

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

District: Cherwell

Application no: 23/03366/OUT

Proposal: Outline planning application for up to 117 dwellings and associated open space with all matters reserved other than access

Location: Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, Banbury

Response Date: 23/01/2024

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	15
2-bed dwellings	30
3-bed dwellings	51
4-bed & larger dwellings	21

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	291.57000
Nursery children (number of 2- and 3-year olds entitled to funded places)	7.86000
Primary pupils	35.46000
Secondary pupils including Sixth Form pupils	27.81
Special School pupils	0.73086
65+ year olds	30.45000

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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 - £11,139**
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: No objection subject to:

- **S106 Contributions** as summarised in the table below and justified in this Schedule:
- **An obligation to enter into a s278** agreement as detailed below.

- **Planning Conditions** as detailed below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Highway works	117,000	March 2021	Baxter	Active Travel improvements along Dukes Meadow Drive in accordance with the emerging Banbury LCWIP
Public transport services	175,734	January 2021	RPI-x	For the continued provision of higher frequency bus services in the area around the site, which may include the B3 and/or B9 services
Travel Plan Monitoring	£1,890	April 2023	RPI-x	To enable the travel plan to be monitored for a period of 5 years
Total				

Key points

- Introducing a formal crossing facility to the western end of a roundabout in the form of a signalised crossing to facilitate safe crossing from the north of Dukes Meadow Drive to the south to link onto the existing 3m wide shared footway cycleway.
- More pedestrian connections to adjacent parcels needed to provide high level of permeability

- The PIC data used to identify any significant highway safety issues within the study area is not up to date

Comments:

Introduction

The proposed development hereto referred as Phase 2 will comprise 117 dwellings. The adjacent land comprising Phase 1 was granted Outline planning permission (Ref: 21/03426/OUT) for up to 78 dwellings.

Access arrangements

The proposed development will be accessed via an upgraded Phase 1 access to realign the access to ensure that it principally serves the Phase 2 site with the Phase 1 site being accessed off a simple priority junction.

The new roundabout arm will have a carriageway width of 5.5m. Either side of the access road leading into the site a 3m wide shared footway / cycle will be provided. The application proposes to connect onto the existing footway / cycleway provision on the southern / eastern side of Dukes Meadow Drive via two new uncontrolled crossings either side of the roundabout.

OCC however, find that this is not sufficient and would like to see one of these uncontrolled crossings to be upgraded into a signalised crossing which would enable pedestrians and cyclists to safely cross Dukes Meadow Drive. The preferable point would be to the south of the roundabout to benefit from sufficient verge on either side of the carriageway. (To be conditioned)

Sustainable transport connectivity/transport sustainability

Public Transport

Oxfordshire County Council seeks to ensure that all new developments are accessible by public transport services that offer real travel choice for residents or employees on a site. This is achieved by securing financial contributions or conditions through the planning process.

Section 3.3 of the TA notes that the nearest bus stop are at Highlands, 790 metres from the western access. The site is therefore not particularly well located for public transport services when this is considered.

Bus services in this area of Banbury are financially supported by the County Council utilising Section 106 funds from local development. As further development is proposed it becomes more important for further funds to come forward to ensure that these services are maintained at their higher frequency for a longer period of time, in order that the

maximum potential for commercial viability can be achieved.


To provide improved services to the area, it may be possible to divert existing service B3 from its current route on Southam Road along Dukes Meadow Drive to the development – either via Lapsley Drive or direct.

A financial contribution is requested for the continued provision of higher frequency bus services in the area around the site, which may include the B3 and/or B9 services. The standard contribution for bus services in this area of Banbury is £1,502 per dwelling which for a development of 117 dwellings equates to £175,734.

Funding for a new pair of bus stops has already provided from Phase 1 which is required to facilitate the diversion of the service on the northern side of Dukes Meadow Drive to the east of the Lapsley Drive / site entrance roundabout,

Active Travel

Below is an extract from Banbury LCWIP.

		Junction Reference and description	
		Reference	Description
	8a	Dukes Meadow Drive/ B4100 Warwick Road	
	8a	Dukes Meadow Drive/ Nickling Road/ Usher Drive	
	8b	Dukes Meadow Drive/ Watts Road/ Winter Gardens Way	
	8c	Dukes Meadow Drive/ Rosemary Drive	
	8d	Dukes Meadow Drive/ Lapsley Drive (west)	
	8e	Dukes Meadow Drive/ Lapsley Drive (east)	
	8f	Dukes Meadow Drive/ A423 Southam Road	
	8g		

Key 'trip generators' on Route	Schools (Hanwell Fields Primary School)
Route length	2.3km

Map Reference	Improvement Reference	Improvement
Link 8a to 8g	8.1	Dukes Meadow Drive: Widen existing surface using verge space and designate footway and cycleway via different surface colour or grass verge between footway and cycleway.
8b, 8c, 8d, 8e, 8f	8.2	Raised pedestrian/cyclist priority crossing at all junctions along route.
8h	8.2	Remove footway on north side over the bridge and shift carriageway north to continue footway and cycle track on southern side.
8g	8.3	Connect footway and cycle track to those on Southam Road and to the redesigned roundabout (see Route 5).

We request the development provide improvement reference :

8.1 – Link 8e to 8f – Widen existing surface using verge space and designate footway and cycleway via different surface colour or grass verge between footway and cycleway.

8.2 – regarding point 8e and 8f - Raised Pedestrian/Cyclist priority crossing at all junctions. In this case the 2 access to the site. One at the roundabout and the other access as well. Also ensure that there are safe crossings from the development arm of the roundabout to the Lapsley drive, to ensure residents can cross into the Hanwell Fields Shops, schools and community centre safely.

We also request a contribution towards connectivity between the proposed development and Banbury as per the emerging Strategic Active Travel Network (the identification of this network is an action from the Oxfordshire Active Travel Strategy, one of the supporting strategies adopted as part of the LTCP), are expected in proportion to the scale of the development.

The Banbury LCWIP (Local Cycling & Walking Infrastructure Plan) has identified Southam Road as a key route linking this part of Banbury to the town centre including to key amenities such as train station. The route is key for cycle facilities although it needs to be improved to encourage more sustainable means of transport for residents. This contribution would be £1000 per dwelling.

Contributions towards upgrading the current footpath on the southern side of the carriageway to a segregated cycle and footpath in line with the current LTN1/20 guidelines should be provided from Lapsley drive roundabout to Winter Gardens way roundabout. This will be approximately 500m of segregated walking and cycling path.

Site layout

This application is in outline only, so detailed comments are not offered on the layout of the indicative masterplan. The following are however high-level comments only that may assist in formulating an acceptable level of detail in subsequent full/reserved matters applications:

- Roads within the development must be designed to allow speeds of no more than 20mph. There must be no lengths of straight road more than 70m without some features to calm traffic.
- Electric Vehicle charging must align with the Oxfordshire Electric Vehicle Infrastructure Strategy and provide the necessary infrastructure to enable scaling up to match demand as it continues to grow but with minimal interruption to existing provisions within the site boundaries.
- OCC requires a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car on straight sections. Around bends the carriageway may require widening to enable such manoeuvres.
- 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 any ditch.

Traffic impact

Collision Data

Section 3.6 of the TA attempts to analyse the recent personal injury accident history on the highway network in the vicinity of the site. Analysis of the personal injury accident records on the public highway in the vicinity of the site was obtained from OCC. This range of data is a 5-year period up to May 2021. This period, however, is not the most recent and to undertake a satisfactory assessment from which to identify any significant highway safety issues, the application should analyse the most recent 5-year period.

Whilst during that period, there have been no reported collisions along Dukes Meadow Drive, this is not the most up to date period. There is a substantial gap from when the records were taken to date to rule out a pattern of collisions that may have developed since.

Trip Generation and distribution

Traffic generation has been derived using TRICS software, the assessment of which has resulted in a trip rate which is considered acceptable. The submission predicts that there will be about 79 and 71 two-way movements in the AM and PM peak periods respectively. That said, the trip rates are considered realistic, therefore this approach is agreed.

I am surprised that assignment of trips on the network has not utilised the census travel to work statistics in order to determine how vehicular movements are distributed. The exercise however assigns vehicle trips onto the highway network using observed turning proportions where at the access, vehicles have been signed as per the movements out of Lapsley Drive. It is my assumption that these movement patterns exhibit similar characteristics as those from the census.

In order to assess the impact on the junctions specifically, the applicant has used TEMPRO growth factors and the proposed traffic generation for Cherwell 002.

Assessment of key junctions was undertaken using TRL Junctions 9 ARCADY for roundabout junctions. The assessment demonstrates that all of the junctions reviewed will operate well within capacity in the base year and future year scenarios. .

Travel Plan

A Framework Travel Plan has been submitted but a full Residential Travel Plan is required. This should be produced prior to occupation and meet criteria set out within appendices 5 and 8 of the OCC guidance document 'Transport for New Developments – Transport Assessments and Travel Plans, March 2014'.

The travel plan should also reference other travel plan related documents already produced for other phases of the development.

Further information and advice can also be sought from OCC's Travel Plans Team.
travelplan@oxfordshire.gov.uk

To enable the travel plan to be monitored for a period of 5 years, a £1,890 (RPI index linked) Travel Plan Monitoring fee will be required.

Further information regarding the required criteria can be found within the OCC guidance document, also attached with this response.

Planning Conditions:

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

Travel Plan and Travel Information Pack

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

A Residential Travel Information Pack is also required. This should be produced prior to occupation and then distributed to all residents at the point of occupation.

Reason – to ensure all residents are aware of the travel choices available to them from the outset

CTMP

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

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

Officer's Name: Rashid Bbosa

Officer's Title: Senior Transport Planner

Date: 22/01/2024

Application no: 23/03366/OUT

Location: Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive,
Banbury

Lead Local Flood Authority

Recommendation:

No objection subject to conditions

SuDS:

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

Report Reference: 802-FRA-01-D Revision D: October 2023

Appendix A Location Plan

MAC drawing no. 802-TA01A

Appendix B Topographical Survey Whole Site Woods Hardwick

Drawing no. 17525-7-865

Appendix C Site Layout - 01

Thrive Architects drawing no. MANO220426 SL-01 Rev A

Appendix D Proposed Drainage Strategy – Planning Issue – August 2023

MAC drawing no. 802– FRA23E

Appendix E Proposed Impermeable Area

MAC drawing no.802 – FRA22D

Appendix F Drainage Design Calculations

Appendix G Infiltration Commentary

Reason:

To ensure that the principles of sustainable drainage are incorporated into this proposal.

Surface Water Drainage

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

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

Surface Water Management Scheme (Phases):

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

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

Reason:

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

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: 18th October 2023

Application no: 23/03366/OUT

Location: Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, 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)
Secondary education	£930,636	327	BCIS All-In TPI	Secondary education capacity serving the development
Secondary Land Contribution	£93,324	Nov-20	RPIX	Secondary land contribution
Special education	£62,819	327	BCIS All-In TPI	Special school education capacity serving the development
Total	£ 1,086,779			

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

£930,636 Secondary School Contribution indexed from TPI = 327

Justification:

For secondary education provision, demand for places in Banbury has risen in recent years, such that in 2022 and 2023 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	28
Estimated per pupil cost of building a new 600-place secondary school	£33,237
Pupils * cost =	£ 930,636

£93,324 Secondary School Land Contribution indexed from Nov-20

Justification:

The county council will incur a cost of £1,999,634 (uplifted to Nov-20) to purchase the 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, i.e. £3,333 per pupil place.

Calculation:

Contribution required towards school land costs = £3,333 * 28 = £93,324

£62,819 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	0.7
Estimated per pupil cost of special school expansion	£89,741
Pupils * cost =	£ 62,819

The above contributions are based on a unit mix of:

12 x 1 bed dwellings
40 x 2 bed dwellings
50 x 3 bed dwellings
15 x 4+ bed dwellings

(unit mix taken from the Application Form dated 30/11/2023)

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 Officer

Date: 19/12/2023

Application no: 23/03366/OUT

Location: Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, Banbury

Archaeology

Recommendation:

See below conditions.

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 (2023).

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 (2023).

Informatives:

Detailed comments:

The site has been subject to a geophysical survey and an archaeological evaluation; there were a number of trenches which could not be excavated due to ecological constraints on the site on the north west and west boundaries (as detailed in the submitted approved Archaeological Evaluation report, TVAS 2022). These areas will have to be investigated via a further phase of trenching if permission is granted to the development. The area which was trenched during the pre-application stage did not record any significant archaeological features, and so there are no archaeological constraints to this part of the development.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 14th December 2023

Application no: 23/03366/OUT

Location: Land Opposite Hanwell Fields Recreation Adj To, Dukes Meadow Drive, 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	£10,993	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):

£10,993 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 117 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 468 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	117	
Total contributions requested	£10,993	

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.

Although signposted in the application form, the proposed refuse strategy wasn't set out in the Design and Access Statement. At the reserved matters application stage, we expect to see plans for how the developer will design the development in accordance with waste management policies in Cherwell District Council's waste planning guidance.

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

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

Conditions:

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

N/A

Officer's Name: Mark Watson

Officer's Title: Waste Strategy Projects Officer

Date: 14 December 2023