

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

**District:** Cherwell

**Application no:** 21/04289/OUT

**Proposal:** Outline planning application for the erection of up to 230 dwellings, creation of new vehicular access from Camp Road and all associated works with all matters reserved apart from Access

**Location:** West Of Chilgrove Drive And Adjoining And North Of Camp Road Heyford Park

**Response Date:** 20/05/2022

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

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## Assessment Criteria

### Proposal overview and mix /population generation

OCC's response is based on a development as set out in the table below. The development is [taken from the application form] [is based on a SHMA mix].

<b>Residential</b>	
1-bed dwellings	28
2-bed dwellings	79
3-bed dwellings	100
4-bed & larger dwellings	42

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	560
Nursery children (number of 2- and 3-year olds entitled to funded places)	15
Primary pupils	70
Secondary pupils including Sixth Form pupils	55
Special School pupils	1.4
65+ year olds	60

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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](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

### **Outline applications and contributions**

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

### **Where a S106/Planning Obligation is required:**

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**  
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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### **Strategic Comments**

This application seeks permission for up to 230 dwellings, vehicular access and associated works. The site is unallocated and is located adjacent to a site allocated in the Adopted Local Plan under Policy Villages 5 Former RAF Upper Heyford for 1,600 homes and other supporting infrastructure. Other policies in the Adopted Local Plan may also apply.

The County Council is raising a Lead Local Flood Authority objection. Also attached are detailed comments from Transport, Education, Infrastructure Funding, Archaeology and Waste Management teams.

**Officer's Name: Jonathan Wellstead**

**Officer's Title:** Principal Planner

**Date:** 20 May 2022

**Application no: 21/04289/OUT**

**Location:** West Of Chilgrove Drive And Adjoining And North Of Camp Road Heyford Park

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## Transport Schedule

### Recommendation

**No objection** subject to the following.

- **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.
- Note should be taken of the **informatives** stated below.

### S106 Contributions

<b>Contribution</b>	<b>Amount £</b>	<b>Price base</b>	<b>Index</b>	<b>Towards</b>
Highway works	<b>To be determined</b>	To be determined	Baxter	Delivery of the Cherwell Local Plan Policy Villages 5 highway mitigation package.
Public transport services	<b>260,590</b>	Dec 2021	RPI-x	Ongoing funding to support and enhance the 250 bus route
Travel Plan Monitoring	<b>1,446</b>	Dec 2021	RPI-x	County monitoring of residential travel plan

### Key points

- A highway works contribution will be required
- A public transport services contribution will be required.
- A Construction Traffic Management Plan will be required.
- A full Residential Travel Plan will be required.

### Comments

#### Transport Strategy

There are no Public Rights of Way, NCN or LCWIP routes in the vicinity of the proposed site. Planning for cycling/walking, space for cycling within highways, transitions between carriageways, cycle lanes and cycle tracks, junctions and

crossings, cycle parking and other equipment design within the development site should follow the LTN 1/20 guidance.

The electric vehicle parking and charging provision must align with the 2020 Oxfordshire Electric Vehicle Infrastructure Strategy ensuring sufficient spaces are both dedicated to electric vehicles, the minimum number of charging points are provided but more importantly the infrastructure is prepared to allow for future increased demand without significant interruption.

### **Public Transport**

The 250 bus route serves Camp Road which is currently in receipt of financial support via S106 contributions from the developments it serves at Heyford. Ongoing funding is required to support and enhance this route to become an attractive, credible alternative to car use and to help attain a high modal share for sustainable transport from new developments in the area. The route is to be enhanced to provide a frequency of up to four buses per hour between Heyford Park and Bicester.

Contributions are sought from developments along the route at an established rate which is currently £1,133 per dwelling as at December 2021. This contribution rate varies from that set out in the pre-application advice offered under 21/01745/Preapp due to annual re-indexation at the end of 2021.

This funding will pay for the enhancement of the route on a declining subsidy basis, aiming to establish an improved service that will in time become financially self-sustaining through its improved attractiveness and growth in population.

Bus service contribution required from this development is **£260,590** based on a development proposal of 230 dwellings and a contribution rate per dwelling of £1,133. Additional contributions at the same rate will be required in the event of additional dwellings being approved.

The bus route to Bicester currently operates along Camp Road, to the south of this site. As the adjacent Heyford Park development continues, the route will change to use an upgraded Chilgrove Drive, to the east of this site. The proposed upgrade of Chilgrove Drive will include integrated bus stops at intervals along its length. Two of these will be close to this site and there is therefore no requirement from this development for any S278 works or S106 contribution for bus stop works.

### **Transport Development Control**

The planning application is accompanied by a Transport Assessment which is considered to be a suitable level of submission given the proposed quantum of development.

The Transport Assessment uses output from the Bicester traffic Model together with trip rates from the Heyford Park Policy Villages 5 (PV5) planning application (18/00825/HYBRID) to examine the impact of the development proposals on 26 road

junctions on the road network surrounding the study area. An initial impact analysis results in nine junctions, including the proposed site access junction, being selected for more detailed capacity analysis.

Detailed junction capacity analysis using proprietary software reveals that the development traffic has little discernible effect on the operation of the junctions under scrutiny. This analysis is considered sound.

It is important to note that the traffic analysis described above has been undertaken assuming that the highway mitigation package that accompanies the Cherwell Local Plan PV5 allocation will be in place when this development comes forward. These development proposals therefore benefit from that highway mitigation package. For the avoidance of doubt, the main components of that mitigation package are as follows.

- Capacity improvements at the junction of the A4260 / B4030 (Hopcrofts Holt);
- Signalisation of the junction of Ardley Road and the B340 at Ardley;
- Signalisation of the junction of Chilgrove Drive / B430 / unnamed road;
- Signalisation of the junction of unnamed road / B430;
- Bus loop and HGV access within PV5 masterplan area;
- New crossing of Camp Road near Heyford Free School;
- Improvements to Camp Road;
- Cycle route alongside unnamed road to B430.

Given the proximity of this site to the PV5 allocation and the adjacent Pye Homes sites (15/01357/F, 21/03523/OUT), all of which will contribute to the funding of the PV5 highway mitigation package, it is expected that this site will also make a contribution to the delivery of that package. The contribution will be included in the S106 agreement and will be calculated on a pro-rata basis according to the overall cost of the PV5 highway mitigation package and the relative size of the various developments that it mitigates. The calculation and the resulting contribution required by this development will be identified in due course.

Given the location and scale of the development proposals a Construction Traffic Management Plan will be required. This should be developed using the County's guidance checklist and can be submitted in discharge of a condition of planning permission.

### **Travel Plans**

Based on a quantum of 230 residential units the development will require a full Residential Travel Plan together with a monitoring fee of £1,426. This requirement is set out in detail in the Oxfordshire County Council guidance document Transport for New Developments Transport Assessments and Travel Plans (March 2014). This could be achieved in one of two ways, as follows.

- The site could be included in the emerging Heyford Park Travel Plan currently being developed by the Dorchester Group.

- A stand alone Travel Plan for the site could be developed. This would need to align closely with the emerging Heyford Park Travel Plan.

If a stand alone Travel Plan is chosen then the Travel Plan that has been submitted with this application will need to be updated prior to its approval. This updated plan will need to be aligned with the actions in the updated framework travel plan for the wider Heyford Park development site currently being produced by Dorchester Group. The Travel Plan should set out an indicative budget for the delivery of the measures proposed in the plan and how this will be secured for the travel plan co-ordinator to deliver them.

The Travel Plan can be provided in discharge of a condition of planning permission.

To support active travel for the new residents a Travel Information Pack will be required. This pack should have information regarding local services, promotion and details of the local walking and cycling routes and information on the local public transport networks. Details of the requirements for this pack can be obtained from the Travel Plans team at Oxfordshire County Council.

### **Rights of Way**

Although there are no public rights of way (PRoW) on this site, Chilgrove Drive lies to the east and the site will connect to it in two places. In addition the site lies between Camp Road and Chilgrove Drive. The following requests are made.

- A preferably traffic-free cycle and walk route needs to be provided to and from Camp Road to enable residents and others in the area to safely journey from the village centre to the site and beyond to Chilgrove Drive and Aves Ditch bridleway.
- The County is concerned about the timing of this application and the reliance that is placed on the larger airbase extension application and the associated works to create a staggered signalised junction, including safe NMU crossing and works to Chilgrove Drive. That application and new Chilgrove Drive access works should be complete before this site is occupied.
- A route between Camp Road at the far south-western point of the site and Chilgrove Drive needs to be provided before works on the site commence, and should be maintained during construction. This is so that the public can still safely access Chilgrove Drive without having to use the carriageway. This should be provided for in the S278 agreement.
- The onsite provision is noted. These routes should form part of the permanent public open space for the site. They should incorporate play and exercise stations along with facilities to increase confidence and use by more people. This could include trim trails, nature interaction zones, mountain bike trails, skateboard facilities



and wild play areas, as well as seating. This can be provided for at the Reserved Matters stage.

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

**£ To be determined Highway Works Contribution** indexed from XX using Baxter Index

**Towards**

Delivery of the Cherwell Local Plan Policy Villages 5 highway mitigation package.

**Justification**

These development proposals are adjacent to other development proposals which will contribute to the PV5 highway mitigation package and will benefit equally and proportionately from it.

**Calculation**

To be determined based on some measure of proportionality of impact of the contributing sites.

**£260,590 Public Transport Service Contribution** indexed from December 2021 using RPI-x

**Towards**

Ongoing funding to support and enhance the 250 bus route.

**Justification**

To create an attractive, credible alternative to car use and to help attain a high modal share for sustainable transport from new developments in the area.

**Calculation**

Contributions are sought from developments along this route at an established rate which is currently £1,133 per dwelling as at December 2021. Based on a development proposal of 230 dwellings and a contribution rate per dwelling of £1,133 the required bus service contribution is £260,590.

**£1,426 Travel Plan Monitoring Fee** indexed from December 2021 using RPI-x

**Justification**

To enable the County to monitor the effectiveness of the Travel Plan and implement changes if necessary.

**Calculation**

The fees charged are for the work required by Oxfordshire County Council to monitor a travel plan related solely to this development site. The work carried out by the monitoring officer will be to:

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

Each of three biennial monitoring and feedback procedures (to be undertaken at years 1, 3 & 5 following first occupation) would require an expected 31 hours of officer time at £40 per hour. Total £1240 at March 2014 prices. Uplifted to December 2020 prices = £1,446.

### **S278 Highway Works**

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, as follows.

- New site access junction with Camp Road, as shown on drawing No.T19562.001.
- Pedestrian connections to Chilgrove Drive as indicated on Edge drawing No.374.P06.

### **Notes**

This is to be secured by means of S106 restriction not to implement development 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.

### **Planning Conditions**

In the event that permission is to be given, the following transport related planning conditions should be attached.

Prior to the commencement of the development a Construction Traffic Management Plan prepared in accordance with Oxfordshire County Council's checklist, must be submitted to and approved in writing by the local planning authority. The construction works must be carried out in accordance with the details approved in the Construction Traffic Management Plan.

Prior to first occupation on site an updated Travel Plan is submitted to and approved by the local planning authority. This plan should be produced in accordance with the Oxfordshire County Council guidance document Transport for New Developments, Transport Assessments and Travel Plans (March 2014).

### **Informative**

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 the County's Road Agreements Team for the new highway vehicular access under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.

**Officer's Name: Chris Nichols**

**Officer's Title:** Transport Development Control

**Date:** 11 May 2022

**Application no: 21/04289/OUT**

**Location:** West Of Chilgrove Drive And Adjoining And North Of Camp Road Heyford Park

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## **Lead Local Flood Authority**

### **Recommendation:**

Objection

### **Key issues:**

- Explanation of potential SuDS features that will be considered for the proposed development.
- Provide ownership details of the watercourse and permission to connect the proposed drainage.
- Explanation of who will maintain the drainage system.
- Provide phasing plan.

### **Detailed comments:**

The potential SuDS features that could be considered during the detailed design has not been mentioned. Please provide a list of SuDS features that will be considered for the development.

Provide ownership details of the watercourse and confirm the capacity to connect the drainage at the proposed discharge rate. Also provide consent to connect the proposed drainage.

Confirm who will maintain the drainage system during the life span of the development.

Provide a phasing plan which the development will adhere to during reserved matter. The development should be phased such that the drainage can stand alone without the need of relying on other phases in order to mitigate flood risk. Explanation required on how the site will adequately consider flood risk at all stages of the development.

**Officer's Name: Kabier Salam**

**Officer's Title:** LLFA Engineer

**Date:** 13/04/2022

**Application no: 21/04289/OUT**

**Location:** West Of Chilgrove Drive And Adjoining And North Of Camp Road Heyford Park

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### Education Schedule

**Recommendation:**

**No objection subject to:**

- **S106 Contributions** as summarised in the tables below and justified in this Schedule.
- A **S106 obligation** is required that the site will not implement until planning application 18/00825/HYBRID has implemented, and detailed planning permission has been granted for the new primary school accommodation.

Contribution	Amount £	Price base	Index	Towards (details)
<b>Primary and nursery education</b>	<b>£1,604,630</b>	<b>327</b>	BCIS All-In TPI	Primary education capacity serving the development
<b>Primary School Land Contribution</b>	<b>£151,640</b>	<b>Nov-20</b>	RPIX	Contribution towards primary school land
<b>Secondary education</b>	<b>£1,195,632</b>	<b>327</b>	BCIS All-In TPI	Secondary education capacity serving the development
<b>SEN</b>	<b>£125,637</b>	<b>327</b>	BCIS All-In TPI	SEN capacity serving the development
<b>Total</b>	<b>£ 3,080,539</b>			

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

**£1,604,630 Primary and Nursery School Contribution indexed from TPI = 327**

**Justification:**

A 1.5 form entry school is planned to accommodate the pupils generated by the parcels of land in the Heyford Park masterplan. As this school is expected to be filled by these

parcels, it would need to be expanded to 2 forms of entry in order to accommodate the pupils generated by this proposed development.

**Calculation:**

Number of primary and nursery pupils expected to be generated	85
Estimated cost of primary school expansion	£18,878
Pupils * cost =	<b>£1,604,630</b>

**£151,640 Primary School Land Cost Contribution**

This development should contribute in a fair and proportionate manner to the land required for the primary school.

Oxfordshire County Council's standard land requirement for a 2 form entry primary school, with 510 primary and nursery pupils, is 2.22 ha, and standard education land value per ha = £409,761 (Nov-20). The total school land value is £909,669 (£409,761 x 2.22), equivalent to £1,784 per pupil.

This application is expected to generate 85 nursery and primary pupils. At £1,784 per pupil this equates to £151,640 land cost contribution.

**£1,195,632 Secondary School Contribution indexed from TPI = 327**

**Justification:**

As a result of permitted development at Heyford Park, it will be necessary to expand secondary capacity at Heyford Park School. This development would be expected to contribute to the expansion in a proportionate manner.

**Calculation:**

Number of secondary pupils expected to be generated	46
Estimated cost of primary school expansion	£25,992
Pupils * cost =	<b>£ 1,195,632</b>

## **£125,637 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 pupil 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.

### **Calculation:**

Number of pupils requiring education at a special school expected to be generated	1.4
Estimated per pupil cost of special school expansion,	£89,741
Pupils * cost =	<b>£125,637</b>

The above contributions are based on a policy compliant unit mix of:

- 29 x 1 bed dwellings
- 59 x 2 bed dwellings
- 100 x 3 bed dwellings
- 42 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:** 25/04/2022



**Application no: 21/04289/OUT**

**Location:** West Of Chilgrove Drive And Adjoining And North Of Camp Road Heyford Park

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## **Infrastructure Funding**

### **Recommendation:**

No objection subject to S106 contributions

### **Legal agreement required to secure:**

#### **No objection subject to:**

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

<b>Contribution</b>	<b>Amount</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Library	<b>£24,668</b>	2Q 17	PUBSEC	Funding of Bicester library

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

**£24,668 Library Contribution** to be indexed linked from 2Q 17 using the PUBSEC index

**Towards:** Repaying the cost of forward funding the new Bicester library

**Justification:** A new library has been provided in the Franklins Yard development in Bicester. Part of the cost of the project was forward funded in advance of contributions being received from development. A contribution is required from this development toward repaying the cost of forward funding the delivery of Bicester library.

#### **Calculation:**

There is £487,205 still to be secured from the total £1.2 M capital cost of the project at 2nd Quarter 2017 price base index.

Population forecasts show a population increase of 20,257 to 2026 for the Bicester Library Service catchment area.

Current contribution requirement is  $£487,205 \div 20,257 = £24.05$

The development proposal would also generate the need to increase the core book stock held by the local library by 2 volumes per additional resident. The price per volume is £10.00 = £20 per person.

The full requirement for the provision of library infrastructure and supplementary core book stock in respect of this application is: £ 44.05 x 560 (the forecast number of new residents) = **£24,668**

**Officer's Name: Richard Oliver**

**Officer's Title: Infrastructure Funding Negotiator**

**Date: 28 April 2022**

**Application no: 21/04289/OUT**

**Location:** West Of Chilgrove Drive And Adjoining And North Of Camp Road Heyford Park

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## **Archaeology**

### **Recommendation:**

We have previously commented at the pre-application phase for this site and recommended a predetermination evaluation takes place to assess the archaeological potential (ref: 21/01745/PREAPP); an archaeological desk based assessment has been prepared and a geophysical survey has been carried out as part of this application.

### **Key issues:**

### **Legal agreement required to secure:**

### **Conditions:**

In accordance with the National Planning Policy Framework (NPPF 2021) paragraph 189, we would therefore recommend that, prior to the determination of this application the applicant should therefore be responsible for the implementation of an archaeological field evaluation.

This must be carried out by a professionally qualified archaeological organisation and should aim to define the character and extent of the archaeological remains within the application area, and thus indicate the weight which should be attached to their preservation. This information can be used for identifying potential options for minimising or avoiding damage to the archaeology and on this basis, an informed and reasonable decision can be taken.

### **Informatives:**

### **Detailed comments:**

The site is located in an area of archaeological potential adjacent to the line of Aves Ditch, a prehistoric tribal boundary later used as a Roman road. A number of Iron Age banjo enclosures have been recorded along the line of this boundary including one 500m east of this site and another, 300m north of this proposed site, immediately adjacent to Aves Ditch. Two further banjo enclosures have been recorded to the south of this proposed site. Other Prehistoric features have been identified from aerial photographs in the immediate vicinity.

A Romano-British settlement site has been recorded to the north of this proposal and a series of cropmarks identified as a possible Iron Age or Roman settlement complex have been recorded to the east of the site.

A number of burials have been recorded in the vicinity and a possible Anglo Saxon cemetery has been recorded immediately south of the site. This was recorded in 1865 and the exact location is uncertain but it was either recorded 700m north of the proposed site or 70m to the south. Roman cremations and burials have also been recorded east of the site.

**Officer's Name: Victoria Green**

**Officer's Title:** Planning Archaeologist

**Date:** 6th April 2022

**Application no: 21/04289/OUT**

**Location:** West Of Chilgrove Drive And Adjoining And North Of Camp Road Heyford Park

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## **Waste Management**

### **Recommendation:**

No objection subject to S106 contributions

### **Legal agreement required to secure:**

#### **No objection subject to:**

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

<b>Contribution</b>	<b>Amount</b>	<b>Price base</b>	<b>Index</b>	<b>Towards (details)</b>
Household Waste Recycling Centres	<b>£21,611</b>	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):**

**£21,611** 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 25<sup>th</sup> December or 1<sup>st</sup> January);*

*(c) each place is available for the deposit of waste free of charge by persons resident in the area;”.*

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 230 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 920 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 <sup>2</sup> )	0.18	Current land available 41,000m <sup>2</sup> , needs to increase by 28% to cope with current capacity issues. Space for reuse requires an additional 7%. Therefore, total land required for current dwellings (300,090) is 55,350 m <sup>2</sup> , or 0.18m <sup>2</sup> per dwelling
Infrastructure cost per m <sup>2</sup>	£275	Kidlington build cost/m <sup>2</sup> indexed to 327 BCIS
Land cost per m <sup>2</sup>	£247	Senior Estates Surveyor valuation
Total land and infrastructure cost /m <sup>2</sup>	<b>£522</b>	
Cost/dwelling	£93.96	
No of dwellings in the development	<b>230</b>	
Total contributions requested	<b>£21,611</b>	

**Detailed comments:**

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

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

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: 25 April 2022**