

**Addendum to technical appendix F: Transport assessment**

*Land East of Park View, Woodstock*

*Response to Highway Authority*

*LPA Reference 25/01510/OUT*

*December 2025*



Transport Planning Consultants

Land East of Park View, Woodstock

***Response to Highway Authority***

19<sup>th</sup> December 2025  
SJT/RM/NS 23570-05c Transport Note

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***Prepared For:***

**Blenheim Estate Homes**

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## 1.0 INTRODUCTION

1.1 Following submission of planning application 25/01510/OUT to Cherwell District Council, Oxfordshire County Council (“OCC”) as Local Highway Authority (“LHA”) submitted their consultation response dated 29<sup>th</sup> July 2025, within which a number of points were raised. The consultation response is attached in **Appendix A**.

1.2 The development proposals comprise of:

*Outline planning application for the erection of up to 500 dwellings and commercial floorspace (Use Class E) with associated access, open space and infrastructure.*

1.3 This note responds to those points raised and for ease, the comments of OCC are presented in *italicised blue text*. The note covers the following:

- Access Arrangements.
- Public Transport Services and Infrastructure.
- Sustainable transport connectivity/transport sustainability.
- Internal Layout.
- Public Rights of Way.
- Traffic Impact.

1.4 Following comments received by OCC relating to direct pedestrian and cycle access between the site and Bladon Roundabout, Park View and Woodstock, further clarification on the access strategy for the site has been provided. In summary, the access strategy proposes the following:

### **A44 Oxford Road/ A44 Woodstock Road/ A4095 Upper Campsfield Road/ A4095 Grove Road (Bladon Roundabout)**

- Additional vehicular flare on the A4095 Upper Campsfield Road entry.
- The existing splitter island on the A4095 Upper Campsfield Road will be extended to accommodate a staggered toucan crossing (>20m from circulatory). The staggered toucan crossing will connect into the 3m wide footway/ cycleway on the eastern side of the A4095 Upper Campsfield Road.
- The existing pedestrian priority crossings on the A44 Woodstock Road

(southern arm) will be upgraded to toucan crossings to provide access to the shared footway/ cycleway on the A44 and the bus stop.

- Amended circulatory markings to ensure efficient progression around the roundabout.

1.5 The proposals are shown on **DTA Drawing 23570-05E-GA2**.

#### **Proposed Site Access Roundabout and A4095 Upper Campsfield Road**

- A standalone toucan crossing will be provided on the A4095 Upper Campsfield Road southern arm approximately 75 metres from the roundabout. The standalone crossing will allow pedestrians and cyclists to cross in a single stage, rather than two stages (at the splitter island), without affecting the roundabout operation. This will provide a high-quality footway/ cycleway connection from the eastern side of Upper Campsfield Road to the site.
- A 3m wide footway/ cycleway with 1m verge (buffer) on the eastern side of the A4095 Upper Campsfield Road.
- Approach alignment smoothed to ensure moderate conflict angle whilst achieving full entry curvature requirements.

1.6 The proposals are shown on **DTA Drawing 23570-05E-GA3**.

#### **Park View Access**

- 6.75m wide road with pedestrian/cycle link into Park View development currently (being) implemented through s38. Corresponding provision will be provided within the site. A traffic filter will be provided. This access will be a pedestrian, cycle and bus only.

#### **Pedestrian/ Cycle Access – south-western corner of Site**

- A 3m wide footway/ cycleway at the south-western corner of the site onto the A44 Oxford Road. An informal crossing point with dropped kerbing and tactile paving will be provided at this location. This is shown on **DTA Drawing 23570-05E -GA2**.

## 2.0 ACCESS ARRANGEMENTS

2.1 This section responds to OCC's comments on the proposed vehicular, pedestrian and cycle access strategy for the development, and sets out the additional information submitted to address their detailed concerns. The revised arrangements comply with the relevant national and local design standards, including CD116 (Geometric Design of Roundabouts), LTN 1/20 (Cycle Infrastructure Design), and the Oxfordshire Street Design Guide.

*OCC Response:*

*The access roundabout includes informal crossings across refuge islands on all the three arms of the roundabout. The sizes of these refuge islands appear unacceptably small to allow for cyclists to momentarily rest whilst waiting for a gap in traffic. Due to the access plans being appended to the TA, the geometrical scales that enable me to carry out measurements is thus impossible. The applicant must submit separate access arrangement plans to enable an accurate appraisal in this respect.*

2.2 The crossings at the roundabout have been rationalised to correspond to the desire lines therefore whereas there was both priority crossings at the splitter islands and a standalone traffic signal-controlled pedestrian crossing on the Upper Campsfield Road, the priority crossings are no longer proposed so that pedestrians use the safest crossing option. Notwithstanding this, in response to OCC's request for scalable access drawings, a full set of dimensioned General Arrangement plans for the A4095 access roundabout has now been submitted. These drawings enable verification of all geometric parameters, including visibility splays, lane widths, flare lengths and island geometry. The pedestrian/cycle refuge island on the site access arm has been reviewed against CD116 and the minimum width requirements for cycle users, and the submitted GA drawings confirm that all refuge widths comply with the standards applicable to uncontrolled two-stage crossing locations. No departures from standard arise in respect of refuge geometry.

2.3 OCC have confirmed by email on 5<sup>th</sup> August 2025 that they agree the scheme meets the requirements of CD116.

*OCC Response:*

*In addition to this, I question the suitability of the crossing to the south of the new roundabout as it has the potential for a higher demand than the others. Interrogation of Table 10-2: Crossing design suitability of LTN 1/20 shows that a signalised crossing is required to enable pedestrians and cyclists to safely cross the highly trafficked A4095. In this respect, I expect to see at least the southern arm of the new access roundabout signalised or the stand alone crossing that has been set back from the access to be signalised.*

- 2.4 OCC requests confirmation that the southern crossing on the A4095 will be signalised in accordance with LTN 1/20 Table 10-2. The proposed crossing is a fully signal-controlled toucan crossing, positioned south of the roundabout to ensure safe operation and to avoid interaction with circulatory traffic. The crossing has been designed to LTN 1/20 requirements, with appropriate depth of reservoir space, intervisibility, and waiting area provision. This design therefore satisfies the safety requirement identified by OCC and provides a compliant, high-quality facility for both cyclists and pedestrians.

*OCC Response:*

*While the proposed roundabout off Upper Campsfield Road has been supported by a vehicle swept path for a 10.52m long refuse vehicle, this is slightly shorter than the standard vehicle used in the UK. OCC requires tracking to be undertaken for an 11.6m long vehicle. In addition, the secondary access onto Cowells Road has not been tracked for the same.*

- 2.5 OCC asks that all tracking be undertaken using the 11.6 m Refuse Collection Vehicle specified in the OCC Street Design Guide, and that bus routing through Park View be demonstrated. Updated swept-path analysis has now been undertaken using the OCC-compliant 11.6 m refuse vehicle for all arms of the access roundabout, the Cowells Road secondary access, and all internal approach movements. In addition, tracking for a 12 m single-deck bus has been prepared to demonstrate that a bus could route through the site and through the Park View estate to the A44. This confirms that the development is fully capable of supporting a bus service, as envisaged by OCC policy.

*OCC Response:*

*A Stage 1 Road Safety Audit (RSA1) is required in accordance with GG119 (para. 5.46.1). Please ensure the RSA Brief is approved by the OCC prior to instruction. A Designer's Response should accompany the RSA1, with the RSA recommendations signed off by the Overseeing Organisation.*

- 2.6 OCC requires a Stage 1 Road Safety Audit (RSA1) in accordance with GG119. A RSA1 brief has been prepared and is attached at **Appendix C**. The RSA Brief has been provided to OCC for approval, and the completed RSA1 together with the Designer's Response will be submitted following OCC's sign-off of the brief. All recommendations arising from the RSA will be agreed with OCC and incorporated as appropriate.

*OCC Response:*

*The application has also missed enhancing connectivity to the existing Public Footpath 265/36/10 across the A4095 Upper Campsfield Road, circa 170m north of the new roundabout. This is unacceptable and must ensure that the site seamlessly connects to existing infrastructure.*

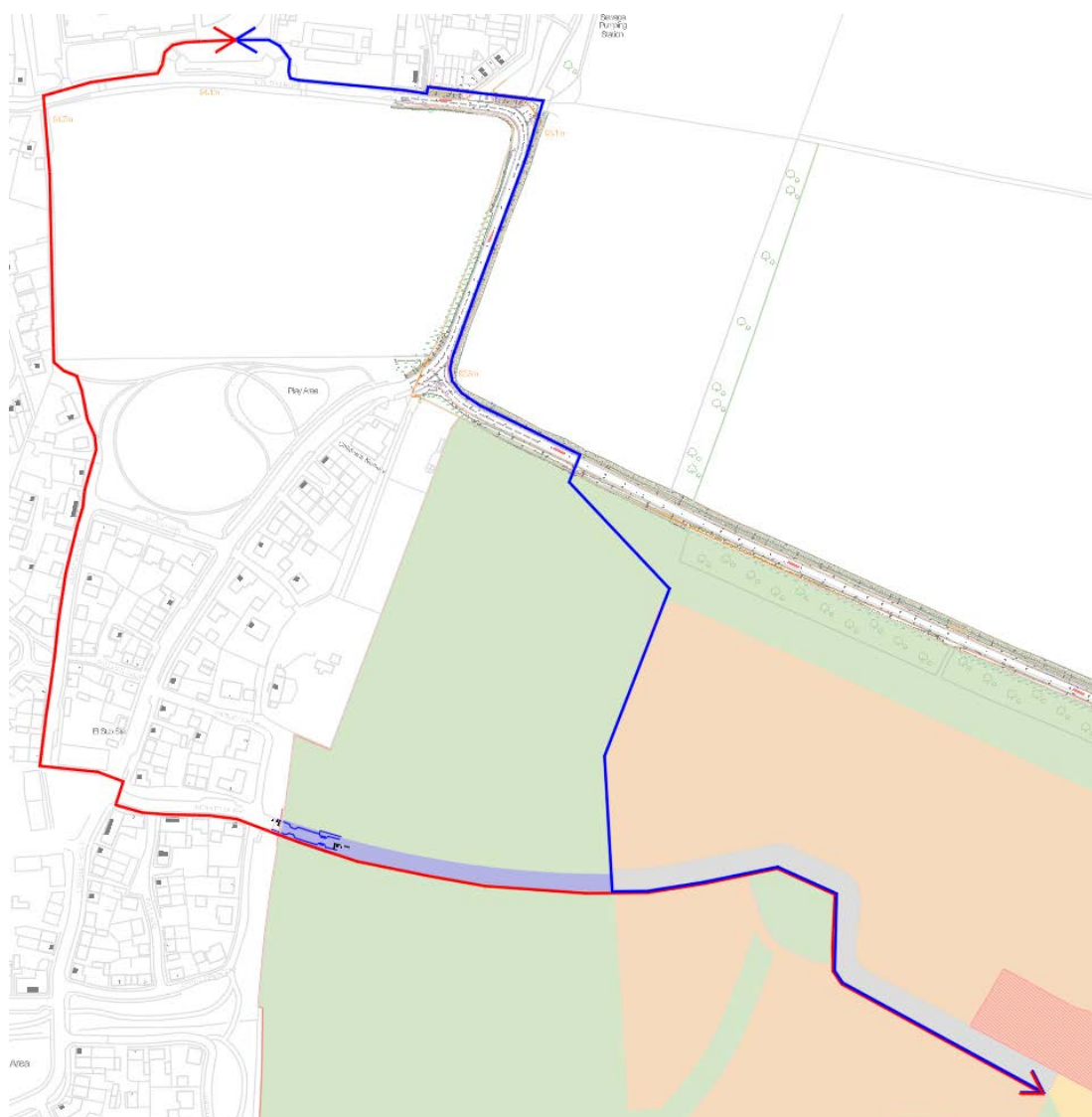
- 2.7 OCC requests that a pedestrian and cycle connection be provided to Public Footpath 265/36/10, located to the north of the access roundabout. The feasibility of providing such a link has now been reviewed, including land ownership, levels and highway boundary considerations. It is proposed to provide a pedestrian connection between the development, from an existing site access point, with a new dropped kerb crossing, to connect to the existing stile entrance to the footpath. This is shown on **Drawing 23570-05e-GA3**.

*OCC Response:*

*In addition, the site must provide a link to the northwest of the development, at the Cowells Road junction with Shipton Road appreciating that this is most direct route for school trips from this site. This would link onto the infrastructure identified as Route 26 in the Woodstock LCWIP as footway providing a link from the north of the Park View estate to Marlborough School.*

- 2.8 An assessment of the routes between the development and the schools has been undertaken with reference to LTN 1/20 design principles, which specify that walking and cycling routes should be coherent, direct, safe, comfortable, and attractive with these criteria considered collectively rather than in isolation.
- 2.9 The approved route from the development at Park View to Shipton Road and the schools is illustrated on the approved Movement Masterplan (Ref. 16/01364/OUT), included at **Appendix D**. This route provides a continuous and legible connection to Shipton Road and onward to both the primary and secondary schools through a low-speed, low-traffic environment with lighting and good natural surveillance.

*Figure 1 Route to Marlborough School*



- 2.10 Although the route is marginally longer than the straight-line alignment, the additional distance is limited. **Figure 1** demonstrates the route from the local centre to the schools via Park View is only marginally (140 metres) longer than via Shipton Road. In accordance with LTN 1/20, the quality, safety and attractiveness of the Park View route are considered to outweigh this small difference in distance, and the entire development remains within convenient walking distance of the schools.
- 2.11 A detailed assessment of the alternative route suggested by OCC has also been undertaken. This has included consideration of a topographical survey to fully understand design implications. The potential route onto Shipton Road could use an existing field access located approximately 100 metres east of the Cowells Road junction. To avoid the root protection areas of trees on the southern side of Shipton Road, pedestrians would need to cross to the northern side. While the road alignment provides sufficient intervisibility for a crossing, Shipton Road is an unlit, derestricted rural road, requiring additional caution from pedestrians.
- 2.12 A drainage ditch lies within the northern verge, and there is currently no formal drainage system, as the carriageway drains into the soft verge. The ditch would need to be culverted, and the introduction of kerbing and a footway would likely necessitate a new formal drainage system.
- 2.13 Approaching the Cowells Road junction, Shipton Road bends northwards. An over-runnable area comprising granite setts has been provided to accommodate large vehicles, including school buses, in lieu of a conventional corner taper. This configuration limits intervisibility for pedestrians crossing Shipton Road to access the existing path on Cowells Road. In addition to visibility constraints, a pinch point exists within the highway boundary, and delivery of a compliant footway would require land from the adjacent field.
- 2.14 North of the Cowells Road junction, a further drainage ditch is present along Shipton Road that would also require culverting. In addition, level differences would create impacts on the existing hedge and stone wall.
- 2.15 Although the technical challenges could be resolved, doing so would require widening of the highway corridor to accommodate the necessary works, landscaping, and

mitigation.

- 2.16 While the Woodstock LCWIP identifies a potential route in this location, the LCWIP is indicative in nature and does not override the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). Any off-site works or planning obligations must be demonstrably necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. While LTN 1/20 sets out design principles for active travel infrastructure, it does not displace these statutory requirements, and any intervention must remain proportionate, deliverable and justified.
- 2.17 While the Shipton Road option would be shorter for residents (in the northern part of the development), the route would remain rural in character, unlit, and adjacent to a high-speed road environment unless additional interventions were introduced. Pedestrians would be required to cross Shipton Road at an informal rural location with limited natural surveillance.
- 2.18 In LTN 1/20 terms, and notwithstanding the engineering and land-take requirements, the Park View route is of materially higher quality, offering a safer, more comfortable and more attractive environment. The modest difference in distance is therefore not considered material to route choice or propensity to walk.
- 2.19 Given that the Park View route is demonstrably superior in terms of safety, comfort and attractiveness, the proposed design response is to reinforce route legibility and hierarchy by directing pedestrian movement towards this higher-quality connection. Managed permeability along the northern boundary is therefore proposed to discourage use of the lower quality Shipton Road option, consistent with LTN 1/20 principles. A new 1m wide native hedgerow will be planted alongside the existing hedgerow to help strengthen the vegetation boundary in the north west corner of the site. This boundary will be further reinforced with a new 1.2m high post and wire stockproof fence along Shipton Road.
- 2.20 In the longer term, should development come forward on the field to the north, there would be an opportunity to deliver a route via that land, most likely through the

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provision of a footway within the site boundary as part of a comprehensive, integrated design approach.

### **Summary**

2.21 The access strategy has been updated to directly address OCC's comments and to ensure compliance with national and local design standards. Key improvements include:

- Submission of dimensioned and scalable access drawings
- Provision of a signal-controlled toucan crossing on the A4095
- Upgraded toucan facility at Bladon Roundabout
- A high-quality shared pedestrian/cycle route to the roundabout
- Updated refuse and bus tracking
- Formalised PRow connectivity
- Bus-only link to Park View
- RSA1 process underway

2.22 On this basis, the proposed access arrangements are considered safe, policy-compliant, and appropriate to serve the development.

### **3.0 SUSTAINABLE TRANSPORT & CONNECTIVITY**

*OCC Response:*

*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:*

- *Oxford Parkway Railway Station.*
- *London-Oxford Airport.*
- *Langford Lane commercial area in Kidlington, and*
- *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.*

- 3.1 As set out in the Transport Assessment, the centre of Woodstock is located approximately 1.6 km from the site, with the nearest primary school approximately 1.4 km away. These distances fall comfortably within the thresholds identified in *Manual for Streets* (DfT, 2007), which states that walkable neighbourhoods typically include facilities within 10 minutes' walk but that walking has the greatest potential to replace short car trips up to 2 km. The proposed development includes a Local Centre comprising a nursery/doctor's surgery and a convenience store, significantly reducing the need for residents to travel for day-to-day purposes.
- 3.2 The internal layout has been structured to ensure that all dwellings are within a convenient walking distance of on-site facilities, bus stops, open space, and active travel routes, thereby supporting a meaningful shift towards sustainable modes.
- 3.3 The development has been designed to integrate with both existing and future active travel corridors. Key elements include:
- A 3 m wide shared footway/cycleway on the eastern side of the A4095 between the site access and Bladon Roundabout.
  - A signal-controlled toucan crossing on the A4095 providing a safe and direct connection to the A44 corridor and wider network.
  - An upgraded toucan crossing on the A44 Woodstock Road to support movements

towards Park View and existing bus stops.

- A formal pedestrian connection to Public Footpath 265/36/10, enabling access to the wider countryside.
- Direct, safe, and attractive walking and cycling routes through the Park View development towards the Woodstock schools, aligning with the approved Movement Masterplan for Park View (Ref. 16/01364/OUT).

3.4 The site benefits from immediate proximity to the National Cycle Network Route 5, which provides high-quality segregated links to Oxford and Kidlington, and from the strategic walking and cycling improvements identified in the Kidlington LCWIP. The A44 corridor is already a focus for enhanced active travel provision, and the development directly contributes to this network through new connections and infrastructure.

3.5 Under LTN 1/20, the preferred metric for judging walking and cycling routes is quality, not pure distance. The routes provided through Park View and the enhanced corridor to Bladon Roundabout are well-lit, have natural surveillance, and operate in a low-speed environment—making them demonstrably more attractive than rural, unlit alternatives.

3.6 The development is well located relative to key employment areas associated with Oxfordshire's Knowledge Spine, including:

- Begbroke Science Park (approx. 3.5 km)
- London Oxford Airport (approx. 4.5 km)
- Langford Lane employment cluster (approx. 5 km)
- Oxford Parkway Station (approx. 6.5 km)

3.7 These destinations are all accessible via segregated pedestrian/cycle infrastructure along the A44 and Langford Lane, supplemented by high-frequency bus services operating along the A44 corridor. This multimodal connectivity significantly reduces the need to rely on private car travel for work-related trips.

3.8 OCC express concern that some residents may choose to drive to Woodstock for shopping or services. While this may occur for certain trips, the combination of:

- the on-site Local Centre,
- the high-quality active travel routes,
- the bus permeability of the site,
- the direct link to NCN5, and
- the emerging Mobility Hub on the A44

means that opportunities for non-car travel are substantial and exceed those of many comparable sites.

3.9 Furthermore, the development layout has been consciously structured to support Decide & Provide principles, providing infrastructure that enables sustainable mode choice rather than predicting continuation of historic travel behaviours.

### **Summary**

3.10 Taking these factors into account, the development is considered to be sustainably located in accordance with:

- NPPF (2024) paragraphs 115–117
- Cherwell Local Plan Policy SLE4
- OCC Local Transport & Connectivity Plan
- LTN 1/20 guidance

3.11 The proposals deliver a coherent and comprehensive active travel network, provide direct access to high-frequency public transport, and reduce the need for vehicular trips through on-site facilities and improved inter-connectivity. As such, the development satisfies the relevant policy requirements for sustainable transport and does not give rise to any severe impacts on the transport network.

## 4.0 PUBLIC TRANSPORT

- 4.1 OCC's consultation response raises several matters relating to public transport provision, including the need for a bus service to directly serve the development, the suitability of the internal and adjacent road network for bus operation, potential delays at the Cowells Road/A44 junction, and the requirement for public transport contributions. Each matter is addressed below.

### *OCC Response:*

*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.*

- 4.2 The closest existing bus stops to the site are located on the A44 Oxford Road at Park View and adjacent to Bladon Roundabout on the A44 Woodstock Road. These are approximately 800 metres from the centre of the site, a similar distance to the farthest dwellings within the Park View development. The existing stops provide access to high-frequency services including Stagecoach 7, S3 and S4, offering regular connections to Woodstock, Kidlington and Oxford.
- 4.3 While OCC consider this distance to be sub-optimal for a development of this scale, the proposed development includes a spine road designed to accommodate bus operation, in accordance with OCC's requirements and the Oxfordshire Street Design Guide. This ensures the site is capable of being directly serviced by a future bus route should an operator consider it appropriate.

*OCC Response:*

*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.*

- 4.4 The primary road through the development has been designed with a 6.75-metre carriageway width, enabling two-way bus movement and complying with OCC's standards for bus operation. Swept path analysis has been completed for a 12-metre single-deck bus, confirming that buses can operate safely and efficiently within the site.
- 4.5 However, discussions held with Stagecoach indicate that the operator does not currently consider routing through the development to be operationally desirable. Notwithstanding this, the development maintains the capability to support a bus service in the future if required by OCC or an operator.
- 4.6 In response to concerns raised by Park View residents regarding through-traffic, the connection between the two developments will incorporate a bus-gate, preventing general traffic but maintaining permeability for buses, emergency vehicles, pedestrians and cyclists.

*OCC Response:*

*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.*

- 4.7 OCC expresses concern that buses travelling from Park View could experience delay when turning right from Cowells Road onto the A44. OCC suggested that signalisation may be required to facilitate this movement.
- 4.8 In response, a junction capacity assessment has been undertaken for the 2025 and 2031 scenarios including committed development. This assumes 14% of the

development traffic would route through this junction heading into Woodstock and north towards Chipping Norton. This is considered a sensitivity test. The results are presented in **Table 1** below.

**Table 1** – Cowell Road/ A44 Oxford Road Junction Modelling Results

Arm	AM			PM		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
<b>2025 Base</b>						
B-AC	0.2	11.51	0.15	0.1	8.24	0.06
C-B	0.0	7.06	0.04	0.0	5.90	0.04
<b>2031 Base</b>						
B-AC	0.2	12.21	0.16	0.1	8.40	0.06
C-B	0.0	7.25	0.04	0.0	5.97	0.05
<b>2031 Base + Committed Development</b>						
B-AC	0.4	14.25	0.28	0.1	8.97	0.11
C-B	0.1	7.82	0.07	0.1	6.46	0.10
<b>2031 Base + Committed Development + Development</b>						
B-AC	0.7	19.74	0.41	0.2	10.93	0.17
C-B	0.1	7.87	0.07	0.1	6.53	0.10

4.9 The results show that the junction operates within capacity in the 2025 scenario. In the 2031 future scenario with committed development the junction is forecast to operate within capacity and with the development proposals, the junction is forecast to continue to operate within capacity.

4.10 The modelling results demonstrate that:

- All arms operate well within capacity, with RFC values significantly below intervention thresholds.
- Delays and queues remain minimal in all scenarios.

4.11 Signalisation provides no operational benefit and would in fact increase delay for all road users, including buses. Accordingly, signalisation of this junction is not justified.

*The Council currently applies a fixed public transport services contribution to non-strategic development of £1,364 per dwelling. This results in such a contribution of £682,000 related to this application, RPIX indexed (base October 2024), 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*

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*existing or new provision.*

4.12 The applicant accepts this requirement, totalling £682,000 (RPI-x indexed, October 2024), to support enhanced public transport provision in the vicinity of the site.

### **Summary**

4.13 The proposed development is fully capable of supporting high-quality public transport provision, both through:

- a spine road designed to accommodate bus operation;
- existing high-frequency A44 services; and
- acceptance of all relevant S106 contributions towards future bus service enhancement.

4.14 Junction capacity testing confirms that the operation of the A44 corridor and Cowells Road junction will remain acceptable, and that no interventions beyond those proposed are required. On this basis, the development satisfies all relevant transport and policy requirements relating to public transport access and provision.

## 5.0 PUBLIC RIGHTS OF WAY

### *OCC Response:*

*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 £130,000 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.*

- 5.1 OCC notes that there are no recorded Public Rights of Way crossing the site, but that several PRoW routes exist in the wider area which may experience increased recreational use as a result of the development. OCC therefore seek a contribution of £130,000 towards off-site PRoW enhancements.
- 5.2 The applicant has reviewed the request in detail. The nearest Public Right of Way is Footpath 265/36/10, located approximately 170 metres north of the proposed site

access on the A4095. This footpath does not form part of an established desire line for trips between the development and key destinations such as schools, shops, employment or bus stops. The alignment is rural in nature, unlit, and does not provide a direct or attractive route for functional walking or cycling trips. Nevertheless, in response to OCC's consultation response, a new pedestrian connection to Footpath 265/36/10 is now proposed and is shown on **DTA Drawing 23570-05E-GA3**. This ensures that recreational access to the wider countryside is suitably accommodated.

5.3 Beyond this localised measure, the wider PRoW improvements sought by OCC do not meet the statutory tests under Regulation 122(2) of the Community Infrastructure Levy Regulations 2010. In particular:

- **Need:** The proposed development does not rely on the wider PRoW network to function acceptably in transport terms. Safe and convenient pedestrian and cycle access is provided via the toucan crossings, the 3m shared-use path on the A4095, the connection to Footpath 265/36/10, and the high-quality internal network linking into Park View. As such, there is no transport-based necessity for off-site PRoW works.
- **Relevance:** The PRoW routes identified by OCC serve primarily recreational walking, rather than functional day-to-day movement. The TA demonstrates that primary pedestrian and cycle movements will be focused along the A4095, A44 and Park View corridors, not the rural PRoW network. The requested contribution is therefore not directly related to mitigating the transport impacts of the development.
- **Scale and Proportionality:** OCC has not provided evidence demonstrating the scale of anticipated additional use or the basis upon which a £130,000 contribution has been calculated. The contribution sought is not proportionate to the development's transport impact.

5.4 On this basis, while the applicant has addressed OCC's request by providing an appropriate connection to the nearest PRoW route, the wider financial contribution is not considered to meet the policy and legislative requirements for planning obligations. The proposed development therefore provides suitable and proportionate mitigation in respect of pedestrian access to the countryside.

## 6.0 TRAFFIC IMPACT

6.1 This section provides a detailed response to OCC's comments on trip generation, distribution, committed development flows, and junction capacity. Additional sensitivity testing and robust modelling have been undertaken to address each element of OCC's Transport Schedule.

### *OCC Response:*

*For the proposed commercial land use, i.e. the local centre, the TA has not assessed the trips likely to be generated by the associated land uses. While local centres typically serve the development, they are part of, the lack of detail in this case makes it difficult to agree with that assumption. The outline application allows for various plausible land uses within the local centre, and not all trips can be contained as suggested by the TA*

6.2 The local centre will not exclusively serve the development and new and existing residents from adjacent areas will benefit from the increased local offer which for most will be within a convenient walking distance. Whilst the TA does not make an explicit allowance for external demand to the local centre, no discounting has been made to the residential demand for trips which would otherwise be external nor the external trips that would need to be undertaken elsewhere. If only half of the local centre demand is generated within the development, this will offset in full the residual external demand. This is a relevant consideration at the site accesses. Further afield the external demand, if not met within the new local centre will be met elsewhere and hence already on the wider network. The TA assumptions in this regard are very therefore robust.

6.3 The development proposals include the provision of a Local Centre comprising 550sqm children's nursery or doctor's surgery and 350sqm convenience store. The TRICS database has been reviewed for person and vehicle trip rates for children's nursery, convenience store and doctor's surgery.

6.4 The resulting trip rates and trip generation is summarised in **Table 2** and **Table 3** below.

**Table 2 – Person and Vehicle Trip Rates**

Time Period	Person Trip Rate			Vehicle Trip Rate		
	In	Out	Total	In	Out	Total
<b>Children's Nursery – 550sqm</b>						
AM Peak (08:00 – 09:00)	7.230	2.932	10.162	2.559	1.839	4.398
PM Peak (17:00 – 18:00)	3.429	7.354	10.783	2.037	2.857	4.894
12 Hour (07:00 – 19:00)	25.368	25.516	50.884	10.657	10.658	21.315
<b>Convenience Store – 350sqm</b>						
AM Peak (08:00 – 09:00)	17.115	16.5	33.615	7.174	7.046	14.220
PM Peak (17:00 – 18:00)	16.398	16.475	32.873	7.661	8.071	15.732
12 Hour (07:00 – 19:00)	220.618	219.768	440.386	93.742	92.813	186.555
<b>Doctor's Surgery – 550sqm</b>						
AM Peak (08:00 – 09:00)	5.686	3.168	8.854	3.255	1.866	5.121
PM Peak (17:00 – 18:00)	1.780	2.734	4.514	1.085	1.389	2.474
12 Hour (07:00 – 19:00)	46.768	48.381	95.149	25.127	25.177	50.304

**Table 3 – Person and Vehicle Trips**

Time Period	Person Trip			Vehicle Trip		
	In	Out	Total	In	Out	Total
<b>Children's Nursery</b>						
AM Peak (08:00 – 09:00)	40	16	56	14	10	24
PM Peak (17:00 – 18:00)	19	40	59	11	16	27
12 Hour (07:00 – 19:00)	140	140	280	59	59	117
<b>Convenience Store</b>						
AM Peak (08:00 – 09:00)	60	58	118	25	25	50
PM Peak (17:00 – 18:00)	57	58	115	27	28	55
12 Hour (07:00 – 19:00)	772	769	1541	328	325	653
<b>Doctor's Surgery</b>						
AM Peak (08:00 – 09:00)	31	17	49	18	10	28
PM Peak (17:00 – 18:00)	10	15	25	6	8	14
12 Hour (07:00 – 19:00)	257	266	523	138	138	277

- 6.5 **Table 3** shows that a children's nursery is forecast to generate 24 two-way vehicle trips during the AM peak and 27 two-way vehicle trips during the PM peak, and a doctor's surgery is forecast to generate 28 two-way vehicle trips during the AM peak and 14 two-way vehicle trips during the PM peak.
- 6.6 The convenience store is forecast to generate more vehicular trips with 50 two-way during the AM peak and 55 two-way during the PM peak.
- 6.7 As set out above, the reduction in residential demand will offset the external demand to the local centre. If no reduction to residential demand is made and the external demand to the local centre is considered to be wholly new, then the difference at the accesses will be equivalent to only one additional vehicle every two minutes. Such a

modest change will make not material difference to the design or ultimate operation of the site accesses. The assessment therefore remains robust, and the Local Centre does not materially affect the operation of any junction on the network.

*OCC Response:*

*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. I have interrogated the distribution charts in Appendix D for which I find that no allowance was made for any development trips utilising Cowells Road and/ or Shipton Road via the Park View development. This is unacceptable and does is not a true representation of the future movements.*

- 6.8 OCC raises concern that no allowance had been made for trips routing via the Park View development. In response, a sensitivity test has been undertaken assuming 14% of development trips route through Cowells Road towards the A44 and Shipton Road. The 14% figure represents a deliberately high and robust assumption based on the relative attractiveness of routing northwards compared to the primary A4095 access.
- 6.9 To address OCC's concerns regarding bus delays, the Cowells Road/A44 junction has been modelled under 2025 and 2031 scenarios with committed development and with development flows included. The results are presented in **Table 1** of Section 4. The junction is predicted to operate well within capacity on all approaches, with RFCs below 0.50 and minimal queues. Therefore, there is no operational justification for signalisation of this junction.
- 6.10 Notwithstanding this, the proposed development will include a bus gate between the site and Park View, preventing general traffic from using this route while allowing buses and emergency vehicles to pass. This measure addresses both operational and community concerns.

*OCC Response:*

*In the vicinity of the site, the TA has picked up a number of committed developments*

*to consider within the assessment. I however note with concern the exclusion of the development on Land west of Rutten Lane, Yarnton which through an appeal (Ref 21/03522/OUT or Appeal Ref: APP/C3105/W/23/3329587 in February 2024) obtained planning permission for up to 540 dwellings, 9,000sqm of extra care residential floorspace and community spaces. The TA that supported that application revealed that a considerable portion of development trips accessing Bladon Roundabout – implying that the cumulative impact of the relevant committed developments has not been captured. This omission thereby renders the traffic impact assessment unsatisfactory.*

- 6.11 DTA has reviewed the Transport Assessment (dated September 2021) undertaken by Vectos (SLR) for the Land west of Rutten Lane, Yarnton development. The development flows through the Bladon roundabout have been extracted from Figure 5.9 Total Development Flows AM Peak and Figure 5.10 Total Development Flows PM Peak.
- 6.12 The junction modelling has been updated to reflect the committed development flows and the modelling results are summarised in **Table 4** below and outputs attached at **Appendix E**.
- 6.13 The modelling has been undertaken with the proposed improvements to the roundabout as set out in DTA's Transport Assessment (February 2025) and the convenience store (as a worst-case scenario) at the Local Centre.

**Table 4 – Junction Modelling Results – Bladon Roundabout**

Arm	AM			PM		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
<b>2031 Base + Committed Development + Development</b>						
A4095 Upper Campsfield Road	3.1	13.34	0.78	1.1	4.95	0.53
A44 Woodstock Road (S)	1.8	5.71	0.66	4.8	10.76	0.83
A4095 Bladon Road	2.8	11.16	0.74	2.3	10.04	0.70
A44 Oxford Road (N)	5.8	19.31	0.86	1.2	5.67	0.54

- 6.14 The results show that with the inclusion of the Land west of Rutten Lane, Yarnton as committed development and convenience store at the Local Centre, the roundabout is forecast to operate within capacity on all arms during the AM and PM peaks.

*OCC Response:*

*I note with concern the TA's use of 'Scenario Testing', particularly where no allowance has been made for modal shift. As part of OCC's Decide and Provide which in part is only a tool aimed at achieving the objectives of the County's Local Transport and Connectivity Plan, it is paramount that a scenario with high sustainable travel modes is assessed. Under this, I expect to see an assessment scenario where the A44 Oxford Road/ Cowells Road junction is signalised (with a view of ensuring that future buses would not be delayed). And also, the proposed access roundabout needs to be assessed with a signal controlled crossing as a parameter of the junction.*

*The TA discusses Decide & Provide and how the application is in line with the OCC's document. This is agreed providing the infrastructure comes forward, a Monitoring and Evaluation Plan will be conditioned to ensure the low-car nature of the development is achieved. Financial penalties may be written into the plan should the mode share targets not be met. As set out in OCC's Decide and Provide policy, trip generation and mode share from the proposed development is to be monitored to ensure that trips do not greatly exceed those set out in the TA which would cause greater congestion on the road network. If, following monitoring of the development, vehicle traffic generated from the development is greater than that which is predicted, additional mitigation measures may be required to mitigate the impact of this.*

- 6.15 OCC requests an assessment of a signalised A44/Cowells Road junction. As demonstrated through capacity modelling, the existing unsignalised arrangement operates well within capacity for all assessed scenarios. Introducing signals would increase delay, contradicting both NPPF guidelines and OCC's own sustainable transport policies.
- 6.16 The proposed toucan crossing on Upper Campsfield Way has also been tested. The crossing is circa 75m to the south of the site access roundabout. The pedestrians and cyclists will cross in a single stage but the crossing will be called on demand which is likely to be up to 15 calls per hour. The typical crossing time for pedestrians will be six seconds and less for cyclists. Based on the maximum discharge rate of the roundabout up to five vehicles (passenger car units) could be caught during the all

period for traffic against a reservoir distance of thirteen vehicles (passenger car units). In practice the maximum discharge rate of the roundabout is unlikely to be reached based on forecast demand. Even assuming a high pedestrian call frequency, the roundabout retains sufficient reservoir capacity to preserve efficient vehicle flow. No significant impact arises.

6.17 Overall, taking the above into account, and incorporating:

- Local Centre trip generation
- Park View sensitivity routing
- Rutten Lane committed flows
- Updated access designs and crossings

the traffic impact of the development is shown to be acceptable. All junctions operate within capacity, and safe operation is maintained.

6.18 In accordance with paragraph 116 of the National Planning Policy Framework (2024), the development would not result in a severe residual cumulative impact on the transport network. As such, there is no transport-based reason to withhold planning permission.

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## **7.0 SUMMARY AND CONCLUSIONS**

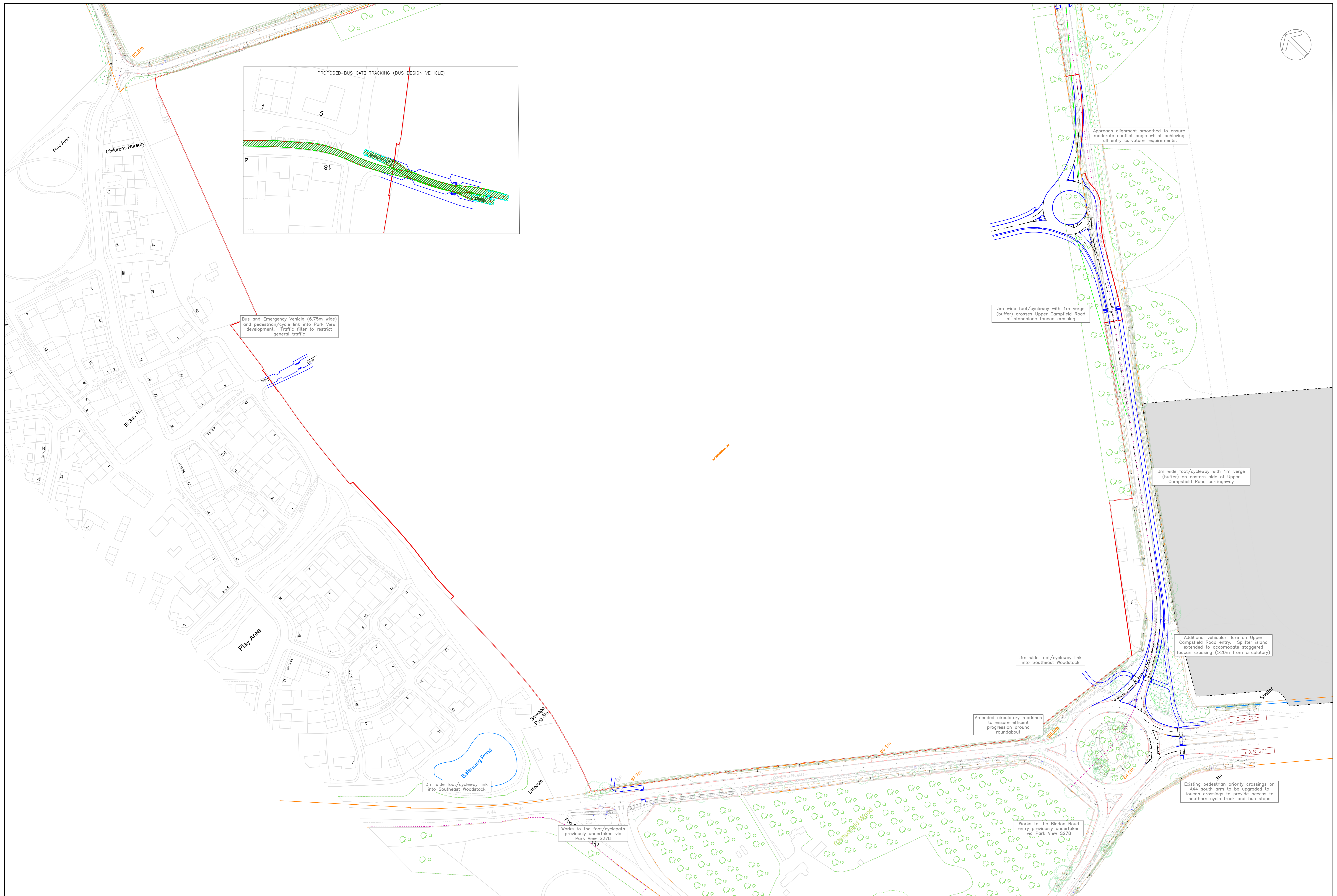
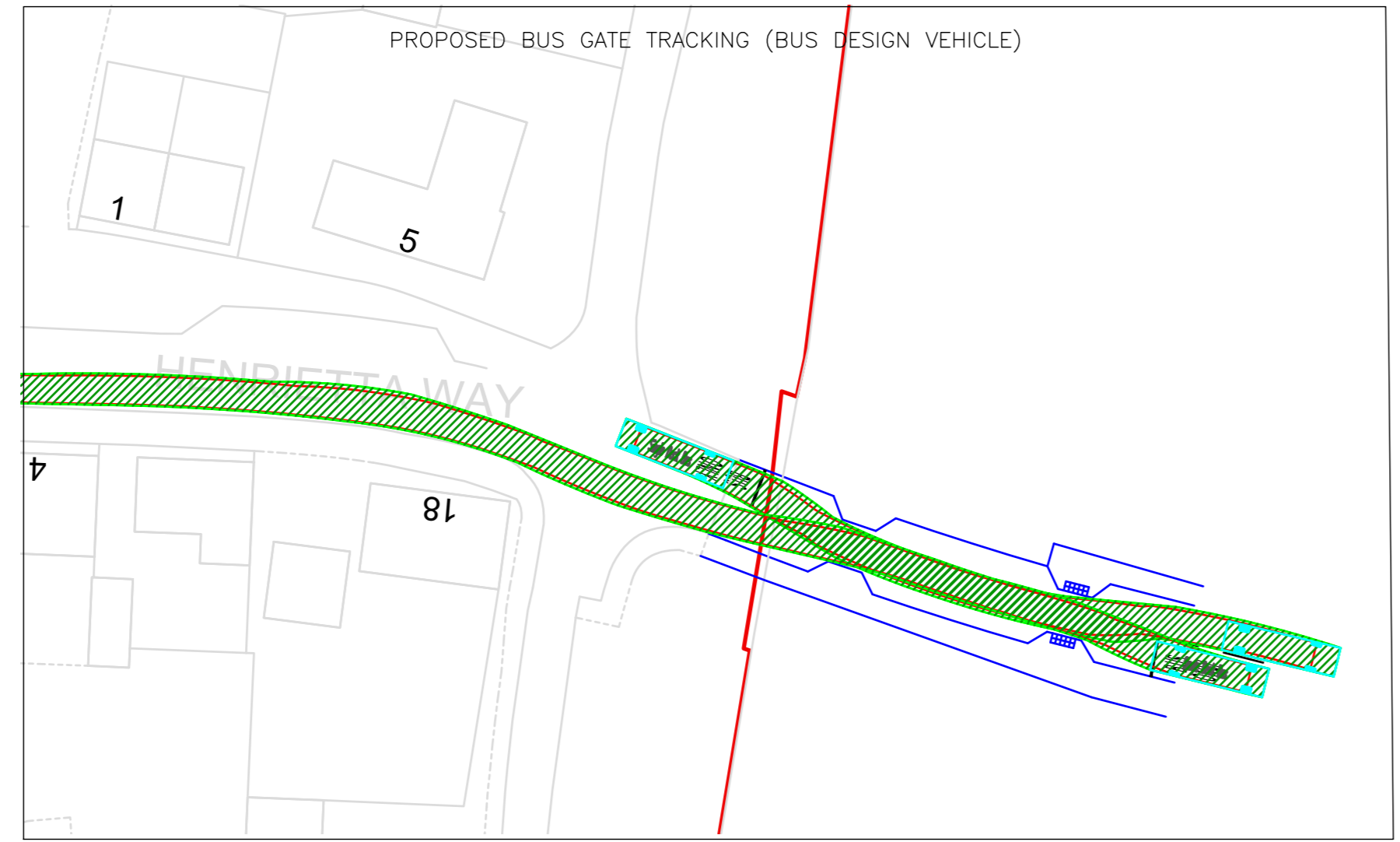
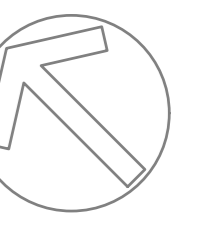
- 7.1 This Technical Note has provided a comprehensive response to the matters raised by Oxfordshire County Council (OCC) in its Transport Schedule dated 29<sup>th</sup> July 2025. The applicant has undertaken a detailed review of each comment and has supplied additional information, revised drawings, sensitivity testing and supplementary assessment where appropriate. The revised material demonstrates that the access strategy, pedestrian and cyclist connectivity, public transport arrangements and the traffic impact of the development have been robustly appraised and that the proposals remain acceptable in highway and transport terms.
- 7.2 With regard to the site access, a complete set of dimensioned General Arrangement drawings has been submitted, enabling OCC to confirm that the roundabout layout meets the requirements of CD116. Updated swept-path analysis using OCC's specified 11.6m refuse vehicle and a 12m single-deck bus confirms that the access junction and the secondary connection to Park View can safely accommodate the required vehicle types. A full toucan crossing is proposed on the A4095 Upper Campsfield Road in accordance with LTN 1/20, and a connection to Public Footpath 265/36/10 has been incorporated. These revisions fully resolve the concerns raised in respect of access design and immediate pedestrian and cycle connectivity.
- 7.3 In response to OCC's continued interest in a link to Shipton Road, a detailed comparison of route quality, safety and deliverability has been undertaken. This assessment demonstrates that the Park View route provides a materially superior walking and cycling environment, with better natural surveillance, lower vehicle speeds, and enhanced safety compared with a rural, unlit alignment alongside Shipton Road. The Shipton Road option presents significant engineering, drainage and intervisibility constraints and would not meet LTN 1/20 requirements without substantial off-site works. Accordingly, the Park View route is considered the most appropriate primary access to schools and local services, and a Shipton Road link is neither necessary nor proportionate.
- 7.4 Additional junction modelling has been completed for the Cowells Road/A44 junction and for Bladon Roundabout, including the cumulative impact of the Land West of

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Rutten Lane, Yarnton development and a robust assessment of Local Centre trip generation. The results confirm that all junctions continue to operate within capacity. No justification exists for signalisation of the Cowells Road/A44 junction. The proposed toucan crossing on Upper Campsfield Road has been shown to operate without materially affecting roundabout performance.

- 7.5 The applicant acknowledges OCC's request for a Public Rights of Way contribution. However, the justification advanced by OCC does not meet the tests of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). The proposed development does not materially increase demand on the wider PROW network beyond the site's immediate frontage, and appropriate connections to existing routes have already been incorporated. The contribution is therefore not necessary to make the development acceptable in planning terms.
- 7.6 Overall, the additional analyses, revised drawings and technical clarifications provided through this Note demonstrate that the development satisfies all relevant transport and highways policy requirements. No severe residual cumulative impacts are forecast on the operation or safety of the local highway network, consistent with paragraph 116 of the National Planning Policy Framework (2024). The proposals represent a safe, accessible and sustainable form of development, and the transport impacts should not constitute a barrier to planning permission being granted.

## Drawings



Bus and Emergency Vehicle (6.75m wide) and pedestrian/cycle link into Park View development. Traffic filter to restrict general traffic

3m wide foot/cycleway with 1m verge (buffer) crosses Upper Campfield Road at standalone toucan crossing

Approach alignment smoothed to ensure moderate conflict angle whilst achieving full entry curvature requirements.

3m wide foot/cycleway with 1m verge (buffer) on eastern side of Upper Campfield Road carriageway

Additional vehicular flare on Upper Campfield Road entry. Splitter island extended to accommodate staggered toucan crossing (>20m from circulatory)

3m wide foot/cycleway link into Southeast Woodstock

Amended circulatory markings to ensure efficient progression around roundabout

Existing pedestrian priority crossings on A44 south arm to be upgraded to toucan crossings to provide access to southern cycle track and bus stops

3m wide foot/cycleway link into Southeast Woodstock

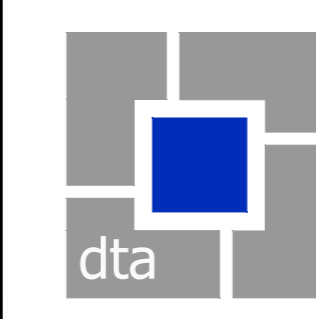
Works to the foot/cyclepath previously undertaken via Park View S278

Works to the Bladon Road entry previously undertaken via Park View S278

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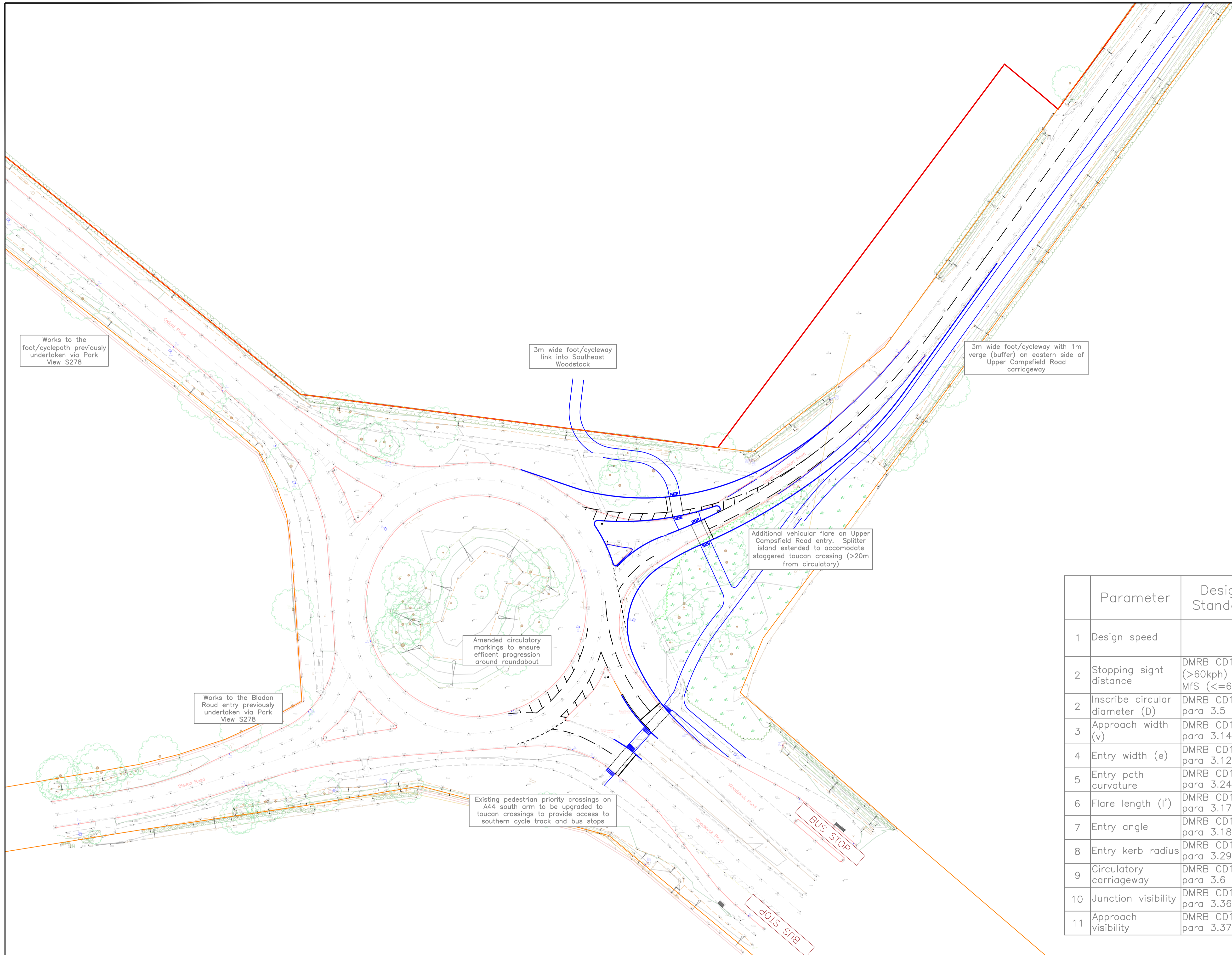
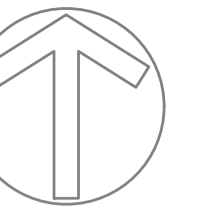
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JOB TITLE		SOUTHEAST WOODSTOCK		CLIENT		BLENHIE PARTNERS	
DRAWING TITLE							
ACCESS STRATEGY OVERVIEW GENERAL ARRANGEMENT							
SCALE AT A0	DRAWN BY	DATE	DRAWING NO.	REVISION			
1:1000@A1	RM	03/12/25	23570-05-GA	E			



Works to the foot/cyclepath previously undertaken via Park View S278

3m wide foot/cycleway link into Southeast Woodstock

3m wide foot/cycleway with 1m verge (buffer) on eastern side of Upper Campsfield Road carriageway

Additional vehicular flare on Upper Campsfield Road entry. Splitter island extended to accommodate staggered toucan crossing (>20m from circulatory)

Amended circulatory markings to ensure efficient progression around roundabout

Works to the Bladon Road entry previously undertaken via Park View S278

Existing pedestrian priority crossings on A44 south arm to be upgraded to toucan crossings to provide access to southern cycle track and bus stops



	Parameter	Design Standard	Standard	Upper Campsfield Road
1	Design speed			70kph
2	Stopping sight distance	DMRB CD109 (>60kph) or MfS (<=60kph)		120m
2	Inscribe circular diameter (D)	DMRB CD116 para 3.5	28m - 100m	80m
3	Approach width (v)	DMRB CD116 para 3.14	>3.0m <=4.5m	3.5m
4	Entry width (e)	DMRB CD116 para 3.12-13	4.5m - 10.5m	8.1m
5	Entry path curvature	DMRB CD116 para 3.24	100m (max)	100m
6	Flare length (l')	DMRB CD116 para 3.17	5.0m (min)	80.0m
7	Entry angle	DMRB CD116 para 3.18	20° - 60°	38°
8	Entry kerb radius	DMRB CD116 para 3.29	10 - 100m	20m
9	Carriageway	DMRB CD116 para 3.6	1.2 x e(max)	9.0m
10	Junction visibility	DMRB CD116 para 3.36	whole junction	Y
11	Approach visibility	DMRB CD116 para 3.37	SSD to giveaway line	120m

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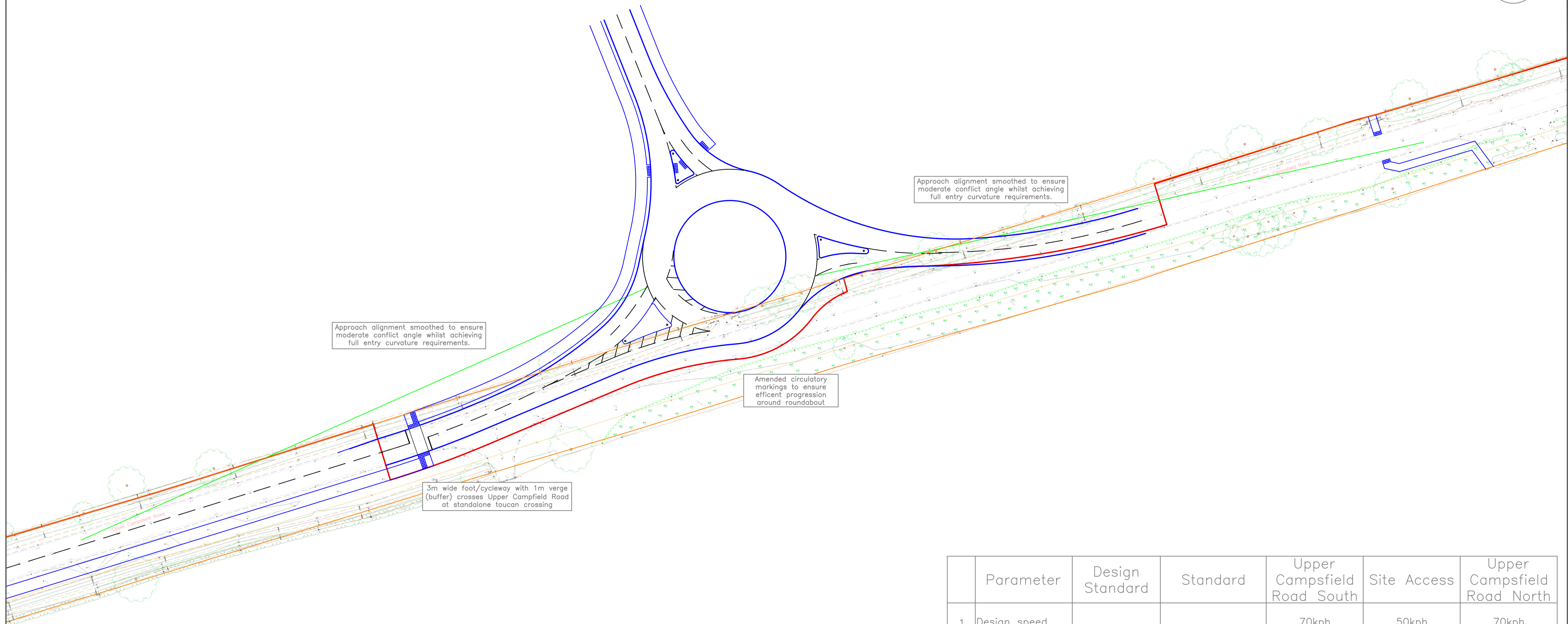
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JOB TITLE		SOUTHEAST WOODSTOCK		CLIENT		BLENHIEM PARTNERS	
DRAWING TITLE							
A44 BLADON ROUNDABOUT PROPOSED ACTIVE TRAVEL FOCUSED IMPROVEMENTS GENERAL ARRANGEMENT							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1:500@A1	RJM	03/12/25	23570-05-GA2	E			



Approach alignment smoothed to ensure moderate conflict angle whilst achieving full entry curvature requirements.

Approach alignment smoothed to ensure moderate conflict angle whilst achieving full entry curvature requirements.

Amended circulatory markings to ensure efficient progression around roundabout

3m wide foot/cycleway with 1m verge (buffer) crosses Upper Campsfield Road at standalone toucan crossing

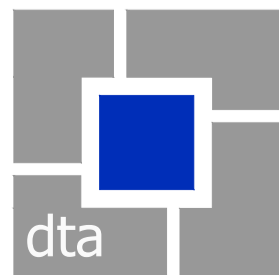


	Parameter	Design Standard	Standard	Upper Campsfield Road South	Site Access	Upper Campsfield Road North
1	Design speed			70kph	50kph	70kph
2	Stopping sight distance	DMRB CD109 (>60kph) or MfS (<=60kph)		120m	43m	120m
2	Inscribe circular diameter (D)	DMRB CD116 para 3.5	28m – 100m	45m	45m	45m
3	Approach width (v)	DMRB CD116 para 3.14	>3.0m <=4.5m	3.5m	3.4m	3.5m
4	Entry width (e)	DMRB CD116 para 3.12–13	4.5m – 10.5m	6.7m	6.5m	7.2m
5	Entry path curvature	DMRB CD116 para 3.24	100m (max)	90m	85m	100m
6	Flare length (l')	DMRB CD116 para 3.17	5.0m (min)	21.4m	16.0m	7.8m
7	Entry angle	DMRB CD116 para 3.18	20° – 60°	28°	35°	35°
8	Entry kerb radius	DMRB CD116 para 3.29	10 – 100m	20m	20m	20m
9	Circulatory carriageway	DMRB CD116 para 3.6	1.2 * e(max)	8m	8m	8m
10	Junction visibility	DMRB CD116 para 3.36	whole junction	Y	Y	Y
11	Approach visibility	DMRB CD116 para 3.37	SSD to giveaway line	120m	43m	120m

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JOB TITLE: SOUTHEAST WOODSTOCK CLIENT: BLENHIEM PARTNERS

DRAWING TITLE: UPPER CAMPSFIELD ROAD ACCESS GENERAL ARRANGEMENT

SCALE: 1:500@A1 DRAWN BY: RJM DATE: 01/12/25 DRAWING No: 23570-05-GA3 REVISION: E

## **Appendix A**

# COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

**District:** Cherwell

**Application no:** 25/01510/OUT

**Proposal:** Outline planning application for the erection of up to 500 dwellings and commercial floorspace (Use Class E) with associated access, open space and infrastructure - All Matters Reserved except for Access.

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

**Response Date:** 29<sup>th</sup> July 2025

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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.

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## 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 based on a SHMA mix.

<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	1254
Nursery children (number of 2- and 3-year olds entitled to funded places)	41
Primary pupils	148
Secondary pupils including Sixth Form pupils	115
Special School pupils	3.9
65+ year olds	134

**Application no: 25/01510/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 recommending 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**

A fee to cover the cost of monitoring and administration associated with the S106 agreement will be secured in the S106 agreement. The fees for the period 1<sup>st</sup> April 2025 to 31<sup>st</sup> March 2026 are set out below. The fees are revised annually and approved by Cabinet.

Aggregate of contributions secured in S106	Up to £10K	Up to £25K	£25,001 - £50K	£50,001 - £150K	£150,001 - £500K	£500,001 - £1m	£1,000,001 - £2m	Over £2m
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Admin and Monitoring Fee	£158	£390	£765	£2,310	£5,680	£7,675	0.945% of aggregate of contribution amount	£18,900 + 0.1% of any amount over £2m
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- **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: 25/01510/OUT**

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

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## **Transport Schedule**

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

- Some of the proposed crossing provisions are deemed unsafe and unsuitable for users – contrary to Para 115 (b) of the NPPF.
- It has not been possible to undertake a geometrical review of the proposed access parameters because the plans are attached to the TA. Separate access plans are thus required to enable a scalable review.
- Tracking of the access roundabout has been done utilising a smaller type of vehicle.
- Oxfordshire County Council does not object to the principle of development in this location, but further evidence is required regarding the traffic impact of the site. The TA has not robustly appraised the trips on the network, failing to factor in commuted development trips. Additional junction capacity assessment shall need to be undertaken in anticipation/ reflection that a bus service shall route through the development.

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 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>
Public transport services	£682,000	October 2024	RPI-x	Improvement of bus service provision in the vicinity of the site
Public transport infrastructure	£46,544	October 2024	Baxter	The supply and installation of the real time information screens within the shelters provided for the new bus stops.
	£1,188,522	June 2022	Baxter	A44 Mobility Hub - Delivery of a mobility hub at London Oxford Airport
Traffic Reg Order	£4,224	April 2025	RPI-x	Administration costs towards a Traffic Regulation Order for the relocation of the existing 50mph/ National speed limit on A4095 Upper Campsfield Road
Travel Plan Monitoring	£3,347 and £2,035	April 2025	RPI-x	Enabling the travel plan to be monitored for a period of five years
Public Rights of Way	£130,000	July 2023	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:

- Two pairs of bus stops (with associated shelters and hardstanding) will be required at suitable locations along the spine road
- The applicant must ensure that the bus route through the adjacent Park View are suitable to accommodate a bus service.
- The current A44 Oxford Road/ Cowells Road junction shall need to be signalised to ensure that unacceptable delays will be caused for buses attempting to emerge onto the A44. This must be accompanied by junction capacity assessment to inform of its operational credibility for such a scenario.
- A pedestrian link and a footpath must be established to the north of the development that would directly connect pupils and residents to the schools.
- CPZ markings and signage within site in line with Oxfordshire County Council

standard infrastructure.

### Key points:

- The application has not made provisions to link onto the adjacent public footpath across the A4095 Upper Campsfield Road
- Vehicle tracking supporting the access arrangement has utilised a smaller vehicle (10.52m) other than the required 11.6m long refuse vehicle.
- Additional tracking to satisfy that the proposed bus routeing via Cowells Road onto the A44 Oxford Road is possible.
- Geometrical review of the proposed access roundabout has not been possible due to the fact that these were appended to the TA. Separate plans are thus requested.
- Additional detail on the proposed access junction is required to appraise the safety and operation of the new junction. The proposed access must also be supported by a RSA1.
- The A44 Oxford Road junction with Cowells Road shall need to be signalised to ensure that buses are not unacceptably delayed from emerging from Park View.

### **Comments:**

#### **Introduction**

This application in outline is seeking planning permission for a residential development of up to 500 dwellings and commercial floorspaces (Use Class E) with associated infrastructure on land off the A4095 Upper Campsfield Road, to the southeast of Woodstock.

#### **Access arrangements**

It is envisaged that the primary access for vehicular use will be from Upper Campsfield Road, with a new roundabout proposed. The detail of the new access is illustrated on DTA's 'Proposed Site Access' *Drwg no. 23570-05-GA3*.

The proposed site access is positioned at a point that is fairly straight and appears to benefit from adequate visibility splays for the posted national speed limit. 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. There is need to reduce the speed limit to 50mph in the vicinity of the new access arrangement, up to and including Bladon roundabout to be consistent with the 50mph along the A44 and the A4095.

The access roundabout includes informal crossings across refuge islands on all the three arms of the roundabout. The sizes of these refuge islands appear unacceptably small to allow for cyclists to momentarily rest whilst waiting for a gap in traffic. Due to

the access plans being appended to the TA, the geometrical scales that enable me to carry out measurements is thus impossible. The applicant must submit separate access arrangement plans to enable an accurate appraisal in this respect. **(Reason for objection)**

In addition to this, I question the suitability of the crossing to the south of the new roundabout as it has the potential for a higher demand than the others. Interrogation of *Table 10-2: Crossing design suitability* of LTN 1/20 shows that a signalised crossing is required to enable pedestrians and cyclists to safely cross the highly trafficked A4095. In this respect, I expect to see at least the southern arm of the new access roundabout signalised or the stand alone crossing that has been set back from the access to be signalised. **(Reason for objection)**

While the proposed roundabout off Upper Campsfield Road has been supported by a vehicle swept path for a 10.52m long refuse vehicle, this is slightly shorter than the standard vehicle used in the UK. OCC requires tracking to be undertaken for an 11.6m long vehicle. See [Street Design Guide](#). In addition, the secondary access onto Cowells Road has not been tracked for the same. **(Reason for objection)**

A Stage 1 Road Safety Audit (RSA1) is required in accordance with GG119 (para. 5.46.1). Please ensure the RSA Brief is approved by the OCC prior to instruction. A Designer's Response should accompany the RSA1, with the RSA recommendations signed off by the Overseeing Organisation.

*Park View Access* - The site shall be connected to the adjacent Park View development through a secondary access onto Cowells Road which will in turn emerge onto the A44 Oxford Road to the south or Shipton Road to the north of the site. A 6.75m wide access road is proposed to link into the Park View development to the west of this site. It is being proposed that buses shall route through the site via the spine road. While the width of the spine road is suitable to serve as a bus route, it is yet to be known if the roads within Park View are equally suitable for this purpose. The application needs to show by means of tracking for a bus that this route is appropriate.

Facilitation for pedestrians and cyclists via a new 3m wide shared facility along the eastern frontage of the carriageway running south to the Bladon roundabout is appreciated and considered to be of benefit to residents and the community.

The proposed development intends to upgrade the existing uncontrolled crossing on the A44 Woodstock Road (southern arm of Bladon roundabout) to a toucan crossing to facilitate crossing for both pedestrians and cyclists as illustrated on *DTA Drwg 23570-05-GA2*. An additional toucan crossing on the A4095 Upper Campsfield Road arm and further northwest along the A44 Oxford Road, a new uncontrolled crossing is intended to be put in place.

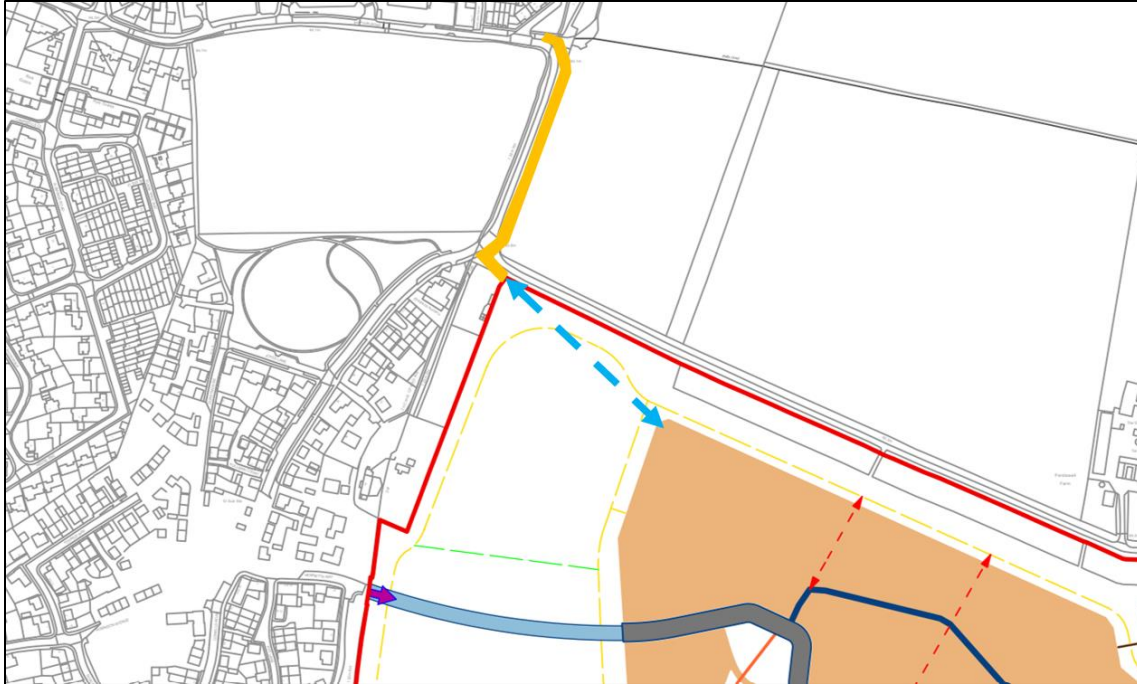
The secondary access onto Cowells Road shall also be laced with a 3m wide shared footway/ cycleway along its southern side while the northern side shall have a 2m wide

footway. The Access and Movement Parameter Plan and the Access Strategy Overview plans indicate additional pedestrian and cycle links that shall be created to adjacent infrastructure.

The application has also missed enhancing connectivity to the existing Public Footpath 265/36/10 across the A4095 Upper Campsfield Road, circa 170m north of the new roundabout. This is unacceptable and must ensure that the site seamlessly connects to existing infrastructure.



In addition, the site must provide a link to the northwest of the development, at the Cowells Road junction with Shipton Road appreciating that this is most direct route for school trips from this site. This would link onto the infrastructure identified as Route 26 in the Woodstock LCWIP as footway providing a link from the north of the Park View estate to Marlborough School.



The approximate distance from northeastern edge of proposed housing area to the nearest schools using the pedestrian route outlined in the Illustrative Masterplan is:

- Marlborough School: 1.37km, and
- Woodstock Primary School: 1.76km.

By creating a direct route via a new pedestrian/ cycle access to the north of the site directly on to Shipton Road (by the Shipton Road/ Cowells Road junction) will reduce the distance to the nearest schools to:

- Marlborough School: 0.52km, and
- Woodstock Primary School: 0.91km.

OCC considers it reasonable to request the applicant to provide the above pedestrian and cyclist infrastructure, to encourage and promote walking in the area. Detailed schemes to be submitted on revised plans and to be agreed by OCC. Subject to the agreed schemes, highway works can be secured via a suitably worded planning condition and undertaken as part of s278 Highway Works Agreement.

### **Public Transport Services and Infrastructure**

This development siting side by side with Park View however makes it ideal for a service that would serve both developments through their primary routes to link Oxford Road to Upper Campsfield Road. Clarification that the primary road through Park View can indeed accommodate a bus route is welcomed.

An improved bus, walking and cycling route is supported by Cherwell Local Plan Policy SLE4 and the Local Transport and Connectivity Plan.

The County Council has also identified potential public transport improvements on the A44 corridor, including a Mobility Hub across Upper Campsfield Road and within a few metres from the development and enhanced bus services. These will complement proposed bus priority measures which will promote sustainable travel on the corridor and reduce the impact of development on the road network.

The proposed improvements would consist of enhancements to the existing bus service between Woodstock and Oxford city centre and a new route between Woodstock through Yarnton, Oxford Parkway and Oxford city centre or the Eastern Arc. Combined, these services will provide attractive journey options to Oxford, Oxford Parkway station and the JR hospital, as well as facilitating the delivery of a Mobility Hub site in the vicinity of the development.

Paragraph 110 of the NPPF states that '*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*'.

Connecting Oxfordshire: Oxfordshire County Council's Fourth Local Transport Plan 2015-2031 (LTP4) [adopted in September 2015] includes the following policies:

### Policy 3

Oxfordshire County Council will support measures and innovation that make more efficient use of transport network capacity by reducing the proportion of single occupancy car journeys and encouraging a greater proportion of journeys to be made on foot, by bicycle, and/or by public transport.

### Policy 17

Oxfordshire County Council will seek to ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.

### Policy 34

Oxfordshire County Council requires the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will:

- secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;
- identify the requirement for passenger transport services to serve the development, seek developer funding for these to be provided until they become

commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development.

*Public Transport Service* – 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 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.

The Council currently applies a fixed public transport services contribution to non-strategic development of £1,364 per dwelling. This results in such a contribution of **£682,000** related to this application, RPIX indexed (base October 2024), 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.

*Public Transport Infrastructure* – Two pairs of bus stops will be required along 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 **£46,544**, Baxter indexed (base October 2024).

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

A new mobility hub is required on the A44 to reduce traffic sufficiently to allow development in the area to come forward. This is built into the trip rate assessment not only for this site but all other developments in the area. Whilst other developments such as the PR sites north of Oxford and others in Woodstock are earmarked to contribute towards this scheme, there is currently a funding gap, as all developments deemed to be strategically located to benefit from the mobility hub shall be expected to proportionately contribute towards its delivery.

In order to attribute contributions towards the development sites fairly, an assessment of the external peak period trip generation, and so proportionate traffic impact, of each development has been undertaken.

The total peak period trips from all developments from which contributions towards the mobility hub have so far been taken/ secured is 9837 peak period trips. The total cost of the mobility hub is £21,610,829 (Baxter June 2022), the methodology used to calculate contributions from sites is based on peak time trip generation and results in a cost per trip of £2,196.90.

As the proposed development is generating a total of 541 peak time trips (268 and 273 in the AM and PM respectively) the total contribution for this site = **£1,188,522 index linked to June 2022 using Baxter Index.**

### **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 83.9% and 62.2 % 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;

- Oxford Parkway Railway Station,
- London-Oxford Airport,
- Langford Lane commercial area in Kidlington and,
- 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 onto the adjacent infrastructure.

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. ([Cycle Infrastructure Design](#))

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. ([CA\\_MAR1621R11 Annex 3 - DRAFT Oxfordshire Electric Vehicle Infrastructure Strategy 20210225.pdf](#))

## **Internal Layout**

In appreciation that this application is in outline, the internal layout submitted part of any future reserved matters application would be subject OCC's Street Design Guide and compliance with LTN1/20 cycle design guidance. Development proposals should take a proactive approach in their design to demonstrate how proposals reduce the need to

travel, reduce the reliance on private vehicle trips and car dominance, and lastly promote sustainable travel choices and provide a layout allowing for more direct cycle and walking routes to existing facilities, amenities, and bus stops.

The new streets would be considered of sufficient amenity value to warrant adoption and should be designed to an adoptable standard, regardless of whether they are adopted or subject to a private road agreement in the future. Should the internal streets be offered for adoption, the county council would take responsibility of this, until that time it would need to be run privately.

Owing to the development to have the potential of being sustainably located in terms of transport, and more so because of its proximity to the proposed Oxford Airport Mobility Hub, I find it reasonable and necessary to protect the estate roads from commuter parking. A similar concern that was echoed with the Partial Review developments was to ensure that commuters may want to exploit the development's proximity to the mobility hub to park their cars along the estate roads rather than the park for onward commuting. Because of this, the developer will need to put in place at the outset, a residents parking zone regime that mirrors a Controlled Parking Zone (CPZ) which when the roads become adopted, will continue as such to deter commuter parking.

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.

Should the development propose any of the estate roads to accommodate a 2-way bus route, the roads must be a minimum of 6.5m wide. There is also a presumption against vertical deflection via speed bumps and that well designed speed tables should be acceptable.

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.

#### HATS Remarks

Offsite works will need to be designed in accordance with DMRB.

Please provide design details/measurements of the roundabout to ensure it meets DMRB. There is a table showing the parameter on the General Arrangement drawing for the A44 Bladon Roundabout but no measurements on the drawing showing how they got these figures.

Design details/measurements of the roundabout on the A4095 Upper Campfield to ensure it meets DMRB shown in the below extract.

Please provide tracking for a large car, showing such vehicles can pass the refuse vehicle on the roundabout and along each arm of the roundabout. If a bus is proposed to access the development, please provide tracking for a bus as well.

I note that there is a farmer's access in the vicinity of the proposed roundabout, this needs to be considered.

No clear details provided for the on-site roads, however I have added general comments for consideration for the in-site roads:

All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.

The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.

OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.

Minimum width of carriageway width within 15m of a junction is 5.5m.

The footway width adjacent to the carriageway will need to be a minimum of 2m.

Where there is not a footway adjacent to the carriageway a 6 metre wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required.

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%.

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary. Any vertical deflection along bus route to be subject to agreement with Bus operators (table tops etc.).

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in

the red line boundary having to change due to road safety remedial measures being required.

No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements. Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.

Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway.

Trees that are within 5m of the carriageway or footway will require root protection.

Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.

The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

The Highway boundary needs to be checked with OCC Highway Records ([highway.records@oxfordshire.gov.uk](mailto:highway.records@oxfordshire.gov.uk)) to determine whether or not it coincides with the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.

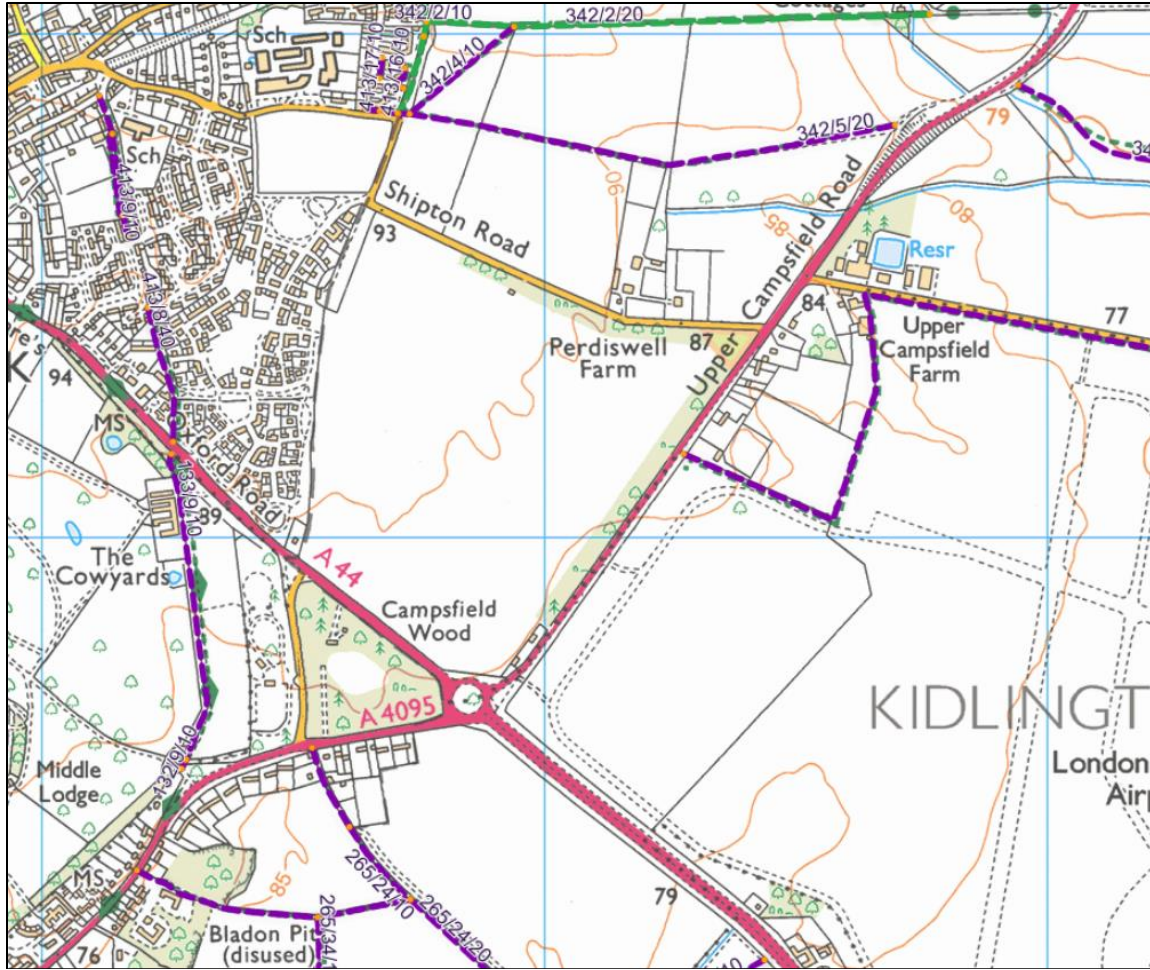
OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.

## 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 **£130,000** 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 which was obtained from OCC 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 2019 to December 2023. The reviewed data shows that there were up to 29 reported collisions in this period. The 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 for the residential element of development have been taken from those that were agreed on a not-so-distant site, on Land at Hill Rise. These have been reviewed and considered acceptable.

For the proposed commercial land use, i.e. the local centre, the TA has not assessed the trips likely to be generated by the associated land uses. While local centres typically serve the development, they are part of, the lack of detail in this case makes it difficult to agree with that assumption. The outline application allows for various plausible land uses within the local centre, and not all trips can be contained as suggested by the TA

Although Woodstock is a small town with limited amenities, the recently approved developments to the northern fringes of the town, including Park View shall significantly expand the population while not doubling the amenities. It is plausible still to assume that some land uses that may occupy the local centre such as doctor's surgery may instead attract the majority of trips from outside of this development. On this note, I find that the TA has failed to capture the trips likely to be generated by the development.

#### **(Reason for objection)**

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. I have interrogated the distribution charts in Appendix D for which I find that no allowance was made for any development trips utilising Cowells Road and/ or Shipton Road via the Park View development. This is unacceptable and does not represent a true representation of the future movements. **(Reason for objection)**

The submission predicts that there will be about 268 and 273 two-way vehicular trip movements in the AM and PM peak periods respectively.

In the vicinity of the site, the TA has picked up a number of committed developments to consider within the assessment. I however note with concern the exclusion of the development on Land west of Rutten Lane, Yarnton which through an appeal (*Ref 21/03522/OUT or Appeal Ref: APP/C3105/W/23/3329587 in February 2024*) obtained

planning permission for up to 540 dwellings, 9,000sqm of extra care residential floorspace and community spaces. The TA that supported that application revealed that a considerable portion of development trips accessing Bladon Roundabout – implying that the cumulative impact of the relevant committed developments has not been captured. This omission thereby renders the traffic impact assessment unsatisfactory. **(Reason for objection)**

In light of the above, once additional trips have been factored into the assessment it is likely that would form an acceptable starting position for a robust traffic impact review on the network.

I note with concern the TA's use of 'Scenario Testing', particularly where no allowance has been made for modal shift. As part of OCC's Decide and Provide which in part is only a tool aimed at achieving the objectives of the County's Local Transport and Connectivity Plan, it is paramount that a scenario with high sustainable travel modes is assessed. Under this, I expect to see an assessment scenario where the A44 Oxford Road/ Cowells Road junction is signalised (with a view of ensuring that future buses would not be delayed). And also, the proposed access roundabout needs to be assessed with a signal controlled crossing as a parameter of the junction.

The TA discusses Decide & Provide and how the application is in line with the OCC's document. This is agreed providing the infrastructure comes forward, a Monitoring and Evaluation Plan will be conditioned to ensure the low-car nature of the development is achieved. Financial penalties may be written into the plan should the mode share targets not be met. As set out in OCC's Decide and Provide policy, trip generation and mode share from the proposed development is to be monitored to ensure that trips do not greatly exceed those set out in the TA which would cause greater congestion on the road network. If, following monitoring of the development, vehicle traffic generated from the development is greater than that which is predicted, additional mitigation measures may be required to mitigate the impact of this.

### **Travel Plan**

Plans to provide a footpath on the A4095 as discussed in section 4.2.1 are welcomed.

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.

The distance to Woodstock Primary School could also mean that many families would rely on a vehicle for the journey to school. Woodstock Primary school currently has issues with inappropriate and unsafe parental parking outside the school and so additional cars are unlikely to help the situation. It is important that the applicant liaises with the school to investigate any mitigating measures/ actions/ initiatives they could assist with or contribute to.

*Residential Element* - 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 a robust survey opportunity 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. Further information and advice can be sought from the Travel Plans Team [travelplan@oxfordshire.gov.uk](mailto:travelplan@oxfordshire.gov.uk)

A travel plan monitoring fee of £3,347 (RPI Index linked April 2025) 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.

*Commercial Floorspace* - A full Travel Plan will be required for the commercial floorspace element of this site. This should meet the criteria within appendix 5 of the OCC guidance document, be produced prior to first occupation and then updated within 3 months of full occupation, once a robust survey opportunity is available.

A travel plan monitoring fee of £2,035 (RPI index linked April 2025) is required to enable the travel plan to be monitored for a period of five years.

Cycle parking, a cycle maintenance station and EV charging should be provided within the site boundary.

### **S278 Highway Works:**

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- A 3m wide shared footway/ cycleway with a 1m wide verge on the eastern side of the A4095 Upper Campsfield Road between the access roundabout to Bladon roundabout.
- An informal crossing point with dropped kerbing and tactile paving across the A44 Oxford Road at the southwestern corner of the development.

- Improvements to the Bladon roundabout to include extending the A4095 Upper Campsfield Road Upgrading the existing priority crossings on the A44 Woodstock Road (southern arm of Bladon roundabout) to toucan crossings

**Notes:**

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

**Planning Conditions:**

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

Toucan Crossing Details

To include the positioning of a Toucan Crossing closer to the roundabout south of the access roundabout on the A4095 Upper Campsfield Road

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

CPZ - On-street Parking

Prior to use or occupation, the developer shall submit details of the implementation of a Residents Parking Zone to the Local Planning Authority for agreement and thereafter implement, maintain and enforce the parking controls until such time as the roads are adopted by the local highway authority.

*Reason: To promote sustainable modes of transport.*

Travel Plan

Prior to first occupation a Full Travel Plan for the commercial floorspace and a Residential Travel Plan and Residential Travel Information Pack for the residential element of the site should be submitted to the Local Planning Authority.

**Officer's Name: Rashid Bbosa**

**Officer's Title: TDM Technical Lead (Cherwell Area)**

**Date: 28/07/25**

**Application no: 25/01510/OUT**

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

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### **Lead Local Flood Authority**

**Recommendation:**

Objection

**Key issues:**

The proposed surface water drainage system is discharging via soakaways. The site investigation and infiltration testing encountered no ground water however peak ground water levels have not been monitored.

To ensure protection of groundwater quality there should be a minimum of 1.0 m clearance between the base of infiltration SUDS and peak seasonal groundwater levels.

Please include a full monitoring log including the dates, locations and ground water level for the site.

**Officer's Name: Shada Hasan**

**Officer's Title:** Technical Lead – SUDs drainage engineer

**Date:** 02/07/2025

**Application no: 25/01510/OUT**

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

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### **Education Schedule**

**Recommendation:**

**No objection subject to:**

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

Contribution	Amount £	Price base	Index	Towards (details)
<b>Primary and nursery education</b>	<b>£4,914,756</b>	<b>BCIS TPI=390)</b>	BCIS All-In TPI	Primary education capacity serving the development
<b>Primary education land</b>	<b>£308,448</b>	<b>April 2023</b>	RPIX	The cost to the county council of acquiring land for a new primary school
<b>Primary school transport contribution</b>	<b>£199,500</b>	<b>April 2024</b>	RPIX	The cost of transporting primary school pupils to their nearest available school, where this is above statutory walking distance.
<b>Secondary education</b>	<b>£4,643,700</b>	<b>BCIS TPI=390</b>	BCIS All-In TPI	Secondary education capacity serving the development
<b>Secondary education land</b>	<b>£324,415</b>	<b>April 2023</b>	RPIX	The cost to the county council of acquiring land for a new secondary school
<b>Special education</b>	<b>£460,344</b>	<b>BCIS TPI=390</b>	BCIS All-In TPI	Special school education capacity serving the development
<b>Total</b>	<b>£10,851,163</b>			

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

**£4,914,756 Primary and Nursery School Contribution indexed from TPI = 390**

**£308,448 Primary and Nursery School Land Contribution indexed from RPIX April 2023**

**£199,500 Primary Transport Contribution indexed from RPIX April 2024**

## **Justification:**

The proposed development would be expected to generate 148 additional primary school pupils and 41 additional early years pupils.

The only primary schools within the statutory 2 mile walking distance for younger children are Woodstock CE Primary School and Bladon CE Primary School.

- Bladon Primary School has a capacity of 98 places and as of the 2024/25 school year has 101 children on roll. It is not able to accommodate children generated by this proposed development.
- Woodstock CE Primary School has recently been expanded to 2 forms of entry (capacity 420 primary places) to accommodate permitted housing growth in the area, including the developments at East Woodstock, Hill Rise and Banbury Road, which together total over 700 new homes, most of which are not yet completed. It would not be possible to expand Woodstock CE Primary School any further due to site and access constraints.

As of the 2024/25 school year Woodstock CE Primary School has 326 children on roll, and the 94 places not yet filled will be required for the already permitted development:

- East Woodstock has not yet reached its full pupil generation. It was forecast to generate 93 additional primary school pupils; as of the 2024/25 school year there are 61 primary pupils living in the development, so approximately 30 more would be expected.
- Hill Rise has been estimated to generate 57 additional primary pupils and Banbury Road 70 additional primary school pupils.

These three developments are therefore expected to result in the local primary school population increasing by over 150, compared to the 2024/25 school year. These pupils are expected to be accommodated through a combination of:

- The not-yet filled capacity resulting from the expansion of Woodstock CE Primary School (currently 94 places)
- Displacement of future non-catchment applicants (currently 59 pupils at the school do not live within the catchment). Through the operation of the school admissions process, additional population living in new homes within the designated (catchment) area would have priority for admissions over children not living in the designated area. (It must be noted that this only applies at the point of “on-time” applications for Reception through the annual admissions process. Any places not filled by catchment pupils at that point may be filled by non-catchment pupils, so that children moving into catchment at a later date may find that their specific year group is full, and be unable to secure a place at the school.)

Once the East Woodstock, Hill Rise and Banbury Road developments are fully populated, there is not expected to be surplus places at Woodstock CE Primary School, and the catchment population is expected to make full use of the school's capacity.

The proposed development would therefore be expected to increase the local population to more than can be accommodated at Woodstock CE Primary School. In the absence of any changes to school capacity or catchment area, the operation of the school admissions process would mean that residents of the proposed development would have priority for places at Woodstock CE Primary School over parts of the school's designated area which are further from the school, and therefore families living in some established areas of the community would be unable to secure a place at the school.

The parts of the existing designated area which would be expected to be negatively impacted are Wootton-by-Woodstock, Begbroke and Old Woodstock. Of these, the most significant concern is the Old Woodstock area, including the permitted Hill Rise development, as if they are not able to secure places at Woodstock CE Primary School, they would be unable to attend school in their own town, and require vehicular transport to their nearest available school, at a cost to the county council. This is contrary to the social, economic and environmental principles of sustainable development.

To mitigate against this negative impact the Perdiswell Farm development is required to provide additional primary and nursery education capacity. As the proposed development is not of a scale which can include an on-site primary school, its school provision needs are dependent on the strategic allocation in the CDC Local Plan at Begbroke, PR8, which includes two sites for new primary schools. One of these schools will be entirely required for, and funded by, the main parcel of the PR8 development. The other would provide an opportunity to create sufficient additional capacity to also meet the needs of this proposed development, in addition to the remaining pupil generation from the PR8 sites, and this proposed development would therefore be required to fund the cost of the additional primary school capacity, including additional early years capacity, in line with the forecast pupil generation.

This solution is not without its challenges, namely:

- The designated area of the new school(s) and the current schools would need to be altered, to ensure that residents of the Perdiswell Farm development do not displace residents of Old Woodstock/Hill Rise. The Perdiswell Farm development would need to be taken out of the designated area for Woodstock CE Primary School, even though that will be the nearest school, and within walking distance. This would be subject to consultation under the government's Admissions Code.
- There is no confirmed timescale for the delivery of the new Begbroke primary schools, nor for the expansion of William Fletcher Primary School, and if the necessary additional capacity is not available in time, additional cost may be incurred by the county council to transport Perdiswell Farm pupils to their nearest available school.

- The travel distance between the new homes and the new school cannot be exactly measured until road layouts are confirmed, but it is likely that the nearest new school would be more than 2 miles, but less than 3 miles, for the new homes. This means that children under the age of 8 would qualify for free home-to-school transport, which would be an ongoing cost to the county council. It is also a disincentive to families to walk to school, and therefore likely to increase vehicular transport, contrary to the principles of sustainable development.

DfE Guidance on [Securing developer contributions for education](#), paragraph 45, states *“When there is no suitable solution for sustainable access to school but a local planning authority (or Planning Inspector) is still minded to approve a development, you can seek developer contributions towards the cost of home-to-school transport for an agreed period, such as three years following the occupation of dwellings to reflect the usual timescale for government revenue funding to take account of the latest pupil projections. The department does not fund most home-to-school transport directly; the majority comes under the local government settlement administered by the Department for Levelling Up, Housing and Communities. Home-to-school transport receives no ringfenced funding of its own, and there are many competing demands on funding from the local government settlement.”*

Based on this Guidance, Section 106 funding would be required to cover the additional cost to the county council of providing transport, based on:

- The latest average cost per day to the council of providing a school transport route, index linked using RPI-X (currently £350 at 2024 costs).
- 190 school days per year.
- Funding required for three years following the occupation of dwellings, in line with the DfE Guidance.

### **Calculations:**

The required contribution is towards the land and building costs for a 2 form entry primary school within the PR8 Begbroke development site, based on the 189 nursery and primary pupils expected to be generated by the Perdiswell Farm development..

### **Towards the cost of building and opening a new primary school**

Number of primary and nursery pupils expected to be generated	189
Estimated per pupil cost of a new 2 form entry primary school (including nursery) @ BCIS TPI = 390	£26,004
Pupils * cost =	<b>£4,914,756</b>

## Land contribution

Number of primary and nursery pupils expected to be generated	189
Cost to the county council per pupil of acquiring the primary school site, based on £832,500 @ RPIX April 2023) for a 510 pupil school	£1,632
Pupils * cost =	<b>£308,448</b>

## Transport contribution

The average cost per day to the council of providing a school transport route, index linked using RPI-X (at April 2024 costs).	£350
Period funding required for: 190 school days per year, for three years following the occupation of dwellings, in line with the DfE Guidance.	570 days
Pupils * cost =	<b>£199,500</b>

**£4,643,700 Secondary School Contribution indexed from TPI = 390**

**£324,415 Secondary School Land Contribution indexed from RPIX April 2023**

The proposal is in the catchment area of The Marlborough CE School, and adjoins the catchment of Gosford Hill School.

A new secondary school is required for the Woodstock/Kidlington area as a result of strategic housing growth included in the Cherwell Local Plan Partial Review.

The combined pupil generation of the Local Plan PR8 sites is estimated to be over 1,000 additional secondary school pupils. All existing and planned capacity at The Marlborough CE School and Gosford Hill School will be required for the pupil generation from the first phases of the PR sites, but the existing schools cannot provide the scale of capacity required for the needs of the Local Plan sites.

A new school is therefore required to mitigate the combined impact of the strategic sites allocated in the Cherwell Local Plan Partial Review. The Cherwell Local Plan Partial Review identifies PR8 as the location for the school.

This new school will have the potential to be built large enough to also mitigate the impact of the Perdiswell Farm development. This proposed development would therefore be required to fund the cost of the additional secondary school capacity, in line with the forecast pupil generation.

The current assessment is that the new school within the PR8 allocated site will need to be a 900-place secondary school. To protect against the possibility of the school needing to be larger than this, including to meet the needs of housing growth in excess of that allocated in the Local Plan Partial Review, site area sufficient for the school to be up to 1,100 pupils will be secured.

**Calculation:**

**Towards the cost of building and opening a new secondary school**

Number of secondary pupils expected to be generated	<b>115</b>
Estimated per pupil cost of a new 900-place secondary school @ BCIS TPI = 390	£40,380
Pupils * cost =	<b>£4,643,700</b>

**Land contribution**

Number of secondary pupils expected to be generated	<b>115</b>
Cost per pupil to the county council per pupil of acquiring the secondary school site, based on £375,000/ha @ April 2023 for a 6.77ha site and 900 pupils	£2,821
Pupils * cost =	<b>£324,415</b>

**£460,344 Special School Contribution indexed from TPI = 390**

**Justification:**

Government guidance is that local authorities should secure developer contributions for expansion to special education provision commensurate with the need arising from the development.

Approximately half of pupils with Education Needs & Disabilities (SEND) are educated in mainstream schools, in some cases supported by specialist resource bases, and approximately half attend special schools, some of which are run by the local authority and some of which are independent. Based on current pupil data, approximately 0.9% of primary pupils attend special school, 2.1% of secondary pupils and 1.5% of sixth form pupils. These percentages are deducted from the mainstream pupil contributions referred to above and generate the number of pupils expected to require education at a special school.

The county council's Special Educational Needs & Disability Sufficiency of Places Strategy is available at <https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places> and sets out how Oxfordshire already needs more special school places. This is being achieved through a mixture of new schools and expansions of existing schools.

The proposed development is expected to further increase demand for places at special schools in the area, and a contribution towards expansion of special school capacity is therefore sought based on the percentage of the pupil generation who would be expected to require places at a special school, based on pupil census data. (This amount of pupils has been deducted from the primary and secondary pupil generation quoted above.)

**Calculation:**

Number of pupils requiring education at a special school expected to be generated	3.9
Estimated per pupil cost of special school expansion, as advised by Government guidance "Securing developer contributions for education"	£118,037
Pupils * cost =	<b>£ 460,344</b>

The above contributions are based on the unit mix provided in the application of:

Market

- 17 x 1 bed dwellings
- 81 x 2 bed dwellings
- 146 x 3 bed dwellings
- 81 x 4 bed dwellings

Affordable

- 44 x 1 bed dwellings
- 52 x 2 bed dwellings
- 61 x 3 bed dwellings
- 18 x 4 bed dwellings

It is noted that the application is outline and therefore the above level of contributions would be subject to amendment, should the final unit mix result in an increase in pupil generation.

**Officer's Name: Barbara Chillman**

**Officer's Title: Pupil Place Planning Service Manager**

**Date: 04/07/2025**

**Application no: 25/01510/OUT**

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

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## **Archaeology**

### **Recommendation:**

No objection subject to conditions

### **Comments:**

The site lies in an area of high archaeological interest and potential, within in a land parcel that includes the scheduled Blenheim Villa (SAM 35545). We have previously commented on applications for this site (ref. 14/02004/HYBRID, 22/00476/PREAPP, 22/01715/OUT). Though the villa is not directly impacted by the development, the setting of the villa in any development of the site needs to be considered. The proposal site also lies immediately northeast 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 (2024), the NPPF Planning Practice Guidance and the Local Plan Policies of WODC and CDC. The setting of the Blenheim Palace World Heritage Site, its parkland and the scheduled villa have been considered within the Cultural Heritage Statement. The development area proposal is set to the north and northeast of the scheduled area, and Historic England have been consulted on the impact on the setting of the villa. OCAS will be commenting on the impact to archaeological remains which will result from the development, if given permission.

A geophysical survey and archaeological trenched evaluation were undertaken on the site as part of the previous applications, and the results of these have been included in the discussion in the Cultural Heritage Statement. The geophysical survey recorded anomalies which were consistent with the known villa on the site, as well as areas of likely Iron Age/Roman settlement in the northwest and northeastern corners of the site. The following trenched evaluation confirmed these anomalies to be archaeological features, comprising areas of Late Iron Age and Roman occupation. We disagree with the use of the phrase 'low archaeological potential' to describe the areas of archaeological remains recorded in the geophysical survey and evaluation within the submitted Statement (5.140). The high archaeological potential of these areas was confirmed by the previous surveys – archaeological remains will be impacted by the development.

### **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 (2024).

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 (2024).

**Officer's Name: Oxfordshire County Archaeological Services**

**Job Title:** Planning Archaeologist

**Date:** 15/07/2025

**Application no: 25/01510/OUT**

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

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## **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>£51,750</b>	390	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):**

**£51,750** Household Waste Recycling Centre Contribution indexed from Index Value 390 using BCIS All-in Tender Price Index

**Towards:**

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

**Justification:**

1. 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;”*

1. 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.
2. 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.
3. 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.
4. 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	£328	Kidlington build cost/m <sup>2</sup> indexed to 390 BCIS

m <sup>2</sup>		
Land cost per m <sup>2</sup>	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m <sup>2</sup>	<b>£575</b>	
Cost/dwelling	£103.50	
No of dwellings in the development	<b>500</b>	
Total contributions requested	<b>£51,750</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.

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:**

None

**Officer's Name: Mark Watson**

**Officer's Title:** Circular Economy Projects Officer

**Date:** 25/06/2025

**Application no: 25/01510/OUT**

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

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## Archaeological Archives

### Recommendation

No objection from the Heritage Service, subject to S106 contributions as summarised below:

	<b>Amount:</b>	<b>Index</b>
Increasing the capacity and improved efficiency of the Museum Resource Centre at Standlake near Witney	£5,197	Index linked from October 2023 using RPIX
The storage of archaeological archives at the Museum Resource Centre	£3,064	Index linked from October 2023 using RPIX

### Background

**The National Planning Policy Framework**, December 2024 at paragraph 218 states: *“Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.”*

**Cherwell Local Plan 2011 - Policy ESD 15** states:

*“New development proposals should...Conserve, sustain and enhance designated and non designated ‘heritage assets’ (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings...”*

Oxfordshire County Council’s Museums Service is nationally recognised and operates as the leading local repository for heritage archives and artefacts in the county. The Service receives archaeological material and archives from excavations in advance of developments throughout Oxfordshire. The Leading Archaeologist for Oxfordshire County Council, as part of the planning process, writes briefs for each development outlining that archives are to be deposited with the Museums Service. The Service is the only museum to take in Oxfordshire’s archaeological deposits for their future

preservation and accessibility, thereby allowing the county's residents, researchers, schools and other interested parties use and access to this collection. The standard of care of the collections, documentation arrangements and use of heritage items meet the requirements of the Museum Accreditation Standard administered by the Arts Council England.

### **Contribution of £5,197 index linked from October 2023 towards the expansion of capacity and improved efficiency of the Museums Resource Centre, Standlake**

#### **Justification**

Archaeological archives from developments are stored at the Museums Resource Centre (MRC) in Standlake, near Witney. Capacity at the MRC to store archaeological archives is limited with shelving being at full capacity. With the extent of development taking place in the county, it is essential that the storage capacity at the MRC is expanded to accommodate archaeological archives from new development.

OCC's medium-term strategic approach to expanding storage capacity at the MRC is to replace static shelving with roller racking, which will provide a more efficient and effective means of storage and increase shelf capacity by 50%. OCC's long term strategy is to build an extension to the MRC.

#### **Calculation:**

To estimate the likely volume of heritage finds from development a review was undertaken of a sample of development sites with similarly dated finds to those likely to be found. The sites reviewed had a total site area of 292.44 ha and a total of 4.99m<sup>3</sup> archaeological finds were recovered and stored at MRC. Therefore, on average, one hectare is expected to generate 0.02m<sup>3</sup> of archives to be stored. The development is 48.8 hectares, therefore the estimated size of the archive from the development is 0.02m<sup>3</sup> x 48.8 ha = 0.98 m<sup>3</sup>.

The cost of installing roller racking to store 1m<sup>3</sup> of archaeological archives is £5,303 based on a quote indexed to October 2023, therefore the cost of roller racking to store the estimated volume of archaeological archives is:

$$£5,303 \times 0.98 \text{ m}^3 = £5,197 \text{ index linked from October 2023 using RPIX}$$

### **Contribution of £3,064 index linked from October 2023 towards the cost of storing archaeological archive material**

#### **Justification**

The Society for Museum Archaeology describe a public accessible repository as being "An accredited repository for the collection, curation and safe guarding of

archaeological archive material which is pro-actively managed and developed by staff qualified to ensure continued public engagement with, and the best possible access to the archaeological resource, for the purposes of enquiry, exhibition, learning, research, inspiration, enjoyment and general interest.”

In 2009 the Chartered Institute For Archaeology published ‘The Standard and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives’ in which it states *“All archaeological projects that include the recovery or generation of data and/archaeological materials (finds) will result in a stable, ordered, accessible archive. All archaeologists are responsible for ensuring that the archive is created and compiled to recognised standards, using consistent methods, and is not subject to unnecessary risk of damage or loss. It is the responsibility of all curators of archaeological archives to ensure that archives are stored to recognised standards for long-term preservation and made accessible for consultation”*.

For the Oxfordshire Museums Service this entails archaeological specialists recording and documenting what each archive contains that comes into the collection, tracking its location, and promoting it to other organisations for loans. Alongside conservators potential hazards are identified, documented and handling procedures put in place, and that specialist storage conditions are identified and acted upon to ensure the long-term preservation, as an example metalwork needs to be stored at a different humidity to organic material. These procedures and conditions are monitored and reviewed and problems mitigated against, such as bug control.

Archaeological archives are, in principle, stored by the Museums Service in perpetuity. Given that fundamental policy, it is however considered reasonable that developers cover the cost of storage of archaeological archives for a period of 20-year on the basis that OCC would subsume the costs of storage after that period.

**Calculation:**

The operational costs of managing and retaining the archives at the MRC are:

<b>MRC Running costs per year</b>	<b>Cost</b>
Staffing*	£265,000
LPG (gas)	£17,105
Equipment, maintenance and non-utility services	£7,335
Water / electric	£34,314
Specialist IT software systems	£1,328
<b>Total annual running costs</b>	<b>£325,082</b>

\*For note, the staffing costs cover the MRC team who are all involved in the care of/access to collections at the site.

Archives are taken into storage on the principle of holding 'in perpetuity' but the following costings are based on a 20-year term (i.e. £6,501,640 index linked from October 2023 using RPIX). The total storage space presently is 2,079m<sup>3</sup>.

The cost of storing archives at the MRC for 20 years per 1m<sup>3</sup> (i.e. total running costs/total storage m<sup>3</sup>) is £3,127

Therefore the cost of storing the archaeological archives at MRC will be:

£3,127 x 0.98 m<sup>3</sup> = £3,064 index linked from October 2023 using RPIX

**Officer's Name: Angie Bolton**

**Officer's Title:** Curator of Archaeology

**Date:** 04/07/2025

**Application no: 25/01510/OUT**

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

---

### Library Service

No objection from the Library Service subject to S106 contributions, as summarised below:

<b>Contribution Towards</b>	<b>Amount</b>	<b>Indexation</b>
Library capacity serving Woodstock including stock	£250,886	BCIS all in TPI April 2023

#### **Justification:**

Oxfordshire County Council has a statutory duty under the Public Libraries and Museums Act 1964 (PLMA) 'to provide a comprehensive and efficient library service for all persons' in the area that want to make use of it, that includes those living, working or studying in the area.

Under the PLMA, libraries also have a duty to offer free access to stock and other resources as may be required by those persons wishing to make use of it. A modern library service is not just about book stock and information provision, libraries offer free public access to PCs, Wi-fi and digital equipment. They also provide activities and events aimed at all age groups within their local communities, and support job and home seekers, address social isolation, and support those wanting to gain new skills.

For library facilities, the County's adopted standard for publicly available library floor space is 23m<sup>2</sup> per 1,000 head of population, and a further 19.5% space is required for support areas (staff workroom, etc.), totalling 27.5m<sup>2</sup> per 1,000 head of population. The forecast population for this site is 1,254 people. Based on this, the additional area of library facility required is 34m<sup>2</sup>.

This site is served by Woodstock Library located on the ground floor of The Oxfordshire Museum, Woodstock. The library is currently in temporary accommodation which has a capacity that is below what is required to meet its local catchment population when the area standard (above) is applied. This development will put a further strain on this library and an expansion of capacity in Woodstock is required mitigate the impact of this development.

The cost per m<sup>2</sup> to provide a new library has been assessed at £7,379 (April 2023 prices) including fit out costs and IT facilities and book-stock.

The contribution required towards a new library in Woodstock Library is £250,886 (34m<sup>2</sup> x £7,379) to be indexed linked from April 2023 using the BCIS all in TPI index.

**Officer's Name: Mark McCree**

**Officer's Title: Service Manager Libraries and Heritage**

**Date: 04/07/2025**

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

**District:** Cherwell

**Application no:** 25/01510/OUT

**Proposal:** Outline planning application for the erection of up to 500 dwellings and commercial floorspace (Use Class E) with associated access, open space and infrastructure - All Matters Reserved except for Access.

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

---

### **LOCAL MEMBER VIEWS**

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**Cllr:** Andy Graham

**Division:** Woodstock

**Comments:**

The concerns I wish to raise as the County Councillor for the Woodstock division is that the development as outlined whilst sited just outside the Woodstock boundary and yet once occupied will have significant impacts both in terms of increased traffic in and out of the centre of Woodstock itself where most services are centred.

Its siting is so close to an existing development at Park View (not yet completed) that The traffic volume will be further exacerbated by the need for children to go to school nearby where the capacity will already be reached with the extensions currently going ahead but only planned for by the requirement of existing planning applications already approved for over 400 homes at Hill Rise in Old Woodstock and Banbury Road.

OCC school's admission policy of the county council is that the nearest school should be the first choice and that also fits in with the council's active travel policy. That being the case, Marlborough School and Woodstock Primary School are fully subscribed and the current building extensions now fulfilling the requirements of current school places, and those of the two developments already approved and referred to above, there will be no capacity for children from this site. This would lead to greater distances being made to outside the immediate area increasing traffic volumes on existing and projected roads on top of high volumes of traffic on the A4095 and A44 to which all traffic from this site is projected to use.

This is not sustainable.

The units allocated on the site for retail are not significant to the demands and will do little to alleviate the needs to travel /shop for food in nearby Woodstock- the distance

from Woodstock is not practical or reasonable to undertake without the use of a car in most cases and there is no cycle route or pedestrian route indicated.

The siting of this development proposal is poorly laid out sited almost on its own and yet not close enough to Woodstock to give a sense of identity to the nearby community, with poor infrastructure considerations both to schooling and highway/traffic considerations creating a sense of sprawl in the shadow of the World heritage Site within less than 400 metres from its boundary.

**Date: 15/07/2025**

---

## **Appendix B**

**Table C.1 Project Summary**

Date:	7 <sup>th</sup> October 2025
Document reference:	
Prepared by:	DTA Transportation
On behalf of:	Oxfordshire County Council
<b>AUTHORISATION SHEET</b>	
Project:	Land East of Park View, Woodstock
Report title:	Stage 1 Road Safety Audit Brief
<b>PREPARED BY:</b>	
Name:	Nichola Sanderson
Signed:	
Organisation:	DTA Transportation
Date:	7 <sup>th</sup> October 2025
<b>I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:</b>	
Name:	
Signed:	
Organisation:	
Date:	

**Table C.2 General Details**

<b>Type of scheme:</b>	Proposed Residential Development of up to 500 dwellings.				
RSA stage tick as appropriate.	1✓	1/2 (Combined)	2	3	4
	Interim				
<b>Overseeing Organisation details</b>	<b>Design organisation details</b>				
Oxfordshire County Council	DTA Transportation Nichola Sanderson – ns@dtatransportation.co.uk Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW Tel: 01564 793598				
<b>Police contact details</b>	<b>Maintaining agent contact details</b>				
N/A	N/A				
<b>RSA team membership</b>					
Meraki Alliance Ltd Team Leader – Jonathan Birkett Team Member – Gillian Kidd					
<b>Terms of reference</b>					
The RSA is to be conducted in accordance with the requirements of DMRB GG119 and the content of this RSA Audit Brief. The RSA Audit Team are to check the RSA Audit Brief					

and notify the Overseeing Organisations (Oxfordshire County Council) of any missing information prior to commencement of the RSA. When completing the RSA Report, safety problems are to be identified by the Overseeing Organisation affected.

**Table C.3 Scheme Details**

<b>General Description</b>		
Proposed residential development of up to 500 dwellings. The RSA audit would cover the proposed site access roundabout and improvements at the A4095 Upper Campsfield Road/ A44 Woodstock Road/ A44 Oxford Road roundabout.		
<b>Design standards applied to the scheme design</b>		
DMRB CD116		
<b>Design speeds</b>		
A4095 Upper Campsfield Road – 70kph		
<b>Speed limits</b>		
	Average Speeds	85th Percentile Speeds
Upper Campsfield Road		
Northeastbound	40.4	46.6
Southwestbound	38.3	45.8
A44 Oxford Road		
Northwestbound	39.3	45.6
Southeastbound	37.9	44.1
A44 Woodstock Road		
Northwestbound	53.1	63.4
Southeastbound	52.6	61.5
A4095 Grove Road		
Eastbound	31.6	35.9
Westbound	29.6	34.6
<b>Existing traffic flows/queues</b>		
A4095 Upper Campsfield Road – 10,733 daily two-way A44 Oxford Road – 15,451 daily two-way A44 Woodstock Road – 21,970 daily two-way A4095 Grove Road – 13,995 daily two-way		
<b>Forecast traffic flows</b>		
The development is forecast to generate 268 two-way vehicle trips during the morning peak and 273 two-way vehicle trips during the evening peak.		
<b>Pedestrian, cyclist and equestrian desire lines</b>		
Pedestrian and cyclist desire lines are located to the south and west of the site into Woodstock. There is a shared pedestrian and cycle path along the south-western side of the A44 Oxford Road. There is no footway on the north-eastern side of the A44 Oxford Road. There are also no footways on the A4095 Upper Campsfield Road.		
The site is well located to the National Cycle Network which forms a nationwide network of paths and onto which a number of local routes link. National Cycle Network (NCN) Route 5 runs along the A44 Oxford Road and A44 Woodstock Road to the south of the site. Within Oxfordshire the route is largely off-road, i.e. along segregated paths.		

<b>Environmental constraints:</b>
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None known
------------

**Table C.4 Locality**

<b>Description of locality</b>
--------------------------------

The site is located to the southwest of Woodstock and approximately 12km northwest of Oxford
--

<b>General description</b>
----------------------------

The site is bound by Shipton Road to the north, and this runs in an east to west direction. The A4095 Upper Campsfield Road is located to the east and the A44 Oxford Road is located to the south. Park View residential development is located to the west.
---

<b>Relevant factors which may affect road safety</b>
--

Proposed increase in traffic flows
------------------------------------

**Table C.5 Analysis**

<b>Collision data analysis</b>
--------------------------------

Personal injury collision data was obtained from Oxfordshire County Council for the latest five-year period.
--

The study area includes the A4095 Upper Campsfield Road, Bladon Roundabout, A44 Woodstock Road and A44 Oxford Road.
---

There were 29 recorded collisions of which seven were serious and 22 were slight in severity.
---

There were seven collisions at Bladon roundabout, of which one was serious, and the remaining were slight. The majority of the collisions involved cars. There were two collisions involving a pedal cyclist and pedestrian.
--

There were two collisions at the A4095 Upper Campsfield Road/ Shipton Road junction. One collision was serious, and the other was slight. The serious collision involved two cars and the slight collision also involved two cars.
--

There were two collisions at the A4095 Upper Campsfield Road/ A4260 Banbury Road junction. One collision was slight and involved a car and motorcyclist. The other collision was serious and involved two cars.
---

There were two slight collisions at the A44 Oxford Road/ Cowells Road junction. One of the collisions involved a car and the other involved a motorcyclist.
---

There was one slight collision at the A44 Oxford Street/ High Street junction which involved two cars.
--

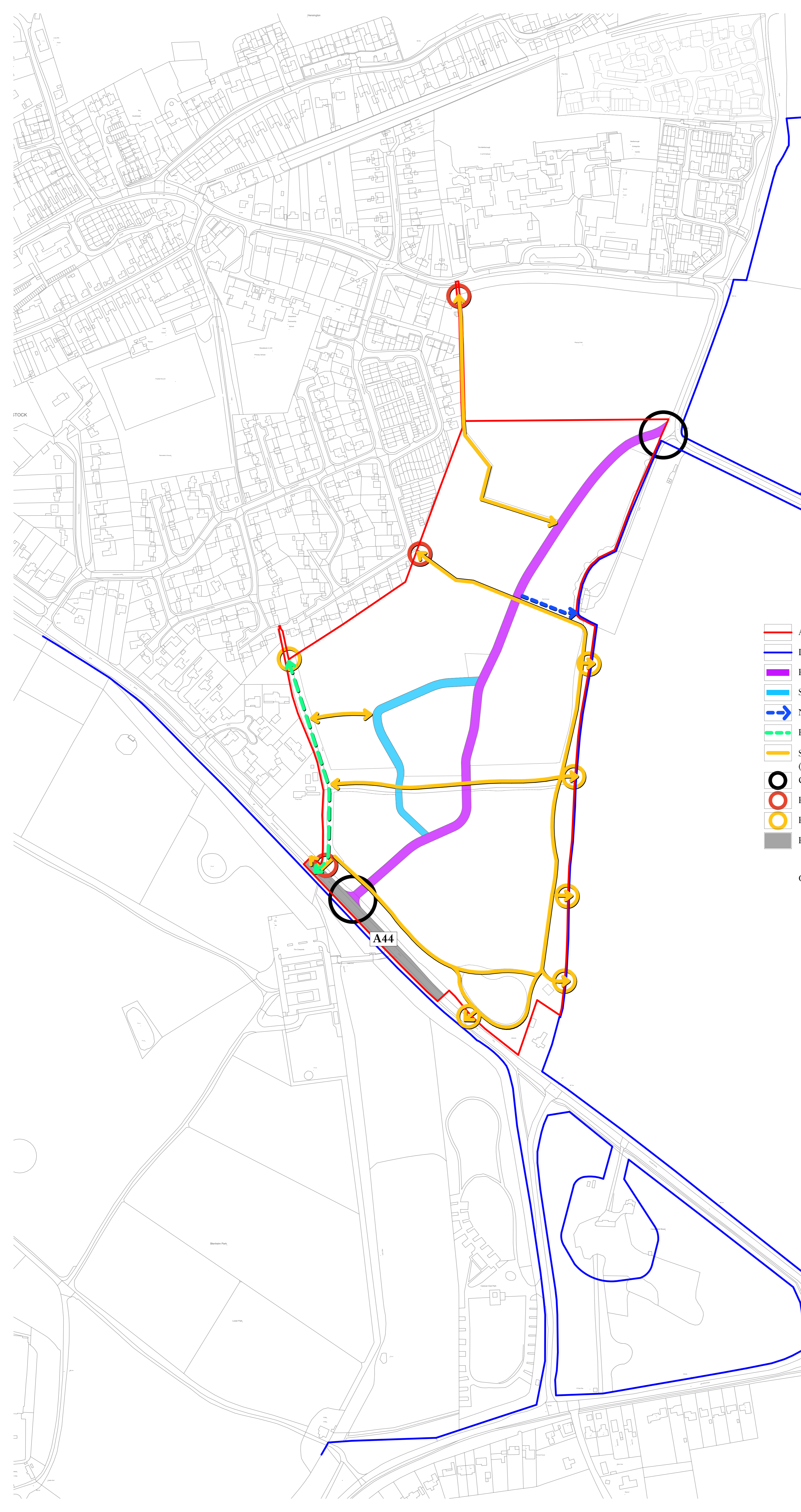
<b>Departures from standards</b>
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None known
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<b>Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions</b>
--

None
<b>Strategic decisions</b>
N/A
<b>List of included documents and drawings</b>
<b>Documents</b>
23570-04b Transport Assessment dated 24 <sup>th</sup> February 2025
<b>Drawings</b>
23570-05d-GA2 23570-05d-GA3 23570-05d-TRK

## Appendix C



- Application site boundary
- Land in ownership by applicant
- Primary street (vehicular)
- Secondary street (vehicular)
- New access to Pest House
- Existing PROW
- Strategic pedestrian and/or cycle connection (combination of on-street and designated routes)
- Connection - all modes of transport
- Pedestrian and cycle connection
- Pedestrian connection
- Public highway (A44)

Ordnance Survey Licence 10019980



Rev.	Date	Description	Initials
A	160801	Addition of pedestrian access point to A44 in south east end of the site	FC

PROJECT: Land to southeast of Woodstock  
Woodstock, Oxfordshire

TITLE: Access and movement parameter plan

SCALE: 1:2000 @ A1

DATE: April 2016

DRAWING No: 5903/05A

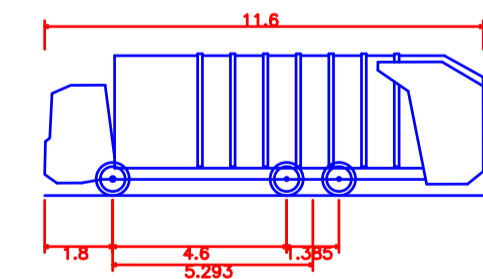
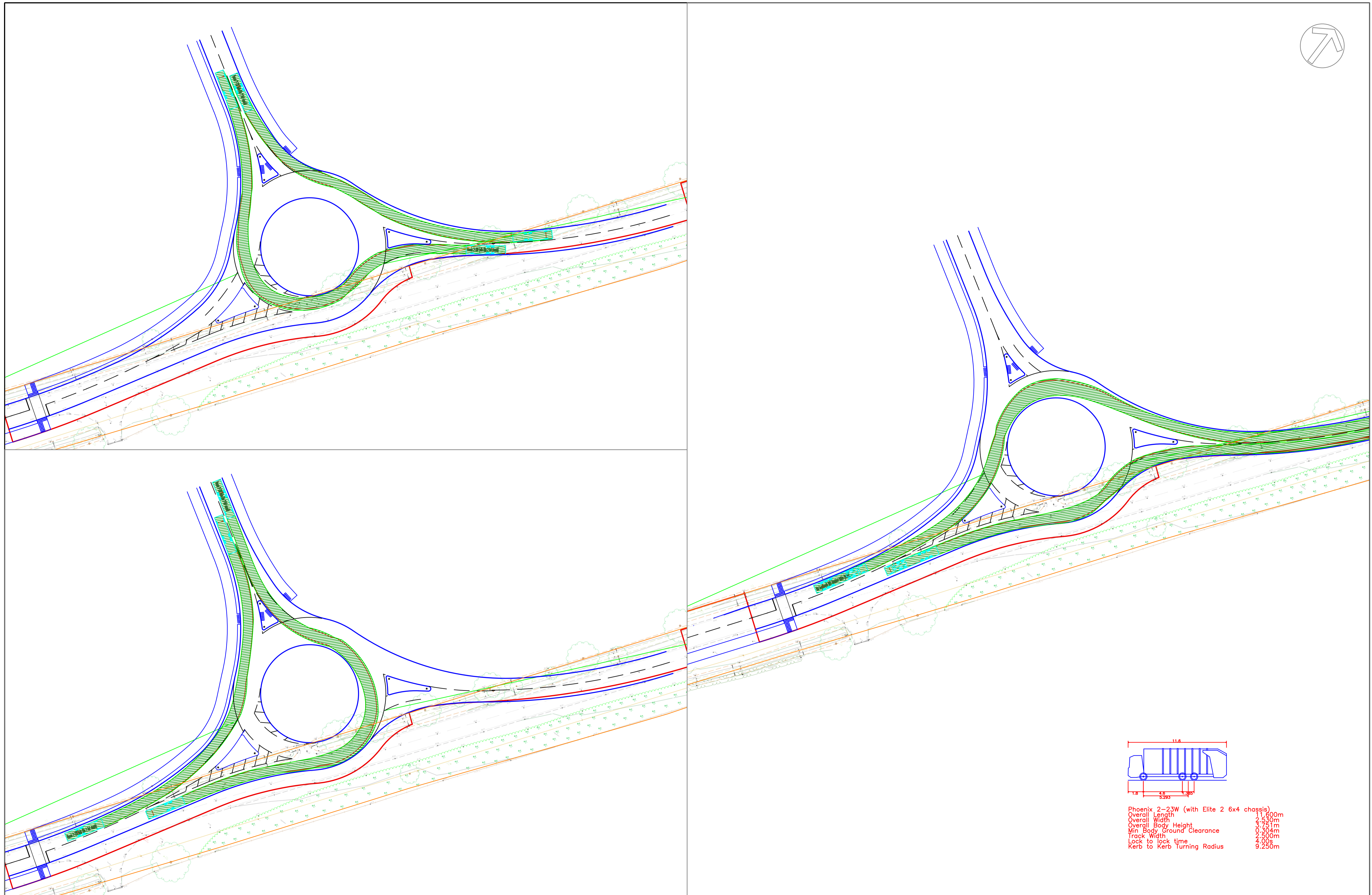
DRAWN BY: FC

**ADAM ARCHITECTURE**

OLD HYDE HOUSE, 75 HYDE STREET  
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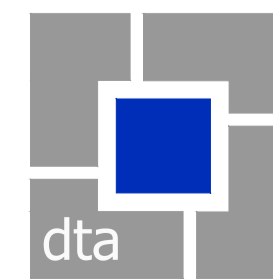
## **Appendix D**



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 11.600m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.250m

Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,  
 © Crown Copyright AL 100030412  
 © David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



**david tucker associates**  
 transport planning consultants  
 Forester House, Doctors Lane  
 Henley-in-Arden  
 Warwickshire B95 5AW  
 Tel: +44(0)1564 793598  
 Fax: +44(0)1564 793983  
 www.dtatransportation.co.uk

JOB TITLE		SOUTHEAST WOODSTOCK		CLIENT		BLENHIEM PARTNERS	
DRAWING TITLE							
UPPER CAMPSFIELD ROAD ACCESS DESIGN VEHICLE REFUSE VEHICLE VEHICLE TRACKING							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1:500@A1	RJM	11/12/2025	23570-05-TRK	E			

## **Appendix E**

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

**Filename:** Bladon Roundabout\_Mitigation\_Upper Campsfield Road\_REV1.j11  
**Path:** P:\23000's\23570\Junction Assessments\2024 Junction Assessments  
**Report generation date:** 08/09/2025 10:18:11

»2031 | Base + Com Dev + Dev | AM  
 »2031 | Base + Com Dev + Dev | PM

**Summary of junction performance**

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2031 - Base + Com Dev + Dev					
1 - A4095 Upper Campsfield Road	3.4	13.34	0.78	1.1	4.95	0.53
2 - A44 Woodstock Road (s)	1.9	5.71	0.66	4.8	10.76	0.83
3 - A4095 Bladon Road	2.8	11.16	0.74	2.3	10.04	0.70
4 - A44 Oxford Road (n)	5.8	19.31	0.86	1.2	5.67	0.54

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

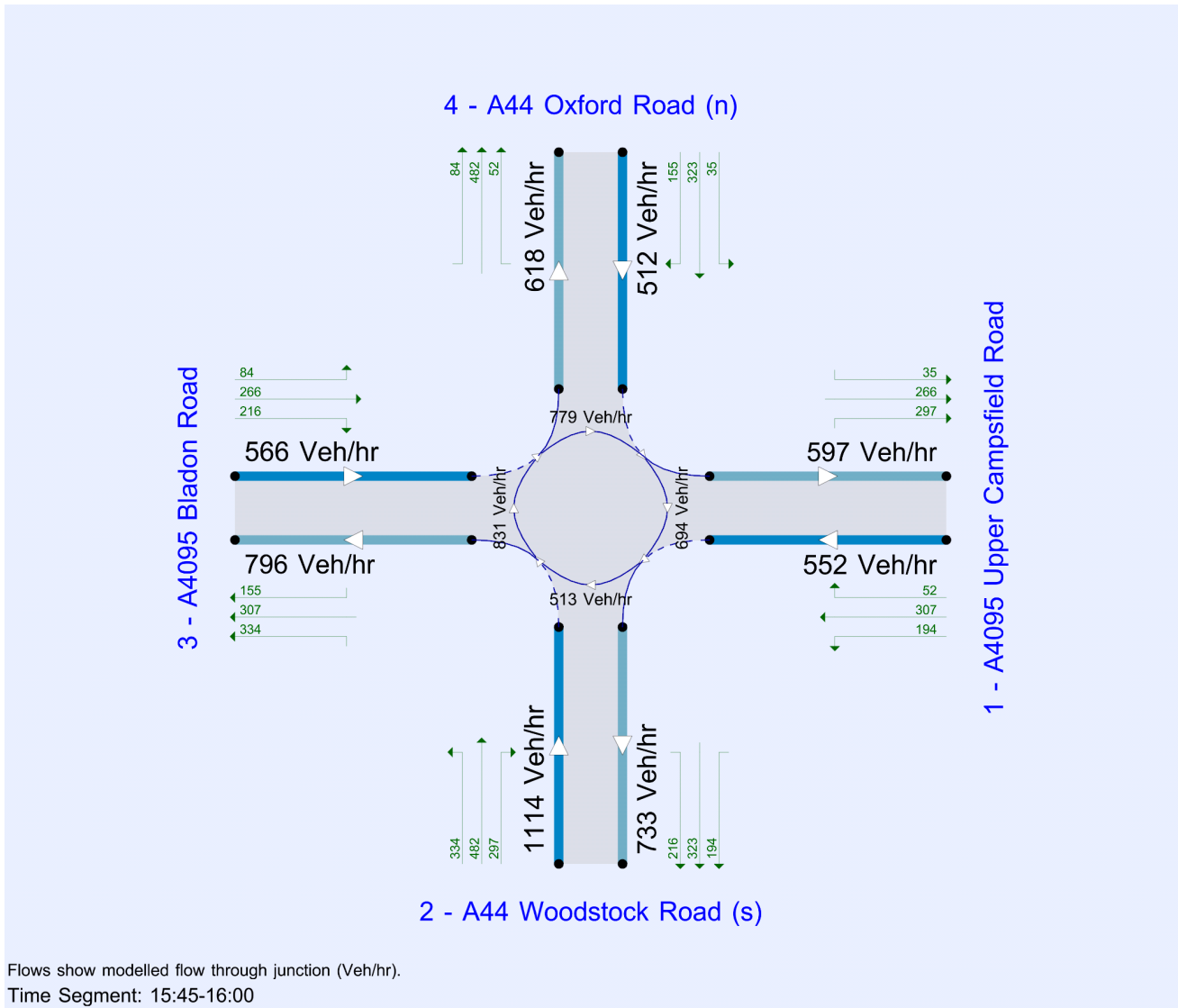
**File summary**

**File Description**

<b>Title</b>	Bladon Roundabout - Mitigation Works
<b>Location</b>	Woodstock
<b>Site number</b>	
<b>Date</b>	08/09/2025
<b>Version</b>	
<b>Status</b>	
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	23570
<b>Enumerator</b>	DTA\arcady
<b>Description</b>	

**Units**

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



**Analysis Options**

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.95	50.00	20.00		

**Demand Set Summary**

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D8	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

**Analysis Set Details**

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2031 | Base + Com Dev + Dev | AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A4095 Upper Campsfield Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	12.26	B

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.26	B

## Arms

### Arms

Arm	Name	Description	No give-way line
1	A4095 Upper Campsfield Road		
2	A44 Woodstock Road (s)		
3	A4095 Bladon Road		
4	A44 Oxford Road (n)		

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A4095 Upper Campsfield Road	3.50	8.10	80.0	20.0	80.0	38.0		
2 - A44 Woodstock Road (s)	7.30	8.50	12.0	30.0	82.0	35.2		
3 - A4095 Bladon Road	3.50	7.30	34.0	21.5	82.0	37.0		
4 - A44 Oxford Road (n)	3.50	7.65	42.6	30.0	82.0	29.0		

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4095 Upper Campsfield Road	0.536	2176
2 - A44 Woodstock Road (s)	0.581	2483
3 - A4095 Bladon Road	0.488	1869
4 - A44 Oxford Road (n)	0.524	2059

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

### Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Base + Com Dev + Dev	AM	ONE HOUR	07:30	09:00	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	864	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1087	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	846	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	1025	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	360	403	101
	2 - A44 Woodstock Road (s)	344	0	209	534
	3 - A4095 Bladon Road	295	468	0	83
	4 - A44 Oxford Road (n)	65	735	225	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	6	15
	2 - A44 Woodstock Road (s)	8	0	7	9
	3 - A4095 Bladon Road	4	2	0	8
	4 - A44 Oxford Road (n)	11	5	9	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.78	13.34	3.4	B	793	1189
2 - A44 Woodstock Road (s)	0.66	5.71	1.9	A	997	1496
3 - A4095 Bladon Road	0.74	11.16	2.8	B	776	1164
4 - A44 Oxford Road (n)	0.86	19.31	5.8	C	941	1411

### Main Results for each time segment

#### 07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	650	163	1069	1484	0.438	647	528	0.0	0.8	4.290	A
2 - A44 Woodstock Road (s)	818	205	546	1976	0.414	816	1171	0.0	0.7	3.095	A
3 - A4095 Bladon Road	637	159	734	1430	0.445	634	627	0.0	0.8	4.501	A
4 - A44 Oxford Road (n)	772	193	830	1510	0.511	768	538	0.0	1.0	4.820	A

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	777	194	1280	1372	0.566	775	632	0.8	1.3	6.001	A
2 - A44 Woodstock Road (s)	977	244	654	1913	0.511	976	1401	0.7	1.0	3.835	A
3 - A4095 Bladon Road	761	190	879	1356	0.561	759	751	0.8	1.3	6.029	A
4 - A44 Oxford Road (n)	921	230	993	1426	0.646	918	644	1.0	1.8	7.050	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	951	238	1555	1227	0.775	943	771	1.3	3.3	12.362	B
2 - A44 Woodstock Road (s)	1197	299	795	1831	0.654	1194	1704	1.0	1.9	5.617	A
3 - A4095 Bladon Road	931	233	1074	1255	0.742	925	914	1.3	2.8	10.737	B
4 - A44 Oxford Road (n)	1129	282	1212	1313	0.860	1114	787	1.8	5.4	17.001	C

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	951	238	1571	1219	0.780	951	775	3.3	3.4	13.342	B
2 - A44 Woodstock Road (s)	1197	299	802	1827	0.655	1197	1719	1.9	1.9	5.709	A
3 - A4095 Bladon Road	931	233	1078	1253	0.743	931	921	2.8	2.8	11.157	B
4 - A44 Oxford Road (n)	1129	282	1219	1310	0.862	1127	790	5.4	5.8	19.312	C

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	777	194	1302	1361	0.571	785	637	3.4	1.4	6.339	A
2 - A44 Woodstock Road (s)	977	244	664	1907	0.512	980	1423	1.9	1.1	3.897	A
3 - A4095 Bladon Road	761	190	884	1353	0.562	767	760	2.8	1.3	6.198	A
4 - A44 Oxford Road (n)	921	230	1002	1422	0.648	937	649	5.8	1.9	7.655	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	650	163	1079	1478	0.440	653	531	1.4	0.8	4.372	A
2 - A44 Woodstock Road (s)	818	205	551	1973	0.415	820	1181	1.1	0.7	3.127	A
3 - A4095 Bladon Road	637	159	738	1428	0.446	639	632	1.3	0.8	4.573	A
4 - A44 Oxford Road (n)	772	193	836	1507	0.512	775	542	1.9	1.1	4.938	A

# 2031 | Base + Com Dev + Dev | PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A4095 Upper Campsfield Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A4095 Bladon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A44 Oxford Road (n) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	8.49	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.49	A

## Traffic Demand

### Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Base + Com Dev + Dev	PM	ONE HOUR	15:45	17:15	15	✓

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A4095 Upper Campsfield Road		ONE HOUR	✓	736	100.000
2 - A44 Woodstock Road (s)		ONE HOUR	✓	1485	100.000
3 - A4095 Bladon Road		ONE HOUR	✓	755	100.000
4 - A44 Oxford Road (n)		ONE HOUR	✓	683	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	258	409	69
	2 - A44 Woodstock Road (s)	396	0	446	643
	3 - A4095 Bladon Road	355	288	0	112
	4 - A44 Oxford Road (n)	46	431	206	0

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

**Heavy Vehicle %**

		To			
		1 - A4095 Upper Campsfield Road	2 - A44 Woodstock Road (s)	3 - A4095 Bladon Road	4 - A44 Oxford Road (n)
From	1 - A4095 Upper Campsfield Road	0	4	4	8
	2 - A44 Woodstock Road (s)	4	0	1	4
	3 - A4095 Bladon Road	4	7	0	3
	4 - A44 Oxford Road (n)	0	4	2	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A4095 Upper Campsfield Road	0.53	4.95	1.1	A	675	1013
2 - A44 Woodstock Road (s)	0.83	10.76	4.8	B	1363	2044
3 - A4095 Bladon Road	0.70	10.04	2.3	B	693	1039
4 - A44 Oxford Road (n)	0.54	5.67	1.2	A	627	940

**Main Results for each time segment**
**15:45 - 16:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	554	139	694	1712	0.324	552	597	0.0	0.5	3.097	A
2 - A44 Woodstock Road (s)	1118	279	513	2108	0.530	1114	733	0.0	1.1	3.604	A
3 - A4095 Bladon Road	568	142	831	1377	0.413	566	796	0.0	0.7	4.420	A
4 - A44 Oxford Road (n)	514	129	779	1581	0.325	512	618	0.0	0.5	3.361	A

**16:00 - 16:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	662	165	830	1639	0.404	661	715	0.5	0.7	3.676	A
2 - A44 Woodstock Road (s)	1335	334	614	2049	0.652	1332	877	1.1	1.8	5.002	A
3 - A4095 Bladon Road	679	170	994	1298	0.523	677	952	0.7	1.1	5.781	A
4 - A44 Oxford Road (n)	614	154	932	1500	0.409	613	739	0.5	0.7	4.057	A

**16:15 - 16:30**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	810	203	1015	1540	0.526	809	872	0.7	1.1	4.912	A
2 - A44 Woodstock Road (s)	1635	409	751	1968	0.831	1624	1072	1.8	4.6	10.138	B
3 - A4095 Bladon Road	831	208	1212	1193	0.697	827	1163	1.1	2.2	9.715	A
4 - A44 Oxford Road (n)	752	188	1137	1390	0.541	750	902	0.7	1.2	5.606	A

16:30 - 16:45


Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	810	203	1018	1538	0.527	810	877	1.1	1.1	4.946	A
2 - A44 Woodstock Road (s)	1635	409	753	1968	0.831	1634	1076	4.6	4.8	10.755	B
3 - A4095 Bladon Road	831	208	1220	1189	0.699	831	1168	2.2	2.3	10.039	B
4 - A44 Oxford Road (n)	752	188	1144	1387	0.542	752	907	1.2	1.2	5.669	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	662	165	835	1636	0.404	663	722	1.1	0.7	3.705	A
2 - A44 Woodstock Road (s)	1335	334	617	2047	0.652	1346	882	4.8	1.9	5.215	A
3 - A4095 Bladon Road	679	170	1004	1293	0.525	683	959	2.3	1.1	5.943	A
4 - A44 Oxford Road (n)	614	154	941	1495	0.411	616	747	1.2	0.7	4.104	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A4095 Upper Campsfield Road	554	139	698	1710	0.324	555	602	0.7	0.5	3.118	A
2 - A44 Woodstock Road (s)	1118	279	516	2106	0.531	1121	737	1.9	1.1	3.666	A
3 - A4095 Bladon Road	568	142	836	1375	0.413	570	800	1.1	0.7	4.482	A
4 - A44 Oxford Road (n)	514	129	784	1578	0.326	515	622	0.7	0.5	3.387	A



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