

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: 6th February 2026

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

Assessment Criteria Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is based on a SHMA mix.

Residential	
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

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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) 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 1st April 2025 to 31st 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
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

- **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.

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Location: Land South of Perdiswell Farm, Shipton Road, Shipton on Cherwell

Transport Schedule

Recommendation:

Objection for the following reasons:

- It has not been demonstrated that safe and suitable access to the site can be achieved for all users, in line with Paragraph 115 of NPPF.
- A stage 1 RSA has not been conducted on the new site accesses or the mitigation proposals.
- The vehicle trip calculations are not considered robust and require amending and there are errors in the junction impact assessments. It has therefore not been demonstrated that any significant impacts from the development have been effectively mitigated to an acceptable degree, in line with Paragraph 115 of NPPF.

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

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
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.
	£1,540,027	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.
Total				

Other obligations:

- Off-site highway works – see below
- On site highway works – see below

Key points:

- The applicant has submitted a Transport Assessment Addendum (TAA) and an Active Travel Audit to address the OCC comments.
- The uncontrolled crossings at the roundabout over the A4095 arms have been removed.
- An additional uncontrolled crossing has been included approximately 150m north of the roundabout to connect to the PROW on the east side of the road.

- The Highway Agreements Team have requested that the hatching is removed on the western arm of the proposed roundabout on the A4095 Upper Campfield and the size of the traffic island increased. They have also requested that white lining and arrows are added.
- It was noticed that the design speed of the proposed roundabout is 70kph, which is 40mph.
- There is no mention of a speed limit reduction in the TAA and the drawings do not show it. In order for the roundabout and the signalised crossing to be DMRB compliant, the speed limit needs to be reduced to 40mph. The speed on Bladon roundabout will need to be reduced to 50mph.
- Geometry drawings are required showing, within the drawings, the entry angle, flair length, entry and exit width, Entry path radius, circulatory carriageway width, cycle way widths, entry and exit kerb radius and forward visibility.
- The applicant is required to demonstrate visibility from the field access onto the crossing and provide information on how often this access is used.
- Further tracking information is required.
- The developer is required explain why the circulatory width is being reduced with hatching on the Bladon Roundabout.
- The applicant needs to include the field access in the Bladon Roundabout drawing and demonstrate how the crossing with the footway /cycleway is achieved.
- The applicant is proposing to change the access to Park View into a pedestrian, cycle and bus only access.
- This is not acceptable as section 2.1 of the Oxfordshire Highways Design Guide states that development with more than 400 dwellings require more than one access.
- The applicant is therefore required to provide a scheme for signalisation of the Cowells Road /A44 junction.
- As the application site relies on the Park View development for vehicular and active travel connections, the applicant is required to provide evidence that these connections will be provided by the adjacent Park View development before occupation of the application site.
- The uncontrolled crossing over the A44 Oxford Road to the footway /cycleway on the western side of Oxford Road is not in line with guidance stated in LTN1/20. The applicant is required to provide a Toucan crossing over the A44 Oxford Road in the southwestern corner.
- The applicant has submitted a Road Safety Audit brief but approval for this cannot be given until the drawings have been updated in line with the above comments.
- A connection at the north west corner of the application site to Shipton Road is required.
- The applicant is required to provide details of a scheme for pedestrian and cycle improvements along Shipton Road between the site and Marlborough School.
- Further justification has been provided explaining why the PROW Contribution meets the statutory tests in Community Infrastructure Levy Regulation 122.

- The applicant is required to update the trip generation and include the non-residential trips from the Local Centre. The applicant can make a reduction to the residential trips for internalisation but this needs to be evidenced with NTS or TEMPro data.
- A sensitivity test has been undertaken assuming 14% of development trips route through Cowells Road but no justification has been provided for the 14%. This is required.
- The applicant is required to submit a full set of flow charts.
- The applicant is required to prepare a second With Connectivity Improvements scenario with reduced trip rates that have been evidenced with TRICS data or local information.
- The Woodstock Road and the Upper Campsfield Road signalised crossings will need to be included in the Bladon Roundabout Arcady model.
- There are errors in the modelling and the queue survey data varies from the modelled queues, updated, calibrated, junction models for all junctions are therefore required.
- Updated Junction impact assessments are required for all junctions with the updated trip generation and two development scenarios.

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.

This is the second highways response following submission of a Transport Assessment Addendum (TAA) and an Active Travel Audit both dated December 2025. OCC have previously provided comments in a highways response dated 28th July 2025. This response should be read in conjunction with the previous response.

Access arrangements

A4095 Access Roundabout

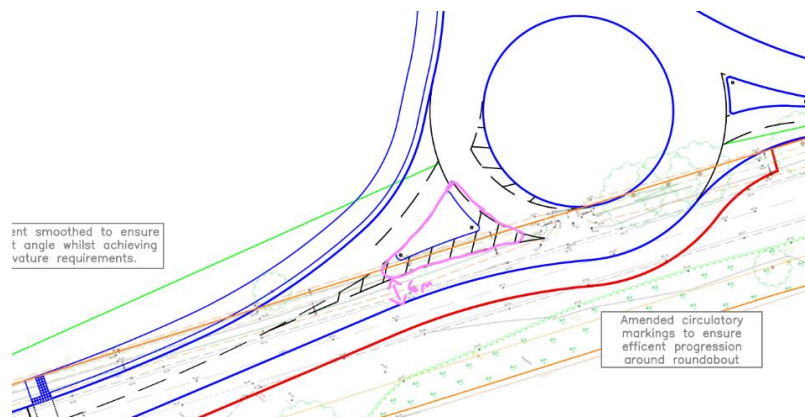
The Proposed Site Access Drawing has been amended. Drawing 23570-05-GA3 Rev E now only shows the standalone toucan crossing on the A4095 Upper Campsfield Road southern arm, approximately 75 metres from the roundabout. The uncontrolled crossings at the roundabout over the A4095 arms have been removed. An additional uncontrolled crossing has been included approximately 150m north of the roundabout to connect to the PROW on the east side of the road.

It was noticed that the design speed of the proposed roundabout is 70kph, which is 40mph and the stopping sight distance is based on this. However, the applicant have

not stated anywhere that they will reduce the road speeds. The stopping sight distance for 60mph is 215m. The visibility for the new roundabout and the crossings is therefore not in line with DMRB.

The Highway Agreements Team have requested that the hatching is removed on the western arm of the proposed roundabout on the A4095 Upper Campfield and the size of the traffic island increased. This is because there is a risk drivers may use the right turning lane to overtake another vehicle when they realise that they can drive over the hatched area. The exit width needs to be similar width or narrower than the entry width.

The applicant needs to explain why the circulatory width is being reduced with hatching.



The Highway Agreements Team have requested that white lining is added to the circulatory carriageway of the proposed roundabout as this will help direct drivers into the correct lanes. Arrows on the lanes are also required.

With regards to the site access arrangements the previous highways response stated that:

- A signalised crossing is required south of the access roundabout to enable pedestrians and cyclists to safely cross the highly trafficked A4095.

This has been included.

- The speed limit would need to be reduced 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.

There is no mention of a speed limit reduction in the TAA and the drawings do not show it. As explained above, the stopping sight distance of the roundabout is for a 40mph speed limit. CD143 states that stand-alone signal controlled crossings for pedestrians and cyclists shall not be provided where the 85th percentile speed exceeds 50mph. In order for the standalone toucan crossing to be DMRB compliant, the speed limit will need to be reduced.

With the addition of the uncontrolled crossing north of the roundabout and, as the roundabout visibility is in line with a 40mph road, it is considered that the speed will need to be reduced to 40mph, from the existing speed boundary in Upper Campsfield to the Bladon Roundabout where it will need to be changed to 50mph. As explained in the previous response, the speed on Bladon roundabout will need to be reduced to 50mph.

- The applicant must submit separate access arrangement plans to enable an accurate appraisal.

Paragraph 2.2 of the TAA states: *“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.”*

However, although there is a table showing the parameter on the General Arrangement drawings, there are no measurements on the drawings showing how they have been calculated. Please provide geometry drawings showing, within the drawings, the entry angle, flare length, entry and exit width, Entry path radius, circulatory carriageway width, cycle way widths, entry and exit kerb radius and forward visibility.

- The Highway Agreements Team stated in the first response: *“I note that there is a farmer’s access in the vicinity of the proposed roundabout, this needs to be considered.”*

This comment has not been addressed. The signalised crossing is now very close to this access. The applicant is required to demonstrate visibility from the access onto the crossing and provide information on how often this access is used.

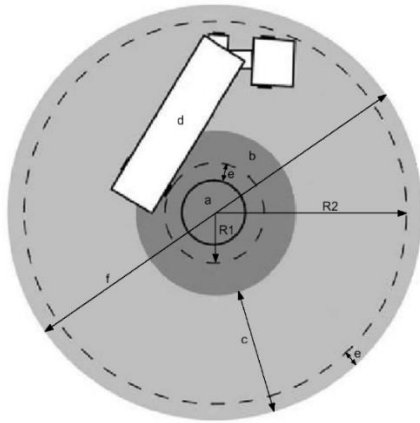
- OCC requires tracking to be undertaken for an 11.6m long refuse vehicle. In addition, the Highway Agreements Team requested in the first highways response that the applicant provide tracking for a large car, showing such a vehicle can pass the refuse vehicle on the roundabout and along each arm of the roundabout. They also asked for tracking for a bus through the roundabout.

The tracking of an 11.6m refuse vehicle on the new roundabout has been included. However, the other comments from the Highway Agreements Team have been ignored. Please provide tracking for a large car and showing it can pass both refuse vehicle and a 16.5m articulated lorry on the roundabout, and along each arm of the roundabout.

The applicant states in paragraph 2.5 that a swept path analysis for a bus through the access has been conducted but it has not been included. The applicant is required to submit this.

The Highway Agreements Team have also request to demonstrate that a 16.5m Articulated lorry can go all around the proposed roundabout similar to the below extract.

Figure 3.8.1W1 Turning widths required for compact or smaller normal roundabouts



- The application needs to show by means of tracking for a bus that the roads within Park View are suitable for a bus route.

The applicant has included tracking of a bus through the secondary access onto Cowells Road. They state in paragraph 2.5 that the roads within Park View have been tracked but this has not been included. The applicant is required to submit this.

- The application has 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.

An uncontrolled crossing and connection has now been included.

Bladon Roundabout

With regards to the off-site Bladon Roundabout proposals the previous highways response stated the following:

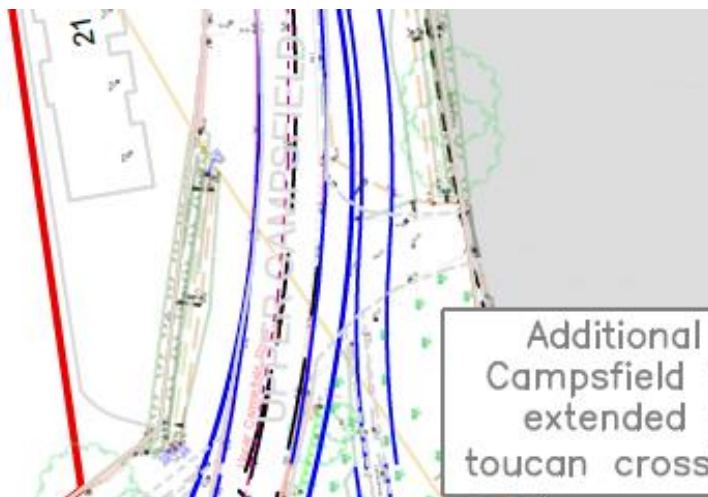
- Please provide design details/measurements of the roundabout to ensure it meets DMRB. There is a table showing the parameter on the General Arrangement drawing for the A44 Bladon Roundabout but no measurements on the drawing showing how they achieved these figures

This has not been provided. The applicant is required to provide a geometry drawing showing entry angle, flair length, entry and exit width, Entry path radius, circulatory carriageway width, entry and exit kerb radius and forward visibility.

The applicant is also required to demonstrate the visibility from A44 Oxford Road onto the new crossing on the A4095 and from the A4095 entry to the crossing on the A44 Woodstock Road.

Please can the developer explain why the circulatory width is being reduced with hatching on the Bladon Roundabout.

The updated drawing now shows the topographical survey. It was noticed that there is a field access close to the roundabout. This site will become a Park & Ride and it is assumed that the access would be closed off then, but this might be a number of years away. For the interim period, the applicant needs to include this access in the drawing and demonstrate how the crossing with the footway /cycleway is achieved.



Park View Access

Regarding the Park View Access the previous highways response stated the following:

- 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.

Rather than providing a signalised junction, the applicant has now proposed to change this access into a pedestrian, cycle and bus only access.

This is not acceptable. Section 2.1 of the Oxfordshire Highways Design Guide states that up to 400 dwellings could be served by one access, while more than 400 dwellings must be served by more than one access. The applicant is therefore required to provide a scheme for signalisation of the Cowells Road /A44 junction.

As the application site relies on the Park View development for vehicular and active travel connections, the applicant is required to provide evidence that these

connections will be provided by the adjacent Park View development before occupation of the application site.

A44 Oxford Road pedestrian and cycle access

The applicant proposes a 3m wide footway cycleway to the southwestern corner of the site where there will be an uncontrolled crossing over the A44 Oxford Road to the footway /cycleway on the western side of Oxford Road.

As this section of the A44 is subject to a 50mph speed limit a signal controlled crossing is required in line with guidance stated in LTN1/20.

The applicant is required to amend the Access strategy overview drawing and include a Toucan crossing over the A44 Oxford Road in the southwestern corner.

The previous response stated that a Stage 1 Road Safety Audit (RSA1) is required for the site accesses and all off-site proposals in accordance with GG119.

This has not yet been conducted. The applicant has submitted a Road Safety Audit brief for OCC to approve. However, **approval for this cannot be given until the drawings have been updated in line with the above comments and the RSA brief refers to the updated drawings for all site accesses and off-site proposals.**

Sustainable transport connectivity/transport sustainability

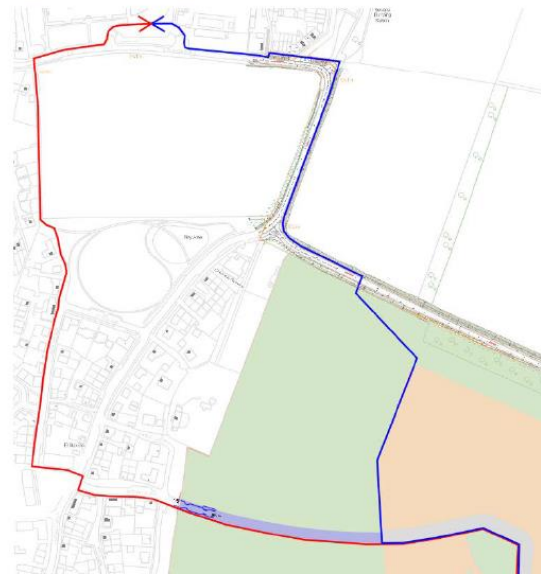
The previous highways response stated that: *“the site must provide a link to the northwest of the development, at the Cowells Road junction with Shipton Road appreciating that this is most direct route for school trips from this site. This would link onto the infrastructure identified as Route 26 in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

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.”

Paragraph 2.8 of the TAA states that an assessment of the routes between the development and the schools has been undertaken with reference to LTN 1/20 design principles. However, the Active Travel Audit undertaken by the applicant, also submitted in December, has reviewed connections shown on the left while the proposed route to the secondary school in the TAA is reproduced on the right. This shows that only a very small section of the red route has been assessed.



Figure 1 Route to Marlborough School



Paragraph 6.1.9 of the Active Travel Audit states: *“Route 1a (Shipton Road between Park View and Randolph Avenue) scores below the minimum threshold; however, this route is not relied upon as a primary pedestrian route to key destinations from the proposed development. The principal pedestrian desire lines to Woodstock town centre, local facilities and education are via the Park View development and the A44 Oxford Road, which achieve scores comfortably in excess of the minimum requirement.”*

This is unacceptable, route 1a is the most direct route from the application site to the secondary school, especially for dwellings in the northwest of the site.

The proposed link shown in the TAA is not a Public Right of Way or within adopted public highway. Although it has been included in the original Park View Access and Movement Parameter Plan, it is now understood that this land is not in the ownership of the park View applicants and they are not in a position to deliver the connection.

A connection at the north west corner of the application site to Shipton Road is therefore required and the submitted Access and Movement Parameter Plan needs to be amended to include this connection.

In addition, as explain in the first highways response, the applicant is required to provide details of a scheme for pedestrian and cycle improvements along Shipton Road between the site and Marlborough School.

Public Rights of Way

1. Introduction

This note has been produced in order to aid any consideration of the S106 Planning Obligation in relation to Public Rights of Way, in light of the requirements of

Community Infrastructure Levy Regulation 122. It should be considered alongside the OCC Countryside Access Strategy and the Active Travel responses to the application. The DTA Response to Highway Authority document has been reviewed. The internal routes and link are noted and welcome d but it is OCC Countryside Access Strategy's assertion that recreational impacts on nearby Public Rights of Way that meet new residents' needs have not been suitably provided for. The request for s106 will help mitigate that inadequacy.

2. Background

Oxfordshire County Council 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).

This note applies to the £130,000 index-linked S106 contribution requested in relation to the application for 25/01510/OUT - Land South Of Perdiswell Farm, Shipton Road, Shipton On Cherwell

3. Meeting the statutory tests in Community Infrastructure Levy Regulation 122:

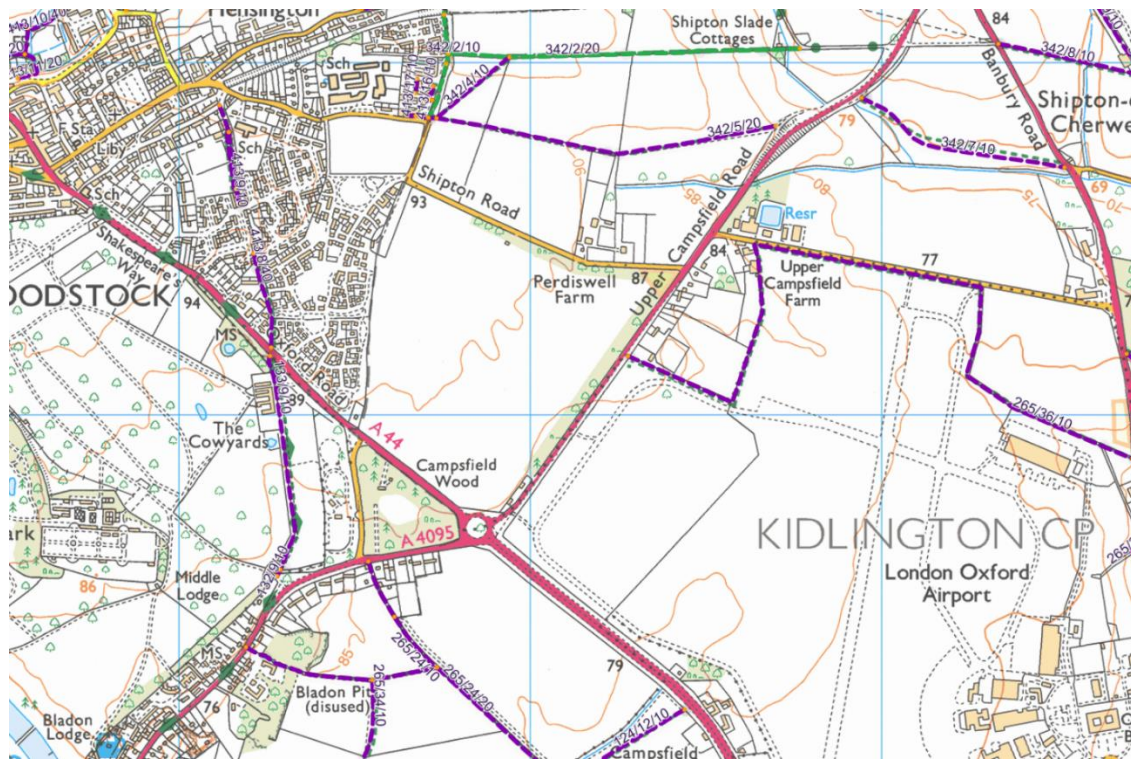
(a) necessary to make the proposed development acceptable in planning terms;

There are no recorded Public Rights of Way (PRoW) across this site although there are a number in the vicinity that need connecting to in order to accommodate demand for recreational access from the new residents. 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 as the urban edge of Woodstock is effectively moved eastwards. These uses will create more leisure and recreational use pressures on the rights of way network. 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. This mitigation request is all about the impact of such a size of development on the nearby rights of way and countryside areas by recreational users.

(b) directly related to the development;

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.

1. Footpath 265/36 lies in close proximity to the residential part of the site. It is entirely logical to assume residents will want to access this given its proximity.
2. Footpath 265/24 lies to the south of the development site and is identified as a key 'desire line' link
3. Footpath 343/5 and connecting routes north of the site are likewise identified as a key 'desire line' link



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c) fairly and reasonably related in scale and kind to the development

The proposed measures are based on the desk assessment of likely costs for the measures. They are not based on a standard formula or any other kind of per-dwelling or per-m² tariff system. The proposed off-site measures are in the form of a reasonable financial contribution to allow the Countryside Access Strategy to plan, negotiate 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.

Traffic impact

The previous highways response had the following comments:

- The previous highways response stated that the TA failed to capture non-residential trips from the local centre.

The applicant states that no discounting has been made to the residential demand for trips which would otherwise be external and the TA assumptions in are therefore robust.

The accepted trip generation for the 500 dwellings is 268 two-way AM vehicle trips and 273 two-way PM peak hour trips. The TAA sets out the vehicle trips for the Local Centre comprising 550sqm children's nursery or doctor's surgery and 350sqm convenience store could be an additional 78 two-way trips in the am and 82 two-way trips in the PM. This increase is roughly 30% of the residential trips and therefore significant.

The applicant is required to update the trip generation and include these non-residential trips. The applicant can make a reduction to the residential trips for internalisation but this needs to be evidenced with NTS or TEMPro data.

- No allowance was made for any development trips utilising Cowells Road and/ or Shipton Road via the Park View development.

The applicant states that a sensitivity test has been undertaken assuming 14% of development trips route through Cowells Road towards the A44 and Shipton Road and that this represents a robust assumption based on the relative attractiveness of routing northwards compared to the primary A4095 access.

No justification has been provided for the 14%. The applicant is required to explain how this 14% has been calculated and include a revised distribution flow chart.

- Committed development trips from Land west of Rutten Lane, Yarnton (Ref 21/03522/OUT) were not included.

The applicant states that this now has been included, however, it has not been possible to check this as there are no flow charts. The applicant is therefore required to prepare a full set of flow charts including revised distribution, development traffic (2 scenarios), 2024 base, 2031 base, 2031 Base + Committed Development (incl 21/03522/OUT) and 2031 Base + Committed Development + Development.

- A With Connectivity Improvements scenario is required where the A44 Oxford Road/ Cowells Road junction is signalised.

The applicant is required to prepare a second scenario with reduced trip rates that have been evidenced with TRICS data or local information.

- The proposed access roundabout needs to be assessed with a signal controlled crossing as a parameter of the junction.

It is accepted that the Toucan crossing on the access junction is too far to affect the operation of the roundabout. However, it was noted that the Bladon Roundabout has also been modelled without signalised crossings. As these crossings are 20m from the roundabout, both the Woodstock Road and the Upper Campsfield Road signalised crossings will need to be included in the Arcady model.

The 2024 model output for the Baldon Roundabout has been compared with the queue surveys. Oxford Road shows queues of 20+ vehicles in the AM while the model shows less than 2 vehicles. In the PM there are queue of 38 vehicles on Woodstock Road while the model shows a maximum queue of 1.7 vehicles. This variation is too significant to be acceptable. It might be the result of the omission of the signalised crossings in the model or errors in the data entry, but it could also be possible that further calibration of the model is required. The applicant is required to update the model and demonstrate that modelled queues are in line with observed queues.

Table 17 – Junction Modelling Results – Bladon Roundabout

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2024 Base						
A4095 Upper Campsfield Road	2.7	15.60	0.73	1.2	7.27	0.55
A44 Woodstock Road (S)	1.0	3.81	0.51	1.7	4.84	0.64
A4095 Bladon Road	1.5	6.54	0.60	1.1	5.61	0.52
A44 Oxford Road (N)	1.9	7.46	0.66	0.7	3.90	0.40

* Represents where the queue starts out of sight or back to the next junction.

TIME	ARM A A4095 (E)		ARM B A44		ARM C A4095 (W)		ARM D OXFORD ROAD		TIME	ARM A A4095 (E)		ARM B A44		ARM C A4095 (W)		ARM D OXFORD ROAD	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
	07:00	3	1	0	0	1	2	3		1	16:00	6	0	10	3	3	2
07:05	5	1	1	1	0	4	5	2	16:05	4	1	5	4	2	1	3	2
07:10	9	0	0	0	1	3	3	3	16:10	10	0	4	2	2	4	3	2
07:15	4	0	2	1	4	3	5	1	16:15	7	3	6	2	2	2	5	4
07:20	5	1	1	0	2	4	6	1	16:20	8	1	5	2	4	2	3	1
07:25	6	0	2	1	1	1	3	2	16:25	12	1	12	5	3	2	3	4
07:30	10	1	2	1	2	5	3	1	16:30	5	0	6	0	1	4	2	2
07:35	16+	0	0	0	0	4	7	2	16:35	6	1	5	4	3	1	2	1
07:40	14+	0	0	0	3	4	6	2	16:40	7	1	9	4	3	2	2	2
07:45	14+	1	1	2	2	2	2	1	16:45	3	0	10	5	5	3	2	2
07:50	11	1	2	1	4	5	15	3	16:50	5	1	5	2	5	5	1	2
07:55	15+	0	7	1	2	3	8	2	16:55	4	0	10	2	2	1	1	2
08:00	15+	2	3	4	1	4	6	1	17:00	4	1	7	1	3	2	2	1
08:05	15+	2	5	2	2	3	8	5	17:05	16+	1	22	5	2	2	11	3
08:10	15+	1	1	2	2	4	5	3	17:10	16+	1	35	25	2	4	2	2
08:15	15+	0	3	5	1	7	14	5	17:15	8	1	33	23	2	2	0	1
08:20	15+	1	6	4	4	4	20+	4	17:20	8	1	38	31	5	7	3	4
08:25	15+	0	2	2	4	5	5	3	17:25	4	0	36	28	9	1	9	1
08:30	15+	2	8	2	6	5	19+	6	17:30	16	2	34	23	8	3	3	3
08:35	15+	1	4	1	1	2	6	1	17:35	10	1	3	2	2	2	1	2
08:40	15+	1	9	1	3	4	4	1	17:40	5	1	6	2	4	4	1	0
08:45	16+	1	5	1	8	3	5	3	17:45	5	1	25	3	5	1	5	3
08:50	16+	2	7	1	1	8	4	2	17:50	4	1	8	5	3	2	4	3
08:55	14+	2	4	2	1	3	4	2	17:55	2	1	4	2	5	2	1	0
09:00	6	1	2	0	3	3	1	2	18:00	5	1	5	4	1	3	1	0

The A4095 Upper Campsfield Road / A4260 Banbury Road also shows significant variation between the modelled queues and the surveyed queues but with this junction there are errors in the model. The road width should be calculated excluding the ghost island (see below). The width is therefore 6.75m not 13m. The ghost island fits approximately 8 vehicles after which the queue would block the road. This has not been included in the model which shows no blocking at all.

There are also errors with the data entry with no right turn flows included from Upper Campsfield Road while the survey shows 4 vehicles in the AM peak hour and 2 in the PM peak hour.

The applicant is required to amend the A4095 Upper Campsfield Road / A4260 Banbury Road model and provide mitigation if required.

Table 19 – A4095 Upper Campsfield Road/ A4260 Banbury Road Junction Modelling Results

Arm	AM			PM		
	Queue	Delay (sec)	RFC	Queue	Delay (sec)	RFC
2024 Base						
A4095 Left Turn Out	2.5	17.56	0.71	3.2	24.79	0.77
A4095 Right Turn Out	0.0	0.00	0.00	0.0	29.14	0.02
A4260 Right Turn In	1.8	10.70	0.63	1.7	11.97	0.63

LOCATION: A4260 (S) / A4095 / A4260 (N)

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
 + Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A	ARM B	ARM C		TIME	ARM A	ARM B	ARM C	
	A4260 (S)	A4095	A4260 (N)			A4260 (S)	A4095	A4260 (N)	
	LANE 1	LANE 1	LANE 1	LANE 2		LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	2	0	0	16:00	0	7	0	7
07:05	0	3	0	3	16:05	0	9	0	2
07:10	0	3	0	1	16:10	0	20+	0	8
07:15	0	4	0	2	16:15	0	20+	0	5
07:20	0	3	0	0	16:20	0	13	0	6
07:25	0	1	0	2	16:25	0	19	0	7
07:30	0	3	0	0	16:30	0	14	0	5
07:35	0	6	0	1	16:35	0	7	0	4
07:40	0	5	0	3	16:40	0	9	0	4
07:45	0	7	0	3	16:45	0	15	0	6
07:50	0	4	0	4	16:50	0	20+	0	5
07:55	0	9	0	3	16:55	0	10	0	5
08:00	0	1	0	3	17:00	0	12	0	4
08:05	0	9	0	2	17:05	0	19	0	6
08:10	0	5	0	2	17:10	0	18	0	7
08:15	0	10	0	5	17:15	0	20+	0	8
08:20	0	8	0	2	17:20	0	16	0	9
08:25	0	6	0	2	17:25	0	20+	0	9
08:30	0	5	0	2	17:30	0	20+	0	5
08:35	0	7	0	1	17:35	0	19	0	10
08:40	0	8	0	3	17:40	0	20+	0	4
08:45	0	4	0	2	17:45	0	15	0	6
08:50	0	6	0	3	17:50	0	20+	0	2
08:55	0	9	0	2	17:55	0	18	0	4
09:00	0	4	0	2	18:00	0	5	0	3

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4260 Banbury Road (N)	13.00		✓	3.25	180.0		-

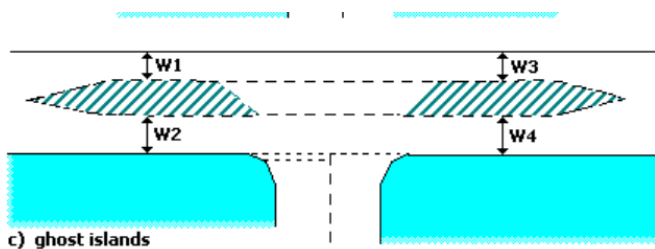
23.4.1 Width of carriageway [W]

This parameter represents the total width of the major carriageway. You should make several measurements as shown below which are then combined to give:

$$\text{Total carriageway width } W = (W1 + W2 + W3 + W4) / 2$$

The diagram shows how to measure W at a T-junction. At a staggered junction, two values are required: one in the vicinity of Arm B and one in the vicinity of Arm D.

Note that the width of any central reserve or turning bay is NOT included.



The Hensington Road junction also shows a large variation.

Table 20 – A44 Oxford Street/ Hensington Road/ High Street Junction Modelling Results

Arm	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Queue	Delay (sec)	RFC	Queue	Delay (sec)	RFC
2024 Base						
High Str	0.2	17.54	0.20	0.4	17.74	0.31
A44 (S)	0.7	6.17	0.24	0.6	4.68	0.19
Hensington Rd	0.9	21.46	0.48	0.9	19.58	0.46
A44 (N)	0.0	7.84	0.02	0.0	8.49	0.04

LOCATION: OXFORD STREET (S) / HIGH STREET / OXFORD STREET (N) / HENSINGTON ROAD

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C	ARM D
	OXFORD STREET (S)	HIGH STREET	OXFORD STREET (N)	HENSINGTON ROAD		OXFORD STREET (S)	HIGH STREET	OXFORD STREET (N)	HENSINGTON ROAD
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
07:00	4	1	11	2	16:00	3	4	7	3
07:05	0	1	1	2	16:05	6	2	14	2
07:10	0	1	5	2	16:10	10	2	5	5
07:15	3	2	6	1	16:15	15	3	11	3
07:20	4	2	5	2	16:20	14	2	7	2
07:25	5	1	6	1	16:25	4	1	6	2
07:30	6	3	9	3	16:30	12	2	1	6
07:35	3	1	8	2	16:35	6	1	7	5
07:40	8	3	5	2	16:40	8	2	3	4
07:45	2	1	4	3	16:45	6	2	4	2
07:50	0	1	3	3	16:50	6	2	3	6
07:55	3	1	2	2	16:55	7	3	4	4
08:00	4	2	8	2	17:00	2	3	6	3
08:05	0	2	11	4	17:05	14	4	9	4
08:10	5	1	5	5	17:10	15	2	2	4
08:15	7	1	10	6	17:15	4	1	4	2
08:20	10	1	4	4	17:20	12	3	6	1
08:25	9	2	13	2	17:25	13	2	7	2
08:30	14	1	14	4	17:30	6	2	1	2
08:35	13	2	10	2	17:35	10	2	2	5
08:40	3	1	4	3	17:40	8	2	6	2
08:45	7	1	10	2	17:45	10	2	3	2
08:50	10	2	9	4	17:50	7	3	3	2
08:55	6	1	6	3	17:55	9	2	2	3
09:00	6	3	4	5	18:00	12	2	4	3

It was also noted that for all junction assessments the modelled PM peak hour was not 17:00 to 18:00 but 15:45 to 17:15 although the tables in the main report state 17:00 till 18:00. The applicant is required to adjust this.

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	✓

In summary the applicant is required to submit for the modelling:

- Updated trip generation (2 scenarios)
- Justification of distribution via Cowells Road
- Flow charts
- Updated, calibrated, junction models for all junctions.
- Junction impact assessments for all junctions with the two development scenarios.

On site highway works:

- Two pairs of bus stops (with associated shelters and hardstanding) will be required at suitable locations along the spine road
- 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.
- All on-site pedestrian / cycle links will need to be 3m wide in line with LTN1/20.

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.
- A Toucan crossing on the A4095 Upper Campsfield Road 75m south of the access roundabout
- An informal crossing on the A4095 Upper Campsfield Road 75m approximately 150m north of the access roundabout.
- A Toucan crossing across the A44 Oxford Road at the southwestern corner of the development.
- Improvements to the Bladon roundabout which includes changes to the A4095 Upper Campsfield Road arm, upgrading the existing priority crossings on the A44 Woodstock Road (southern arm of Bladon roundabout) to Toucan crossings and a new Toucan crossing over the A4095 arm.
- Pedestrian and cycle improvements along Shipton Road between the site and Marlborough School.
- Signalisation of the A44 Oxford Road/ Cowells Road junction.

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.

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

£682,000 Public Transport Service Contribution indexed from October 2024 using RPI-x

Towards:

Towards the improvement of local bus services in the vicinity of the site

Justification

The bus service contribution is essential to provide sustainable access to the site, in line with the National Planning Policy Framework and LTCP.

Not all residents of the proposed development may have access to a car and all residents of the development must have the opportunity to travel by sustainable modes to a full range of employment, further education, medical, retail and other destinations.

A frequent service that operates throughout the day, will be vital in ensuring that residents are able to access local services and employment areas by sustainable transport modes at times convenient to them and in maximising opportunities for sustainable transport, as required under the NPPF.

An effective bus service is required to offer residents a realistic alternative to the car, particularly for longer distance journeys where walking or cycling may not be a realistic option.

Calculation:

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.

£46,544 Public Transport Infrastructure Contribution indexed from October 2024 using Baxter Index

Towards:

The supply and installation of the real time information screens within the shelters provided for the new bus stops.

Justification:

The provision of suitable bus stop infrastructure is required in order to meet the policy requirements set out under the justification statement for the 'Public Transport Service Contribution' set out above.

The provision of bus stop infrastructure is necessary to provide the development with a suitable public transport service, as required under policy.

£1,540,027 Public Transport Infrastructure Contribution indexed from June 2022 using Baxter Index

Towards:

A44 Mobility Hub - Delivery of a mobility hub at London Oxford Airport.

Justification:

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.

Calculation:

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 9,837 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 701 peak time trips (268 +78 AM trips and 273 + 82 PM trips) the total contribution for this site = £1,540,027 index linked to June 2022 using Baxter Index.

£4,224 Traffic Regulation Order Contribution indexed from April 2025 using RPI-x

Towards:

Administration costs towards a Traffic Regulation Order for the relocation of the existing 50mph/ National speed limit on A4095 Upper Campsfield Road and the Bladon Roundabout.

Justification:

For the access proposals to be in line with DMRB guidance, speed reductions are required.

Calculation:

This is a standard cost.

£130,000 Public Rights of Way Contribution indexed from July 2023 using Baxter Index

Towards:

The contribution would be spent on improvements to the Public Rights of Way in the vicinity of the site in the 'impact' area up to 1km from the site. Primarily this is to improve the surfaces of all/some routes to take account of the likely increase in use by residents of the development as well new replacement structures like gates, bridges and seating, sub-surfacing and drainage enable easier access, improved signing and protection measures.

New short links between existing rights of way may also be included and this includes the negotiation aspects with 3rd party landowners.

Justification:

There are no recorded Public Rights of Way (PRoW) across this site although there are a number in the vicinity that need connecting to in order to accommodate demand for recreational access from the new residents. 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 as the urban edge of Woodstock is effectively moved eastwards. These uses will create more leisure and recreational use pressures on the rights of way network. 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. This mitigation request is all about the impact of such a size of development on the nearby rights of way and countryside areas by recreational users.

Calculation:

The proposed measures are based on the desk assessment of likely costs for the measures. The proposed off-site measures are in the form of a reasonable financial contribution to allow the Countryside Access Strategy to plan negotiate 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.

Estimated contribution breakdown*

- Site and habitat surveys & assessments <10-15%
- Landowner negotiations and agreement payments 5-10%
- Admin processes e.g. consultation, project management <5%
- Legal processes e.g. temporary works closures, creation agreements and contracts <5%
- Detailed design/ Walk &Talk <5%
- Materials, plant & equipment, works >60%
- Contingency/Risk and Ongoing quality standard retention <10-20%

*All allocations are estimates. Any contribution would be aggregated across routes and activities and a longstop of 10 years will be requested.

£5,382 Travel Plan Monitoring Fee indexed from April 2025 using RPI-x

Justification:

The Travel Plan aims to encourage and promote more sustainable modes of transport with the objective of reducing dependence upon private motor car travel and so reducing the environmental impact and traffic congestion. A Travel Plan is required to make this development acceptable in planning terms.

A Travel Plan is a 'dynamic' document tailored to the needs of businesses and requires an iterative method of re-evaluation and amendment. The county council needs to carry out biennial monitoring over five years of the life of a Travel Plan which includes the following activities:

- review survey data produced by the developer
- compare it to the progress against the targets in the approved Travel Plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated Travel Plan.

Government guidance, 'Good Practice Guidance: Delivering Travel Plans through the Planning Process' states that: 'Monitoring and review are essential to ensure Travel Plan objectives are being achieved. Monitoring for individual sites should ensure that there is compliance with the plan, assess the effectiveness of the measures and provide opportunity for review. Monitoring must be done over time – it requires action and resources.'

In accordance with this Guidance, it is the view of the County Council that, without monitoring, the Travel Plan is likely to be ineffective. Therefore, monitoring of the Travel Plan is required to make the development acceptable in planning terms.

The government's Good Practice Guidance has been archived but has not been superseded with any other guidance on the practicalities of implementing Travel Plans.

The county council's own published guidance: Transport for new developments; Transport Assessments and Travel Plans, also includes the requirement for monitoring.

Further, the Good Practice Guidance states that '*local authorities should consider charging for the monitoring process and publish any agreed fee scales*'.

Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide. The Travel Plan Monitoring fee is set to cover the estimated cost of carrying out the above activities and is published in the county council's guidance: 'Transport for new developments; Transport Assessments and Travel Plans'.

As with most non-statutory activities, councils seek to cover their costs as far as possible by way of fees. This is particularly required in the current climate of restricted budgets. Without the fees the council could not provide the resource to carry out the activity, as it is not possible to absorb the work into the general statutory workload. In the case of Travel Plan monitoring, the work is carried out by a small, dedicated Travel Plans team.

The Travel Plan monitoring fee is therefore required to make the development acceptable in planning terms, because it enables the monitoring to take place which is necessary to deliver an effective Travel Plan.

Calculation:

The fee charged is for the work required by Oxfordshire County Council to monitor a Travel Plan related solely to this development site. They are based on an estimate of the officer time required to carry out the following activities:

- review the survey data produced by the developer
- compare it to the progress against the targets in the approved Travel Plan and census or national travel survey data sets
- agree any changes in an updated actions or future targets in an updated Travel Plan.

Oxfordshire County Council guidance –Transport for new developments: Transport Assessments and Travel Plans sets out two levels of fees according to the size of the development.

The figure for each Travel Plan is based on three monitoring and feedback stages (to be undertaken at years 1, 3 & 5 following first occupation), and assumes officer time at an hourly rate. Please note that this is considered a fair rate, set to include staff salary and overheads alone.

Planning Conditions:

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

Access

No development shall commence unless and until full details of the means of access between the land and the highway, including, position, layout, construction, drainage and vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter. Agreed vision splays shall be kept clear of obstructions higher than 0.6m at all times.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government 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.

Reason - In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government guidance contained within the National Planning Policy Framework.

Construction Traffic Management Plan (CTMP)

A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. The CTMP should follow Oxfordshire County Council's template if possible. This should identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,

- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents.

Reason - In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times.

Officer's Name: Sarah Halsey

Officer's Title: Senior Transport Development Officer

Date: 06/02/2026

Application no: 25/01510/OUT

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

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

Previous objection referenced below has not been addressed within this application.

Detailed comments:

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: 20/01/2026

Application no: 25/01510/OUT

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

Education Schedule

The amendment submitted on 22/12/2025 has no material impact on the contributions being requested for Education. Our response is repeated below for continuity.

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

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 =	£4,914,756

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 =	£308,448

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 =	£199,500

£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	115
Estimated per pupil cost of a new 900-place secondary school @ BCIS TPI = 390	£40,380
Pupils * cost =	£4,643,700

Land contribution

Number of secondary pupils expected to be generated	115
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 =	£324,415

£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 =	£ 460,344

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: Emma Daisley

Officer's Title: Pupil Place Planning Service Manager

Date: 05/01/2026

Application no: 25/01510/OUT

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

Archaeology

Recommendation:

Comments

Detailed comments:

Thank you for reconsulting us on this application. The newly submitted documents do not alter our advice provided on 15/07/2025.

Officer's Name: Oxfordshire County Archaeological Services

Officer's Title: Planning Archaeologist

Date: 08/01/2026

Application no: 25/01510/OUT

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

Waste Management

Recommendation:

No objection subject to S106 contributions

Legal agreement required to secure:

No objection subject to:

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

Contribution	Amount	Price base	Index	Towards (details)
Household Waste Recycling Centres	£51,750	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 25th December or 1st 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 ²)	0.18	Current land available 41,000m ² , 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 ² , or 0.18m ² per dwelling
Infrastructure cost per m ²	£328	Kidlington build cost/m ² indexed to 390 BCIS
Land cost per m ²	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m ²	£575	
Cost/dwelling	£103.50	
No of dwellings in the development	500	
Total contributions requested	£51,750	

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 (extended to March 2028). 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:

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

None

Officer's Name: Mark Watson

Officer's Title: Circular Economy Projects Officer

Date: 08/01/2026

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

Cllr: Lesley McLean
West

Division: Kidlington

Comments:

This site has specific historical interest, which should be taken into account with any planning application.

The impact of transport and highways on this site and the area should be carefully considered. Entry and exits need to be carefully planned, and any additional traffic in the area will need to be monitored.

Date: 23/01/2026