

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

District: Cherwell

Application no: 23/02471/F

Proposal: Erection of 14 two storey dwellings and upgrading of existing access onto the Heyford Road, together with garaging and parking, footpath link, the removal and re-instatement of a section of existing wall and its repair along the Heyford Road frontage, and landscaping and all enabling development

Location: OS Parcel 0622 South Of Jersey Cottages And East Of Heyford Road, Kirtlington

Response Date: 20/10/2023

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.

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	
2-bed dwellings	4
3-bed dwellings	8
4-bed & larger dwellings	2

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	36.90
Nursery children (number of 2- and 3-year olds entitled to funded places)	1.08
Primary pupils	4.86
Secondary pupils including Sixth Form pupils	3.80
Special School pupils	0.96
65+ year olds	3.80

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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 - £1,910**
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.

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Transport Schedule

Recommendation:

Objection for the following reasons:

- The visibility to the north from the site access junction is inadequate.
- A Stage 1 Road Safety Audit has not been submitted.
- The swept path of the Refuse Collection Vehicle overhangs private driveways and a hedge

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 informative as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public transport services	15,862	December 2021	<u>RPI-x</u>	Maintenance of the existing bus service or community transport services in the event the conventional bus service is withdrawn
Public transport infrastructure (<i>if not dealt with under <u>S278/S38</u> agreement</i>)	1,502	October 2021	Baxter	The improvement of two bus stops
Total	17,364			

Other obligations:

- Off-site highway works (as shown indicatively on Glanville drawing no. 8210698/6101 Rev. F:
 1. Modification of existing access to create a bellmouth junction, including kerb realignment and partial demolition of boundary wall.

2. Formation of an uncontrolled dropped kerb crossing, and footway access from the site, at the southern tangent point of the bellmouth access.
3. Formation of an uncontrolled dropped kerb crossing at a location approximately 24m south of Foxtowns Green.

Comments:

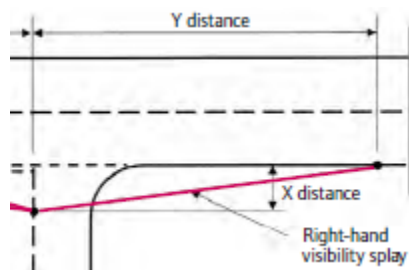
Access arrangements

Speed surveys have been undertaken using Automated Traffic Counters (ATCs) at points either side of the access. The resulting 85th percentile speeds are compared to a previous survey undertaken prior to the implementation of the reduced speed limit. Speeds of 40.4mph southbound and 37.5mph northbound are quoted. However, looking at the speed survey in the Transport Statement (TS) of the only previously decided application at the site (17/01688/OUT), the recorded speeds were considerably less than that. The relevant paragraph from that TS is reproduced here:

2.17 A speed survey was undertaken outside the proposed site entrance during January 2017. ATC's were set up in the locations shown on the drawing presented in Appendix 2. The results of the speed survey are also presented in Appendix 2 and show that the 85th percentile speed of vehicles travelling northbound was 35.2mph and 34.9mph for vehicles travelling southbound.

However, it is apparent that the changed speed limit has significantly reduced the actual speeds, although the 85th percentile and average mean speeds still considerably exceed the 20mph limit. It is, therefore, correct to base the required visibility on a surveyed speed rather than the limit.

It is difficult to measure the exact northward visibility splay on site due to the presence of the existing wall at the access, which is due to be partly demolished and rebuilt. (The text in the TS, 4.16 and 6.3, says 10m of wall, but drawing no. 8210698/6101 Rev. F says 12m). My observations agree with the visibility splay indicated on this drawing. This shows that 43m can only be achieved if the far end of the splay is offset by 0.8m from the kerb. However, there is no justification for this – the splay must be measured to the kerblines as defined in Fig. 7.18 of Manual for Streets:



The Y distance is approximately 35m when measured to the kerblines.

There are concerns specific to this site that oppose a relaxation of the standards:

1. The presence of the speed cushions will tend to position cyclists and motorcyclists adjacent to the kerb and away from the centre of the lane where they would be more visible. Section 10.5.3 of Manual for Street 2 says “*Therefore, a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track.*” The splitter island and cushions will ensure that the nearside edge of all vehicle tracks are very close to the kerb.
2. The ATC was positioned just north of Akeman Close, about halfway along the splay. Southbound vehicles may well be travelling faster than the recorded values when they first come into view and decelerate as they reach the built-up area.
3. A restricted view must be avoided so that exiting vehicles do not tend to project out beyond the give way line. This is a busy “A” road and as a bus route, the recommended minimum carriageway width is 6.5m. The proposed kerb realignment will locally reduce the carriageway slightly below this distance (para. 4.8 of the TS says 6.3m while drg. no. 6101 says 6.4m), so a further narrowing due to a projecting vehicle may cause an unsafe obstruction.

A Stage 1 Road Safety Audit has not been undertaken. This is required with the planning application as the findings may result in the red line boundary having to change due to road safety remedial measures being required. It may also help to demonstrate the acceptability, or otherwise, of the proposed site access, particularly in respect of the sub-standard visibility splay.

Public transport

The County Council seeks to ensure that new development is well served by public transport. With this in mind, financial contributions are requested from the promoters of development schemes for the maintenance and/or improvement of public transport services where reasonable and appropriate, in order to mitigate the impact of their proposals and to secure sustainable development in line with policy objectives.

The bus and rail details contained in Section 3 of the Transport Statement are completely incorrect and/or out of date.

Up until February 2023, Kirtlington enjoyed an hourly bus service to Oxford city centre and Bicester. However, this was withdrawn following expiry of developer funding from the Heyford Park scheme, and the County Council have committed funds from its Bus Service Improvement Plan (BSIP) to provide a more limited service as follows:

- **Service 24 (Grayline Coaches)**

Bicester – Oxford via Wendlebury, Weston-on-the-Green, Kirtlington and Bletchington

6 buses per day on Mondays to Fridays/5 buses per day on Saturdays to Oxford
4 buses per day on Mondays to Saturdays to Bicester

Therefore, the bus service provided to Kirtlington – and hence the sustainability of the village – is much less than implied in the Transport Statement.

Funds for this service are only in place until March 2025 and there is no guarantee of service continuation beyond that point. It must therefore be questionable whether Kirtlington is a sustainable location for development on that basis.

The rail service frequencies from Tackley station are inaccurate. There is not an hourly service to Banbury and Oxford except at peak times, with off-peak gaps in service being as long as three hours. There is also no mention of the fact that Sunday frequencies are poor, with only three trains each way in the summer and none in the winter.

Access to Tackley station is via an unlit, unsurfaced bridleway and is unlikely to be attractive to anyone except the most determined. It cannot be relied on as a realistic transport choice for the majority of development residents.

Site layout

The swept path analysis of the Refuse Collection Vehicle (RCV) indicates it colliding with a hedge beyond the carriageway and overhanging/overrunning private drives, neither of which is acceptable.



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.

The development must accord with the OCC Tree Policy, which may be found here <https://www.oxfordshire.gov.uk/residents/environment-and-planning/energy-and-climate-change/tree-policy-oxfordshire>

Other standard comments for adoptability are as follows:

- 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.
- The suite of application plans does not provide much detail regarding the carriageway and footway widths and therefore it is not clear if what is being proposed is feasible.
- 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.
- Where a TRO is required on public highway, the local Councillor will need to be pre-consulted for their comments.
- The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph.
- Minimum width of carriageway width within 15m of a junction is 5.5m.
- The footway width adjacent to the carriageway will need to be a minimum of 2m.
- Cycling facilities must accord with LTN1/20.
- Any vertical deflection along bus route to be subject to agreement with Bus operators (table tops etc.).
- No private drainage is to discharge onto any area of existing or proposed adoptable highway. The drainage proposals will be agreed at the Section 38 Agreement stage once the drainage calculations and detailed design are presented. Oxfordshire County Council have published the "[Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire](#)" to assist developers in the design of all surface water drainage systems, and to support Local Planning Authorities in considering drainage proposals for new development in Oxfordshire. The guide sets out the standards that we apply in assessing all surface water drainage proposals to ensure they are in line with National legislation and guidance, as well as local requirements.
- Foul and surface water manholes should not be placed within the middle of the carriageway, at junctions, tyre tracks and where informal crossing points are located.
- Trees must not conflict with streetlights and must be a minimum 10 metres away and a minimum 1.5m from the carriageway. Trees that are within 5m of the carriageway or footway will require root protection.
- Trees within the highway will need to be approved by OCC and will carry a commuted sum. No private planting to overhang or encroach the proposed adoptable areas.
- The visitor parking bays parallel to the carriageway, can be adopted but accrue a commuted sum. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption.
- No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.
- The Highway boundary needs to be checked with OCC Highway Records (highway.records@oxfordshire.gov.uk) to determine whether or not it coincides with

the site boundary at the proposed access junction. The highway boundary is usually identified along the roadside edge of the ditch.

- No Highway materials, construction methods, adoptable layouts and technical details have been approved at this stage. The detailed design and acceptable adoption standards will be subject to a full technical audit.
- OCC require saturated CBR laboratory tests on the sub-soil likely to be used as the sub-formation layer. This would be best done alongside the main ground investigation for the site but the location of the samples must relate to the proposed location of the carriageway/footway.
- 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 proposed allocated and unallocated parking provision is acceptable if in accordance with OCC's Parking Standards for New Developments.

At least two of the unallocated visitor parking spaces must have an Electric Vehicle charging point to comply with Policy EVI 8 of the Oxfordshire Electric Vehicle Infrastructure Strategy.

https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/OxfordshireElectricVehicleInfrastructureStrategy_0.pdf

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

£15,862 Public Transport Service Contribution indexed from December 2021 using RPI-x

Towards:

maintenance of the existing bus service or on community transport services in the event the conventional bus service is withdrawn.

Justification:

Bus service 24 through Kirtlington is fully subsidised by Oxfordshire County Council and continuation of this sustainable transport option depends on funds continuing to be available. The site would not be accessible if such provision was not available, and contributions will therefore enable the site to be acceptable in planning terms.

Calculation:

The Council has a standard rate of £1,133 per dwelling for public transport service contributions. As this development comprises 14 dwellings, the expected contribution will be **£15,862**, indexed to December 2021 and payable on first occupation.

£1,502 Public Transport Infrastructure Contribution indexed from October 2021 using Baxter Index

Towards:

The improvement of two stops by replacing the pole, flag and timetable case at each one.

Justification:

The infrastructure at the two bus stops closest to the site (at Kirtlington Park) is in a poor condition. The new facilities are required to make the stops more visible and attractive to development residents.

Calculation:

£751 per stop x 2 = £1,502. This has an index date of October 2021 and is payable on first occupation.

S278 Highway Works:

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

Off-site highway works (as shown indicatively on Glanville drawing no. 8210698/6101 Rev. F):

- Modification of existing access to create a bellmouth junction, including kerb realignment and partial demolition of boundary wall.
- Formation of an uncontrolled dropped kerb crossing, and footway access from the site, at the southern tangent point of the bellmouth access.
- Formation of an uncontrolled dropped kerb crossing at a location approximately 24m south of Foxtowns Green.

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.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

Planning Conditions:

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

The development shall not be used or occupied until the parking and manoeuvring areas have been provided in accordance with the plan hereby approved and have been constructed, laid out, surfaced, drained and completed in accordance with specification details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, and shall be retained unobstructed except for the parking and manoeuvring of vehicles at all times thereafter.

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

The vision splays shall not be obstructed by any object, structure, planting or other material of a height exceeding 0.6m measured from the carriageway level.

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

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

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

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the visitor parking spaces in the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation and retained as such thereafter.

Reason - To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 112(e) of the National Planning Policy Framework

Informatives

The Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption from the APC procedure a 'Private Road Agreement' must be entered into with the County Council

to protect the interests of prospective frontage owners. Alternatively the developer may wish to consider adoption of the estate road under Section 38 of the Highways Act.

Prior to commencement of development, a separate consent must be obtained from OCC Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Contact: RoadAgreements@oxfordshire.gov.uk.

Officer's Name: Roger Plater

Officer's Title: Transport Planner

Date: 11/10/2023

Application no: 23/02471/F

Location: OS Parcel 0622 South Of Jersey Cottages And East Of Heyford Road, Kirtlington

Lead Local Flood Authority

Recommendation:

No Objection subject to conditions

Conditions

SuDS:

The approved drainage system shall be implemented in accordance with the approved Detailed Design prior to the use of the building commencing:

Document: Drainage Strategy Reference: 30700 Rev2 Jul 23 by Price & Myers

Surface Water Drainage

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

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change;
- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365 (if applicable)
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and;

- Details of how water quality will be managed during construction and post development in perpetuity;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems

Reason:

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

SuDS As Built and Maintenance Details

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

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

Officer's Name: Shada Hasan

Officer's Title: LLFA Engineer

Date: 05/10/2023

Application no: 23/02471/F

Location: OS Parcel 0622 South Of Jersey Cottages And East Of Heyford Road, Kirtlington

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)
Secondary education	£103,968	327	BCIS All-In TPI	Secondary education capacity serving the development
Total	£ 103,968	327	BCIS All-In TPI	

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

£103,968 Secondary School Contribution indexed from TPI = 327

Justification:

This site is served for secondary education by The Marlborough School. This school currently has capacity to provide 180 places per year for Years 7-11, and each of these year groups already has at least 175 pupils on roll (January 2023 pupil census). The school also has a sixth form.

Demand for places at the school is forecast to rise as a result of population growth which has already increased numbers at local primary schools, and also due to the already permitted housing growth in the area. To meet the forecast future demand, the school would need to expand by 1 form of entry (30 places per year group), and the responsible academy trust is developing a scheme for additional accommodation to achieve this.

Calculation:

Number of secondary pupils expected to be generated	4
Estimated per pupil cost of secondary school expansion	£25,992
Pupils * cost =	£ 103,968

0 x 1 bed dwellings
4 x 2 bed dwellings
8 x 3 bed dwellings
2 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: School Place Planning Lead

Date: 13/10/2023

Application no: 23/02471/F

Location: OS Parcel 0622 South Of Jersey Cottages And East Of Heyford Road,
Kirtlington

Archaeology

Recommendation:

The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

Key issues:

Legal agreement required to secure:

Conditions:

Informatives:

Detailed comments:

An archaeological evaluation was undertaken on the site in 2016 to inform a previous application in the development area, which recorded no significant archaeological remains. There are no archaeological constraints to this proposal.

Officer's Name: Victora Green

Officer's Title: Planning Archaeologist

Date: 16/10/2023

Application no: 23/02471/F

Location: OS Parcel 0622 South Of Jersey Cottages And East Of Heyford Road, Kirtlington

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	£1,315	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):

£1,315 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:

4. 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;”

5. 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.
6. 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 14 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 56 HWRC visits per year.
7. 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.
8. 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	14	
Total contributions requested	£1,315	

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.

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: 27/09/2023