

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

District: Cherwell

Application no: 22/03868/OUT

Proposal: Development of up to 65 homes including open space provision, parking, landscaping, drainage and associated works, with All Matters Reserved (appearance, landscaping, layout and scale) except for Access

Location: Land West Adj To Salt Way And West Of, Bloxham Road, Banbury

Response Date: 01/02/2023

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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General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) 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 - £5,554.00**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

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

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

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

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

Application no: 22/03868/OUT

Location: Land West Adj To Salt Way And West Of, Bloxham Road, Banbury

Transport Schedule

Recommendation:

No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:

- **Planning Conditions** as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	32,500	December 2022	Baxter	Cycle and pedestrian infrastructure and safety improvements along Bloxham Road
Public transport services	73,645	December 2021	RPI-x	Maintenance and/or improvement of bus services in the vicinity of the site
Total	106,145			

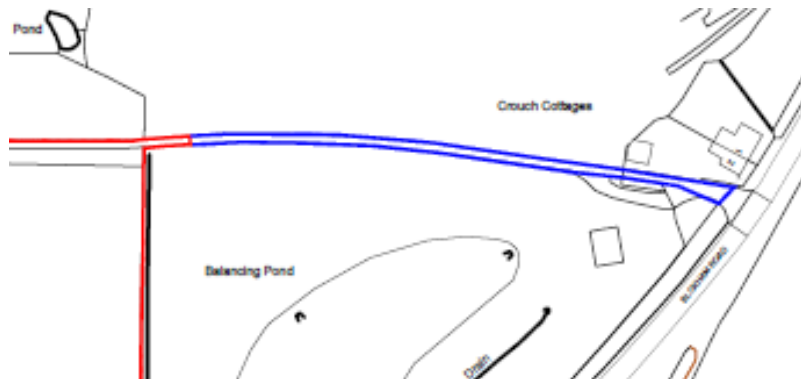
Comments:

Access arrangements

The primary vehicular access route is via Tyrrell Road, which is 5.5m wide along the majority of its length and is considered to be adequate to cater for the traffic generated by the development. The access roundabout on to Bloxham Road was designed and approved assuming 400 dwellings in the development so also has the capacity for the additional vehicles. I appreciate that there may occasionally be a slight delay in leaving

the development due to the steady flow northbound along Bloxham Road but this cannot be described as a severe impact, that would be necessary for an objection according to the NPPF.

The construction route must **not** be via the existing roads through the adjacent residential site (Bloxham Vale). A separate, safe construction access will be required and this must be demonstrated in a Construction Traffic Management Plan, to be conditioned. This route could potentially be via the east-west concrete track out to Bloxham Road which is included in the blue-line area:



The Transport Statement correctly identifies that a development of up to 400 dwellings may be served by one primary access route and an emergency access. There is an existing emergency access to the Bloxham Vale development, off Bloxham Road, but is rather remote from the application site. Ideally, the concrete track shown above would be used for this purpose as it connects directly to the site.

Public transport

Oxfordshire County Council is committed to achieving sustainable development and a key component of this is the promotion of alternative travel modes to the private car. In many instances, this will include buses as a key travel mode within and between the main centres.

In order to support this the County Council seeks developer funding to support the provision of existing or new bus services and associated infrastructure to achieve a higher and more attractive standard of service.

The Council's policy has been to concentrate on promoting the development of local bus services by using developer contributions to increase service frequencies, particularly for employment and utility trips, attract more passengers and therefore improve commercial viability. The developer funding to support these services is time-limited therefore it is critical that services are sufficiently supported to become commercially sustainable in the longer term.

The Council's Local Transport Plan indicates that the identification, negotiation and securing of section 106 developer contributions to bus services and infrastructure is currently undertaken on a site-by-site basis. For non-strategic or speculative sites where bespoke arrangements would not be reasonable or viable, the Council considers that it remains vital for contributions to be secured to enable the maintenance and improvement of services in the vicinity of the development.

Services 488 and 489 currently operate close to the development site and serve the bus stop locations indicated in the Transport Statement. These services are financially supported by the County Council using Section 106 contributions from a number of developments on its route between Chipping Norton and Banbury. In order to maintain these services, further contributions will be necessary to maximise the opportunities for commercial viability in the future.

The Council applies a per dwelling charge of £1,133 for non-strategic residential development. For a scheme of 65 units, this would therefore equate to a total of **£73,645** which would be utilised for maintenance and/or improvement of bus services in the vicinity of the site. This is payable on first occupation and is subject to RPIx indexation from December 2021.

Sustainable transport connectivity

There is an inconsistency in the documentation regarding the pedestrian and cycle connections to the wider area. The Opportunities and Considerations Plan in the Design & Access Statement indicates a "Proposed footpath link via disused track to Bloxham Road", as shown in light blue below:



This link is not mentioned in the other documents, including the Landscape Strategy Plan, Parameters Plan or the Transport Statement. Given that there will be an opening

of some sort in the north-east corner, pedestrians and cyclists will tend to find a route out to the A361 via the open land next to the path. It connects to the pedestrian and cycle facilities adjacent to the new roundabout and is the most direct route to the bus stops. Furthermore, it will link up with the Public Right of Way 120/49 which heads southwards to Wykham Lane. A condition is requested to ensure that this track is maintained as a pedestrian and cycle route. This could be compatible with its use as an emergency access.

The benefits of increasing levels of cycling and walking are already well-established and evidenced through research, policy and practice. Facilitating a switch to active travel is a cost-effective way of achieving many policy outcomes, with a well-established national and local policy commitment to increase cycling and walking. To help achieve this in Banbury, the Draft Banbury Local Cycling and Walking Infrastructure Plan (LCWIP) is currently out for consultation. Section 8.1 of the LCWIP contains the following:

Future developments

The improvements identified in this LCWIP are required to facilitate sustainable travel in Banbury and the surrounding area. It is important to embed sustainable travel choices from first occupation of new developments. Contributions from developers will be sought and/or developers will be requested to provide the improvements identified in this LCWIP where they are relevant to their development. Additional improvements may be identified as this LCWIP is reviewed or through the individual planning application processes.

Route 2 is a Primary cycling route from Parsons Piece to South Bar Street, particularly important for children accessing schools in the area. A number of improvements have been identified along this route and, therefore, a contribution towards these works is considered necessary.

Site layout

The site layout will be reviewed in detail at the Reserved Matters stage. Please see the standard comments below from the Road Adoptions team, for consideration:

- 2m Footway should be provided either side of carriageway for any roads proposed for adoption.
- The application will need to comply with OCC Street Design Guide.
- 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.
- Minimum width of carriageway width within 15m of a junction is 5.5m.

- 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.
- 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.
- 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.
- Minor residential roads that serve four or fewer properties will not be considered for adoption. Roads serving 5 or more houses can be considered for adoption but will need to meet adoptable criteria set out in the OCC Street Design Guide (2021)

Car and cycle parking

The provision of car and cycle parking facilities, including EV charging infrastructure, will be in accordance with the OCC Parking Standards for New Developments, as identified in the Transport Statement.

Travel Plan

Comments on the Travel Plan will follow in the near future.

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

£32,500 Highway Works Contribution indexed from December 2022 using Baxter Index

Towards:

Cycle and pedestrian infrastructure and safety improvements along Bloxham Road

Justification:

The A361 Bloxham Road is the most direct route to Banbury town centre and many schools, and will be used by residents of the development. Various required improvements, including improved crossings and segregation from vehicular traffic, have been identified in the Banbury LCWIP, which is out for consultation. As well as improving safety, these measures will help to encourage these modes of sustainable transport.

Calculation:

A charge of £500 per dwelling is considered to be fairly and reasonably related in scale and kind to the development.

£500 x 65 dwellings = £32,500

£73,645 Public Transport Service Contribution indexed from December 2021 using RPI-x

Towards:

Maintenance and/or improvement of bus services in the vicinity of the site.

Justification:

Local Transport and Connectivity Plan 4, Policy 18.

Oxfordshire County Council will:

e. Ensure that all new strategic development is designed for bus access and provides suitable funding for high quality services and infrastructure.

The routes serving the development are financially supported by the County Council using developer contributions. The site would not be considered to be sustainable in transport terms without these bus services, so a contribution towards preserving them is a requirement.

The services are vital in ensuring that residents are able to access local services and employment areas by sustainable transport modes 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: £1,133 per dwelling is sought from developments served by the bus routes on a fair and equitable basis.

£1,133 x 65 dwellings = £73,645

Planning Conditions:

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

Access: Full Details

Prior to the commencement of the development hereby approved, full design details of the means of access between the land and the highway, including, position, layout, construction, drainage, and vision splays shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the means of access shall be constructed and retained in accordance with the approved details.

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

Construction Traffic Management Plan (CTMP)

Prior to commencement of the development hereby approved; a construction traffic management plan shall be submitted to and approved by the Local Planning Authority. The CTMP will need to incorporate the following in detail and throughout development the approved plan must be adhered to

The CTMP must be appropriately titled, include the site and planning permission number.

Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.

Details of and approval of any road closures needed during construction.

Details of and approval of any traffic management needed during construction.

Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle

tyres/wheels, from migrating onto adjacent highway.

Details of appropriate signing to accord with standards/requirements, for pedestrians during construction works, including any footpath diversions.

The erection and maintenance of security hoarding / scaffolding if required.

A regime to inspect and maintain all signing, barriers etc.

Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.

The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.

No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will park, and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.

Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.

Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised within first instance to be provided and a record kept of these and subsequent resolution.

Any temporary access arrangements to be agreed with and approved by Highways Depot.

Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

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

Footpath connection

Prior to the commencement of the development hereby approved, full design details of the means of pedestrian and cycle access between the land and the A361 adjacent to Crouch Cottages shall be submitted to and approved in writing by the Local Planning Authority. Thereafter and prior to first occupation the means of access shall be constructed and retained in accordance with the approved details.

Reason - In the interests of sustainability and to comply with Government guidance contained within the National Planning Policy Framework.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 27 January 2023

Application no: 22/03868/OUT

Location: Land West Adj To Salt Way And West Of, Bloxham Road, Banbury

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Provide surface water catchment plan.
- Provide consent to discharge to the drainage ditch.

Detailed comments:

Provide surface water catchment plan, demonstrating the breakdown of areas and stating the area. Also state the area after allowing for additional 10% urban creep.

Provide consent to discharge to the drainage ditch. Provide ownership details and capacity of the drainage ditch.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 26/01/2023

Application no: 22/03868/OUT

Location: Land West Adj To Salt Way And West Of, Bloxham Road, Banbury

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)
Primary education	£377,560	327	BCIS All-In TPI	Primary education capacity serving the development
Secondary education	£531,792	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary Land Contribution	£53,328	Nov-20	RPIX	Secondary school land contribution serving the development
Special education	£35,896	327	BCIS All-In TPI	Special school education capacity serving the development
Total	£998,576			

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

£377,560 Primary School Contribution indexed from TPI = 327

Justification:

For primary education provision, the development currently lies within the designated planning area of Queensway Primary School. As of October 2022, there were 399 pupils on roll at Queensway (against a total capacity of 420) - however, this spare capacity is forecast to disappear within the next two school years as a result of development in the local area. A new 2 form entry primary school is planned on the Salt Way housing development to accommodate pupils generated by that development, which will become the nearest school to the application site. This school has been planned at a size to accommodate pupils generated by the host development - in order

to accommodate further pupils (such as those generated by this development), it would be necessary to expand the school.

Calculation:

Number of primary pupils expected to be generated	20
Estimated per pupil cost of expanding primary capacity	£18,878
Pupils * cost =	£377,560

£531,792 Secondary School Contribution indexed from TPI = 327

Justification:

For secondary education provision, demand for places in the town has risen in recent years, such that in 2021 and 2022 there were more applicants than places available. The need for places is expected to continue to grow as a result of population growth from planned housing development in the area, resulting in a sustained shortage of secondary school places across the Banbury area unless additional capacity is provided. Therefore, there would be insufficient secondary capacity in the Banbury area to accommodate the expected pupil generation from the proposed development.

A site for a new secondary school has been included in the Cherwell Local Plan as part of policy area Banbury 12. The new school will need to be at a minimum a 600-place secondary school, and would be built at a size to provide sufficient capacity for the planned growth of the town's population, including that resulting from this proposed development, should it be permitted.

Calculation:

Number of secondary pupils expected to be generated	16
Estimated per pupil cost of building a new 600-place secondary school	£33,237
Pupils * cost =	£531,792

£53,328 Secondary School Land Contribution indexed from Nov-20

Justification:

The county council will incur a cost to purchase land for the planned secondary school within the Banbury 12 policy area, which would serve this proposed development. This will provide land for 600 pupils

The required site area for a 600-place secondary school is 4.88ha. Based on an educational land value of £409,761/ha @ November 20 this gives a total expected cost of £1,999,633

This equates to a cost per pupil of £3,333 ($£1,999,633 \div 600$)

Calculation:

This application is expected to generate 16 secondary pupils therefore the required contribution is towards school land costs is $£3,333 * 16 = £53,328$

£35,896 Special School Contribution indexed from TPI = 327**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 SEN schools in the area, and a contribution towards expansion of SEN 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	0.4
Estimated per pupil cost of special school expansion	£89,741
Pupils * cost =	£35,896

The above contributions are based on a unit mix of:

8 x 1 bed dwellings
17 x 2 bed dwellings
28 x 3 bed dwellings
12 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: Louise Heavey

Officer's Title: Access to Learning Information Analyst

Date: 23/01/2023

Application no: 22/03868/OUT

Location: Land West Adj To Salt Way And West Of, Bloxham Road, Banbury

Archaeology

Recommendation:

The archaeological potential of the site has been explored in the submitted archaeological and heritage assessment and geophysical survey. The results of the survey will need to be investigated through a conditioned staged programme of archaeological evaluation and mitigation.

Key issues:

Legal agreement required to secure:

Conditions:

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

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

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

2. Following the approval of the Written Scheme of Investigation referred to in condition 1, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable

archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

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

Informatives:

Detailed comments:

The site lies in an area of archaeological interest, 280m south of an as yet undated D shaped enclosure which was identified through a geophysical survey of the site. The archaeological background has been detailed in the archaeological and heritage assessment and geophysical survey report submitted with the application. The geophysical survey on the site did not reveal any archaeological remains on the development site, however, these results will have to be investigated in the ground through a staged programme of archaeological evaluation and mitigation, secured through a condition.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 18th January 2023

Application no: 22/03868/OUT

Location: Land West Adj To Salt Way And West Of, Bloxham Road, Banbury

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	£6,107	327	BCIS All-In TPI	Expansion and efficiency of Household Waste Recycling Centres (HWRC)

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

£6,107 Household Waste Recycling Centre Contribution indexed from Index Value 327 using BCIS All-in Tender Price Index

Towards:

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

Justification:

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;”.

2. 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.
3. 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 65 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 260 HWRC visits per year.
4. 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.
5. 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	£275	Kidlington build cost/m ² indexed to 327 BCIS
Land cost per m ²	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m ²	£522	
Cost/dwelling	£93.96	
No of dwellings in the development	65	
Total contributions requested	£6,107	

Detailed comments:

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

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

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

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

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

Conditions:

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

N/A

Officer's Name: Mark Watson

Officer's Title: Waste Strategy Projects Officer

Date: 16 January 2023