions of recording, protecting and maintaining public rights of way, part of the authority's role includes securing mitigation measures from residential and commercial developments that will have an impact on the public rights of way and access land network in order to make those developments acceptable. The proposed measures also meet the aims and outcomes of the adopted Oxfordshire Rights of Way Management Plan 2015 - 2025 ([www.oxfordshire.gov.uk/rowip](http://www.oxfordshire.gov.uk/rowip)).

There are no recorded public rights of way (PRoW) across this site although there are a number in the vicinity that need connecting to. There is expected to be an increase in numbers of residents and visitors using the rights of way network around the site – simply due to the size of the development in a rural environment. These uses will create more use pressures on the rights of way network. In addition the roads network is expected to see a significant increase in traffic volumes and speed. OCC is proposing a range of mitigation measures that will help address the impact of this traffic on users through the improvement of traffic-free routes and safer road crossings and facilities. It is acknowledged that the development makes some provision for onsite greenspace and active travel - and this is welcomed. It is however, considered necessary to extend mitigation measures outside of the site to provide better connectivity and useability for more people.

For this, OCC seek from this development as mitigation measures as part of a s106 scheme of **£90,000** given this development effectively extends the urban edge of Woodstock through the connected spine road and public open space. The site has had a desk assessment to both assess the current situation and look at how public use could be protected and enhanced. With the development site at the centre, the logical and realistic public rights of way network likely to be affected is considered along with the range of measures needed to provide mitigation against the impacts of the development. In this case it is the size and location of the development, access to the surrounding countryside and key access roads serving the development that are the key drivers. The rights of way in the vicinity of the site considered to be affected by the development are shown on the attached map extract. :



The proposed off-site measures are in the form of a reasonable financial contribution to allow the Countryside Access Strategy to plan and deliver improvements with third party landowners in a reasonable time period and under the Rights of Way Management Plan aims. The contribution would be index-linked and subject to a 10 year longstop.

The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the ‘impact’ area up to 3km from the site. Primarily this is to improve the surfaces of all routes to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub-surfacing and drainage to enable easier access, improved signing and protection measures such as anti-motorcycle barriers. New short links between existing rights of way would also be included.

### **Traffic impact**

#### **Accident Data**

A review of the accident data for the area has been carried out and has highlighted a number of incidents that have occurred within a five year period spanning from January 2017 to April 2022. The submitted data does not present clusters of accidents that would cause heightened concern that the proposed development would exacerbate the existing situation. However, the recorded collisions along Upper Campsfield Road may be repeated/exacerbated by intensified use of the highway hence the need to reduce the road speed from derestricted to 50mph within the vicinity of the site.

### Trip generation, Distribution and Assignment

The TA seeks to estimate the level of traffic that the development would generate and what impact this might have on the adjacent transport network. The trip rates have been taken from those that were agreed on a not-so-distant site, on Land at Hill Rise. I have reviewed these and found them acceptable.

The anticipated distribution has utilised the 2011 Census Journey to Work data for the Super Middle Output Area of West Oxfordshire 004. This data indicates that the majority of the trips from this development (heading towards Oxford, Witney, Carterton, including parts of Kidlington etc) shall need to be assigned via the Bladon roundabout.

The submission predicts that there will be about 268 and 273 two-way vehicular trip movements in the AM and PM peak periods respectively. Whilst this volume of trips is considered realistic from a residential development in such a location, the TA fails to include committed development trips from the Park View site. The correlation between Park View and this site is high such that capturing the cumulative trips needs to be appropriately presented.

Park View development was granted planning permission for 300 residential units. Currently, a handful of these have been occupied. As per this TA, trips from the consented 300 site have not been captured in the baseline surveys and have been missed from the list of committed sites. As such, without this information, I am not in a position to conclude that a satisfactory assessment has been undertaken. **(Reason for objection)**

### Junction Assessment

The applicant has undertaken operational assessment on various junctions which are all in the vicinity of the site. It is to my dissatisfaction that the application has not assessed other junctions listed during the pre-application consultation. For the scale of development, bearing in mind the cumulative impact from other consented/committed developments around Woodstock, I do not consider this a robust exercise without including wider junctions. In isolation, the impact on other junctions (especially south and west of the Bladon roundabout) may be moderate but significant enough if looked at in a cumulative aspect. **(Reason for objection)**

To address this, the application needs to include amongst junctions to assess the following:

- Upper Campsfield Road/ Shipton Road
- A4260 Banbury Road/ A4095 Bunkers Hill/ A4095 Upper Campsfield Road;
- A4095 Main Road/ Lower Road;
- A44 Woodstock Road/ Langford Lane;
- A44 Woodstock/Sandy Lane/ Rutten Lane;
- A44 Woodstock Road/ Cassington Road;

## **Travel Plan**

The distance to bus stops from the furthest point of the development is considerable and may act as a deterrent to using the bus for journeys to and from the site.

A Full Residential Travel Plan will be required for this development of 500 dwellings. This should be produced prior to occupation and then updated on occupation of 50% of the site (250<sup>th</sup> dwelling) once adequate survey data becomes available. Further information regarding the required criteria can be found within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans March 2014'. A copy has been attached with this response for ease of reference.

A Travel Plan has been submitted in support of this application, but it does not contain the level of information required to meet the necessary criteria. It is therefore advised that the applicant consults appendices 5 and 8 of the guidance document to ensure all criteria has been met before revising and resubmitting for approval.

A Travel Plan Monitoring Fee of £2,563 (RPI Index linked Dec 2021) will be required to enable the travel plan to be monitored for a period of five years.

A Residential Travel Information Pack is required prior to first occupation and should then be distributed to all residents at the point of occupation. Reason – to ensure all residents are aware of the travel choices available to them from the outset. Further information regarding the required criteria can be found within the guidance document attached to this response.

Cycle parking and EV charging for both cycles and vehicles should be provided within residential boundaries.

## **S38 Highway Works – Spine Road**

An obligation to provide [a spine road as part of the highway network will be required for the development. The s106 agreement will secure delivery via future completion of a s38 agreement.

The s106 agreement will identify for the purpose of the s38 agreement;

- Approximate location of the spine road and information as to provision eg minimum width of carriageway, footways etc as appropriate.
- Timing – this may be staged.
- Additional facilities/payments e.g. on-site bus infrastructure and related payments.

## **Planning Conditions:**

In the event that permission is to be given, the following planning conditions should be attached:

### Accesses: Full Details

Prior to the commencement of the development hereby approved, details of the means of access between the land and Upper Campsfield Road including position, layout and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to the occupation of any dwellings, the means of access onto the highway shall be constructed and retained in accordance with the approved details.

*Reason - In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

### Speed Limit on A4095 Upper Campsfield Road

Prior to commencement of development (including changes to the highway) the consultation process and implementation of the Traffic Regulation Order for a new 50 mph speed limit no less than about 150 metres to the north of the new roundabout shall have commenced.

*Reason: In the interests of highway safety and to comply with Government guidance contained within the National Planning Policy Framework*

### CTMP

A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. This should identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Parking and Travel initiatives for site related worker vehicles,
- Engagement with local residents and neighbours.

### Travel Plan and Travel Information Pack

Prior to first occupation a Residential Travel Plan and Residential Travel Information Pack should be submitted to the Local Planning Authority.

**Officer's Name: Rashid Bbosa**

**Officer's Title: Senior Transport Planner**

**Date: 16/08/2022**

**Application no: 22/01715/OUT**

**Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell**

---

## **Lead Local Flood Authority**

### **Recommendation:**

No objection subject to conditions.

### **Condition**

#### **Surface Water Drainage**

**Construction shall not begin until/prior to the approval of first reserved matters;** a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change;
- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365 (if applicable)
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and;
- Details of how water quality will be managed during construction and post development in perpetuity;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems



### **Surface Water Management Scheme (Phases):**

Prior to the approval of any related reserved matters, a detailed Surface Water Management Scheme for each phase or sub-phase of development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be in accordance with the details approved as part of the strategic scheme (Strategic Surface Water Management Scheme) and include all supporting information as listed in the Condition.

The scheme shall be implemented in accordance with the approved details and timetable.

### **Reason:**

To ensure development does not increase the risk of flooding elsewhere; in accordance with Paragraph 155 of the National Planning Policy Framework (NPPF) and Local and National Standards.

### **Condition:**

#### **SuDS As Built and Maintenance Details**

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

- (a) As built plans in both .pdf and .shp file format;
- (b) Photographs to document each key stage of the drainage system when installed on site;
- (c) Photographs to document the completed installation of the drainage structures on site;
- (d) The name and contact details of any appointed management company information.

**Officer's Name: Kabier Salam**

**Officer's Title: LLFA Engineer**

**Date: 23/08/2022**

**Application no: 22/01715/OUT**

**Location:** Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

---

## **Education Schedule**

**Recommendation:**

### **Objection**

This development lies within the designated area of Woodstock CE Primary School. This school is already being expanded to 2 forms of entry to accommodate housing growth in the area, including the East Woodstock development (16/01364/OUT) and the two Woodstock sites allocated in the WODC Local Plan, which are subject to current planning applications. It would not be possible to expand Woodstock CE Primary School any further, and no other school within walking distance could accommodate growth on this scale. As such there is no identified mechanism by which the primary pupils generated by this development could be accommodated in an appropriate manner.

The strategic allocation in the CDC Local Plan at Begbroke includes two sites for new primary schools. When these are built, they could provide an opportunity to create sufficient additional capacity to also meet the needs of this proposed development, although it is doubtful whether they would be within the statutory maximum 2 mile walking distance. However, there is no confirmed timescale for these new schools at this stage, and they cannot, therefore, be relied upon as a solution to this proposed development.

For this proposed development to be acceptable in planning terms, the applicant would need to demonstrate there is a sustainable and viable solution to creating sufficient primary school capacity to mitigate the development's impact.

**Officer's Name: Louise Heavey**

**Officer's Title:** Access to Learning Information Analyst

**Date:** 25/08/2022

**Application no: 22/01715/OUT**

**Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell**

---

## **Archaeology**

### **Recommendation:**

The site is in an area of considerable archaeological interest, and has been subject to archaeological evaluations in the past. The evaluation highlighted areas of high archaeological potential which will need to be further investigated through an excavation.

### **Key issues:**

### **Legal agreement required to secure:**

### **Conditions:**

We would, therefore, recommend that, should planning permission be granted, the applicant should be responsible for ensuring the implementation of archaeological investigation to be maintained during the period of construction. This can be ensured through the attachment of a suitable negative condition along the lines of:

- 1 Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2021).

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a programme of archaeological mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2021).

**Informatives:**

**Detailed comments:**

We have previously commented on applications for this site (ref. 14/02004/HYBRID and 22/00476/PREAPP), which raised some issues. The wider application site includes the Scheduled Ancient Monument of Blenheim Villa (SAM 35545), and though this is not directly impacted by the development, there will need to be a consideration of the setting of the villa in any development of the site. The proposal site also lies immediately north east of the World Heritage Site of Blenheim Palace, and its Grade One registered parkland. The importance of the setting of these designated sites is highlighted in the NPPF (2021), the NPPF Planning Practice Guidance and the Local Plan Policies of WODC and CDC.

The Cultural Heritage Assessment submitted with the application outlines how the setting of these two assets has been considered, with input made by Historic England. Previous applicants for this site have carried out an aerial photographic survey, geophysical survey and a trenched evaluation. The geophysical survey and trenched evaluation highlighted areas which are of archaeological interest within the development area, suggesting Late Iron Age and Early Roman settlement activity. These areas will need to be subject to a further phase of archaeological mitigation which can be secured through a condition.

Since the development area contains a Scheduled Ancient Monument, Historic England has been consulted. They asked for the setting issues to be addressed through more detailed plans, and they should continue to be consulted in association with this application.

**Officer's Name: Victoria Green**

**Officer's Title:** Planning Archaeologist

**Date:** 8th July 2022

**Application no: 22/01715/OUT**

**Location: Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell**

---

## **Waste Management**

### **Recommendation:**

No objection subject to S106 contributions

### **Legal agreement required to secure:**

No objection subject to:

- S106 Contributions as summarised in the tables below and justified in this Schedule.

<b>Contribution</b>	<b>Amount</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Household Waste Recycling Centres	<b>£46,980</b>	327	BCIS All-In TPI	Expansion and efficiency of Household Waste Recycling Centres (HWRC)

### **S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):**

**£46,980** Household Waste Recycling Centre Contribution indexed from Index Value 327 using BCIS All-in Tender Price Index

#### **Towards:**

The expansion and efficiency of Household Waste Recycling Centre (HWRC) capacity.

#### **Justification:**

2. Oxfordshire County Council, as a Waste Disposal Authority, is required under the Environmental Protection Act 1990 (Section 51) to arrange:

*“for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of waste so deposited”;*

*and that*

*“(a) each place is situated either within the area of the authority or so as to be reasonably accessible to persons resident in its area;*

*(b) each place is available for the deposit of waste at all reasonable times (including at least one period on the Saturday or following day of each week except a week in which the Saturday is 25<sup>th</sup> December or 1<sup>st</sup> January);*

*(c) each place is available for the deposit of waste free of charge by persons resident in the area;”.*

3. Such places are known as Household Waste Recycling Centres (HWRCs) and Oxfordshire County Council provides seven HWRCs throughout the County. This network of sites is no longer fit for purpose and is over capacity.
4. Site capacity is assessed by comparing the number of visitors on site at any one time (as measured by traffic monitoring) to the available space. This analysis shows that all sites are currently ‘over capacity’ (meaning residents need to queue before they are able to deposit materials) at peak times, and many sites are nearing capacity during off peak times. The proposed development will provide 500 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 2,000 HWRC visits per year.
5. Congestion on site can reduce recycling as residents who have already queued to enter are less willing to take the time necessary to sort materials into the correct bin. Reduced recycling leads to higher costs and an adverse impact on the environment. As all sites are currently over capacity, population growth linked to new housing developments will increase the pressure on the sites.
6. The Waste Regulations (England and Wales) 2011 require that waste is dealt with according to the waste hierarchy. The County Council provides a large number of appropriate containers and storage areas at HWRCs to maximise the amount of waste reused or recycled that is delivered by local residents. However, to manage the waste appropriately this requires more space and infrastructure meaning the pressures of new developments are increasingly felt. Combined with the complex and varied nature of materials delivered to site it will become increasingly difficult over time to comply with the EU Waste Framework Directive 2008, enacted through the Waste Regulations (England and Wales) 2011 (as amended), maintain performance and a good level of service especially at busy and peak times.

**Calculation:**

Space at HWRC required per dwelling (m <sup>2</sup> )	0.18	Current land available 41,000m <sup>2</sup> , needs to increase by 28% to cope with current capacity issues. Space for reuse requires an additional 7%. Therefore, total land required for current dwellings (300,090) is 55,350 m <sup>2</sup> , or 0.18m <sup>2</sup> per dwelling
Infrastructure cost per m <sup>2</sup>	£275	Kidlington build cost/m <sup>2</sup> indexed to 327 BCIS
Land cost per m <sup>2</sup>	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m <sup>2</sup>	<b>£522</b>	
Cost/dwelling	£93.96	
No of dwellings in the development	<b>500</b>	
Total contributions requested	<b>£46,980</b>	

**Detailed comments:**

Oxfordshire councils have ambitious targets to reduce the amount of waste generated and increase the amount recycled as demonstrated in our Joint Municipal Waste Management Strategy 2018-2023. Enabling residents of new dwellings to fully participate in district council waste and recycling collections is vital to allow Oxfordshire's high recycling rates to be maintained and reduce the amount of non-recyclable waste generated.

Given the pressing urgency of climate change and the need to embed the principles of the circular economy into all areas of our society, we encourage the applicant to consider including community spaces that help reduce waste and build community cohesion through assets such as community fridges, space for the sharing economy (library of things), refill stations, space for local food growing etc.

At the reserved matters application stage, we expect to see plans for how the developer will design the development in accordance with waste management policies in Cherwell District Council's waste planning guidance.

Bin storage areas must be able to accommodate the correct number of mixed recycling, refuse and food recycling bins; be safe and easy to use for residents and waste collection crews and meet the requirements of the waste collection authority.

The development will increase domestic waste arisings and the demand for all waste management services including Household Waste Recycling Centres (HWRCs).

**Conditions:**

In the event that permission is to be given, the following conditions should be attached:

N/A

**Officer's Name: Mark Watson**

**Officer's Title: Waste Strategy Projects Officer**

**Date: 03 August 2022**



**Application no: 22/01715/OUT**

**Location:** Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

---

## **Landscape / Green Infrastructure**

### **Comments**

The District Council's Landscape Officer should be consulted on the proposals and his/her comments taken into account.

**Officer's Name:** Haidrun Breith

**Officer's Title:** Landscape Specialist

**Date:** 20/07/22

## **RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Cherwell

**Application No:** 22/01715/OUT

**Proposal:** Erection of up to 500 dwellings with associated access, open space and infrastructure

**Location:** Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell

---

### **LOCAL MEMBER VIEWS**

---

**Cllr:** Councillor Andy Graham

**Division:** Woodstock

#### **Comments:**

##### **Infrastructure Impact Issues**

The proposed application to build 500 houses in this location will have a profound impact on the neighbouring Woodstock settlement both in terms of infrastructure and the services already fully stretched in terms of health, highways and leisure provision.

The existing health provision through a doctors surgery is already at full capacity and there is no indication in the submission how that will be provided for or how the emerging plans for Hill Rise and Banbury Road developments have been taken into account.

Thames Water network modelling and capacity issues as well as flood mitigation measures are not outlined clearly and as the site is relatively flat, this needs to be robustly tested.

##### **Highways**

In highways terms there seems to be a contradiction in the design statement part 4 where it states access from Park View to be used by bus and cycle only when it is clear elsewhere in the submission that the access will include car effectively from the A44 and indeed therefore onto the A44 affecting traffic build up to and from Woodstock and onto the Bladon roundabout. Is the design statement correct or not?

It is not clear how bus capacity/service into the site will be included as part of the overall strategy to decrease car usage and needs more careful consideration if credibility is to be given to the strategy.

The overall impact of increased traffic on the A4095 to and from the Bladon roundabout through the village of Bladon would increase pedestrian highways safety issues and potential air pollution through the particular narrow stretch of the village where the pavement is particularly narrow and by increased car journeys as suggested, particularly commuters to Hanborough station make this routing more hazardous.(referred to in in design statement 6)

Construction access onto the site via Upper Campsfield Road is unacceptable as proposed. The traffic build up and disruption would cause intolerable levels of delay and highway surface danger from unwashed roads entering and leaving the site particularly at the times mentioned when traffic levels are still high. (A roundabout to be built first to avoid massive traffic disruption is the only solution should the development be granted permission)

This development was not previous accepted by the inspectors for inclusion in the Local Plan and was originally taken out.

**Date:** 24 July 2013

---