

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

District: Cherwell

Application no: 22/00489/F

Proposal: Erection of 49 dwellings (17 of which (35%) will be affordable homes) with associated garages, parking and refuse storage, private gardens and communal open space/play space, hard and soft landscaping (including SUDs feature and means of enclosure, reinstatement of hedging and ironstone walling along Rattlecombe Road)

Location: Adjoining Stocking Lane And North Of Rattlecombe Road Stocking Lane Shenington

Response date: 11th May 2022

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 taken from the application form.

Residential	
1-bed dwellings	6
2-bed dwellings	14
3-bed dwellings	17
4-bed & larger dwellings	12

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	122.77
Nursery children (number of 2- and 3-year olds entitled to funded places)	3.300
Primary pupils	14.89
Secondary pupils including Sixth Form pupils	11.71
Special School pupils	0.30
65+ year olds	12.84

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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 - 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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Transport Schedule

Proposal: Erection of 49 dwellings (17 of which (35%) will be affordable homes) with associated garages, parking and refuse storage, private gardens and communal open space/play space, hard and soft landscaping (including SUDs feature and means of enclosure, reinstatement of reinstatement of hedging and ironstone walling along Rattlecombe Road)

Recommendation:

Objection for the following reasons:

The proposed residential development is not considered sustainable from the transport perspective. The proposed development lacks adequate transport infrastructure needed at above location in support of pedestrian, cycle trips and the level of Public transport services provision for residents without ownership or access to cars.

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] [S38 agreement] to mitigate the impact of the development plus planning conditions and informatives] as detailed below.

Contribution	Amount £	Price base	Index	Towards (details)
Highway works			Baxter	
Public transport services			RPI-x	
Public transport infrastructure (<i>if not dealt with under S278/S38 agreement</i>)	TBC		Baxter	
Traffic Reg Order (<i>if not dealt with under S278/S38 agreement</i>)			RPI-x	
Travel Plan			RPI-x	

Monitoring				
Public Rights of Way	£15,000		Baxter	
Total				

Planning Conditions:

Visibility Splays

Prior to occupation of the dwelling Vehicle visibility splays, together inter -visibility for pedestrians measuring 2m by 2m shall be provided at the access. This visibility splay shall not be obstructed by any object, structure, and planting or other material with a height exceeding or growing above 0.6 metres as measured from carriageway level.

Reason: To provide and maintain adequate visibility in the interest of highway safety in accordance with policy

Car Park Layout Plan

Prior to occupation, a plan detailing the layout of the car areas shall be submitted to, and approved by, the Local Planning Authority. The Car Park Layout Plan must set out so that all car parking spaces meet the minimum dimensions required and can be safely and easily accessed. It should demonstrate that with swept path analysis plan that cars and Emergency and Refuse Vehicles can easily and safely manoeuvre within the area.

Reason: in the interest of highway safety

Cycle Parking

Prior to occupation, details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Cycle areas shall thereafter be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport

Refuse Tracking

Prior to occupation, the access and parking layout should be provided, demonstrating its capacity of accommodation the access and safe turning manoeuvres of refuse vehicles (not less than 11.6m in length) and Emergency vehicles.

Reason: in the interest of highway safety

Accesses, Layout, Turning Areas for Cars, and Parking area

No building shall be occupied until the vehicular accesses, driveways, car parking turning areas for cars, that may serve the building has been constructed, laid out, surfaced, lit, and drained in accordance with details and submitted to and approved in writing by the Local Planning Authority. Reason: In the interests of highway safety in accordance with the National Planning Policy Framework.

Travel Plan.

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

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.

Construction Traffic Management Plan (CTMP)

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

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing to accord with standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained, qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will park, and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.
- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.

- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

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

Detail Comments

Site Location -The application site is currently used for agricultural, and livestock grazing purposes and has an existing field gate access onto Stocking Lane.

The proposed development site is in a key location within Shenington village. North of the land is Stocking Lane close to Shenington Church of England Primary School, and Fenny Compton Surgery (Shenington Branch). To the east are residential dwellings, with Rattlecombe Road to the south. Rattlecombe Road is a 5m wide adopted highway that serves as a local bus route and subject to a 30mph speed limit.

Access to the site- the vehicular access to the site would be from Rattlecombe Road, the submitted access drawing superimpose with visibility splays which complies with standard however there no footway facilities for pedestrians / cycles o adjacent to this access or on route to the village. OCC Highways requests that a footway connection is provided by applicant to the school to facilitate the safe movements of pedestrians and cycle along the same side of the road as the Stocking Lane access. The development's Stocking Lane access for pedestrian and cyclist has substandard footway opposite the site for pedestrian for cyclists.

The intention of the applicant to provide a crossing for residents is welcomed by the LHA at that location. The existing road network surrounding the site are very narrow and devoid of footways to accommodate the anticipated uplift of pedestrian, cycle and vehicle trip impacts on the highway generated by the proposal. Due to the nature of the historic street network with poor junction and forward visibility; and in the absence the footways along the road network adjacent to the development site, pedestrians and cyclist would have to compete on the existing narrow roads with vehicle traffic to the Shenington village and beyond, thus exacerbating the potential for road accidents for the residents.

Traffic Impact- the Applicant has also failed to provide any details on baseline traffic data on the road network within proximity of the development site nor any School related parking stress information on Stocking Lane and in relation to impacts on active travel associated with the proposal in the submitted TA.

Car parking and Cycle parking provision -In total, 104 car parking spaces will be provided together with 98 dedicated secure cycle parking stores in their curtilages / garages, (2 cycle spaces per home.)

Public Transport

The existing bus service in Shennington is insufficient to enable any meaningful bus modal share from the proposed development, neither is the proposed development large enough for sufficient improvement to the bus service to mitigate this deficiency. Also, since there are very few shops or services within walking distance and with the local roads not conducive for cycle journeys, the development will be entirely car-dependant and therefore not sustainable in transport terms.

The bus services referred to in the application have been revised since the Transport Statement was written, there are now only three/four services a day (depending on whether it's a school term or holiday), running between Stratford and Banbury. The journey time to Stratford (14miles away) but it takes an hour, and therefore not very attractive. The journey into Banbury is only 20 minutes, however the first bus is at 11:00, so not suitable for work trips for the residents. In the context of the existing the level bus service provision, the bus service trips should not be considered as mode choice option for the residents in this rural village setting. As a result of the extremely unsustainable location for the above development the LHA considers the development if not entirely, mainly car dependent. Should this application however be granted planning permission LHA would want a bus stop at the site frontage so that residents would not have to walk where there are no footways on route to the village.

To sum up the existing bus service is insufficient to support the above development, neither is the development large enough to enable sufficient improvements for the bus services to mitigate this limitation.

That said very few shops or services are within walking distance and with local roads being conducive for cycle journeys, the development will be entirely car-dependant and not sustainable in transport terms. Those without access to a car (including the young and some elderly people) would be left without a safe means of travel to employment and other facilities

Roads comments for onsite and offsite works

There are concerns regarding highway infrastructure provision for pedestrians to reach amenities in village and surrounding area

OCC require a swept path analysis for an 11.6m in length refuse vehicle passing an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre.

Access works will be subject to a Section 278 application and on-site works subject to a Section 38 agreement or private street agreement.

The application will need to comply with OCC Street Design Guide.

Offsite works will need to be designed in accordance with DMRB.

All new developments will need a 20mph speed limit and supporting Traffic Regulation Order and self-enforcing measures.

The carriageways that are straight for over 70m will require some form of traffic calming to ensure vehicle speeds are less than 20mph. Cycling facilities must accord with LTN1/20.

Where there is not a footway adjacent to the carriageway a 6-metre-wide shared surface block paved carriageway with a minimum 800mm grass margin on either side is required.

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be DDA compliant i.e. maximum 1:21 or 5%.

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the OCC Street Design Guide and dedicated to OCC if they fall out of the existing highway boundary.

A Stage 1 Road Safety Audit in accordance with GG119 (5.46.1) will be required where necessary in advance of planning permission being granted as the findings may result in the red line boundary having to change due to needed road safety remedial measures.

Public Rights of Way

The TA confirms that no Public Rights of Way crosses the site.

Although there's no recorded rights of way on site there are paths nearby

The public rights of way network outside of the site will be placed under greater pressure because of the development. A s106 contribution of £15,000 will be requested to allow the Countryside Access Team to plan and deliver improvements with third party landowners in a reasonable period and under the Rights of Way Management Plan aims. The contribution would be spent on improvements to the public rights of way in the vicinity of the development – in the 'impact' area up to 3km from the site, predominantly to the west, south and east of the site. Primarily this would be for the improvement of the surfaces of all routes taking account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub-surfacing, and drainage to enable easier access, improved signing and protection measures such as anti-motorcycle barriers. New short links between existing rights of way would also be included. New short links between existing rights of way would also be included.

Recommendation:

Concerned about the level of sustainable, active travel options available for future residents.

Travel Plan

There are concerns about the level of sustainable, active travel options available for the future residents of the proposed development. Because of this, it is likely that without substantial mitigating measures, the car will be the default mode of travel for most of the leisure and work-related journeys from the development site.

The provision of footpaths along Rattlecombe Rd and parts of Stocking Lane are adhoc, meaning that pedestrians would at times be walking along grass verges or on the highway.

If the development does go ahead a Residential Travel Information Pack should be produced prior to first 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.

Cycle parking should be included within residential boundaries as well as within the play area.

EV charging points should be provided throughout the development.

Conclusion

In our view the above residential development does not comply with para:112 of NPPF(2020) which states that applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; etc.

Also, Policy villages 1 and 2 in the Cherwell local Plan did not take forward the planned development. In our view the development is not supported by services and facilities and so will unnecessarily exacerbate travel patterns that are overly reliant on the private car.

Based the preceding comments the LHA is unable to support the proposed scale of residential development from the transport perspective. The proposed development is not considered sustainable in the absence of adequate Public Transport services and footway provision and for the residents and visitors in its catchment area. The limited footway provision along with the narrow road network which at times constraints the two-way traffic movements would be hazardous for residents in situations when active travellers must vie for highway infrastructure space with vehicles from development on route to Shennington Village and other destinations

Informative:

Any alterations to the Public highway will be at the applicant's expense and to Oxfordshire County Council's standards and specifications. Written permission must be gained from Oxfordshire County Council's Streetworks and Licensing Team (0845 310 1111) for this action. Works required to be carried out within the public highway, shall be undertaken within the context of a legal Agreement (such as Section 278/38 Agreements) between the Applicant and Highway Authority

Officer's Name: Francis Hagan

Officer's Title: Senior Transport Planners

Date: 10 May 2022

Application no: 22/00489/F

Location: Adjoining Stocking Lane And North Of Rattlecombe Road Stocking Lane Shenington

Lead Local Flood Authority

Recommendation:

Objection

Key issues:

- Clarification required on the 10% urban creep.
- Drainage strategy drawing to be detailed.
- Calculations to be more detailed.
- Surface water flood exceedance plan to be provided.
- A detailed surface water maintenance schedule to be provided.

Detailed comments:

Please clarify whether 10% urban creep has been allowed for in the surface water catchment plan and in the calculations.

As part of a full application drainage strategy drawings are expected to be more detailed. Surface water network should include the whole site, also include the drainage around the dwellings. All proposed SuDS need to have the invert and cover levels specified. Provide permeable paving area with the sub base depth. Provide the discharge rate for the infiltration basin on plan. Include pipe number on the drainage strategy drawing which should correlate with the calculations. All SuDS to be referenced and correlate with the calculations.

Calculations to reflect the drainage strategy drawing as mentioned above. Include the pipe network around the private areas and include all the proposed SuDS accordingly.

Provide surface water flood exceedance plan and demonstrate surface water will be kept away from structures and within the site boundary should the surface water network fail.

Provide a detailed maintenance regime, identifying all maintenance requirements and maintenance frequency for all the proposed SuDS features.

Officer's Name: Kabier Salam

Officer's Title: LLFA Engineer

Date: 11 April 2022

Application no: 22/00489/F

Location: Adjoining Stocking Lane And North Of Rattlecombe Road Stocking Lane Shenington

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)
S e c o n d a r y e d u c a t i o n	£ 311,904	327	B C I S A l l - I n T P I	Secondary education capacity serving the development
Total	£ 311,904	327	B C I S A l l - I n T P I	

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

£311,904 Secondary School Contribution indexed from TPI = 327

Justification:

The nearest, and designated, secondary school to the proposed development is The Warriner School in Bloxham, which prior to recent building works had a total capacity of 1300. In order to meet the needs of local housing development, the school is now expanding to approximately 1,580 places, the capital costs of which have been partly forward funded by the county council against future s106 funding. Pupil numbers are rising rapidly and for the 2021/22 school year there are 1491 pupils on roll.

This expansion has therefore been necessary for this proposed development to be considered acceptable in terms of secondary school capacity, and the proposed development should contribute towards the cost of that expansion in a fair and proportionate manner.

Calculation:

Number of secondary pupils expected to be generated	12
Estimated per pupil cost of secondary school expansion	£25,992
Pupils * cost =	£ 311,904

Justification:

The above contributions are based on a unit mix of:

- 6 x 1 bed dwellings
- 14 x 2 bed dwellings
- 17 x 3 bed dwellings
- 12 x 4+ bed dwellings

Officer's Name: Barbara Chillman

Officer's Title: Pupil Place Planning Manager

Date: 04 May 2022

Application no: 22/00489/F

Location: Adjoining Stocking Lane And North Of Rattlecombe Road Stocking Lane Shenington

Archaeology

Recommendation:

The site lies in an area of archaeological interest and potential, and will require a scheme of archaeological evaluation, comprising firstly of a geophysical survey which will inform any further investigation.

Conditions:

In accordance with the National Planning Policy Framework (NPPF 2019) 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.

Detailed comments:

This proposal site sits in an area of archaeological interest and potential, as has been outlined in an Archaeological Desk Based Assessment produced as part of this application. The site lies 100m southwest of Scheduled Monument 181 which comprises the best preserved Medieval ridge and furrow in Oxfordshire, c. 250m south west of the remains of Medieval croft boundaries and 400m west of the remains of the Shrunken village of Shenington. There has been little largescale archaeological investigation in the hinterland of Shenington, and so there is potential for Medieval remains to survive, which could provide information on the development of the settlement.

Prehistoric flint has been recovered from isolated spots south and west of the proposal site (PRN 2180 and 7349). These were recovered as surface finds and not from a

formal archaeological excavation, and so there is potential for the development to disturb remains of previously unknown prehistoric activity in the area.

Officer's Name: Victoria Green

Officer's Title: Planning Archaeologist

Date: 1st April 2022

Application no: 22/00489/F

Location: Adjoining Stocking Lane And North Of Rattlecombe Road Stocking Lane Shenington

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	P r i c e base	Index	Towards (details)
Household Waste Recycling Centres	£4,604	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):

£4,604 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 49 dwellings. If each household makes four trips per annum the development would impact on the already over capacity HWRCs by an additional 196 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	0.18	Current land available 41,000m ² , needs to increase by 28% to cope with current capacity issues. Space
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(m ²)		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	49	
Total contributions requested	£4,604	

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: 25 April 2022