



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 27 February 2014 at 10.30 am or at the closing of
the Transport Advisory Panel, whichever is later
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 7 March 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Peter G. Clark.

Peter G. Clark
County Solicitor

February 2014

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 27 March 2014

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. **Petitions and Public Address**

4. **Proposed Minor Changes to Divinity Road and Magdalen Road (North) CPZs** (Pages 1 - 16)

Forward Plan Ref: 2013/073

Contact: Jim Daughton, Highways & Transport Manger Tel: (01865) 323364

Report by Deputy Director for Environment & Economy - Commercial & Delivery (**CMDE4**).

5. **Headington London Road Shared Use Facility from Gladstone Road to Wharton Road** (Pages 17 - 22)

Forward Plan Ref: 2013/173

Contact: Stephen Fitzgerald, Technician – Development Scheme Tel: (01865) 815797

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE5**).

6. Amendments to Proposed Residents Parking Scheme, Cutteslowe Area, Oxford (Pages 23 - 60)

Forward Plan Ref: 2013/164

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE6**).

7. Proposed Parking Restrictions - Limborough Road, Wantage
(Pages 61 - 70)

Forward Plan Ref: 2013/072

Contact: Jim Daughton, Highways & Transport Manger Tel: (01865) 323364

Report by Deputy Director for Environment & Economy - Commercial & Delivery (**CMDE7**).

8. Oxfordshire Minerals and Waste Monitoring Report 2013 (Pages 71 - 138)

Forward Plan Ref: 2013/134

Contact: Peter Day, Minerals & Waste Policy Team Leader Tel: (01865) 815544

Report by Deputy Director for Environment & Economy – Strategy & Infrastructure Planning (**CMDE8**).

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Divisions: Iffley Fields & St Mary's, St Clement's & Cowley Marsh

CABINET MEMBER FOR ENVIRONMENT – 27 FEBRUARY 2014

MINOR CHANGES TO DIVINITY ROAD AND MAGDALEN ROAD (NORTH) CONTROLLED PARKING ZONES

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to make minor amendments to the existing Controlled Parking Zones (CPZs) in Divinity Road and Magdalen Road (North) areas.

Background

2. These two CPZs were implemented in autumn 2012 following extensive consultation with local residents and businesses over a number of years. Since their introduction several requests for minor changes have been received.
3. In the Divinity Road area, there are 5 locations as follows:
 - (a) Divinity Road – request that a section of double yellow lines (o/s nos 44/46) be converted to a parking bay.
 - (b) Hill Top Road – request from Residents Association for more parking for visitors in the evening (currently all spaces revert to permit holders only at 6.30 pm). This location is indicated on the plan at Annex 1.
 - (c) Minster Road – request for introduction of double yellow lines to better prevent parking across driveway.
 - (d) Tawney Street – request for minor extension to double yellow lines where driveways have recently been altered.
 - (e) Warneford Road (at its junction with Bartlemas Road) – requests from nearby residents to reduce lengths of double yellow lines to provide additional parking.
4. In the Magdalen Road (North) area, the Medina Mosque in Stanley Road has asked for a relaxation of the controls in the evenings to assist visitors to the Mosque (currently all of the spaces in Stanley Road revert to a permit holders only restriction in the evening). To address this matter the proposal is that a parking bay on Iffley Road near the junction with Stanley Road (with space for 4-5 cars) become uncontrolled after 6.30pm each day. This location is indicated on the plan at Annex 2.

Consultation

5. In December 2013 details of the proposals were sent to properties within the vicinity of the proposed minor amendments and also to statutory consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Cowley Library. They are also available for inspection in the Members' Resource Centre.
6. A total of 24 responses were received, 12 for each CPZ. These are summarised in Annex 3 (for Divinity Road) and Annex 4 (for Magdalen Road). Prior to the formal consultation a petition, with 269 signatures, was also received from attendees of Medina Mosque, citing difficulties with evening parking in the CPZ near the mosque.
7. The proposed changes in Divinity Road, Tawney Street and Warneford Road received no objections. The request for the change in Minster Road was withdrawn during the formal consultation period; it is now recommended that the scheme remains unaltered in that location. The objections to the changes in Hill Top Road have been carefully considered, in particular the concerns about the possibility of spaces being used by those working at nearby hospitals. However given that other parking opportunities already exist (eg Warneford Lane and in various roads in the Headington West zone where evening restrictions do not apply) this is unlikely to materialise, and the requests expressed through the Residents Association should be acceded to.
8. The proposed change to accommodate the request from the Mosque has received overwhelming objection, not just from residents of Iffley Road and Stanley Road, but also from the Mosque leaders. Officers have previously spent considerable time trying to find a solution to the difficulties faced by visitors to the Mosque in the evenings, without impacting upon the parking needs of local residents; this included extended discussions with Mosque representatives and an informal consultation exercise offering residents a number of options. In the light of this it is recommended that the change to parking on Iffley Road does not proceed.

Financial and Staff Implications (including Revenue)

9. The costs of the advertising and consultation have been met from the funds provided for the initial implementation of the CPZs in 2012.

RECOMMENDATIONS

10. **The Cabinet Member for the Environment is RECOMMENDED to:-**
 - (a) **approve the proposed changes to parking restrictions for the Divinity Road CPZ as advertised and amended as described in this report;**
 - (b) **not approve the proposed parking restrictions for the Magdalen Road (North) CPZ as described in this report.**

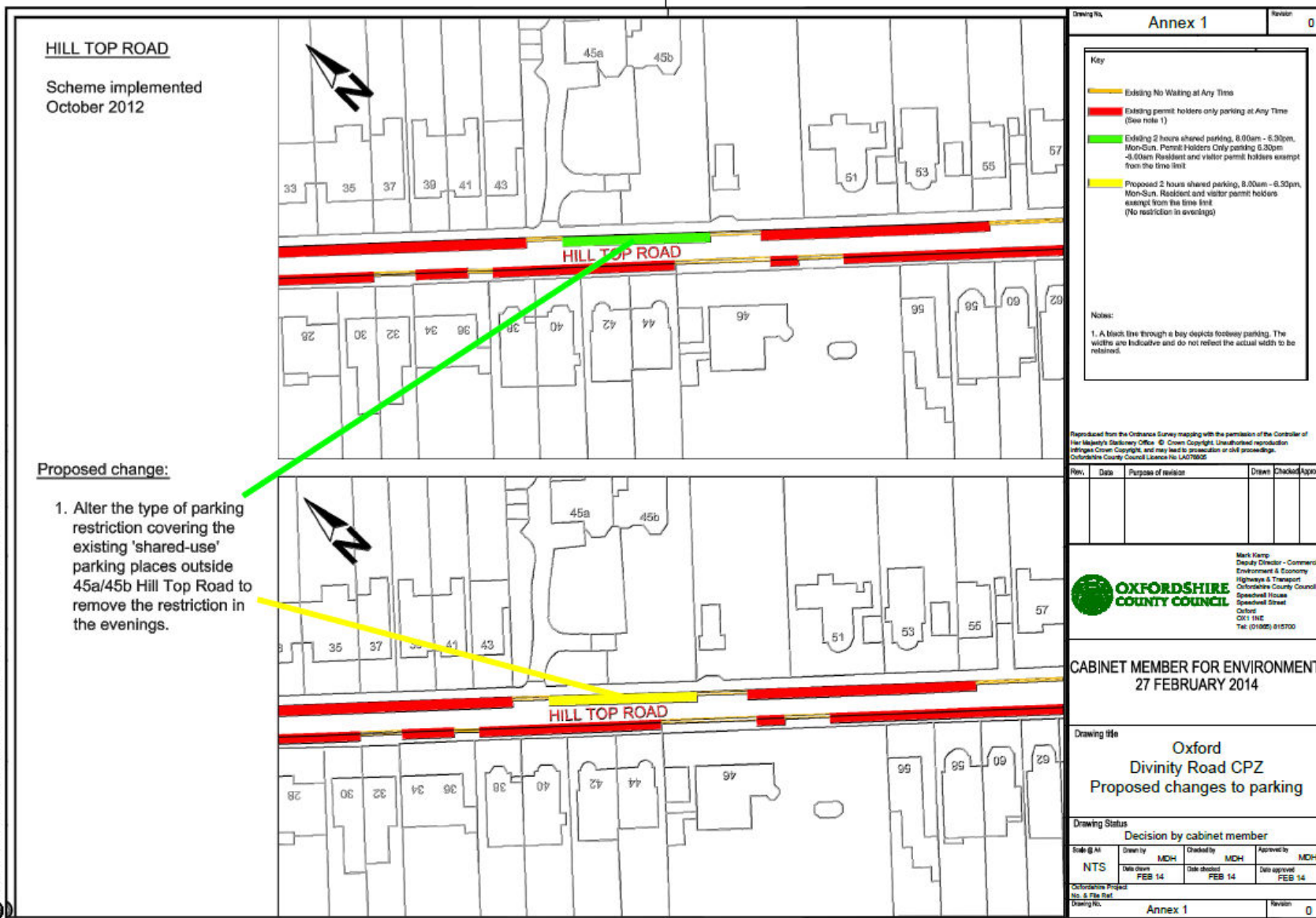
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 323364

February 2014



12. Network Management Traffic Regulation Order/CPZ/Review 2013/summary annex plan of DIVINITY Road review 2013.dwg

Proposed change:

1. Alter the type of parking restriction covering the existing 'shared-use' parking places outside 45a/45b Hill Top Road to remove the restriction in the evenings.

Drawing No. Annex 1		Revision 0	
Key Orange Existing No Waiting at Any Time Red Existing permit holders only parking at Any Time (See note 1) Green Existing 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun. Permit Holders Only parking 6.30pm - 8.30am. Resident and visitor permit holders exempt from the time limit Yellow Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun. Resident and visitor permit holders exempt from the time limit (No restriction in evenings)			
Notes: 1. A Match line through a bay depicts forebay parking. The widths are indicative and do not reflect the actual width to be retained.			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
Mark Kemp Deputy Director - Commercial Environment & Economy Highways & Transport Oxfordshire County Council Speedwell House Oxford OX1 1BE Tel: (01865) 615700			
CABINET MEMBER FOR ENVIRONMENT 27 FEBRUARY 2014			
Drawing title Oxford Divinity Road CPZ Proposed changes to parking			
Drawing Status Decision by cabinet member			
Drawn by	Checked by	Drawn by	Checked by
NTS	MCH	MCH	MCH
Date drawn	Date checked	Date drawn	Date checked
FEB 14	FEB 14	FEB 14	FEB 14
Oxfordshire Project No. & File Ref. Drawing No. Annex 1 Revision 0			



RESPONSES TO CONSULTATION – DIVINITY ROAD CPZ

RESPONDENT	COMMENT	OFFICER RESPONSE
Dr Graham Jones Oxford City Councillor St Clements Ward	The proposed minor changes to the Divinity Road CPZ seem very sensible.	Noted

HILL TOP ROAD

Secretary Hill Top Road Residents Association.	I fully support proposed change to Hill Top Road.	Noted
Resident, Hill Top Road	Objects to the proposed changes in Hill Top Road. Since the implementation of the CPZ, there has been a gradual increase in the number of non-permit holding vehicles parking in the street at night, presumably night shift workers at the Churchill Hospital. The CPZ does not appear to be regularly monitored at night. The rationale given by the local Residents Association for these changes is to facilitate parking for dinner parties in the neighbourhood. Considering most houses in this street have off street parking and everyone is issued with visitors permits I feel that the proposed change is absolutely unnecessary and it is a waste of the Council's time and money to have to entertain this through this consultation.	The proposal to change affects a short length of parking, in the middle section of Hill Top Road, and is considered to be a very minor and localised relaxation of the night time restrictions, such that any major influx of parking by non-residents at night is unlikely to have a significant impact on the availability of parking for permit holders generally.
Resident, Hill Top Road	Objects to the proposed changes in Hill Top Road. If any changes should be made to the CPZ, it should be to allow residents who are emergency service or key service workers (example, NHS frontline clinical staff) to have more than 2 resident permits per household, to allow these vital workers to get to work 24/7, 365 days per year, when public transport or bicycles do not allow	This proposal only considers minor changes to the layout and type of controls. It has not been possible to review the rules for permit eligibility and/or the

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	<p>or facilitate for this. Several households, in this area, have at least 2 of these workers, plus additional household members. Allowing them to purchase extra permits for the year, would easily be compensated for if the CPZ was properly enforced.</p> <p>At present there are 8-9 building sites on Hill Top Rd, and builders/tradespeople have regularly been parking illegally, flouting the rules and taking up spaces for legitimate users with no adequate enforcement.</p>	<p>number of permits per household.</p> <p>The parking by builders' vehicles etc, is managed by the Council's enforcement contractor, with weekly permits available.</p>
Two residents of Hill Top Road	We think the new proposals are minimal and sensible and have no objection to them.	Noted.
Resident, Hill Top Road	Entirely in agreement with the proposal and look forward to seeing the change implemented.	Noted.
Resident, Hill Top Road	I am not in favour of any relaxation of the current restrictions. In the evenings parking spaces in Hill Top Road are generally fairly well utilised by residents and the shared spaces provide additional spaces for either residents or visitors using a visitor's pass. If restrictions on shared spaces were removed I have no doubt that these would start to be used by those working nights at the Churchill or elsewhere thereby depriving residents and their visitors of parking.	The proposal to change a short length of parking, in the middle section of Hill Top Road, is considered to be a very minor and localised relaxation of the night time restrictions, such that any major influx of parking by non-residents at night is unlikely to have a significant impact on the availability of parking for permit holders generally.
Two residents of the same address in Hill Top Rd	The Hill Top Road changes are completely sensible and welcome; they will be helpful to many of us in the evenings.	Noted.

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MINSTER ROAD

Resident, Minster Road	Having had a chance now to review the situation with the single white line outside my garage and the other dropped kerb opposite my house, I prefer that the situation with the white line now remains unchanged, i	In the light of this response, officers are therefore recommending that this proposal does not proceed
Two residents of Minster Road.	Object to the proposals in Minster Road	In the light of a response from the resident, officers are now recommending that this proposal does not proceed

**ANNEX 4
RESPONSES TO CONSULTATION – MAGDALEN ROAD (NORTH) CPZ**

RESPONDENT	COMMENT	OFFICER RESPONSE
<p>The Imam at Madina Mosque, 2 Stanley Road</p>	<p>The changes made are basically no changes as far as the Mosque is concerned; these are not acceptable to us. We are disappointed with these changes, which do not bring any ease to the mosque users which include the non-Muslim visitors to our mosque. You have stated that you received 37 replies to your consultation with the residents and that majority were not in favour of any changes, but have not mentioned the 269 signatures on the petition from the mosque users.</p> <p>The parking spaces on both sides on front of 2a Stanley Road close to Iffley Road have no residential frontage within Stanley Road, only Iffley Road. We request you to remove these restrictions after 6:30pm to 8am, as our respected neighbours on Stanley Road use their driveways for parking.</p> <p>We note that the houses belonging to Exeter College and Rusty Bicycle pub have been favoured by not having night restriction on the parking spaces on Iffley Road.</p>	<p>The petition with 269 signatures was received in September, some 6 months after the closing date for the informal consultation. Until then, there had been no response from the Mosque about the preliminary (informal) proposals.</p> <p>Officers have worked hard to design and consult upon a series of options to help ease the night time parking restrictions for the benefit of mosque users, but all of these have proved unpopular amongst the majority of local residents; this includes the suggestions for the spaces outside 2a Stanley Road.</p> <p>The locations outside Exeter College and the Rusty Bicycle PH (corner of Hurst Street / Magdalen Road) were the subject of alterations during the development of the CPZ that led to overnight restrictions being removed. If the Mosque had requested this change in Stanley</p>

	<p>We feel that we are not being listened to and are being ignored; the attendees have lost patience and are urging us to demonstrate or to challenge these parking restrictions in a Court of Law. The Mosque is a legitimate organisation and has planning approval. By having these parking restrictions the right to pray is snatched away from the local Muslim community.</p>	<p>Road at that early stage, it may have been included in the draft proposals at that time.</p> <p>There can never be any guarantee of a parking space on the public highway for an individual to attend a particular building or location for any purpose. The proposed change would have opened up slightly more spaces to visitors at night (whether to the Mosque or other premises) but has not been accepted by the Mosque.</p>
<p>Resident, Iffley Road</p>	<p>I object to the proposed changes to the shared use parking area on Iffley Road, outside 225-227 Iffley Road. In order for there to be sufficient space for residents to park overnight I regard it as important that this parking area remains residents only at that time. There is minimal street parking for residents at the moment, and I think they should be given priority.</p>	<p>This objector lives directly outside the location of the parking bay that is the subject of the proposed change. This would slightly decrease the amount of parking that is reserved for permit holders in the evenings, allowing unrestricted parking instead. Officers consider this would not have a significant impact upon residents parking needs, partly as many of the properties here have a good supply of off-road parking.</p>
<p>Resident, Iffley Road.</p>	<p>I do not own a car and any of my visitors arrive on foot, public transport or bike; therefore, any comment of mine on the subject matter is of no practical value to this matter.</p>	<p>Noted.</p>

<p>Resident, Stanley Road</p>	<p>Objects to any changes to the parking restrictions in Stanley Road or Iffley Road. The decision to introduce the original CPZ was made after much debating on the subject of the Mosque. We live in a residential area, the Mosque is we agree part of the community but there are other members of the community i.e. local businesses that would ideally need more parking as to.</p> <p>We do not feel that we should make any exceptions to the Mosque, especially as in our residential area the coming and going of the volume of people from the Mosque is inappropriate for the size of the building in our residential area. The agreement was that visitors to the Mosque should come by foot or bicycle.</p>	<p>The advertised proposal would make no change in Stanley Road itself, but would change a single parking bay (of 4-5 spaces in length) in Iffley Road near the junction with Stanley Road. This would slightly decrease the amount of parking that is reserved for permit holders-only in the evenings, allowing unrestricted parking instead. All the parking spaces in Stanley Road would remain reserved for permit holders-only in the evenings. This change is not an exception for Mosque visitors as such, rather a relaxation of the rules for everyone, for a short length in Iffley Road (in the evenings only), which of course would benefit Mosque visitors too.</p>
<p>Resident, Stanley Road</p>	<p>I am not in favour of any changes to the existing parking restrictions in the Iffley Road/Stanley Road area. We were told that once these parking restrictions were in place they could not be changed. If the revisions were made in favour of the Mosque it would set precedent for other changes to the restrictions. You would expect that the members of the community coming to the Mosque would be within walking distance.</p>	<p>The advertised proposal would make no change in Stanley Road itself, but would change a single parking bay (of 4-5 spaces in length) in Iffley Road near the junction with Stanley Road. This would slightly decrease the amount of parking that is reserved for permit holders-only in the evenings, allowing unrestricted parking instead. All the parking spaces in Stanley</p>

		<p>Road would remain reserved for permit holders-only in the evenings. This change is not an exception for Mosque visitors as such, rather a relaxation of the rules for everyone, for a short length in Iffley Road (in the evenings only), which of course would benefit Mosque visitors to. No other requests for changes in this zone have been received.</p>
<p>A resident of Stanley Road</p>	<p>Objects to the proposal. There is a serious enforcement issue. It was my impression, shared by the police I believe, that the civil enforcement officers were simply overwhelmed at certain times in the summer, both here and elsewhere in the city. The Medina Mosque made no contribution to the two discussions/consultations that led to the implementation of the existing CPZ, although they had exactly the same opportunity as everyone else to do so.</p> <p>1. I understood that the Cabinet Member for Transport knew nothing of this proposal. I am grateful for the opportunity of reminding him of the background to the traffic problems we have here.</p> <p>2. The mosque elders, with whom we often talk, have made it clear that</p>	<p>The enforcement of the restrictions in Stanley Road has been a priority for the Council's contractor, but there have been verbal confrontations in the evenings that have made their task problematic. It is hoped that this issue will improve once a decision is made on the proposed changes. The Mosque made no representation during the formal consultation before the CPZ was introduced.</p> <p>1. The Cabinet Member for the Environment (including Transport) and the local County Councillor for this division have both been briefed on the background to this issue in the CPZ, and received copies of this latest consultation document.</p> <p>2. The proposed change in the</p>

	<p>worshippers at the mosque stay there for about half an hour at prayer-times. Why is there a need to extend the two hour waiting period from two to three hours?</p> <p>3. Like other property owners, the mosque elders have visitors. As is the case with other properties, some visitors stay overnight. Are the mosque elders unable to buy visitor day and night parking permits, just as everyone else does?</p> <p>4. Why does the mosque ask for help with overnight parking? Do prayers not end at dusk? Local residents in the Iffley Road/Stanley Road area made many complaints before the CPZ was implemented, about noise nuisance. We have invited officers to come to see this situation. Did they come? These vehicles are often taxis. Since the CPZ was implemented, this situation has improved, so why change it?</p>	<p>time limit in the proposal (from 2 to 3 hours) is a 'quirk' of the mixture of parking space types in the CPZ generally. There are currently no 2-hour shared spaces that are unrestricted in the evenings, whereas there are already 3-hour spaces of this type, and some are located close by in Iffley Road. Officers are keen to minimise the variety of different parking restriction types within the scheme which can otherwise confuse drivers.</p> <p>3. The residents of the Mosque are indeed eligible for visitor permits and they have received some. However there is a limit to the number available (a maximum of 50 days' per resident per year).</p> <p>4. When representatives from the Mosque first met with Council officers to request changes, they explained that prayers can continue into the evenings, and particularly during the festival of Ramadan. Officers have visited the CPZ during the daytime and in early evenings, both before and after the CPZ was introduced.</p>
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	<p>5. You received 37 replies to your consultation in February 2013. That proposal made no mention of 'no change' as an option. This was never explained. Nevertheless, the majority of those who replied asked for 'no change'. Why then, go ahead and propose changes when the majority of those who replied are against any?</p> <p>6. By comparison, the Pegasus Theatre is not asking for a relaxation of the existing CPZ (although not in the CPZ, the theatre is nearby and has an interest in having good parking for their visitors).</p>	<p>5. The informal consultation exercise in March 2012 was a means of 'taking soundings' from the local community about the issue before proceeding further. It may have been better to offer an option of 'no change' as well as the other 3 options that were put forward. However the results showed that 73% of respondents wished to see 'no change'. Notwithstanding that overwhelming response, in discussion with the Cabinet Member and the local County Councillor, officers agreed to take forward this formal consultation of a much reduced change in the restrictions, in order to offer one final opportunity for all parties to make representations.</p> <p>6. The Pegasus Theatre is located in Magdalen Road (South) area for which the CPZ has not proceeded. Officers consider that the opportunity to comment upon parking for visitors to that theatre would have been at the stage when that CPZ was advertised.</p>
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	<p>7. Traffic congestion is the main issue. There is frequently severe traffic congestion in the area, and our local police officer has expressed concern about the danger to children in the street, particularly at prayer-times. Our concerns about this are being ignored. Disabled parking badges are clearly being mis-used. Have you consulted local police and have you also visited the area yourself to see what actually happens during these times, and to talk with us then?</p> <p>9. We often now talk with the mosque elders. They say that they are aware of the problems we cite in favour of keeping more traffic control here - in favour of the CPZ as it is now - and seeking much better enforcement, even police intervention. It must now be much better monitored and enforced.</p>	<p>7. Officers do not consider that parking problems are causing severe traffic congestion in the area. Stanley Road may be an alternative route at times of peak delays due to the volume of traffic using Iffley Road, but no other complaints about parking in Stanley Road contributing to congestion have been received.</p> <p>9. Enforcement of the CPZ remains a priority for the Council's contractor.</p>
<p>Two residents of Stanley Road</p>	<p>Do not object to the changes in view of the fact that the proposals are small and should not have any impact on the parking arrangements in Stanley Road itself and assuming that there have been no objections from the adjacent residents in Iffley Road. However, the parking restrictions on the corners of Stanley Road and Iffley Road should be strictly enforced at all times to prevent any vehicles obstructing the view to and from the junction</p>	<p>Noted. Enforcement of the CPZ remains a priority for the Council's contractor.</p>
<p>Resident, Stanley Road</p>	<p>I have experienced several extremely dangerous situations due to parking on double yellow lines and lack of visibility. Although we sometimes do see enforcement activity, there are still too many occasions when this illegal practice continues, to our peril.</p>	<p>Enforcement of the CPZ remains a priority for the Council's contractor.</p>
<p>Resident, Stanley Road</p>	<p>I don't support the proposed change. I have complained a number of times about people attending the Mosque that flout the parking restrictions. Visitors to the mosque could walk instead of driving. I have photos showing cars parked all over the yellow lines during the operating hours of the CPZ. Providing a few additional spaces for people to park while attending the Mosque will do nothing to solve the problem. Instead enforcement of the rules that are already in place might be a good idea.</p>	<p>Enforcement of the CPZ remains a priority for the Council's contractor.</p>

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<p>Resident, Stanley Road</p>	<p>In my view there should be no change. What did the Mosque ask for during the two earlier consultations? I understand that nobody else has asked for changes to the CPZ. It appears to be working quite well, except at certain times during the week and during Ramadan when there is congestion which our local County Councillor is aware of.</p> <p>The mosque elders can apply for visitor parking permits just as we all can in the street. Perhaps the council officers could have pointed that out to them before embarking on yet another costly consultation.</p>	<p>The Mosque made no representation during the formal consultation before the CPZ was introduced.</p> <p>At meetings with Mosque representatives and in subsequent correspondence with them, it has been pointed out that there were opportunities to comment on the CPZ before it was introduced and that they are eligible for visitor permits, which indeed some of the Mosque residents have taken up.</p>
<p>Resident, Stanley Road</p>	<p>I oppose the proposed changes to the CPZ. I believe you have taken the trouble to inspect for yourself the traffic congestion that still occurs at certain times during the week and during Ramadan, in spite of the new CPZ arrangements, and I thank you for doing that. This congestion is likely to increase as the mosque congregation grows.</p> <p>Our local police officer has recorded her view that during these times, there is a real danger to children darting in and out of badly-parked vehicles, especially at dusk.</p> <p>The mosque elders say that they wish to have more parking for their visitors. This is a problem we all face in a busy city. I regularly attend St Mary's in the High Street and the congregation has no expectation of being able to park close by, but recognises the need to use public transport or to come by bicycle. Attendees at the Mosque should do the same. Visitor parking permits are also available to the Mosque, just as they are to Stanley Road residents.</p>	<p>The enforcement of the restrictions in Stanley Road has been a priority for the Council's contractor, but there have been security issues in the evenings that have made their task difficult. It is hoped that this issue will improve once a decision is made on the proposed changes.</p> <p>The residents of the Mosque are eligible for visitor permits and they have received some. However there is a limit to the number available (a maximum of 50 days' per resident per year).</p>

Division(s): Headington & Quarry Barton, Sandhills & Risinghurst

CABINET MEMBER FOR ENVIRONMENT - 27 FEBRUARY 2014

HEADINGTON: LONDON ROAD SHARED USE FACILITY GLADSTONE ROAD TO WHARTON ROAD

**Report by Deputy Director for Environment & Economy
(Commercial)**

Introduction

1. This report details the results of a public consultation on the proposal to convert the length of footway on London Road, between Gladstone Road and Wharton Road, to a segregated shared use facility for use by both pedestrians and cyclists. Some minor amendments have been made to the proposals in line with comments received and the report recommends that approval be granted to proceed to implementation. A reduced scale plan showing the proposed location and layout of the proposed measure is attached at Annex 1.

Background

2. The Oxonbikes cycle hire project, a key component of the Local Sustainable Transport Fund programme, has been extremely successful with over 500 members at the time of writing. Following the original operator going into liquidation in 2013, a new operator has come forward, and it is anticipated that the scheme will be re-launched in April 2014. This project seeks to utilise LSTF funding restricted toward the provision of infrastructure improvements to support the cycle hire project.
3. A cyclability audit took place in May 2013 with local users to identify priorities for cycle infrastructure improvements. Representatives from Cyclox, Headington Action and Friends of the Quarry participated in the audit, which recommended the choice of route between Green Road and Warneford Lane. Feasibility work was subsequently undertaken and a range of measures drawn up.
4. One of the main objectives of the project is to improve cycling facilities on Green Road between Gladstone Road and the vicinity of Headington shops and to achieve this a scheme to introduce a segregated shared use facility on the London Road between Gladstone Road and Wharton Road was developed. It is the consultation on this particular aspect of the project that forms the basis of this report.
5. To support the above scheme a further range of measures such as upgrading the existing traffic signal system at the junction of the A4142 Eastern Bypass and Kiln Lane to cater for safe crossing by cyclists and improvements to

signing and road markings to highlight a safe route from cyclists from the junction above to the Old Headington Campus are also proposed.

6. The proposed facility will contribute to :
- increasing the numbers of people using the Oxonbikes scheme and therefore travelling sustainably between and within the Thornhill and Headington localities with consequent benefits in terms of personal health;
 - provision of a comprehensive cycle network in the area to enable access to employment, homes and services; and
 - reducing congestion and carbon levels.

Consultation

7. Public consultation on the proposed footway conversion was undertaken between 25 November and 23 December 2013.
8. Consultation was carried out with emergency services, local County Councillors, Oxford City Council and road user groups. Residents within the length of the scheme area were also consulted as was the Local Mobility Issues Group. Copies of the public notice were posted on street furniture in the vicinity of the proposed scheme.
9. Fifteen letters of representation have been received during the consultation process with four in favour, six with general comments on the scheme and five objections.
10. The responses commenting on the scheme were asking for more details which were supplied.
11. The objections received were based on;
- i) The scope of the scheme not extending to Stile Road.
 - ii) Opposition to shared use.
 - iii) How the scheme finishes at Wharton Road.
 - iv) The scheme would be dangerous unless the facility is segregated.
12. Thames Valley Police do not object to the scheme but did offer some comments on the use of signs and lines. The local members have not objected to the proposals.
13. Of the responses received in favour, two were from local residents that would use the route to cycle with the other two members of local groups that had input into the design.

Officer Comment on Consultation Responses

14. This scheme is aimed to link up with another cycling facility on the London Road which will provide a cycle route from Green Road roundabout to

Gladstone Road. Most of the responses expressed a wish for a segregated shared use facility along this section which is what is being proposed.

15. During the consultation a site meeting was arranged with the Local Councillor, local residents and cycle groups to go over the scheme details. Following this meeting some minor changes were made to the design and more input will be sought during the detailed design.
16. A summary of responses received along with officer comments is included at Annex 2 to this report. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

How the Project Supports LTP3 Objectives

17. The project meets Local Transport Plan 3 objectives, especially:
 - a. Improving accessibility to work, education and services
 - b. Securing infrastructure and services to support development
 - c. Developing and increasing cycling and walking for local journeys, recreation and health.

Equality and Inclusion

18. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation, age or disability.

Financial and Staff Implications (including Revenue)

19. Staff resources from the Highways and Transport Service will be required to deliver the project.
20. Funding for the scheme is allocated LSTF revenue grant funding in financial year 2013/14.

RECOMMENDATION

21. **The Cabinet Member for Environment is RECOMMENDED to approve the conversion of the length of footway on London Road, between Gladstone Road and Wharton Road to segregated shared use facility as shown in Annex 1 to this report and to progress to its delivery in 2013/14.**

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

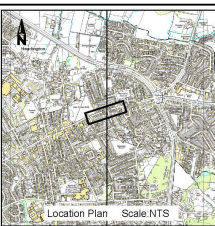
Background papers: Consultation Documentation

Contact Officer: Jim Daughton Tel: 01865 323364

January 2014



P14 Improvement Scheme/Scheme S-000942-011 - Green Road to Wharton Lane Cycle Route/03 Drawing/03 Current/03 London Road Construction.dwg



Drawing No.	S-000942-CON-000-010	Revision	0																				
Key																							
Footway to be converted to shared use for pedestrians and cyclists.																							
Raised junction treatment.																							
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office & Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA0700195</small>																							
Rev.	Date	Purpose of revision	Drawn Checked Approved																				
Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Ground Floor Oxford OX1 1UE Tel: 01865 413300 Fax: 01865 204171																							
Project title																							
London Road Shared use facility																							
Drawing title																							
Annex 1																							
Drawing Status																							
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Drawing No.	S-000942-CON-000-010	Revision	0																				

Summary of comments received during Consultation

Respondent	Support proposal	Comments	Officer Comments
Cycle Liaison rep for Oxonian CC/CTC Councillor	N	Objects to the end of the facilities at Wharton Road.	By ending the facility at this junction it gives cyclists the opportunity to re-join the carriageway at a point where there is an advisory cycle lane marking.
Local resident	Y	Very much in favour of the proposed cycle facilities.	Noted
Resident of Windmill Road	N	Believes the scheme will be dangerous unless it is done with a separate division between cyclists and pedestrians.	Most of the route will be segregated with some small stretches un-segregated due to narrower footway widths.
Local resident	Y	In favour of the scheme and uses this route currently. Would like uneven pavement rectified if the scheme goes ahead	This scheme will address the issues of root damage to the footway.
Local resident and member of the Headington Cycle Group	Y	Would greatly welcome the scheme in principle. Would like the scheme to be segregated shared use.	Most of the route will be segregated with some small stretches un-segregated due to narrower footway widths.
Local resident and the Vice-Chair of Headington Action	Y	In general support of the scheme. Would like street furniture moved at certain points.	Where there is street furniture that can be moved to prevent less of a hazard to users this will be done.
Local resident	N	Believes a 20mph speed limit should be enforced instead or a route through residential roads.	Outside the scope of the scheme.
Local resident	N	Opposed to the shared use arrangement.	This will be a mostly segregated facility minimising contact between cyclists and pedestrians.

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Respondent	Support proposal	Comments	Officer Comments
CTC representative	N	Cyclists should have the right of way over side turnings and that the scheme should be extended to Stile Road	

CABINET MEMBER FOR ENVIRONMENT – 27 FEBRUARY 2014**AMENDMENTS TO PROPOSED RESIDENTS PARKING SCHEME
CUTTESLOWE AREA, OXFORD****Report by Deputy Director for Environment & Economy (Commercial)****Introduction**

1. This report considers responses to a formal consultation on proposals to amend a residents parking scheme covering the Cutteslowe area which has previously been approved but not yet introduced.

Background

2. At the Deputy Leader of the Council's decisions meeting in March 2013 a report was approved to allow the introduction of a residents parking scheme (CPZ) in the Cutteslowe area of north Oxford. The approved scheme, the costs of which were to be met from Councillor Fooks Area Stewardship Fund allocation, was intended to deal with both commuter parking and also parking by users of Cutteslowe Park (where car parking charges have been introduced). Subsequent changes to the DfT rules on approvals for non-standard signs mean that the approved scheme can no longer be introduced and further consultation has now been undertaken on a revised scheme which will comply with standard sign rules.

Previously approved scheme

3. The approved scheme recognised the different issues to be addressed on the west side of Banbury Road (the 'Five Mile Drive' area) and the east side (the 'Cutteslowe' area) in that the restrictions would apply on Mondays to Fridays only on the west side, but every day on the east side. The restriction on the west side would be 2-hour maximum stay (with permit holders exempt) whilst on the east side some roads would be permit holders only and some 2-hour maximum stay (with permit holders exempt). The times of all the restrictions would be 10am-4pm and parts of Linkside Avenue/Lakeside and the western section of Templar Road would have no restrictions.
4. To reduce the visual impact on the area the approved scheme was intended to be a Minimum Impact Zone; whereas traditional CPZs require extensive road markings, a Minimum Impact Zone allows permitted vehicles to park anywhere on the street (except where there are existing double yellow lines), so no bay markings are required. Whilst this makes a CPZ less visually intrusive and less expensive to implement, it may require special signing to be approved by DfT.

5. Signs for the 2-hour maximum stay (with permit holders exempt) parking are non-standard and so require specific approval from DfT. During 2013 it was announced that such approvals would no longer be considered as resources were being redirected to a major re-drafting of the legislation for road signs and markings. It was therefore necessary to revise the scheme to meet this new constraint.

Consultation on revised scheme

6. In autumn 2013 Councillor Fooks hosted a public meeting for residents to discuss the options and to seek feedback. As a result of the comments received then (and subsequently) a revised scheme was devised which was the subject of formal consultation with residents in January 2014. Plans illustrating this revised scheme are at Annex 1.
7. Over 110 responses were received from the 1200 properties in the area covered by the CPZ. These are summarised at Annex 2 (the west side of Banbury Road) and Annex 3 (the east side of Banbury Road). Apart from issues that had previously been dealt with in approving the scheme in 2013 the key points raised in this consultation were:-
 - (a) requests from many residents of Linkside Avenue and Lakeside (including a petition from 46 residents of Linkside Avenue) for both roads to be included in the scheme;
 - (b) requests from many residents of the western section of Templar Road for the CPZ to be extended to cover the whole of the road;
 - (c) requests from several residents of Harbord Road for an additional parking bay in the section of road nearest to Banbury Road.
8. In the light of the strength of response from Lakeside Avenue/Linkside and separately from Templar Road it is recommended that scheme be amended to incorporate these roads into the CPZ. The request for an additional parking bay on Harbord Road has been the subject of further local consultation and agreement has been reached for a bay with a 2-hour maximum stay (with permit holders exempt) 10am-5pm daily. Other minor changes arising out of the consultation are discussed in the relevant Annex.

Financial and Staff Implications (including Revenue)

9. The cost of the works described in this report will be met from County Councillor Fooks Area Stewardship Fund allocation.

RECOMMENDATIONS

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the revised parking restrictions in the Cutteslowe area as advertised and amended as set out in this report.**

MARK KEMP

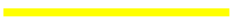








Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation – January 2014
Report to Deputy Leader of the Council Decisions
Meeting 21 March 2013

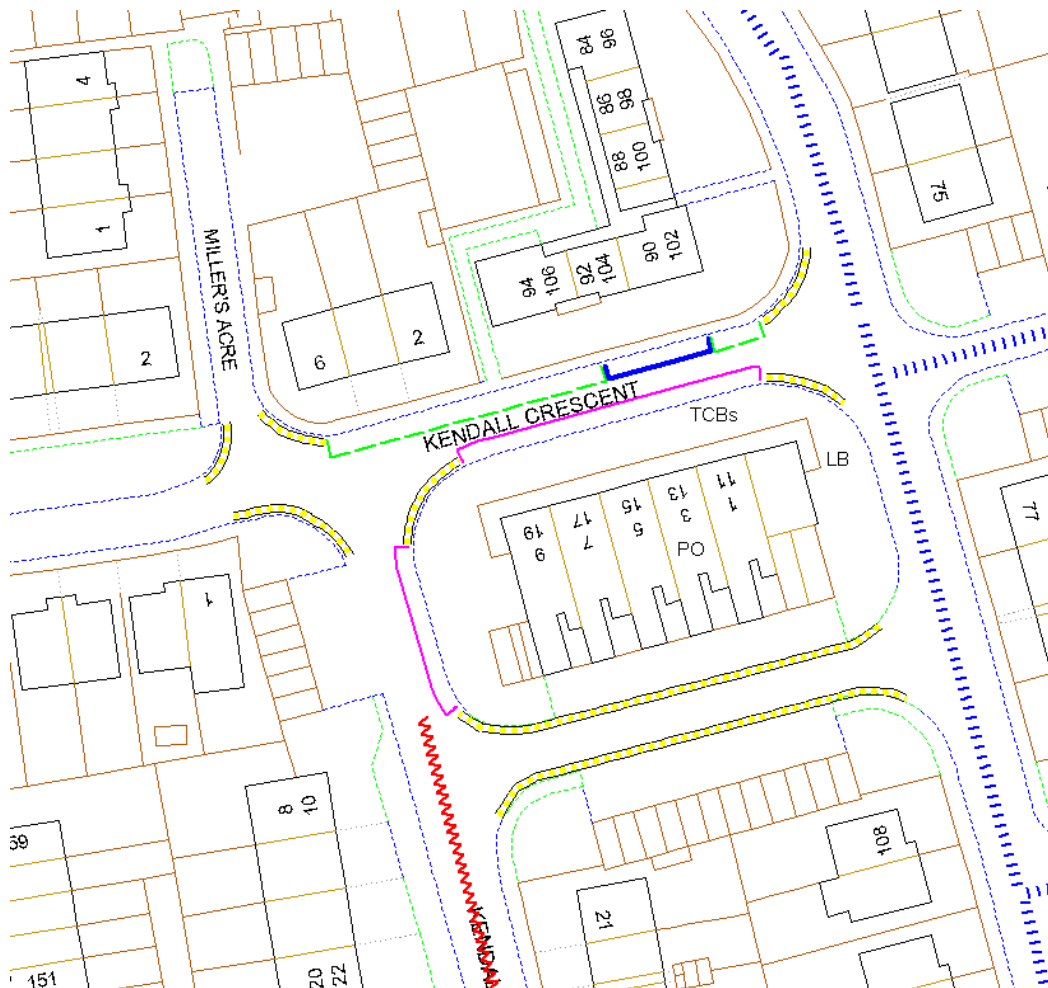
Contact Officers: Jim Daughton 01865 323364

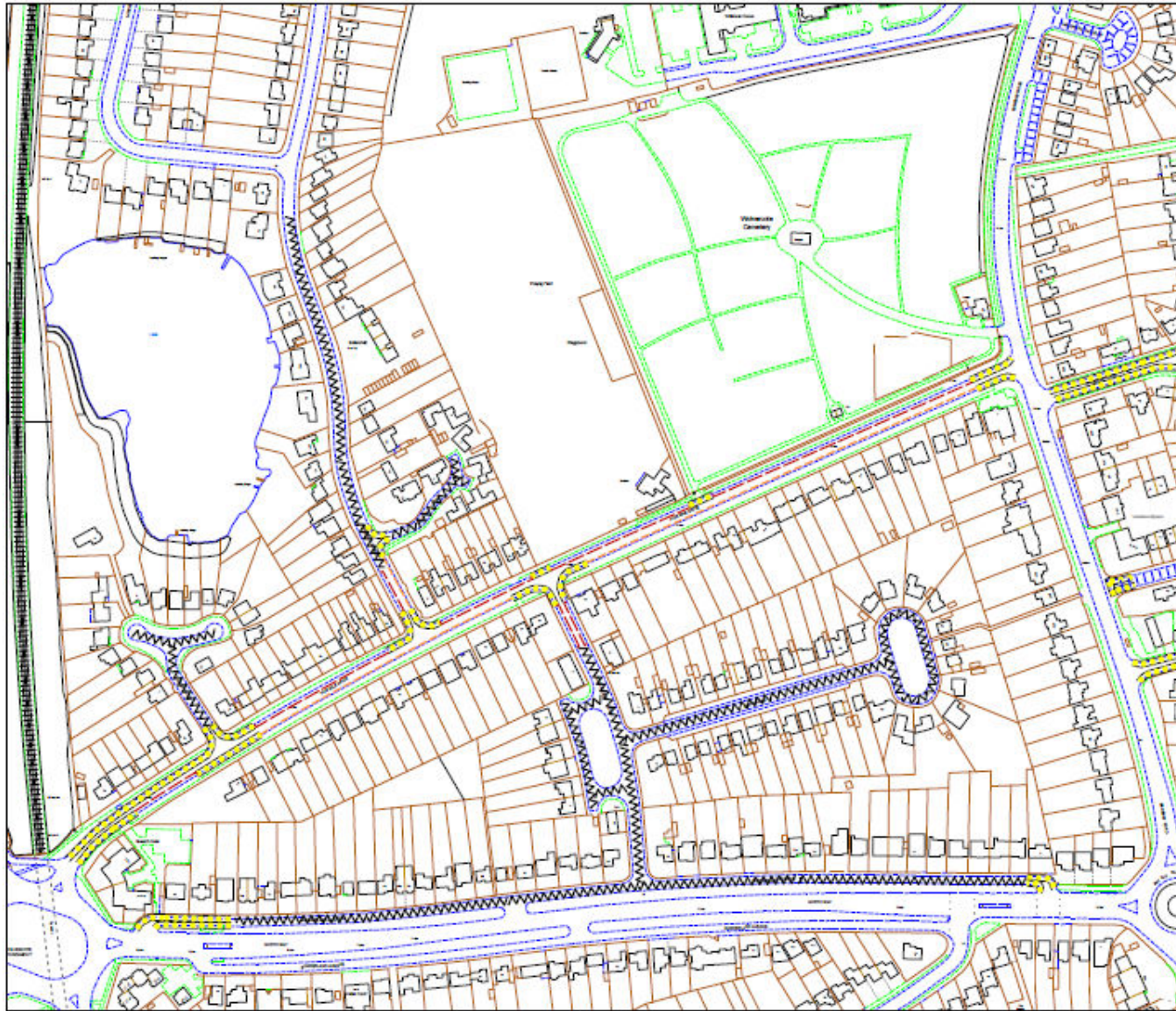
February 2014

KEY TO ALL PLANS

-  No waiting at any time
-  No waiting Mon-Fri 10am-3pm
-  Parking limited to a maximum of 2 hour (permit holders exempt) Mon-Fri 10am-3pm
-  Permit holders parking only Mon-Fri 10am-3pm
-  Permit holders parking only Mon-Fri 10am-5pm
-  Permit holders parking only daily 10am-5pm
-  Parking limited to a maximum of 1 hour daily 10am-5pm
-  Parking limited to a maximum of 2 hour (permit holders exempt) daily 10am-5pm
-  Disabled parking

DETAIL OF KENDALL CRESCENT AREA





**PROPOSED
RESIDENTS
PARKING
SCHEME
AND
ASSOCIATED
RESTRICTIONS**

**FIVE MILE DRIVE
& CUTTESLOWE
AREAS**

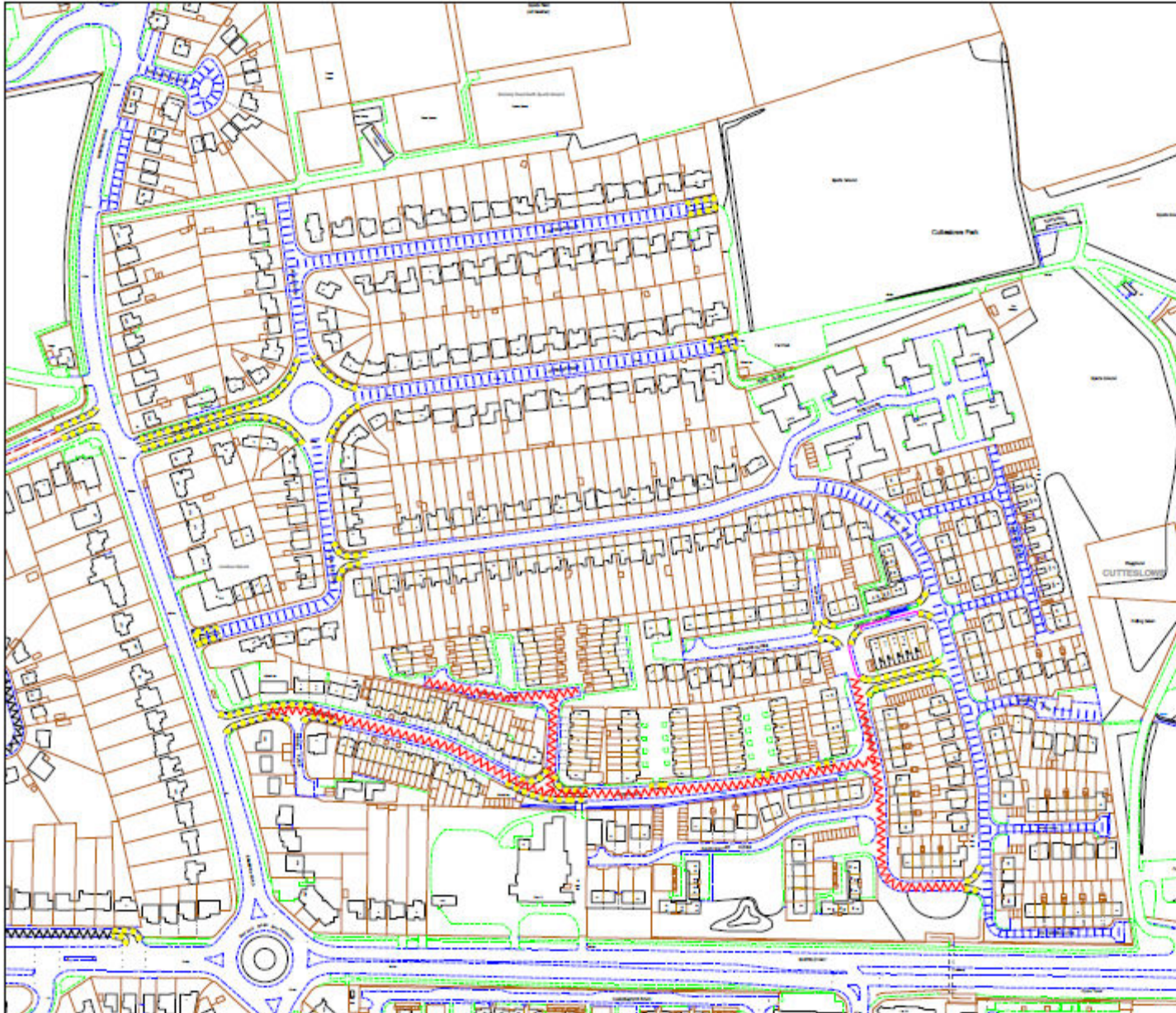
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DRAWING TITLE

**REVISED PROPOSALS
WEST SIDE**

<small>SCALE</small>	1 : 2200
<small>DATE</small>	01/2014
<small>DRAWN BY</small>	
<small>CHECKED BY</small>	
<small>DATE</small>	
<small>SCALE</small>	



**PROPOSED
RESIDENTS
PARKING
SCHEME
AND
ASSOCIATED
RESTRICTIONS**

**FIVE MILE DRIVE
& CUTTESLOWE
AREAS**

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DRAWING TITLE
**REVISED PROPOSALS
EAST SIDE**

<small>SCALE</small>	1 : 2200
<small>DATE</small>	01/2014
<small>DRAWING NO.</small>	
<small>DRAWN BY</small>	

RESPONSES TO CONSULTATION – WEST SIDE OF BANBURY ROAD

RESPONDENT	COMMENT	OFFICER RESPONSE
Petition from 46 residents of Linkside Avenue (some have also responded separately)	Are of the opinion that the whole of Linkside Avenue should be included in the CPZ and the proposals should be amended accordingly. Believe that having only part of the Avenue in the scheme will encourage drivers to park unchecked in the other sections of the Avenue to the detriment of residents who may well find access to property impeded. Urgently request that the County Council considers the above and amends the proposals accordingly.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Recommends that the restrictions be extended to the full length of Linkside Avenue as was proposed by many residents at the October meeting. The reason was explained that many of those parking in the area are people with cycles in the boot of their cars and cycling on to their destination. By finishing the restrictions at No 17 this will just push the parking further down Linkside, as cycling a few yards down the road will mean nothing to those people. It is already apparent that the Five Mile Drive area has shown an increased volume of all day parking since the Water Eaton Park and Ride has been made a paying facility.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Pleads to extend the scheme to the northern end of Linkside Avenue (beyond Lakeside), otherwise commuters (with bicycles) debarred from the southern end and Five Mile Drive will take themselves up here. Gather that a handful of neighbours voted against this last time round (perhaps because of the permit fees). Some voted in favour. The majority will not have responded at all - as is usually the case in these situations — but will be up in arms once the cars park outside their houses.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Would wish that the restrictions should be applied to whole of Linkside Avenue for the following reasons: <ul style="list-style-type: none"> • Since parking charges have come into force at Water Eaton Park and Ride, the whole of Five Mile Drive, together with Rotha Field Road has become totally congested with parked cars during working hours. 	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.

	<ul style="list-style-type: none"> •As it is therefore obvious that the cost of parking is the major factor, the motorists using Five Mile Drive and other surrounding streets are going to look for alternatives when these roads are not available to them. •Making the southern part of Linkside Avenue a 'Permit holders parking only' zone will just move the problem further north — to the northern end of Linkside Avenue ,in fact. •It has been suggested that motorists will not be prepared to walk to bus stops from the top of Linkside Avenue. A ten-minute walk would save around £10 per week. Also, this does not take into account the number of car owners who park their vehicles and then cycle onward to their destinations. It is also a fact that workmen leave their cars all day and are picked up by vans to take them on to their current jobs. •Feel that if it is considered that local roads are not suitable for all-day parking of commuters; this should apply to all the roads, and not just to a selected few. 	
<p>Resident, Linkside Avenue</p>	<p>Clear support for the extension of the scheme to include the entirety of Linkside Avenue and Lakeside.</p> <p>As a daily cycle commuter I'm very aware of the large number of people who park in the areas around Linkside and travel the remainder of their journey by bike. If they have made the commitment - whether for financial or health reasons - to commute in this way then an extra few hundred metres (around 30 seconds' travel time) will not deter them from using any available parking space.</p> <p>Having experienced the benefits of the permit scheme at a previous address, it seems nonsensical to allow a small area of permit-free parking spaces to be taken up by eager-eyed commuters. The cost of a permit would be a small price to pay to avoid the remaining few parts of Linkside/Lakeside becoming a daytime car park.</p>	<p>Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.</p>
<p>Resident, Linkside Avenue</p>	<p>Requests additional double yellow lines at junction with Five Mile Drive.</p>	<p>It is anticipated that the introduction of the CPZ will reduce the level of on-street parking and hence the need for additional restrictions at this</p>

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		location.
Resident, Linkside Avenue	<p>Objects, in the strongest terms, to the proposals as restricted parking is not to be put in place here. The current proposals do not have restricted parking in this part of Linkside Avenue and what that will mean is that all the current 'park and riders' (and there are a great many, every day) will park their cars further along Linkside Avenue where they will be allowed to park, including outside my house.</p> <p>Can you please change the plans to extend the restricted parking to go all the way along Linkside Avenue? As well as not wanting the parked cars of strangers outside our houses we also do not want people with no connection to this road driving too fast and endangering the lives of our children, many of whom enjoy the privilege of currently being able to safely play outside.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	<p>Feels that the proposed scheme for Linkside Avenue would be highly inconvenient for people living and visiting Linkside Avenue. Thinks that Linkside should have the same parking restrictions as Five Mile Drive where the proposed parking restriction is parking limited to a maximum of 2 hours (permit holders exempt) Mon-Fri 10am-3pm. The current proposal for permit holders parking Mon-Fri 10am-3pm would cause a lot of inconvenience for the many visitors arising from having three small children and have frequent short visits from other parents dropping children off or picking up children, etc. Using the visitors permits for these types of visits would be impracticable and would use up our visitors permits quickly.</p> <p>The residents parking scheme for our area was proposed to stop people parking all day on residential streets. If the same parking restrictions as Five Mile Drive (parking limited to a maximum of 2 hours (permit holders exempt) Mon-Fri 10am-3pm) applied then this would solve the problem of people who don't live in the area parking all day without having a detrimental effect on the residents of Linkside Avenue.</p>	<p>The restriction previously approved was for 2-hour shared use parking throughout, but this requires specific authorisation from DfT and (as explained in the report) is no longer possible.</p> <p>One of the key desires of residents expressed at various times throughout the numerous consultations has been to have restrictions that are designed to be visually unobtrusive (by avoiding the need for parking bays etc).</p>
Resident, Linkside Avenue	<p>Believes that the drivers who currently park in Linkside Avenue near Five Mile Drive will almost certainly go beyond the lake into the northern part of the road. Many of them have small bikes kept in the boot of their cars, and it would be easy to cycle a few extra metres in order to avoid park and ride charges.</p> <p>Beg reconsideration to include the whole of Linkside Avenue.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.

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	If Lakeside went to be excluded, so be it.	
Two residents, Linkside Avenue	Very pleased with the parking plans for Five Mile Drive and the southern part of Linkside Avenue. However, believes that when the new restrictions have been implemented, car commuters will start parking in the Northern part of Linkside Avenue. Strongly urges extending restrictions to the whole length of Linkside Avenue.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Request that the north side of Linkside Avenue is included in the parking scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Expresses strong support for the inclusion of the north side of Linkside Avenue in the parking scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	A significant number of commuters at present park in Five Mile Drive, or nearby, and then finish their journey on a bicycle carried in the boot. Others apparently are collected in a van. Obviously the distance to the nearest bus-stop is a disincentive to parking at the northern end of Linkside Avenue. However, if commuters are using these other methods they are not nearly as likely to be deterred. It is surely not the council's intentions simply to transfer the nuisance of commuters parking from one group of council-tax payers to another. Therefore request that the whole of Linkside Avenue be included in the controlled zone.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Prefer the northern part of Linkside Avenue to be included within the proposed Residents' Parking Scheme, because of the threat of possible displacement parking. For consistency it would also be advantageous for Lakeside to be treated similarly.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Feel very strongly that the whole of Linkside Avenue and Lakeside should be included in the proposed parking restrictions. If they are not included the pressure which these proposals are trying to resolve will be pushed into the	Following comments made in response to this consultation it is now proposed that the whole of

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	remaining areas where there are no restrictions. Commuter parking would be an added danger with restricted view on exiting driveways, putting in danger young children, parents with pushchairs/prams, cyclists, cyclists with extensions for young children and the mobility scooter.	Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Would like the north side of Linkside Avenue to be in the Parking Scheme proposed for the area. It seems likely that long term parking, now going on in Five Mile Drive, could easily transfer to Linkside and feels it would be better if all the streets are part of the same scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ,
Resident, Linkside Avenue	A large number of cars currently parking in Five Mile Drive are by commuters with bicycles in their boot or who are collected by company vans. Under the proposal it would mean nothing to them to park slightly further up the road in Linkside Avenue and Lakeside where there would be free parking. At present the remainder of Linkside Avenue and Lakeside are free of such commuters but predicts, as has happened elsewhere, that if the current proposal is agreed upon then the problem merely transfers to the remainder of the Linkside and Lakeside circle. Therefore suggests that it would be prudent to include and extend the 'Permit Holders Parking Only Mon-Fri 10am-3pm' restriction to both sides of the road for the whole of Linkside Avenue and Lakeside, with the prime intention of driving the commuters cars to the two Park and Rides already provided for them.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Wish our part of the street to be included in the scheme now envisaged only for the southern part of Linkside up to No 17. We feel very strongly about this.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Firmly in favour of residents parking in Linkside (north). Feels it would be ridiculous to stop it half way up as this will only be pushing the problems further along. There are a large number of people who park and get bikes out of their boots or people are collected by work vans.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Welcome this opportunity to comment further on the proposals, as views on the scheme have changed somewhat since the original consultation a year	Following comments made in response to this consultation it is

	<p>ago. On the basis of what we have observed of parking trends over the past year and what we have heard from different households in the southern end of Linkside Avenue and Five Mile Drive, we now feel that the new residents parking scheme should be extended to cover the northern end of Linkside Avenue as well.</p>	<p>now proposed that the whole of Linkside Avenue is included in the CPZ.</p>
<p>Two residents, Linkside Avenue</p>	<p>Disagree with the proposal to exclude part of Linkside Avenue and Lakeside from the CPZ for the following reasons:</p> <ol style="list-style-type: none"> 1. The whole of the Linkside-Lakeside street system is part of an integral neighbourhood. To split it will fragment the neighbourhood into two segments. 2. Daytime parking by commuters will not stop north of the Linkside-Lakeside junction once the new regulations are in position. Many commuters who park south of the junction will merely move north of it. We see them now parking, then unloading their bikes and cycling into the city. Moreover shuttle vans pick up and drop workers heading for the city. To move a few metres or even hundred metres north to the non-regulated zone will not pose any difficulty for them. Imposing the new regulations as they stand, therefore, does not resolve the problem; it merely shifts it further northward. 3. The road is already narrow enough and cars lining it for eight hours a day will constrict it even further, making entering and leaving properties a difficult process. 4. This situation is compounded by the fact that many or most driveways, constructed in the 1950s, are already rather narrow for modern cars to enter and leave. 5. This neighbourhood is coming under increasing pressure with the imposition of parking permits across to Cutteslowe Park, charges at the Water Eaton Park and Ride and the forthcoming erection of the railway station on the Oxford-Bicester line. Given these important changes in the character of the area as a whole, we need to take protective measures for the neighbourhood now. This may be our only opportunity. <p>Asks therefore to reconsider the decision and treat the Linkside-Lakeside Avenues street system as serving an integrated community and to extend</p>	<p>Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ,</p>

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	the parking regulations to cover it as a whole.	
Resident, Linkside Avenue	<p>Would like to add voice to all those asking that the proposed parking scheme around Five Mile Drive be extended to include ALL of Linkside and Lakeside. Can't help but notice the large amounts of cyclists who park their cars and cycle the remainder of their journey; an extra hundred yards of bike travel would mean very little given what they would save in parking fees across a year.</p> <p>Fully supports the scheme's extension and feel that the annual permit charge is a very small price to pay to avoid my wonderful road becoming a daily commuter's car park.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Lives in the northern part of Linkside Avenue in Oxford and is very concerned that this area is excluded from the scheme. Five Mile Drive and the surrounding areas become full with commuters who leave their cars and either cycle or are collected in vans and buses. If those areas are restricted to permit holders but the northern section of Linkside Avenue is not, those commuters will simply begin parking in our area. Does not want to become victims of the kind of parking and traffic congestion that have plagued Five Mile Drive. Strenuously urges the entirety of Linkside Avenue be included in the parking permit scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Agree that there must be a parking scheme in this part of the road to avoid lots of cars in our area when they start the scheme at Five Mile Drive and the other parts.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Lakeside	We are happy with the proposal that Lakeside is not included in any permit parking. No residents park on the road so if commuters want to park there then we are happy for them to do so.	Noted – however it is clear from the responses received that there is a strong desire from other residents that the CPZ is extended to include Lakeside.
Resident, Lakeside	Strongly supports excluding Lakeside and part of Linkside Avenue from the proposed scheme. Does not think there is at present any problem in Lakeside and considers that imposing the restrictions in Linkside and certainly in Lakeside would serve no useful purpose and is unnecessary. Considers that the commuter parking complained of is generally	Noted. However it is clear from the responses received that there is a strong desire from other residents that the CPZ is extended to include Lakeside.

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	<p>opportunistic, and that once the scheme as outlined is put into effect, commuters are likely simply to disappear from this area.</p>	
Resident, Lakeside	<p>Glad that Lakeside and upper Linkside Avenue have been omitted from the scheme in the latest revision.</p> <p>Still believes the whole scheme to be a mistake that has come about as a consequence of introducing charges at the Park-and-Ride and Cutteslowe park car parks. It is very costly for residents affected by the scheme and if it costs £50 to issue a permit then there must be something wrong with the efficiency of administration in the Council.</p>	<p>Noted. However it is clear from the responses received that there is a strong desire from other residents that the CPZ is extended to include Lakeside</p>
Resident, Lakeside	<p>In favour of some form of restriction of car parking in Lakeside. Concerned that the daytime parking now seen in Five Mile Drive will move around the corner once restrictions have been introduced there. In addition, the new train station may also encourage more local parking and it may become difficult to park outside my house.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
Resident, Lakeside	<p>Thinks the road should be included in the CPZ as doesn't want a Five Mile Drive situation in Lakeside.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
Two residents, Lakeside	<p>Have noticed the increase in the number of cars parking all along Five Mile Drive, into Rotha Field Road and Linkside Avenue and have seen drivers taking folding bicycles out of their cars to continue their journeys. Are concerned that if Lakeside and half of Linkside Avenue are not included in the parking restriction scheme, it will not be long before these drivers start to park in these areas to avoid charges at the Park and Ride sites. Consequently would now like these roads to be included in the proposed scheme.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
Two residents, Lakeside	<p>Concerned about the isolation of residents who live in roads that are not included in the parking restrictions. Residents on northern Linkside and Lakeside will be restricted in their parking on Five Mile Drive. Many sport activities for the elderly (in Summertown, in particular), daytime adult education courses (in the University) and lectures, as well as for shopping trips into Oxford, require between 2 and 3 hours, but parking will only be permitted for up to 2 hours in the proposals. Making it much more difficult for us, a predominantly ageing population, the opportunity to engage readily in</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ. As a result these residents will be eligible for permits which will enable them to park on Five Mile Drive without time limit.</p>

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	<p>these activities, is causing upset and stress for some in our roads. Additionally, it is very clear that those commuters who have currently decided not to use the P&R for their journeys to work by bicycle, and these are many, will now simply park on Lakeside and Linkside, and clog up our streets.</p> <p>Request that the parking on Five Mile Drive be extended from 2 hours at a time to 3 hours, as a matter of priority or extend parking to Lakeside and Linkside.</p> <p>Foresee that traffic will move more quickly along Five Mile Drive when there are fewer cars parked on it (this is currently a self-regulating number due to the limited amount of space), then other traffic calming measures will be imposed (speed humps), and the residents in Five Mile Drive who first asked for these restrictions, will deeply regret their initial requests, not having thought through all the implications.</p>	Noted.
Two residents, Lakeside	<p>Believe that the latest proposal for parking restrictions in this area will make life even more difficult. As it is, access to the bus services in the Banbury Road is sometimes impossible, since we cannot park near enough.</p> <p>Believe that congestion would only get worse if traffic which fails to park in Five Mile Drive and adjoining roads, were to park even further into the cul de sac of Linkside and Lakeside, where the car owners leave their cars, and pull out their bicycles from the boot to continue their journeys to town.</p> <p>Urge the extension of the CPZ proposals to include the whole of Linkside and Lakeside.</p>	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Would like Lakeside to be included in the Controlled Parking Zone.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Would like to be included in the Parking Permit scheme.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Strong support for including Lakeside and Linkside in the new CPZ being established in North Oxford, and doing so contemporaneously with this being done for Five Mile Drive and other areas north of Sunderland Avenue.	Following comments made in response to this consultation it is now proposed that Lakeside is

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	Concerned that the increasing misuse of street parking in this area by day commuters into Oxford has been evident over the last few years, and is likely to continue growing into a major problem, unless measures are taken. If this is done in a piecemeal way, the negative knock-on effect for Lakeside and Linkside Ave will be very significant.	included in the CPZ.
Two residents, Lakeside	Support including Lakeside and the northern end of Linkside Avenue in the new CPZ at the same time as Five Mile Drive and other areas north of Sunderland Avenue. Keenly aware of the use, by day commuters, of the area north of Sunderland Avenue and that it is a growing problem unless something is done to alleviate the situation.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	Welcome the creation of a CPZ in our neighbourhood. Because of the risk of displacement commuter parking, are in favour of including Lakeside and the whole of Linkside Avenue in the CPZ.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Is in agreement with proposals with two exceptions. Firstly, requests the double yellow lines on Five Mile Drive be extended to include the south side of the road opposite Linkside Avenue to assist exit from Linkside Avenue Secondly, with the increase in people cycling into Oxford from their parked cars in Five Mile Drive and Linkside Avenue believes that with the proposed scheme those vehicles will instead be parked in Lakeside unless the parking zone is extended there too. Therefore request that the Council are long sighted and extend the proposals for Linkside Avenue to include the rest of the road and Lakeside in a similar manner.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	Wants additional double yellow lines on Five Mile Drive to assist vehicles egressing Linkside Avenue and nearby on Linkside Avenue. Requests that the CPZ include the whole of Linkside Avenue and also Lakeside.	It is anticipated that the introduction of the CPZ will reduce the level of on-street parking and hence the need for additional restrictions at this location. Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.

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Two residents, Lakeside	Want to have restricted parking and be included in the CPZ many thanks.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	<p>Note that parking in Five Mile Drive has been becoming a real problem in recent years, and since parking charges were introduced at Water Eaton Park and Ride this problem has escalated. Recently commuter parking has extended into Linkside Avenue.</p> <p>Concerned that if the proposal is implemented as suggested uncontrolled commuter parking would be pushed even further out in Linkside Avenue and Lakeside. Feel that it would be better to extend the proposed restrictions to the whole of the Linkside-Lakeside loop.</p>	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	Definitely want our part of Lakeside to be included in the Controlled Parking Zone and to have parking permits. We certainly do not want to become a commuter parking area as it would make backing out of our drive difficult and dangerous and would be very inconvenient if our visitors could not park.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	Feel strongly that the proposed parking restrictions for Five Mile Drive and Linkside Avenue need to be extended to the whole of Linkside Avenue and Lakeside. See many people parking who then get bikes out of their boots or who are parking to then be collected by minibus. Feel that moving a few hundred yards down the road (to an area with no parking restrictions) will not deter them, meaning that the whole of Linkside Avenue and Lakeside could be clogged up with non-resident's parking.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	<p>Strong preference for the whole of Linkside Avenue and Lakeside to have the same parking restrictions introduced as is proposed for the neighbouring roads. See no sense in excluding part of Linkside Avenue and the whole of Lakeside from the scheme; if the proposal goes ahead unchanged then the moment parking restrictions are imposed on surrounding roads indiscriminate commuter parking will simply spread to the empty space in Linkside Avenue and Lakeside.</p> <p>Lived in Lakeside for 30 years and over this time have observed the parking practices of those working nearby where their workspace parking provision is inadequate, those of commuters who will take any measures possible to</p>	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.

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	<p>ensure they don't pay for the privilege of parking their cars all day and those with part time or temporary need to park – i.e. users of the cemetery and users of Five Mile Drive recreation park.</p> <p>The local parking situation will come under even more pressure once the new railway station has been constructed at Water Eaton.</p> <p>There is also a safety issue. Lakeside has four right angled bends with junctions on two of them. While residents park sensitively, commuters desperate to park have few considerations for other road users and will park in any available space.</p> <p>It seems pointless to put parking restrictions on several miles of local roads and then to leave just a few hundred metres unprotected to be fought over by commuters desperate to leave their cars for the day. It will be much cheaper to deal with the whole locality now than to be petitioned a few months down the line by desperate residents.</p>	
Two residents, Lakeside,	<p>Very much in favour of proposals as have for some time had problems with parking issues in their location. Recommends that all of Linkside Avenue and Lakeside are included in the proposed New Residents Parking Permit Proposal. Believe it would benefit the neighbourhood as many working people already park all day in the area and they will simply move to the nearest convenient area to park up.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
Resident, Sunderland Avenue	<p>Does not want a residents parking scheme. It is not necessary, will detract from my convenience and will cause cost to the council. Would prefer the money to be spent on something else.</p> <p>Likes the fact that friends, visiting relations and tradesman can park near the house without needing to pay for a parking permit.</p> <p>Cannot see how this scheme benefits anyone, except perhaps as a way of earning revenue for the council, which is unlikely to be great as most of the houses have plenty of off road parking.</p>	<p>The proposal for including Sunderland Avenue in the CPZ was approved in 2013.</p>
Resident, Sunderland Avenue	<p>Very happy with revised proposals</p>	<p>Noted.</p>
Resident, Queensgate	<p>Concerned whether residents will be eligible for permits to park on Sunderland Avenue or Five Mile Drive</p>	<p>This property will be eligible for permits.</p>

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Sunderland Avenue		
Resident Summers Place, Sunderland Avenue	Concerned about the proposed restrictions on Sunderland Avenue as the design of Summers Place provides insufficient parking on-site. As a 3 car household, if we have visitors we have to use Sunderland Avenue for vehicles of visitors. This proposal may affect property values and will add to our cost of living if we have to purchase permits.	This property will be eligible for permits.
Two residents, Summers Place, Sunderland Avenue	Concerned about the proposed restrictions on Sunderland Avenue as the design of Summers Place provides insufficient parking on-site and visitors have to use Sunderland Avenue to park. Concerned about the effect on property values.	This property will be eligible for permits.
Resident, Kirk Close	Believes the Council simply uses the parking scheme for generating revenue and there is nothing good for the residents. Strongly opposes the charge for residents' permits and at least the resident's permit for the first car should be free on all roads. Furthermore, the number of free visitors' permits should be increased to 50 per year.	The cost of permits and the number of visitor permits applies across the whole of Oxford and reflects the costs incurred.
Resident, Kirk Close	States that it will be necessary to keep the need for controls on Saturdays under review, even though (so far) the P&R charges seem to have made little difference here.	Noted.
Resident, Rotha Field Road	Thank you for having done all that you can to preserve the 'low impact' concept. Requests that the location of proposed 2-hour shared use bays on Rotha Field Road be adjusted to ensure clear egress from nearby garages Requests that any signing is placed on lamp-posts rather than lots of new posts	Noted. This matter will be addressed at the implementation stage.
Resident, Five Mile Drive	Has seen the evolution of these proposals and they seem to go from bad to worse. The real problem on Five Mile Drive is the speed at which people, who take a short cut, drive through the road. At present the cars parked on both sides of the road, in particular at the western end, have an important traffic calming effect. It is in fact clear that cars drive significantly faster in the eastern end of Five Mile Drive, where fewer cars are normally parked. Introducing restricted parking and especially allowing only parking on one side of the road will make Five Mile Drive into a 'Bypass' where people race	The issue of the speed of through traffic on Five Mile Drive is noted; it is for this reason that most of the places where parking currently occurs will remain available, albeit for short-stay rather than commuter parking. The developing proposals for the

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	<p>through to avoid queues on Sunderland Avenue. Sees no need to restrict parking on Five Mile Drive – even where the parking is most concentrated never need to go more than one or two houses down the road in order to find a parking spot. It is therefore not true that a resident parking scheme is required to make sure that residents can find a place to park.</p>	<p>Northern Gateway may provide some assistance with the issue of through traffic.</p>
<p>Resident, Five Mile Drive</p>	<p>Objects to the proposed parking bay at the western end of Five Mile Drive as this would block vehicular access to property, which is currently protected by double yellow lines on the south side of Five Mile Drive. The current double yellow lines are poorly enforced with the result that minicabs often park up illegally with engines running; concerned that this problem will worsen if parking is legitimised at this end of Five Mile Drive. Notes that previous proposals have retained all existing double yellow lines at the western end of Five Mile Drive, suggesting that hitherto there has been no significant demand to increase parking in this area.</p>	<p>In the light of the comments received it is suggested that this parking bay does not proceed and the existing double yellow lines remain.</p>
<p>Two residents, Five Mile Drive</p>	<p>Requests that the proposed parking bay at the western end of Five Mile Drive does not proceed and the current double yellow lines remain, as these protect several property entrances and provide some deterrent against taxis waiting. States that this stretch of road is not a good one for parked cars, as there are cars queuing at rush hour times to get onto the roundabout and traffic coming off and accelerating into Five Mile Drive. It is also a school run area from the Wolvercote Primary School. Suggests that it would be a good idea to have a series of road bumps on Five Mile Drive, particularly at the Woodstock Rd end before Carey Close. It is used as a traffic cut through and will be even worse when the railway station is built at Water Eaton. The 20mph signs seem to have no effect on the speed of cut through traffic.</p>	<p>In the light of the comments received it is suggested that this parking bay does not proceed and the existing double yellow lines remain.</p>
<p>Resident, Five Mile Drive</p> <p>On behalf of residents at 8 other properties</p>	<p>Requests that the parking bays west of the park be for permit holders only rather than the 2-hour shared use being proposed. Suggests that additional 2-hour bays could be located on part of Rotha Field Road so not in front of any houses.</p>	<p>The previously-approved restrictions would have introduced 2-hour shared use parking throughout Five Mile Drive and the current proposals continue that principle. Individual</p>

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on Five Mile Drive	Feels that enough parking is provided by the cemetery and park frontage for funerals and certainly enough for very infrequent large funerals by including part of Rotha Field Road.	driveways can be protected with white access protection markings.
Two Residents, Five Mile Drive	I am writing to say that we are broadly in agreement with the latest proposals for the residents parking permit scheme for Five Mile Drive as these are an improvement on the previous proposals.	Noted.
Resident, Five Mile Drive	This is simply to say that what is now proposed seems to me an excellent solution to complex problems. I fully support.	Noted.

ANNEX 3

RESPONSES TO CONSULTATION – EAST SIDE OF BANBURY ROAD

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RESPONDENT	COMMENT	OFFICER RESPONSE
Resident Harbord Road	Just a word to thank you for the immense time and effort you have put into the business of parking regulations in and around our area. Your proposals seem, to me at least, very reasonable and helpful. It is very hard to meet everyone's demands and you have really tried to listen to individual concerns, while keeping the overall good in sight. Not an easy job.	Noted.
Resident, Harbord Road	Strongly opposes the proposed restrictions. Is not sure what the drive or who's requirement it is to impose parking restrictions on Harbord Road. Would have to purchase a permit to park car in front of house at the weekend. In addition when I have visitors, they do not have a place to stop their car.	In the previous consultation there was significant support for restrictions to be introduced in Harbord Road.
Resident, Harbord Road	Many thanks for your continuing work on this. I believe that the new time restrictions for non-residential parking are much more appropriate in this road than the original proposals.	Noted.
Secretary of The Harbord Road Area Residents' Association	Requests some one-hour parking / residents only parking bays on the stretch of Harbord Road between the roundabout and the Banbury Road as this would <ul style="list-style-type: none"> • help to avoid "boy-racer" issues along that bit of road (this is a problem) • would provide some short term parking areas for non-residents • would provide parking spaces for visitors to this part of Harbord Road • would provide parking for the significant number of cars which currently park on the roundabout which will be displaced by the double yellow lines 	Following comments made in response to this consultation it is now proposed that a short length of 2-hour shared use parking is introduced on the south side of this section of road, in a location that will not interfere with any driveways.
Resident, Harbord Road	Offers continued support of the scheme and hope that its implementation will be able to proceed shortly after completing the consultation process. Is particularly in favour of the proposal to extend double yellow lines up to and including the roundabout in Harbord Road. Believes that the decision to provide permit holders only parking in Hayward and Talbot Roads and the	This resident has subsequently been consulted on the proposal to introduce a short length of 2-hour shared use parking on the south side of this section of road,

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	<p>remainder of Harbord Road will give further peace of mind to residents who are currently experiencing parking difficulties since parking charges were introduced in Cutteslowe park and the Water Eaton Park and Ride and who continue to use these residential roads as a free alternative to the park and ride given their proximity to the bus stops on Banbury Rd.</p>	<p>and is content for this change to proceed.</p>
<p>Resident Harbord Road</p>	<p>Appreciates the significant task to take account of everyone's' views. In particular thinks there is a good solution for the area near to Templar Road shops. No solution is likely to get universal approval but thinks we have developed a good solution to provide adequate parking for the shops.</p> <p>Disturbed to observe that the proposals still include double yellow lines for the length of Harbord Road from Banbury Road to the exits from the roundabout. This will be a road safety issue. It is recognised that clear roads encourage higher speeds because there is no perceived risk of obstruction. Cars will exit the roundabout at speed and this will endanger pedestrians crossing the side roads and slower moving cars which are leaving the side roads. Some 1 hour parking spots would serve to control speeds on this section of road, allow a limited area for general parking for visitors to, say, Artweeks, give parking spaces for the Harbord Road residents who currently park in that area and a safe place for the coach to park.</p>	<p>Noted.</p> <p>Following comments made in response to this consultation it is now proposed that a short length of 2-hour shared use parking is introduced on the south side of this section of road, in a location that will not interfere with any driveways.</p>
<p>Resident, Harbord Road</p>	<p>Would like to see a very few (one or two) residents or one hour parking places between the Banbury Road and the mini roundabout in Harbord Road, which would also act as a traffic calming measure.</p>	<p>Following comments made in response to this consultation it is now proposed that a short length of 2-hour shared use parking is introduced on the south side of this section of road, in a location that will not interfere with any driveways.</p>
<p>Resident Harbord Road</p>	<p>Is wholly in favour of the proposals for Harbord Road subject to two reservations A) will it happen at once and not be subject to further quest for the ideal solution? B) the proposed closing time of 5p.m is not really satisfactory and fails to recognise Harbord's special problem from the charging system in the park.</p>	<p>It is not intended that there will be further consultation. The choice of 5pm represents a compromise between the competing requests of residents</p>

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	Why does your proposal of 5 pm cease to protect us from then to 9pm?	across the area.
Resident, Harbord Road	Only criticism is the time that people are not allowed to park in Harbord Road between 10am – 5 pm. Dog walkers will still park here before 10am and after 5pm.Has grass in front garden and is constantly having to clear “dog droppings” from it. Could the time be extended to perhaps 8am – 6pm?	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Two residents, Harbord Road	Wish to have the parking restrictions 8am – 6 pm. There has been a marked increase in early dog walkers who let their dogs out into the road running loose, whilst they change shoes etc. The dog fouling on pavements, roads and gardens is unacceptable. Most dog walkers are local and could walk to the park if they wished to avoid the 50p charge.	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Two residents, Harbord Road	Pleased that these parking restrictions are coming into effect but feel that it would be much more beneficial though if the proposed times could be extended say, to an hour either side eg 9am until 6pm as there will be a vast turnover of parked cars visiting the park up until 10am and after 5pm. Ideally it would actually be better to extend the parking restrictions until 7pm as members of football teams participate in training and take advantage of the free parking available in Harbord Road. Or alternatively could a 30 minute waiting time be imposed before and after the restrictions apply for non-permit holders only?	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Resident, Harbord Road	Asks that the parking restriction be extended to apply from 8 am to 6 pm daily. Suffers from dog fouling, caused by people coming to walk their dogs by car from far and wide. This is very unacceptable and very unpleasant for residents who have to clear excrement from their entrances and gardens.	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Resident, Templar Road	Would like to thank Councillor Fooks for listening and being prepared to adapt the scheme, since the parking issue, is NOT the same in all roads in the area and consequently some residents are more affected than others. In the case of the upper part of Templar Road we are not affected and would prefer not to have parking restrictions with the attendant permit costs, matters of enforcement and resulting change to the residential road character which this creates. Thinks it would be a very sad step indeed if we were to have parking restrictions. It would be a form of coercion for the wrong reasons. Why	The scheme approved in 2013 specifically excluded the western section of Templar Road from any restrictions. However, it is clear from the responses to this (2014) consultation that a significant number of residents in this part of Templar Road now wish for restrictions to cover the whole road. It is therefore

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	<p>should we have to have it when the root cause of the problem in other roads is not acknowledged and not addressed (refers to the City Council imposing parking charges in Cutteslowe Park, which deter road users and encourages them to park in Harbord Road)?</p> <p>Furthermore, concerning casual commuter parking; this is as a result of road users seeking to avoid County Council charges at Park and Ride car parks. Again a doubly complicit issue significantly compounded upon innocent residents by Councils that should understand, help and seek better for their rate payers than charge them for the problem.</p> <p>Considers any parking restriction should be of the minimum time period and time of day possible, to deter others and meet users' needs. Does not think the restrictions in Kendal Crescent do neither as presently proposed. Double yellow lines have been long promised for the corner of Lovelace and Templar road, where there are navigation dangers at night. Where are they? The double yellow lines on the entrance to Harbord Road are never enforced.</p>	<p>proposed that the scheme be so amended.</p>
<p>Resident, Templar Road,</p>	<p>Lives in section of Templar Road, opposite Park Close. Has never had problem with anyone parking outside house as has a drive so it is left clear. Hopes home is not included in the proposals and will strongly fight any resident parking permits.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>
<p>Resident, Templar Road</p>	<p>Occupant of property close to where the parking permit scheme is proposed to start. Doesn't see the benefit of introducing such parking at this location given that all parking west of our house is to remain normal there is no reason for permit parking. Location is some distance from public access to the park and to be charged to park outside our home on the basis that the public 'may' park in our area is something that just simply doesn't make sense. Strongly believes that the parking should be introduced from the grass verge</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>

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	<p>on the right hand side of our homes opposite Pennywell Drive. If this is not achievable wants some explanation as to why he should pay and our neighbours west of us should remain unaffected. With all things considered, thinks that charging people to visit a public park is something that has caused disruption on a number of levels. The expense of this parking plan both socially and economically are a direct result of this bizarre money making scheme and feels grieved that we are to be needlessly dragged in to this issue.</p>	
Resident, Templar Road	<p>Feels it essential that the Permit Holders parking only daily 10am-5pm should extend to the western end of Templar Road. If this does not happen fears that the commuters currently using the surrounding roads will merely move to Templar Road.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>
Resident, Templar Road	<p>Are very very much in favour of the remaining section of Templar Road being included in the same restrictions as in the plan for the rest of the area, as proposed in the above mentioned letter.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>
Two residents, Templar Road	<p>Live in the part of Templar Road which currently won't be getting the parking permit scheme. Would like to take the opportunity to convey that they are very against this and strongly in favour that all of Templar Road should have the same parking permit/restrictions as surrounding roads. As most of the other roads in the Cutteslowe and Five Mile Drive area will have parking restrictions it will inevitably attract many city centre and park goers to park in the unrestricted section of Templar Road and leave residents on Templar Road with very little parking options. Further, would like to point out that the No 17 bus also comes down Templar Rd and if the road is fully parked by cars it will mean that the bus won't be</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>

	able to come down the road if there is oncoming traffic. Some sort of traffic control system would need to be in place to allow the bus to avoid oncoming traffic as oncoming traffic will find it difficult to find free parking spaces to divert to so that the bus can safely pass.	
Two residents, Templar Road	<p>In the current proposals our section of Templar Road has no parking restrictions and is surrounded by roads that do have restrictions. Therefore, it seems very likely that many of the commuters who currently park in Five Mile Drive will view our road as a convenient car park, as will some users of Cutteslowe Park. Are concerned that they will be unable to park within a reasonable distance of our house at keys times of the day. Therefore, are very much against the proposal not to have any restrictions in Templar Road</p> <p>Ask two questions: (a) don't see why the western end of Templar Road should be viewed as a single, rather arbitrary, constituency just because some (one?) resident(s) decided to drum up opposition to the proposals along this stretch of road. Is it not possible to allow residents to opt into (or out of) the parking permit scheme? Understands that this creates some extra complication, but it might be better than having to revisit the issue at a later date; (b) if it quickly becomes apparent that residents in Templar Road are hugely inconvenienced by cars parking outside their houses is it possible for the issue of parking restrictions to be revisited? Has heard a rumour that this would not be possible, but very much hope that this is not the case.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p> <p>The constraints on the way in which CPZs can be signed mean that such an approach would not be possible.</p> <p>It is very unlikely that funding would be available for such a change in the future.</p>
Resident, Templar Road	Deeply concerned that house will be on the only road with "free" car park which will attract no doubt many commuters and create a risk for kids on their way to school due to increased traffic and additional cars parked in the street. Asks that the proposal is reconsidered and fully include Templar Road in the permit holder only area, at least for the weekdays, for the safety on our kids.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road	Dismayed to see that the western end of Templar Road has been left free of any restriction. Wish to reiterate the fact that we feel it essential that the Permit Holders parking only daily 10am- 5pm should extend to the western	It is clear from the responses to this consultation that a significant number of residents in the

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	end of Templar Road. If this does not happen, fear that the commuters currently using the surrounding roads will merely move to Templar Road.	western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Very concerned to see that part of Templar Road may be excluded from this scheme. Personally would prefer 'permit holders parking only daily 10am - 5pm' in accordance with adjacent roads. Believes that excluding Templar Road will encourage a lot of extra traffic as commuters will search for spaces to avoid paying for parking. Believes it will also attract those visitors to Cutteslowe Park who wish to avoid the parking fee there. This increase in traffic and, with it, the likelihood of driveways being obstructed, will obviously be to the inconvenience of residents.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	As a resident in the western end of Templar Road it is of the opinion that the restrictions proposed for the eastern end of Templar Road should be extended to encompass the whole of Templar Road, otherwise parking is likely to be displaced towards the western end.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Would like to state strong concern and opposition to these proposals. Has recently moved into the area and now lives on one of the few streets (Templar Road west of Park Close) that would not be subject to any restrictions. Based on the current proposal, it is highly likely that our street would be subject to significantly increased traffic and parking from non-residents, making it difficult for the actual residents to find parking close to home. Would be more than happy to be subject to the same restrictions as the other streets in the neighbourhood and pay for 2 parking permits.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Sadly Templar Road is still omitted from the scheme which will make life difficult for the family and some of our neighbours. It is difficult to understand why it is one small area and one small group of residents who are left without protection. Clearly this will be a magnet for commuters and park goers and those of us who rely on street parking both during the week	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover

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	and at weekends are going to find life becoming difficult. If there are people in the street who are genuinely against a scheme then why not leave their places as free parking and simply allocate permit spaces outside those houses who would like them. This would raise additional revenue for the council and would assist those who need street parking.	the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Concerned about the proposal not to include parking restrictions in the majority of Templar Road. Thinks that, due to the restrictions being placed in neighbouring roads, people will park their cars on Templar Road. People going to Cutteslowe Park may also decide to park on Templar Road which will cause congestion.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	As a resident of Templar Road would like to request that this road also has Parking permits to prevent the road being used as a free parking zone. This seems to be the only solution, since all the surrounding roads will have restrictions; otherwise all cars will use it as a free parking area.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road	Live in the section of Templar Road in the zone that is to remain unrestricted and have grave concerns about this. Certain that the knock on effect of the proposed restrictions is that we will not be able to park outside the property as non-residents will rapidly use all the free spaces. If there are to be parking restrictions further up our street then feel that they should be treated in the same way as the overspill of cars would impact on our part of the street making it impossible to ensure we could park outside our house.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Live on Templar Road and am extremely concerned that once the many surrounding roads have enforcement, the commuters will use Templar Road to park every day, causing a serious amount of additional traffic and cars parked outside our houses. Would like to join with the other roads in our surrounding area in having parking restrictions and a resident permit	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover

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	scheme in place to avoid people using our road as a cheap park and ride alternative.	the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Opposes the suggestion of excluding Templar Road between Lovelace Road & Park Close from any restrictions. This would certainly lead to congestion & blocked driveways when all the surrounding roads are restricted.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road.	Certainly does not want Templar Road to become a commuter parking area, so under the circumstances there seems no alternative but to ask that they have parking restrictions.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road.	Certainly do not want Templar Road to become a commuter parking area, so under the circumstances there seems no alternative but to ask that we, too, have parking restrictions.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road	Would like to express in the strongest terms our disagreement at excluding Templar Road from parking restrictions. This exclusion is not logical in the context of restrictions being introduced in the roads around us and we will simply face the probability that cars excluded from parking in these roads will seek space where there are no such restrictions. At our end of Templar Road during the day there are already a number of cars parked from outside the neighbourhood and this will only get worse.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so

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	<p>If current proposals go ahead without Templar Road the Council will no doubt face a campaign at a later stage to introduce restrictions. Would it not be better to make the changes now?</p>	<p>amended.</p>
<p>Resident, Park Close</p>	<p>Asks for confirmation about the status of Park Close, in so much as, whether the Close is deemed a private road or not and in any way different in its status from the surrounding roads. For a very long time notices to the cul de sac and the side entrance access from Cutteslowe Park/Harbord Road, have indicated that it is a Private close and that access is limited to residents only. Is, or was, the Close so protected or is the notice merely aspirational in its statement?</p> <p>Notes that currently the number of vehicles parking in the Close is at an ever higher level, presumably reflecting the number of multi occupation flats. Those areas of the Close not used by residents and with much of the remaining on road parking areas naturally restricted by also being spaces in front of residents' garages etc there would be few areas technically available for others to use under the proposed new scheme. Park Close is very narrow and particularly so on the bend at the opening of the road. Is there any scope in this proposal to prevent parking on the narrow entrance to the Close, by means of yellow lines, for instance?</p>	<p>Resident has been provided with information on the extent of adopted highway.</p> <p>This matter will be reviewed once the controls are in place</p>
<p>Resident, Haslemere Gardens</p>	<p>As a resident of Haslemere Gardens I am content with the scheme.</p>	<p>Noted.</p>
<p>Resident, David Walter Close</p>	<p>Notes that David Walter Close has been omitted from the proposals. Concerned that as soon as parking restrictions are introduced, other residents in the area would take advantage of David Walter Close's unrestricted parking to avoid paying for a parking permit, thus making it difficult to park in the street. Most residents have no option but to park on the street. It would be greatly obstructive for people to be unable to park on the street because the road was already full - we would presumably be ineligible for the parking permits, but also be unable to park anywhere else due to the residents parking restrictions on the nearby streets.</p> <p>There are numerous elderly people of limited mobility living on David Walter Close who do not own cars, but require vehicular access for transportation</p>	<p>There is a potential for increased parking on this road when permits are required elsewhere. However, there is no change in these proposals from the scheme previously approved when this road was not included in the CPZ and no other resident has commented on the matter.</p>

	<p>e.g. hospital transport, is also a consideration should David Walter Close become 'parked-out' by other residents' cars. In the case of residents with their own cars, they would mostly defend their own parking space by their mere presence, but in the case of intermittent transportation requirements, the elderly would be adversely affected by the new permit scheme.</p> <p>A logical alteration then, should the parking permit scheme proceed would be to include the handful of roads in the eastern block of the parking zone which are not currently covered in the proposal. It's not at all clear why we should have been excluded, and is quite clearly open to abuse by the residents of other streets.</p>	
<p>Resident, Marriott Close</p>	<p>Particularly pleased to see the following inclusions:</p> <ul style="list-style-type: none"> • Maximum of 2 residents' permits per dwelling. There are many multi-occupancy properties in Harefields, so limiting the number of permits is essential if the scheme is to be successful. • Restrictions of 10am-5pm Monday to Friday. This seems reasonable, given that it is the period that parking is most problematic due to Oxford commuters, etc., using the roads as a free car park. However, I would mention that evenings can be difficult too (i.e. finding a space when returning from work), as we already have problems with displacement parking from Harefields. 	<p>Noted.</p>
<p>Resident, Lovelace Square.</p>	<p>This is to endorse the revised proposals for residents' parking permit scheme. We in Lovelace Square are delighted, especially that Lovelace Road restrictions will apply every day and that there will be two sections of double yellow lines. All this is essential to stop the road being used as a 'park and ride'.</p>	<p>Noted.</p>
<p>Two residents, Harefields</p>	<p>Concerned by the lack of on-street parking now in place after double yellow lines were placed outside our property leading up to the intersection with Banbury Road. Since then there has been a noticeable shortage of parking available for residences down our street. Agree this has made the system of getting in and out of the street a lot easier but we believe there is room for a few additional car parks to be placed along one side of the road without obstructing traffic flow. Can it please be considered that one or two parking spaces to be made available again outside 1 Harefields? Would prefer if it wasn't made permitted parking in Harefields due to the</p>	<p>In the light of these comments a small adjustment to the double yellow lines in the vicinity of this property will be made.</p> <p>There is a widespread view in</p>

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	<p>extra cost involved in applying for the permits for the property which is an additional expense we can't afford in our current financial situation. Also with the social economic area around us we feel many others may be in a similar situation.</p> <p>If parking restrictions were to go in place, we would prefer hours between 10am-4pm Monday to Friday (excluding public holidays) to stop the problem of city workers parking in our street during work hours and bussing to work.</p>	<p>the area that parking problems exist and need to be addressed.</p>
<p>Resident, Harefields</p>	<p>Interested in long term solution of parking problems that we have been experiencing for years. We (3 adults in my household) and many of my neighbours that I had chance to speak to, are having very serious objections on your proposal for traffic and parking regulation in our road.</p> <p>Request that the current proposal is replaced with:-</p> <ul style="list-style-type: none"> • Marking parking bays along Harefields • Restriction of parking - Resident only, 24 hours, seven days a week • Several randomly positioned parking bays for free up to 1 hour parking (not at the front of houses facing Harefields). • Extended duration of permitted parking in bays from "c" on Saturday & Sunday up 2 hours 	<p>The main intention of the CPZ is to address problems arising from parking by non-residents in the area. At the request of other residents in the Harefields area the restrictions proposed here will apply Monday-Fridays only as the key problem is seen as commuter parking. Similarly the times when the restrictions will operate are intended to be sufficient to deter commuters whilst not causing too much disruption for residents.</p>
<p>Resident, Harefields</p>	<p>One concern with the proposals for a residents' parking permit scheme is that there are two privately-maintained courtyards (offshoots of the main Harefields road) which may become subject to rogue parking when the permit scheme begins. Each property in the courtyards has its own driveway, which is part of the individual property and not communally owned. At the moment there is also some parking in the central, communally owned part of the courtyard (e.g. where a property has more than one car - in some cases because some of these properties are divided into two flats). Once the permit scheme begins, how will you ensure that these courtyards will only be used by the residents who live in them, not by people trying to avoid paying charges? And what measures will be in place to avoid cars parking in the middle of the courtyard and blocking access to driveways?</p>	<p>As these courtyards are private the control of parking within them is not a matter for the County Council</p>

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<p>Chief Financial Officer OPP Ltd Elsfield Hall Harefields</p>	<p>OPP Limited occupies Elsfield Hall on Harefields and are directly affected by the new housing development that will drastically reduce the number of parking spaces available onsite for staff and visitors. In order to mitigate the shortfall we were hoping to use parking on Harefields and surrounding roads.</p> <p>The current proposals will restrict parking to permit holders only – can you confirm or not whether OPP Limited would qualify to hold resident parking permits and how many would that be?</p> <p>If we are not entitled to parking permits we would request that Harefields and surrounding roads have some non-permit holding spaces available to accommodate any onsite shortfall for our staff.</p>	<p>It is for the promoters of the proposed housing development to show that there will remain sufficient parking on the site for OPP Ltd, such that it will not overspill onto the surrounding residential streets.</p> <p>Permits will not be provided for OPP staff.</p>
<p>Resident, Harefields</p>	<p>Asks if the double yellow lines outside the courtyard areas will extend inside and/or become permit holders' car parking? Because if it is permit holders then neighbours will be able to park outside our parking area and will block our car.</p>	<p>As these courtyards are private the control of parking within them is not a matter for the County Council.</p>
<p>Resident, Hayward Road</p>	<p>Very much against the proposed restrictions as has never seen the need for parking restrictions in Hayward Road. While one does occasionally see someone leave their car for a bit (mostly to walk dogs) the intrusion seems to me to be minimal. There appears to be no uninvited "outsider" parking further away from the park. Therefore, for most of the residents having to supply tradesmen, friends, and visitors with parking permits will be a totally unnecessary nuisance and expense.</p>	<p>Noted. However the principle of introducing controls in Hayward Road was approved in 2013.</p>
<p>Resident, Hayward Road</p>	<p>Is deeply unhappy at the introduction of parking restrictions 7 days a week in the road which is seen as imposing both charges and inconvenience on the social lifestyle of residents who have chosen to live miles away from the city centre. Weekends are when people tend to receive visits from friends and family members during the day and also when family come to stay. This will rapidly use up the free allocation of permits for the residents who have any kind of family or social life. If 3 couples visit for Sunday lunch then that is 3 permits gone in one go. Should not be paying a levy on family or social life.</p> <p>Understands that the weekend restrictions are to do with usage of Cutteslowe Park as opposed to use of sideroads by commuters, but if this goes ahead some consideration should be given to increasing the allocation</p>	<p>Noted. However the principle of introducing controls in Hayward Road was approved in 2013.</p>

	<p>of free visitors' permits for the areas where the parking restrictions cover the weekend since it is at weekends when people tend to have most of their visitors. Otherwise the residents of Hayward and Harbord Road will be at a disadvantage compared with the areas where parking restrictions are lifted at weekends (eg Five Mile Drive).</p> <p>Suggests the simplest solution would be to impose a 3 hour limit in Hayward and Harbord Roads Monday to Friday during the working day so as to stop commuter parking (this would allow for social visits of a reasonable length) then take the restrictions off at the weekends. The side roads have not been noticeably filling up with park users since the charges were put in by the City Council and most visits tend to be brief ones from dog walkers who do not stay parked long.</p> <p>It could have been predicted that when parking restrictions started in roads nearer the city centre they would spread outwards like ripples in a pond until they reached the outer limits of the city. It could also have been predicted that when the City Council imposed parking charges in Cutteslowe Park there would be park users who would use the side streets to avoid parking charges. A lot of money is going to be made by the county/city out of all this, and both local residents and city residents who use the park are all going to suffer due to these policies.</p>	
<p>Resident, Hayward Road</p>	<p>Wishes to object to the CPZ restrictions in Hayward Road in their present form. It is not clear that any serious statistical analysis has been done on parking habits across the whole affected area. It appears that the restrictions have been instigated on the basis of a small minority of residents in Harbord Road whose problems are real but over-exaggerated. Each road with vociferous enough residents seems to have had its own way – this gives the impression of a political decision to appease certain elements rather than a serious decision based on a sensible overview.</p> <p>On the vast majority of days in Hayward Road there is very unlikely to be a problem with parking for the residents or their visitors, even if there are restrictions imposed in Harbord Road and Five Mile Drive. There is</p>	<p>Noted. However, the principle of introducing controls in Hayward Road was approved in 2013.</p>

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	<p>absolutely no reason to impose a seven-day ban of the type imposed in busy city centre areas. The evidence suggests that this road could in fact manage with NO restrictions.</p> <p>For the sake of a few sunny weekends in the summer when there might be a little backflow from the park I would be prepared to leave things as they stand.</p> <p>A sledgehammer is being used to crack a nut.</p>	
Two residents, Pennywell Drive	<p>It appears that parking would be allowed all along Pennywell Drive – if this is allowed, and cars are parked on the opposite side of the road to our garage, this would prevent us from getting our car in or out as we require. There is not enough room to turn the car round to get it in or out. On several occasions we have had to ask quite a number of cars to move, and they have moved on to the grass corner. With the number of cars belonging to the residents of the Flats – in Pennywell Drive – there are going to be many cars parking.</p>	<p>The introduction of the CPZ should reduce the parking pressure in this area. However, the issue will be reviewed once the controls are in place</p>
Resident, Bourne Close	<p>Although I have private parking at the end of Bourne Close, the introduction of parking permits (in whatever form) is going to have a negative effect on me or my visitors</p> <p>What problems are you are seeking to address. If it is the knock-on effects of the council (City Council?) charging for parking in Cutteslowe Park, then the answer would seem to be obvious - that is to remove those charges, or reach a financial agreement between the two councils. It should not be resolved by imposing inconvenience and expense on the residents.</p>	<p>The effect of the CPZ on surrounding roads will be kept under review.</p> <p>The issue of the removal of charges in Cutteslowe Park has been raised with Oxford City Council by Councillor Fooks but without success.</p>
Two residents, Sparsey Place	<p>Requests a 'Keep Clear' zone or Double Yellow Lines in the lower bend of Pennywell Drive leading into the park to discourage parking in front of the gates leading into rear gardens of Sparsey Place properties.</p>	<p>This matter will be reviewed once the controls are in place.</p>
Practice Manager Summertown Health Centre Kendall Crescent branch	<p>Seeks information about how the scheme will affect staff who work from the surgery at 9 Kendall Crescent.</p> <p>In a typical week there are 4 doctors, 3 nurses and 4 or 5 reception staff who work at the Kendall Crescent surgery. Additional members of the team work there to cover sickness and holidays. The staff that work at the surgery vary from day to day and working patterns mean that staff may not meet colleagues for a few days.</p> <p>Requests sufficient generic (i.e. not registration plate specific) parking</p>	<p>Permits are available for NHS staff to use to visit patients etc, but no specific provision is made for staff parking within a CPZ. There are places nearby where parking will be available without the need for permits.</p>

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	<p>permits to be held at the surgery for the doctors and other staff to use them on the days when they are working there. Assumes that staff would be eligible for parking permits.</p>	
<p>Resident, The Meadows Banbury Road</p>	<p>Resident of The Meadows, a development of 13 flats, with one visitor's space for the whole site. As parking in the adjacent service road is very limited (2 car lengths) and it services 3 properties in addition to the 13 flats at 'The Meadows', it is sometimes necessary for visitors to park in either Haslemere Gardens or Five Mile Drive. Asks whether they will be able to purchase residents parking permit for either of these two roads, or will these be limited to those with addresses in these roads?</p>	<p>This property will be eligible for permits.</p>

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CABINET MEMBER FOR ENVIRONMENT – 27 FEBRUARY 2014

PROPOSED PARKING RESTRICTIONS LIMBOROUGH ROAD, WANTAGE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to introduce new parking restrictions on Limborough Road and adjacent streets in Wantage.

Background

2. With the re-development of the Limborough Road area in Wantage concerns had been raised about the congestion and potential danger caused by parking along the road and the access to the petrol station. In addition, a new pedestrian refuge is planned to be built just west of the petrol station access road but this cannot proceed until suitable parking restrictions are in place.

Consultation

3. In June 2013 formal consultation took place on proposals (shown at Annex 1) to introduce double yellow line restrictions along parts of Limborough Road and adjacent sections of Grove Street and at the junction with Humber Close, these latter proposals to ensure that vehicles displaced from Limborough Road would not cause other problems. The proposal was that some unrestricted parking would remain on the north side of Limborough Road in front of Willow Grange.
4. Over 20 responses were received raising a number of objections to the proposals. Key points were:-
 - (a) the need to provide some short-term parking for those visiting Willow Grange (a block of flats for older people) where many residents have regular carers;
 - (b) concerns about displaced parking adding to safety issues in Humber Close near the junction with Grove Street;
 - (c) concerns that the removal of parking outside Duces Court would lead to increased traffic speed along Limborough Road;
 - (d) concerns that without extending the coverage of the restrictions to the full length of Limborough Road, displaced parking could cause difficulties for delivery vehicles to the supermarket and adjacent units;
 - (e) the need to provide somewhere for residents of Grove Street (especially Crook's Terrace) to park if the facility of Limborough Road was lost.

5. In the light of these various issues it was felt that the most appropriate course of action was to abandon that scheme and to devise revised proposals which aim to meet as many of the points raised as possible
6. Consequently, in November 2013 a new formal consultation took place on revised proposals (shown at Annex 2); this proposal incorporated 4 out of the 5 key points, but did not address the issue of parking for residents of Grove Street and Crook's Terrace. A total of 7 responses were received regarding the revised proposals which are summarised at Annex 3.
7. Two residents of Grove Street (whose houses have private parking accessed off Humber Close) object to the extent of restrictions proposed in Humber Close which they feel will only worsen the difficulties they experience with badly parked cars preventing egress from their parking spaces. One resident of Duces Court is concerned that the presence of parked cars outside Duces Court would make it more difficult to exit the private parking area and be a hazard, whilst another resident of Duces Court welcomed the parking bay in this location but suggested that the time limit was not required – this resident also suggested relaxation of the proposed restrictions on Humber Close to provide parking for others in the area without off-street parking. A resident of Willow Grange is concerned that the addition of double yellow lines in the area will make it more difficult for drivers to park to provide lifts and for essential visitors to park. Two residents of Crook's Terrace responded (one including the letter sent in response to the first consultation which had been signed by 11 other residents of the Terrace) that the proposals for additional restrictions in Humber Close would cause significant difficulties for residents without off-street parking; one also questioned the need for a 2-hour limit on parking in Limborough Road.
8. In response to these concerns it is suggested that two changes are made to the advertised proposals. The first is to remove the time limit on the parking bay outside Duces Court, thus allowing some space for residents without off-street parking; it is not proposed to remove the restriction outside Willow Grange as there is a need for carers, nurses etc to park close by for regular visits to the residents. The second change would be to reduce the length of double yellow line proposed in Humber Close which would still prevent parking close to the Grove Street junction but would allow most of the current parking to continue. These revised restrictions are shown at Annex 4.

Financial and Staff Implications (including Revenue)

9. The cost of the advertising and consultation have been met from S106 funds

RECOMMENDATIONS

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed parking restrictions for the Limborough Road area in Wantage as advertised but amended as described in this report.**

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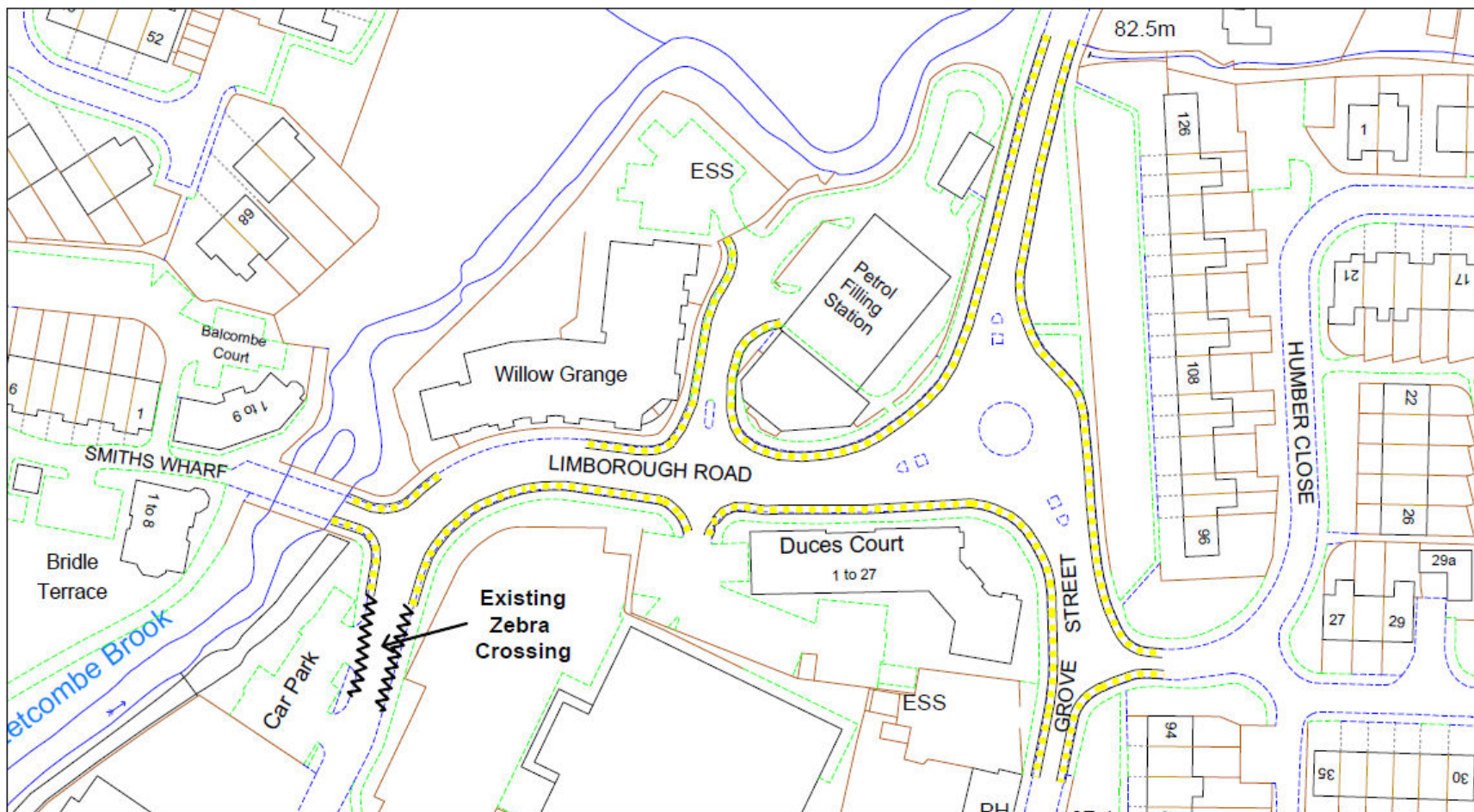
MARK KEMP


Deputy Director for Environment & Economy (Commercial)

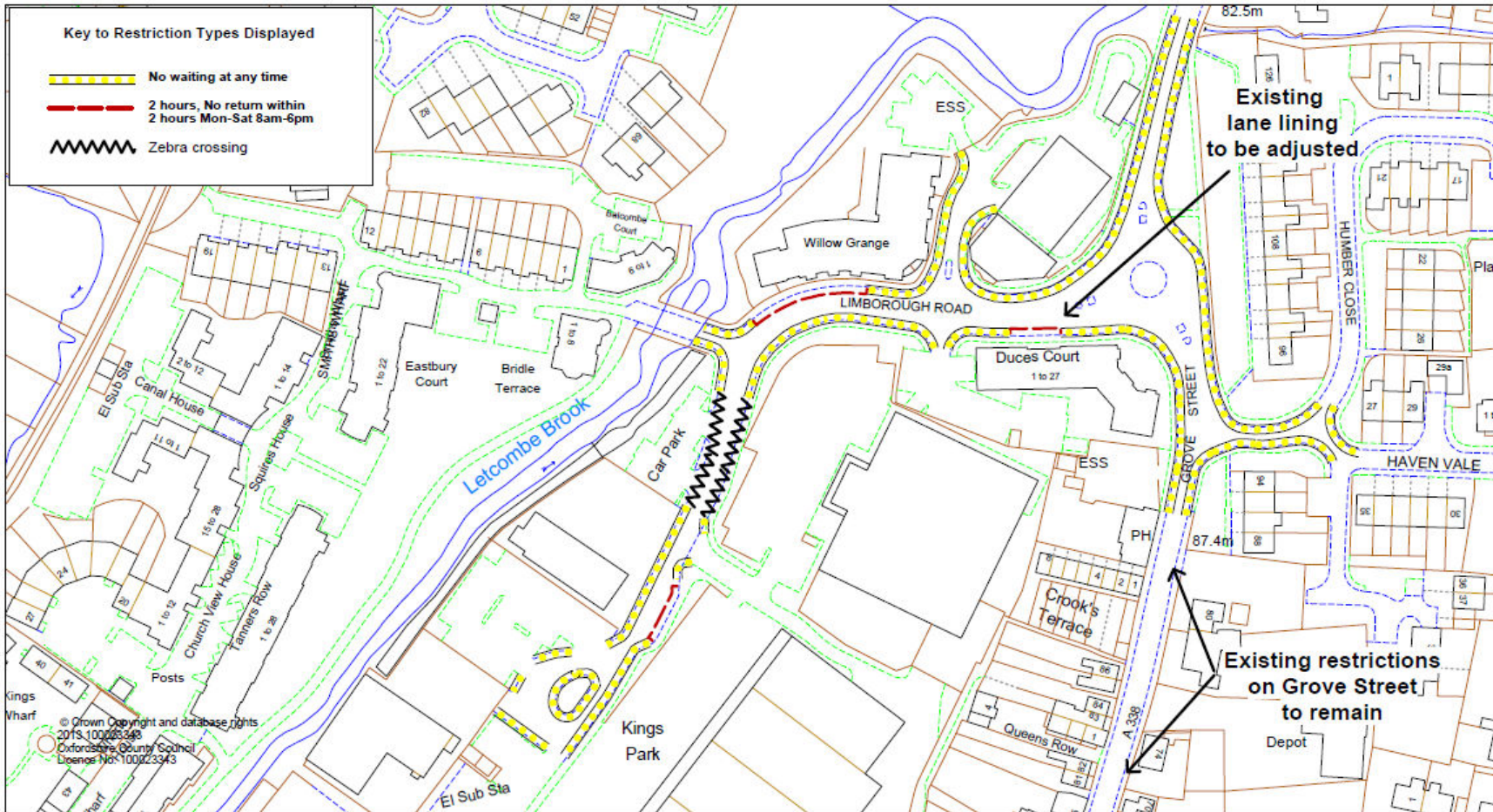
Background papers: Consultation documentation


Contact Officers: Jim Daughton 01865 323364

February 2014



 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>PROPOSED NO WAITING AT ANY TIME RESTRICTIONS LIMBOROUGH ROAD AREA WANTAGE</p>	SCALE	1:1000
		DATE	May 2013
		DRAWING No.	
		DRAWN BY	



 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>o/o</p> <p>REVISED PROPOSALS FOR PARKING CONTROLS LIMBOROUGH ROAD AREA WANTAGE</p>	SCALE	1 : 1500
		DATE	09/2013
		DRAWING No.	
		DRAWN BY	

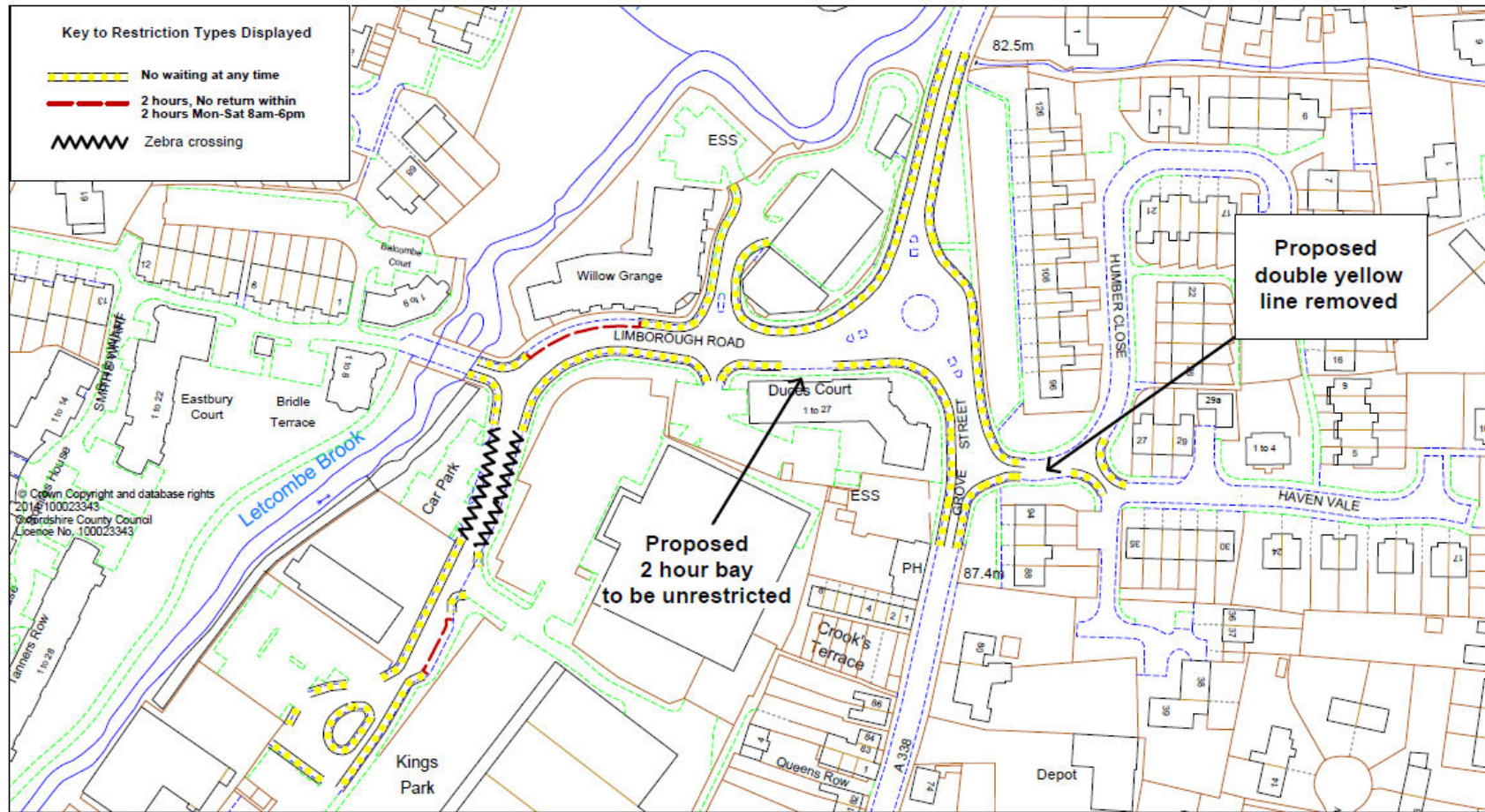
RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	OFFICER RESPONSE
Resident, Grove Street	<p>My property was purchased with off street parking at the rear of the property in Humber Close. As it is at present, the residents in the cottages have a constant battle with cars parking opposite the off road parking bays. At least three cars have been damaged over the last couple of years. We actually have off road parking at the rear of our back gates but when we come home to find cars parked badly, we cannot park on it as we need to leave access for emergency vehicles, deliveries etc.</p> <p>By putting in your planned yellow lines, the only area left will be outside our properties that cars can park for any length of time for free. At any one time collectively, you can have between 30 and 40 cars parked in the surrounding area on a daily basis.</p> <p>The Council has 67 car parking spaces on the two Limborough Road car parks which on a daily basis are pretty much not used. People would rather not pay and leave their car on the side of the road!! This must be a starting point for your problem. You have 67 unused spaces which must be making you next to nothing revenue wise!!</p>	<p>In the light of these comments it is proposed to reduce the length of double yellow lines intended for Humber Close and to remove the 2-hour time limit on the parking outside Duces Court, which together will retain much of the current parking and should therefore not result in a significant increase in parking pressures near the resident's house.</p> <p>This matter has been passed to Vale of White Horse District Council (who operate the car park) for their consideration.</p>
Resident, Grove Street	<p>Rather than reiterate all of the very valid points that my neighbour has made I would like to add my support to his comments. As a resident and property owner of Grove Street in Wantage we frequently experience difficulty in parking in our own spaces, which are private and belong with the property. Most of these cars do not belong to residents of Humber Close or Grove Street.</p> <p>When we bought our property, we were careful to ensure we had our own parking and find it very frustrating and difficult when the access to our parking is blocked or severally restricted. With the proposed restrictions, I fear as my neighbour does, that the problem of parked cars will merely be moved into the side streets and unrestricted areas, creating problems for</p>	<p>In the light of these comments it is proposed to reduce the length</p>


	<p>residents of those areas and animosity.</p> <p>I am strongly opposed to these changes as have seen no evidence of its need. The front of my property has a good view of the petrol station in Limborough road and the cars parked along the front of Duces Court and see no safety issues resulting from such arrangements as the current ones. Indeed, Limborough Road and the entrance to the Petrol Filling Station have a wider entrance and access than that of Humber Close. Any increase in traffic and parked cars within Humber Close is inevitable if the proposed restrictions are applied which, in turn, will lead to safety issues for residents of Humber Close and the Elms Cottages, Grove Street. Simply moving the parking issue somewhere else is not acceptable and an alternative should be sought and applied.</p> <p>If restrictions genuinely need to be applied (which I believe is untrue) then parking in Humber Close should be restricted to residents only by doing the following:</p> <ol style="list-style-type: none"> 1. Provide resident parking permits for parking on the street to Grove Street (Elms Cottages) and Humber Close residents, free of charge. 2. Provide visitor permits for the above same residents, free of charge. 3. Keep the current parking charges at the public car park in Limborough Road but provide free parking permits for residents of Crooks Terrace and those few properties on Grove Street (along the row near the Abingdon Arms) that do not have parking near their property. <p>This would ensure that parking in Humber Close is kept to a sensible level that the residents can accept and live with whilst providing sufficient free parking for those people displaced by the new restrictions.</p>	<p>of double yellow lines intended for Humber Close and remove the 2-hour time limit on parking outside Duces Court, which, together, will retain much of the current parking and should therefore not result in a significant increase in parking pressures near the resident's house.</p> <p>The County Council has a longstanding policy that residents' parking will not be introduced unless Civil Parking Enforcement is in place. At present, all parking enforcement in Wantage is carried out by Thames Valley Police who are in agreement with this policy.</p>
<p>Resident, Duces Court</p>	<p>I am against the revised scheme, as I believe it would be better if all parking was restricted between the Grove Street/Limborough Road roundabout and the entrance to Duces Court, as in the original scheme. With cars parked along Limborough Road, it is much more difficult to exit Duces Court in a</p>	<p>The position of the proposed parking bay will still provide adequate visibility for drivers emerging from Duces Court car</p>

	<p>safe manner, as you are unable to see oncoming traffic.</p> <p>There is also a public car park available just a few yards along the road, so the sections of 2-hour parking along Limborough Road are completely unnecessary, as well as being a hazard.</p>	<p>park.</p> <p>This matter has been passed to Vale of White Horse District Council (who operate the car park) for their consideration</p>
<p>Resident, Duces Court</p>	<p>I am pleased to see that parking bays have been introduced outside Duces Court and I support this as per my response to your first consultation. I do, however, question the need to restrict those spaces outside Duces Court and Willow Grange to two-hour parking bays. Currently there is ample parking provision at the Kings Park retail outlets and the adjacent Sainsbury's store for those going to these shops. Therefore, cars that are parked outside Willow Grange and Duces Court are generally local residents and their visitors who may not have alternative arrangements. I do not feel, at present, this two hour restriction is required and believe strongly that these restrictions should not be in place on Saturdays when residents are likely to be at home and would need to park for longer.</p> <p>I also recognise that double yellow lines are required in circumstances where parked vehicles could cause a traffic incident such as on and around bends. The one section of road at Humber Close where cars often park on the south side does not appear to be an area of high risk. While there is concern of parking 'spilling-out' due to the new restrictions this is an area where cars already park and appear to cause little nuisance and would ask that marked parking bays are placed here instead of the double yellow lines proposed. I feel this would be more beneficial to local residents than eradicating cars completely as the significant reduction in areas where people currently park is going to create massive competition for space and the problem will be displaced elsewhere.</p>	<p>In the light of these comments it is proposed to reduce the length of double yellow lines intended for Humber Close and to remove the 2-hour time limit on parking outside Duces Court, which together will retain much of the current parking for those without private off-street facilities.</p>
<p>Resident, Willow Grange</p>	<p>In spite of paying our Council Taxes we at Willow Grange are to have our lives made even more difficult by yellow line restrictions. For me it means double parking at the meagre space allowed when I am taken out by</p>	<p>Parking in order to pick up or drop off a passenger, and for deliveries, is allowed on double</p>

	<p>relatives or taxi as I am unable to walk far.</p> <p>Why is it not possible for “Residents Only” space be allowed opposite the Petrol Station? At least then Doctors, several daily carers, grocery and prescription deliveries will be able to stop, or are we expected to fetch our own. The “Parking Space” is the furthest distance from the front door.</p>	<p>yellow lines.</p> <p>Blue Badge holders can park for up to 3 hours on double yellow lines providing they do not cause an obstruction.</p> <p>The proposed 2-hour parking bay is intended to provide short-stay parking for carers and visitors.</p>
<p>Resident, Crooks Terrace</p>	<p>I must object to the proposal as it is abundantly clear that no thought has been given to a section of local residents at any point. There is no justification for the blanket yellow-lining of the Humber Close entrance. At least 3 cars could park here perfectly safely. The proposals for 2 hour parking restrictions along Limborough Road are an insult to those of us on shift work, as well as those who work from home on occasion. If implemented, these proposals will lead to chronic parking problems further into Haven Vale and Humber Close.</p>	<p>In the light of these comments it is proposed to reduce the length of double yellow lines intended for Humber Close and remove the 2-hour time limit on parking outside Duces Court, which, together, will retain much of the current parking for those without private off-street facilities.</p> <p>The proposed 2-hour parking bay outside Willow Grange is intended to provide short-stay parking for carers and visitors to those and other residents.</p>
<p>Two residents of Crooks Terrace</p>	<p>We bought our property in the knowledge that whilst there was no direct parking outside the property there was plenty of available parking in Humber Close and on Limborough Road that we would be able to use. In relation to your proposals to place double yellow lines throughout Humber Close, we totally disagree that this is proportionate to the needs of the residents within the vicinity of this area. To make both sides of Humber Close restricted by yellow lines and in addition reduce the parking spaces on Limborough Road to 2 hour waiting is preposterous and totally unreasonable.</p>	<p>As above</p>



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 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>PROPOSALS FOR PARKING CONTROLS (FURTHER REVISION) LIMBOROUGH ROAD AREA WANTAGE</p>		SCALE	1 : 1500
			DATE	02/2014
			DRAWING No.	
			DRAWN BY	

Division(s): N/A

CABINET MEMBER FOR ENVIRONMENT – 27 FEBRUARY 2014

OXFORDSHIRE MINERALS AND WASTE ANNUAL MONITORING REPORT 2013

Report by Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)

Introduction

1. The Planning and Compulsory Purchase Act 2004 (as amended) requires the County Council to prepare and publish a Minerals and Waste Annual Monitoring Report (AMR). The former requirement for AMRs to be submitted to the Secretary of State was repealed by the Localism Act 2011.
2. The purpose of AMRs is to assess and report on implementation of the Council's local development scheme (the programme for preparation of the Minerals and Waste Local Plan) and the extent to which policies are being achieved. Previous AMRs, for 2005 to 2012, are on the Council's website.

Annual Monitoring Report 2013

3. The AMR 2013 covers the 12 month period 1 April 2012 to 31 March 2013, although most of the data in it is for the calendar year 2012. This AMR was due to be prepared by the end of 2013 but has been delayed to enable priority to be given to preparation of the draft new Minerals and Waste Local Plan. A draft AMR 2013 is Annexed.

Implementation of the Local Development Scheme

4. The Oxfordshire Minerals and Waste (Local) Development Scheme came into effect in May 2005. The Scheme should be reviewed and revised when necessary to maintain an up to date programme for preparation of the MWDF.
5. A revised Development Scheme came into effect in May 2012, at the beginning of the period covered by this AMR. The AMR reports on the progress that was made towards meeting the programme in that Scheme.
6. A further revised Development Scheme was approved by Cabinet on 26 November 2013 and came into effect on 10 December 2013. The AMR 2013 also reports on progress towards meeting the programme in this current Scheme:
 - February – March 2014: Consultation on Draft Minerals and Waste Local Plan: Core Strategy
 - October – November 2014: Publish / Consultation on Proposed Submission Document
 - March 2015: Submit Plan to Secretary of State for examination;
 - July 2015: Independent Examination hearings
 - October 2015: Receive and publish Inspector's Report
 - December 2015: Adopt Minerals and Waste Core Strategy

7. Work on the plan during the 2012/13 reporting year was focused on the preparation of the previous Minerals and Waste Core Strategy. Following consultation on draft Minerals and Waste Planning Strategies during the autumn of 2011, Cabinet considered amendments to policies in March 2012 and agreed to recommend the Minerals and Waste Core Strategy Proposed Submission Document to the full County Council. The Proposed Submission Document was approved by the County Council on 3 April 2012, and published in May 2012 for representations to be made, in accordance with the timetable in the Development Scheme then applying.
8. The Core Strategy, together with all representations received, was submitted to the Secretary of State in October 2012 for independent examination by a planning inspector. In view of issues raised by the Inspector over the adequacy of the evidence base for the Core Strategy in relation to the recently published National Planning Policy Framework and its compliance with the new duty to co-operate, the examination was suspended in February 2013. Subsequently, and outside the 2012/13 reporting year, the full County Council resolved in July 2013 to withdraw the Minerals and Waste Core Strategy and to prepare a revised Oxfordshire Minerals and Waste Local Plan in accordance with a new Minerals and Waste Development Scheme.
9. Taking into account the context now provided by government policy and emerging new guidance, and the urgent need for a new plan to replace the out of date Minerals and Waste Local Plan (1996), the Minerals and Waste Development Scheme December 2013 provides for a single new plan document to be prepared. The Minerals and Waste Local Plan: Core Strategy will set out the vision, objectives, spatial strategy and core policies for minerals supply and waste management in Oxfordshire over the period to 2030. It will focus on the provision that needs to be made for new minerals and waste development; the strategic framework for delivering this, including the broad spatial strategy with areas of search for mineral working; and criteria based policies against which planning applications would be considered. This approach should provide an appropriate level of flexibility in the provision to be made for mineral working and waste management capacity to respond to assessed needs.
10. Since July 2013, work has progressed rapidly on preparing the draft Minerals and Waste Local Plan: Core Strategy, taking the previous Minerals and Waste Core Strategy (Submission Document October 2012) as a starting point for revised strategies and policies. On 28 January 2014, the Cabinet agreed the draft Minerals and Waste Local Plan: Core Strategy for consultation. This is to be published in February 2014 for a six week consultation period, in accordance with the timetable in the latest Development Scheme.
11. The Statement of Community Involvement was adopted in November 2006. The need to update this has been kept under review having regard to changes in government procedures and policy on plan making and in the County Council's consultation policies and procedures.

Monitoring Achievement of Policies

12. The AMR 2012 used the indicators and targets that were proposed in the Minerals and Waste Core Strategy Submission Document (October 2012) to monitor policy implementation. Revised policies, sustainability objectives, indicators and targets are now being developed in the preparation of the revised Minerals and Waste Local Plan: Core Strategy. It is therefore not possible to undertake a full assessment of policy implementation and to report on the extent to which policies are being achieved for the AMR 2013.
13. The Minerals and Waste Development Scheme lists 46 policies in the Minerals and Waste Local Plan which are 'saved' until replaced by policies in the new plan. (The 'saving' of Oxfordshire Structure Plan policy M2 on locations for sand and gravel working ended in March 2013 with the revocation of the South East Plan.) Those policies are generally not written in a way that enables their achievement to be reported on, but the AMR covers issues relating to their implementation.
14. The AMR 2013 cross refers to the Council's Local Aggregate Assessment 2013 and Waste Needs Assessment, which contain more detailed data on minerals supply and waste management. The AMR reports on monitoring of the following factors:
 - a) Sales (production) of land-won aggregate minerals (soft sand, sharp sand and gravel, crushed rock – limestone and ironstone);
 - b) The landbank of permitted reserves;
 - c) Permissions granted for aggregate mineral extraction;
 - d) Secondary and recycled aggregates production and production capacity;
 - e) Quantities of different wastes arising and methods of waste management;
 - f) Permissions granted for waste management facilities and capacities of different types of facility.
15. The AMR 2013 also reports on the work the County Council has been doing to comply with the 'Duty to Co-operate', as required by the Localism Act 2011, particularly in the preparation of the Minerals and Waste Local Plan.

Conclusions

16. The main findings of the AMR 2013 are:
 - a) Production of sand and gravel in Oxfordshire in 2012 totalled 714,000 tonnes, a marginally higher figure than in 2011 (690,000 tonnes) but still well below the ten year average of 1.001 million tonnes.
 - b) Production of crushed rock in Oxfordshire fell to 242,000 tonnes, the lowest level in a decade.
 - c) The landbank of total sand and gravel at the end of 2012 was 8.2 years based on the ten year sales average of 1.001 million tonnes per annum.
 - d) The landbank of crushed rock at the end of 2012 was 24.5 years based on the ten year sales average of 0.470 million tonnes per annum.

- e) Recorded production of secondary and recycled aggregates in 2012 was 466,000 tonnes, nearly double the figure recorded in 2011 (236,000 tonnes)
- f) No new permissions were granted for the extraction of aggregate minerals in Oxfordshire during the calendar year 2012.
- g) An estimated total of 2.5 million tonnes of waste was managed in Oxfordshire in 2012, of which 54% was construction, demolition and excavation waste, 34% was commercial and industrial waste and 12% was municipal waste.
- h) In 2012, 59% municipal waste was diverted from landfill by means of recycling, composting or some other form of treatment; and it is estimated that 70% of commercial and industrial waste was diverted from landfill and that 78% of construction, demolition and excavation waste was recycled or recovered for use in restoration or landfill engineering.
- i) Six waste management related planning permissions were granted during the 2012 monitoring period.
- j) In order to meet the Duty to Co-operate the Council has sought to ensure that minerals and waste planning strategic issues of common interest to adjoining and other authority areas are identified and an appropriate approach agreed where possible.

Financial and Staff Implications

- 17. The Minerals and Waste Plan is included within the work priorities of the Environment and Economy Directorate and funding provision for this project is held in the Minerals and Waste Project earmarked reserve. This report does not raise any additional financial or staffing implications.

RECOMMENDATION

- 18. **The Cabinet Member for Environment is RECOMMENDED to:**
 - (a) **approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2013 Annexed to this report;**
 - (b) **authorise the Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2012 for publication on the County Council website.**

MARTIN TUGWELL

Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)

Background papers: None

Contact Officer: Peter Day, Tel 01865 815544

February 2014

Oxfordshire Minerals and Waste Plan

**OXFORDSHIRE MINERALS AND WASTE
ANNUAL MONITORING REPORT 2013**

(for the period April 2012 to March 2013)

**DRAFT
February 2014**

Published in accordance with Section 35 of the
Planning and Compulsory Purchase Act 2004
(as amended by the Localism Act 2011)

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Executive Summary

- I This minerals and waste monitoring report is prepared in accordance with Section 35 of the Planning and Compulsory Purchase Act 2004.¹, It covers the period from 1 April 2012 to 31 March 2013.
- II The report:
 - i) reviews progress on preparation of the Minerals and Waste Local Plan during the monitoring period and subsequently;
 - ii) reports on production, permissions granted and the landbank of minerals in 2012;
 - iii) reports on the arisings and management of municipal solid waste and new permissions granted for waste facilities in 2012.
- III The Oxfordshire Minerals and Waste Core Strategy was submitted for examination in October 2012 but was subsequently withdrawn in July 2013. The Council has commenced the preparation of a revised Minerals and Waste Local Plan, the timetable for which is presented in Section 2 of this report.
- IV Total production of sand and gravel in Oxfordshire in 2012 amounted to 714,000 tonnes, a marginally higher figure than in 2011 (690,000 tonnes) but still well below the ten year average of 1.001 million tonnes.
- V Production of crushed rock in Oxfordshire fell to 242,000 tonnes, the lowest level in a decade.
- VI The landbank of sand and gravel at the end of 2012 was 8.2 years based on the ten year sales average of 1.001 million tonnes per annum.
- VII The landbank of crushed rock at the end of 2012 was 24.5 years based on the ten year sales average of 0.470 million tonnes per annum.
- VIII Recorded production of secondary and recycled aggregates in 2012 was 466,000 tonnes, nearly double the figure recorded in 2011 (236,000 tonnes).
- IX No new permissions were granted for the extraction of aggregate minerals in Oxfordshire during 2012.
- X Six waste management related planning permissions were granted during the 2012 monitoring period.
- XI An estimated total of 2.5 million tonnes of waste was managed in Oxfordshire in 2012, of which 54% was construction, demolition and

¹as amended by the Localism Act 2011

excavation waste, 34% was commercial and industrial waste and 12% was municipal waste.

- XII In 2012, 59% municipal waste was diverted from landfill by means of recycling, composting or some other form of treatment. It is estimated that 70% of commercial and industrial waste was diverted from landfill and that 78% of construction, demolition and excavation waste was recycled or recovered for use in restoration or landfill engineering.

1 Introduction

1.1 Purpose of the Monitoring Report

1.1.1 This Annual Monitoring Report (AMR)²:

- i) reviews progress on preparation of the Minerals and Waste Local Plan during the monitoring period and subsequently (Section 2);
- ii) reports on production, permissions granted and the landbank of minerals in 2012 (Section 3);
- iii) reports on the arisings and management of municipal solid waste and new permissions granted for waste facilities in 2012 (Section 4).

1.1.1 The report covers the monitoring period 1 April 2012 to 31 March 2013. Data on minerals and waste is for the calendar year 2012. All previous annual monitoring reports, back to 2005, are available on the County Council website.

1.1.2 The Oxfordshire Minerals and Waste Core Strategy was submitted for examination in October 2012 but was subsequently withdrawn in July 2013. This was due to issues raised by the inspector over the adequacy of the plan evidence base in relation to the National Planning Policy Framework and its compliance with the new Duty to Cooperate. The Council has commenced the preparation of a revised Minerals and Waste Local Plan, the timetable for which is presented in Section 2 of this report. In the meantime, the saved policies of the 1996 Minerals and Waste Local Plan remain in place.

1.1.3 The 2012 Annual Monitoring Report used the indicators and targets that were proposed in the Minerals and Waste Core Strategy Submission Document (October 2012) to monitor policy implementation. As revised policies, sustainability objectives, indicators and targets for a new plan are currently being developed, it is not possible to undertake a full assessment of policy implementation for the 2013 Annual Monitoring Report.

² Prepared in accordance with Section 35 of the Planning and Compulsory Purchase Act 2004 (as amended by The Localism Act 2011) and to satisfy the requirement of the EU Waste Framework Directive, 2008 (2008/98/EC) (transposed through the Waste (England and Wales) Regulations 2011) to provide details (including capacity) of existing, newly granted and recently closed waste facilities.

2 Minerals and Waste Development Scheme Progress

2.1 Minerals and Waste Development Scheme 2012

- 2.1.1 The Minerals and Waste Development Scheme is a statutory document³ setting out the programme for the preparation of the Oxfordshire Minerals and Waste Local Plan (OMWLP) and the planning policy documents (local development documents) that will make up the plan. The Oxfordshire Minerals and Waste Development Scheme (Fourth Revision) 2012 (MWDS) came into effect on 8 May 2012.
- 2.1.2 The MWDS 2012 covered the period to March 2015 but it only included a timetable for completion of the Minerals and Waste Core Strategy, up to September 2013. The number of documents to be prepared was reduced from previous versions of the MWDS, with the focus on preparation of a Minerals and Waste Core Strategy. The need for preparation of other documents, and programme beyond September 2013, was left to be decided after the Core Strategy had reached examination. This revised position reflected the government's changes to procedure and policy made through the Localism Act 2011 and the National Planning Policy Framework (March 2012).
- 2.1.3 The timetable for preparation of the Minerals and Waste Core Strategy in the MWDS 2012, and the progress made towards meeting it, is shown in Table 2.1.

Table 2.1: Minerals and Waste Core Strategy Timetable and Progress

Stage	Target	Progress
Initial issues & options consultation	June 2006	Met
Initial preferred options consultation	Feb 2007	Met
Further engagement & consultation on issues and options and preferred options	Feb 2010 – Jan 2011	Met
Consultation on draft (preferred) minerals & waste strategies	Sept – Oct 2011	Met
Proposed submission document published	May 2012	Met
Submit Core Strategy for examination	August 2012	Submitted October 2012
Hearings	Oct/Nov 2012	Examination suspended Feb 2013; Plan withdrawn July 2013
Publish Inspector's report	April 2013	
Adopt Core Strategy	Sept 2013	

³ As required under the Planning and Compulsory Purchase Act 2004 (as amended),

2.2 Current Position on Development Scheme 2012 Timetable

- 2.2.1 The Development Scheme timetable for preparation of the Minerals and Waste Core Strategy was met up to publication of the Proposed Submission Document in May 2012. The Proposed Submission Document was published on 25 May 2012 and the period for making representations ran to 16 July 2012.
- 2.2.2 A total of 400 representations on the Proposed Submission Document were received, from 104 bodies and individuals. In view of the time taken to analyse these representations and consider the issues raised, the Minerals and Waste Core Strategy was submitted to the Secretary of State for independent examination on 31 October 2012, later than timetabled in the Development Scheme. The submitted document was unchanged from the May 2012 Proposed Submission Document.
- 2.2.3 A Planning Inspector was appointed by the Secretary of State to carry out the independent examination of the Minerals and Waste Core Strategy. The Inspector sent four technical notes to the County Council in November and December 2012 reflecting his initial observations on the Core Strategy and requesting that the Council carry out the following work before the examination hearings were held:
- a) Prepare a statement showing how the Council has complied with the duty to co-operate (a new duty brought in by the Localism Act in November 2011).
 - b) Provide answers to an initial set of questions about the plan's provision for aggregates supply and the Local Assessment of Aggregate Supply Requirements which Atkins (consultants) prepared for the Council in January 2011.
 - c) Review the background papers and update them to reflect current national policy in the National Planning Policy Framework, March 2012; and to show how national policy and other evidence provide justification for the policies in the Core Strategy.
 - d) Provide a comprehensive schedule of all documents that comprise the evidence base for the Core Strategy, with links to the documents, on the examination webpage.
- 2.2.4 The Inspector subsequently, in January 2013, raised questions over the Council's compliance with the duty to co-operate in the preparation of the Core Strategy, particularly whether the duty had been met in relation to a Local Aggregate Assessment that complied with the National Planning Policy Framework.

2.2.5 On 14 February 2013, with the authority's agreement, the Inspector suspended the examination until 31 May 2013 (subsequently extended to 19 July 2013). This was to provide time for the Council: to complete the requested work; to consider the issue of compliance with the new duty to co-operate and the implications for the examination of the Core Strategy; to review the soundness of the Core Strategy, particularly in relation to the National Planning Policy Framework (which was published after the preparation of and immediately prior to the County Council's approval of the submission document) and the recent revocation of the South East Plan; and to consider how it wished to proceed with the Core Strategy following the election of a new County Council on 2nd May 2013.

2.2.6 On 9 July 2013 the new County Council resolved to withdraw the Minerals and Waste Core Strategy and to prepare a revised Oxfordshire Minerals and Waste Local Plan in accordance with a new Minerals and Waste Development Scheme.

2.3 Minerals and Waste Development Scheme 2013

2.3.1 Work commenced on preparing a revised Minerals and Waste Local Plan following the County Council decision in July 2013. On 26 November 2013 the Council's Cabinet approved the Oxfordshire Minerals and Waste Development Scheme (Fifth Revision) 2013 and this was brought into effect on 10 December 2013.

2.3.2 Table 2.2 shows the new timetable for preparation of the minerals and waste development documents detailed in the Development Scheme 2013. Stages that have been completed are show in italics. Figure 2.1 shows the relationship between the different policy documents.

2.3.3 Preparation of the Minerals and Waste Local Plan: Core Strategy is progressing in accordance with this new timetable.

**Table 2.2: Oxfordshire Minerals and Waste Plan Development Scheme (Fifth Revision) 2013
Schedule and Programme of Proposed Local (Minerals and Waste) Development Documents**

Document Title, Status and Geographic Area	Summary of Subject Matter	Chain of Conformity	Commence Preparation	Community Engagement & Consultation (Reg. 18)	Publish Proposed Submission Document (Reg. 19)	Submit to Secretary of State (Reg. 22)	Independent Examination (Reg. 24)	Inspector's Report (Reg 25)	Adoption (Reg. 26)
Minerals and Waste Local Plan – Core Strategy Development Plan Document Covers the whole of Oxfordshire	To set out the Council's vision, objectives, spatial strategy and core policies for the supply of minerals and management of waste in Oxfordshire over the period to 2030 – including areas of search or other broad locations for development, supported by criteria based policies	Must conform with legislative requirements and national planning policy *	<i>Commenced March 2005</i>	<i>Initial issues & options consultation June 2006; Initial preferred options consultation Feb 2007; Further engagement & consultation on issues and options and preferred options Feb 2010 – Jan 2011; Consultation on draft (preferred) minerals & waste strategies Sept – Oct 2011</i> Consultation on revised draft minerals and waste strategy Feb – March 2014	Publish for representations to be made Oct 2014	Submit Core Strategy for examination March 2015	Hearings July 2015	Receive and publish Inspector's report Oct 2015	Adopt Core Strategy Dec 2015
Statement of Community Involvement Non - Development Plan	To set out the Council's policy on community involvement in local (minerals and waste)	Must be in conformity with legislative requirements	<i>Commenced March 2005</i>	<i>Issues & options consultation Sept 2005; Preferred options consultation Oct 2005</i>	n/a	Submitted Feb 2006	Hearing held July 2006	Inspector's Report received July 2006	Adopted Nov 2006

Document Covers the whole of Oxfordshire	development documents and planning applications								
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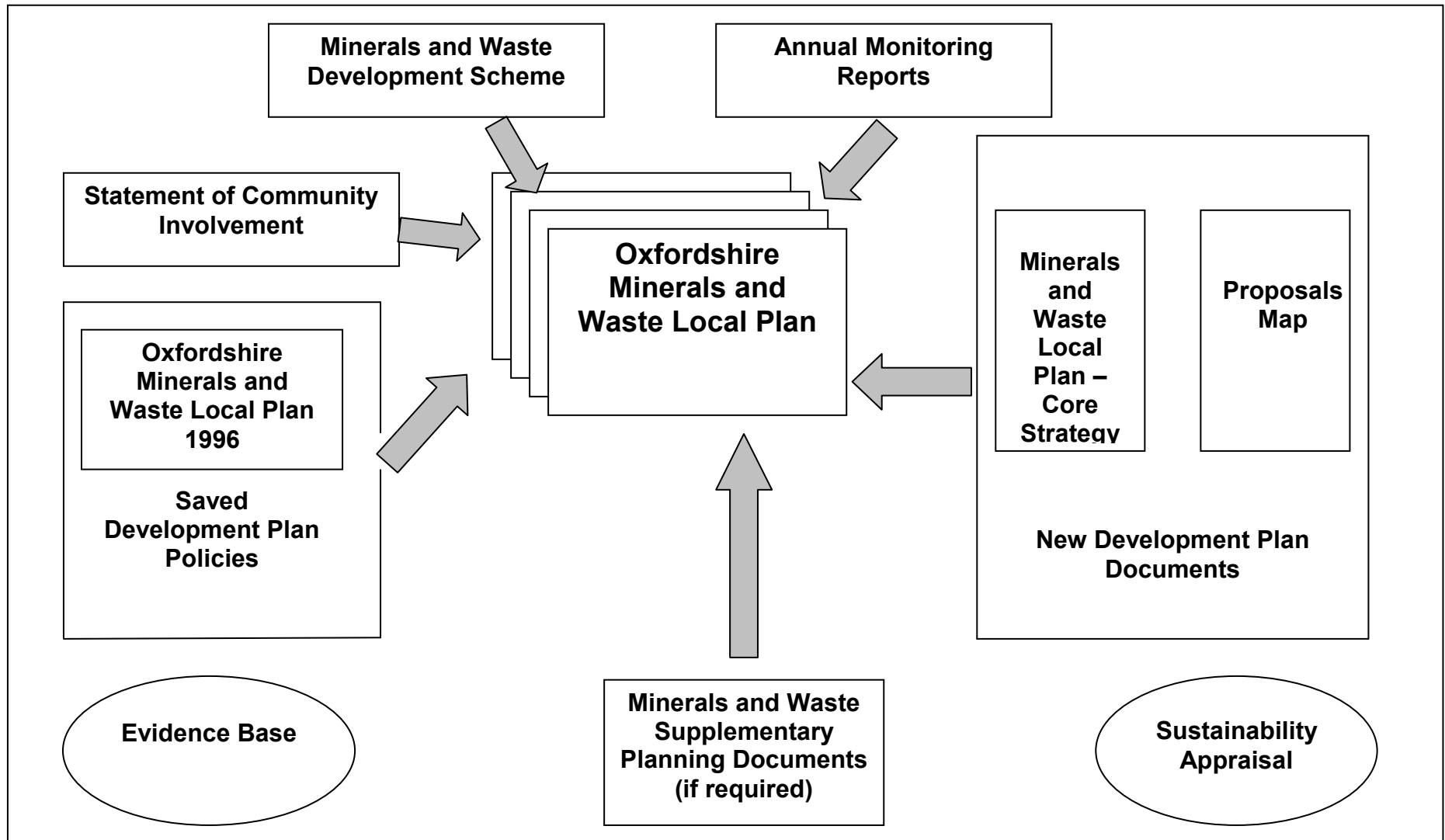
Regulation (Reg.) numbers refer to The Town and Country Planning (Local Planning) (England) Regulations 2012.

Stages in italics have already been completed.

* National planning policy is contained in the National Planning Policy Framework, March 2012 and Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management, July 2005 (as amended).

The need for any further development plan documents (e.g. minerals and waste site allocations, and supplementary planning documents (e.g. minerals and waste development code of practice; and restoration and after-use of minerals and waste sites) will be kept under review; these documents are not included in this Development Scheme.

Figure 2.1
The Oxfordshire Minerals and Waste Local Plan – How the Separate Documents Fit Together



3 Minerals Monitoring

3.1 Local Aggregate Assessment

3.1.1 Mineral planning authorities are required by the National Planning Policy Framework (NPPF) to prepare an annual Local Aggregate Assessment (LAA). The Oxfordshire Local Aggregate Assessment 2013 was approved by the Council's Cabinet on 26 November 2013 and is available on the County Council's website.

3.1.2 The LAA contains detailed information on Oxfordshire's mineral resources and past and current aggregate production figures. It sets local aggregate provision figures based on the past ten year sales average and other relevant local information. The LAA is a standalone document but is closely related to and compliments the AMR. The key findings of the LAA are detailed in sections 3.2 – 3.4 below. Section 3.5 provides details of new planning permissions granted for the working of primary aggregates.

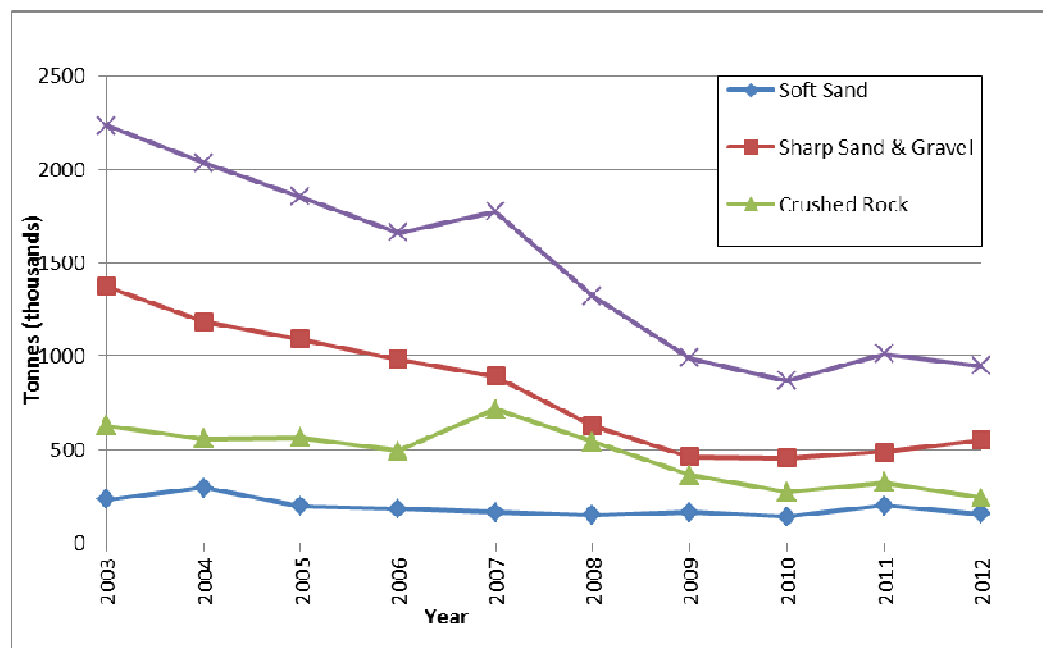
3.2 Sales (Production) of Primary Land-Won Aggregates

3.2.1 Production of primary aggregates from quarries in Oxfordshire for the ten year period 2003 to 2012 is shown in Table 3.1 and Figure 3.1. This data is from aggregates monitoring surveys undertaken annually by the County Council on behalf of the South East England Aggregates Working Party (SEEAWP).

Table 3.1: Sales (Production) of Primary Aggregates in Oxfordshire 2003 to 2012 (thousands of tonnes)

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	10 Year Average
Soft Sand	234	295	199	183	166	151	165	142	201	155	189
Sharp Sand & Gravel	1,372	1,184	1,090	983	893	629	462	455	489	559	812
Total Sand & Gravel	1,606	1,479	1,289	1,166	1,059	780	627	597	690	714	1,001
Crushed Rock	629	557	564	495	717	543	363	272	322	242	470
Total Primary Aggregates	2,235	2,036	1,853	1,661	1,776	1,323	990	869	1,012	956	1,471

Source: SEEAWP Aggregates Monitoring Surveys

Figure 3.1: Aggregate Production in Oxfordshire 2003-2012

Source: SEEA WP Aggregates Monitoring Surveys

3.2.2 Total production of sand and gravel in Oxfordshire in 2012 amounted to 714,000 tonnes, a marginally higher figure than in 2011 (690,000 tonnes) but still well below the ten year average of 1.001 million tonnes. Production of crushed rock in Oxfordshire fell to 242,000 tonnes, the lowest level in a decade.

3.2.3 The distribution of aggregate sales is surveyed every four years as part of a national survey, most recently carried out in 2009. The results of the 2009 survey were reported in the 2012 AMR and are included in the LAA. The next survey of the distribution of aggregate sales will be for 2013. If the data is made available in time, it will be reported in the 2014 AMR.

3.3 Landbank of Permitted Reserves

3.3.1 Table 3.2 below shows permitted reserves of soft sand, sharp sand and gravel, total sand and gravel and crushed rock at the end of 2012. Landbank figures for the end of 2012 (based on the current 10 year sales average) are also shown. The landbank of total sand and gravel at the end of 2012 was 8.2 years. Despite the fact that no additional permissions for minerals extraction were granted, this is a marginally higher figure than at the end of 2011 (7.9 years), which is attributed to an increase in permitted reserves due to revised operator estimates and to a lower 10 year sales average. For the same reasons, at 24.5 years, the landbank of crushed rock at the end of 2012 was also higher than the figure for 2011 (21.3 years). For sharp sand and gravel, the landbank was only 7.2 years; but for soft sand it was 12.8 years.

Table 3.2: Landbank of Permitted Reserves at End of 2012 based on Past 10 Years Average Sales

	Permitted Reserves at end 2012 ⁴	10 year sales average	Landbank at end 2012
Soft Sand	2.415 mt	0.189 mtpa	12.8 years
Sharp Sand & Gravel	5.836 mt	0.812 mtpa	7.2 years
Total Sand & Gravel	8.251 mt	1.001 mtpa	8.2 years
Crushed Rock	11.494 mt	0.470 mtpa	24.5 years

Source: SEEAWP Aggregates Monitoring Survey 2012

3.4 Secondary and Recycled Aggregates

3.4.1 Table 3.3 shows recorded figures for production of secondary and recycled aggregate from 2008 to 2012. These figures are from SEEAWP aggregates monitoring surveys and do not include construction and demolition waste recycled in-situ using mobile plant. It should also be noted that all but the 2012 survey had low response rates. The figures are therefore likely to be under-recorded.

Table 3.3: Production of Secondary and Recycled Aggregate in Oxfordshire 2008 to 2012

Year	Secondary and Recycled Aggregate Production (tonnes)
2008	503,000
2009	286,000
2010	152,000
2011	236,000
2012	466,000

3.4.2 The Oxfordshire Waste Needs Assessment, May 2012 provides an estimate of capacity for construction, excavation and demolition waste recycling facilities. A review of data on permitted facilities in 2012 indicated a total permitted capacity for the production of secondary and recycled aggregates in Oxfordshire of approximately 931,000 tonnes per annum. This figure is for sites which recycle construction and demolition waste. It does not include in-situ recycling at construction and demolition and roadworks sites.

⁴ Excluding dormant sites where working cannot recommence without a further permission (for new planning conditions), such as Thrupp Farm, Radley (sharp sand and gravel) and Shenington (ironstone).

3.5 Permissions Granted for Working of Primary Aggregates

- 3.5.1 There were no new planning permissions granted for the extraction of aggregate minerals in Oxfordshire during the calendar year 2012. Permissions granted since the end of 2012 are listed in Table 3.4, and applications that have been resolved to be granted permission by the County Council's Planning and Regulation Committee are listed in Table 3.5. A map of active and permitted aggregate quarries in Oxfordshire is at Appendix 2.
- 3.5.2 Submitted applications for mineral working that are currently awaiting determination include:
- extraction of 350,000 tonnes of sand and gravel at CAMAS Land, Sutton Wick (submitted September 2005).
- 3.5.3 The County Council is currently processing a review of old mineral permission (ROMP) application for new conditions at Shenington, near Banbury. The Council has also been dealing with a ROMP application at Thrupp Farm, Radley. The estimated reserves at this site are between 0.85 and 1 million tonnes of sharp sand and gravel. The Council made a Prohibition Order on 31st October 2012, which is currently subject to confirmation by the Secretary of State and a public inquiry is to be held.

3.6 Aggregate Rail Depots

- 3.6.1 There are 3 railhead aggregate depots in Oxfordshire at Banbury, Kidlington and Sutton Courtenay and these are safeguarded in the Minerals and Waste Local Plan (1996). (That plan records 2 depots at Banbury, but they have since been amalgamated). The existing Kidlington rail depot is to be relocated to a nearby site to enable construction of a new station at Water Eaton. These depots import crushed rock aggregates from the South West and East Midlands. Capacity figures are not available for these depots. There is planning permission for a further railhead aggregate depot at Shipton-on-Cherwell. There is also a rail depot at Hinksey Sidings, Oxford but this only handles ballast for the rail network, with all movements by rail.

Table 3.4: New Aggregate Extraction Permissions Granted Post the 2012 Monitoring Period

Date Permitted	Site Name	Mineral Type	Total Tonnage Permitted	Planning Permission End Date	Planning Permission Reference
31/01/13	Moorend Lane Farm, Thame	Sharp Sand	20,000 tonnes	31/12/2017	MW.0101/12
26/06/13	Wicklesham Quarry, Farringdon	Sharp Sand and Gravel	853,000 tonnes	31/12/2027	MW.0126/10

Source: Oxfordshire County Council – information from planning applications and decisions

Table 3.5: Applications Resolved to be Granted Permission by the County Council's Planning and Regulation Committee

Date of Resolution to Grant Permission	Site Name	Mineral Type	Total Tonnage Proposed to be Permitted	Proposed Planning Permission End Date	Planning Application Reference
02/12/2013	Caversham Quarry, Caversham	Sharp Sand and Gravel	1,863,000 tonnes	12 years from date of permission	MW.0158/11
13/01/2014	Gill Mill Quarry, Ducklington	Sharp Sand and Gravel	5,000,000 tonnes	31/12/2040	MW.0050/13

Source: Oxfordshire County Council – information from planning applications and decisions

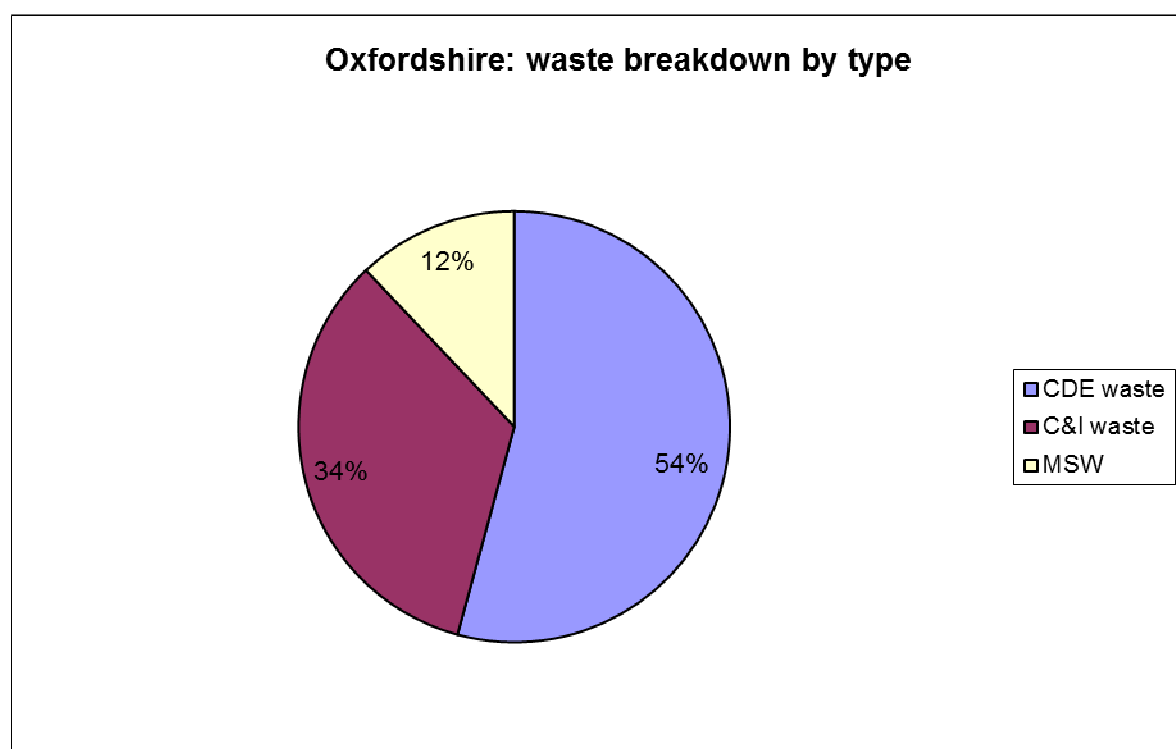
4 Waste Monitoring

4.1 Arisings and Management of Waste

4.1.1 The amounts of construction, demolition and excavation (CDE) waste, commercial and industrial (C&I) waste and municipal solid waste (MSW) from Oxfordshire that required management in 2012 are shown in Tables 4.1 – 4.4 below. These tables also show the amounts of waste that were landfilled, recycled or composted, recovered and treated. Much of this information comes from work done to update the Waste Needs Assessment 2012, which will be made available on the County Council website. Hazardous and radioactive wastes are produced in much smaller quantities and are discussed in paragraphs 4.1.8 – 4.1.9.

4.1.2 An estimated total of 2.5 million tonnes⁵ of waste was managed in Oxfordshire in 2012, of which 54% was construction, demolition and excavation waste, 34% was commercial and industrial waste and 12% was municipal waste (see Figure 4.1).

Figure 4.1: Total Waste Managed in Oxfordshire in 2012 by Waste Type



Source: See tables 4.1, 4.2 and 4.3

⁵ Source: See tables 4.1, 4.2 and 4.3

Construction, Demolition and Excavation Waste

4.1.3 The update of the Oxfordshire Waste Needs Assessment 2012 estimates that a total of 1.36 million tonnes of CDE waste is produced and managed in Oxfordshire.

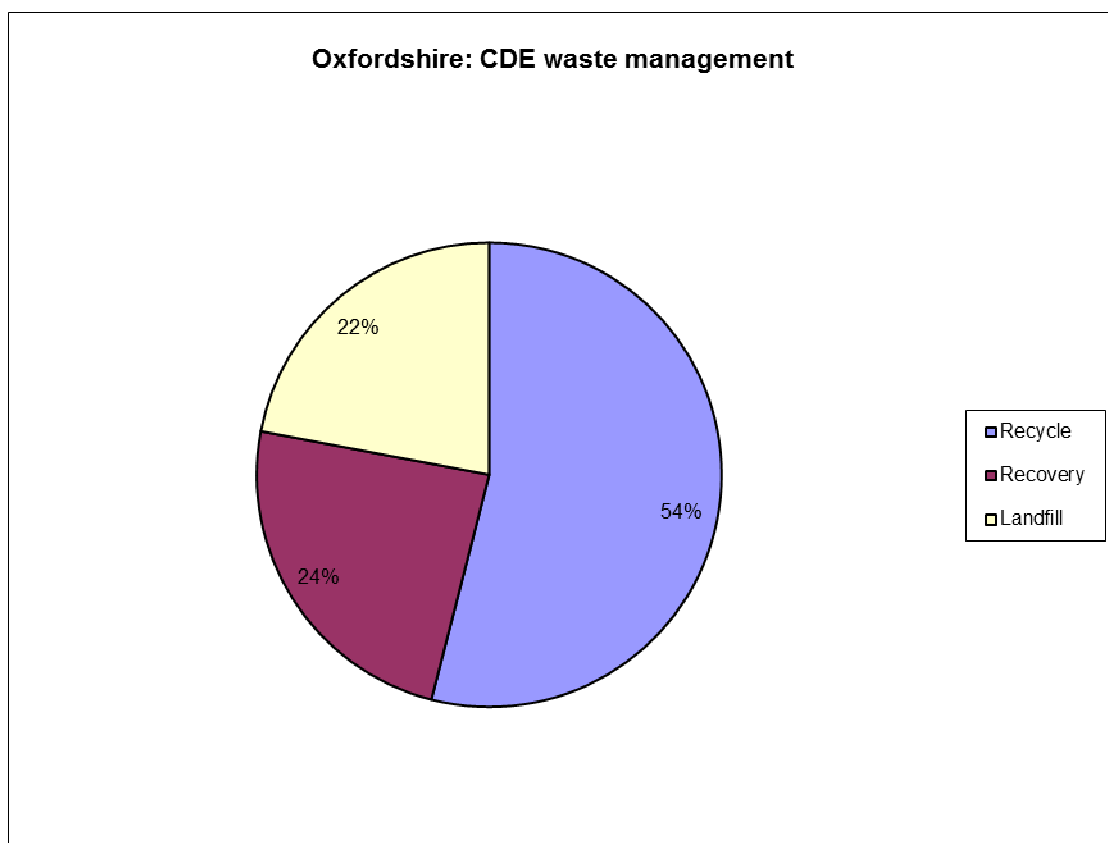
Table 4.1: Management of Construction, Demolition & Excavation Waste in Oxfordshire in 2012 (tonnes)

Waste Type	Total Waste Managed	Landfilled	Recycled	Recovered	Other Treatment
Construction & Demolition	1,360,000	299,200	734,400*	326,400	-

Source: Oxfordshire Waste Needs Assessment 2014

* Includes waste “prepared for recycling”.

Figure 4.2: Construction, Demolition and Excavation Waste Managed in Oxfordshire by Management Type



Commercial and Industrial Waste

Table 4.2: Management of Commercial & Industrial Waste in Oxfordshire in 2012 (tonnes)

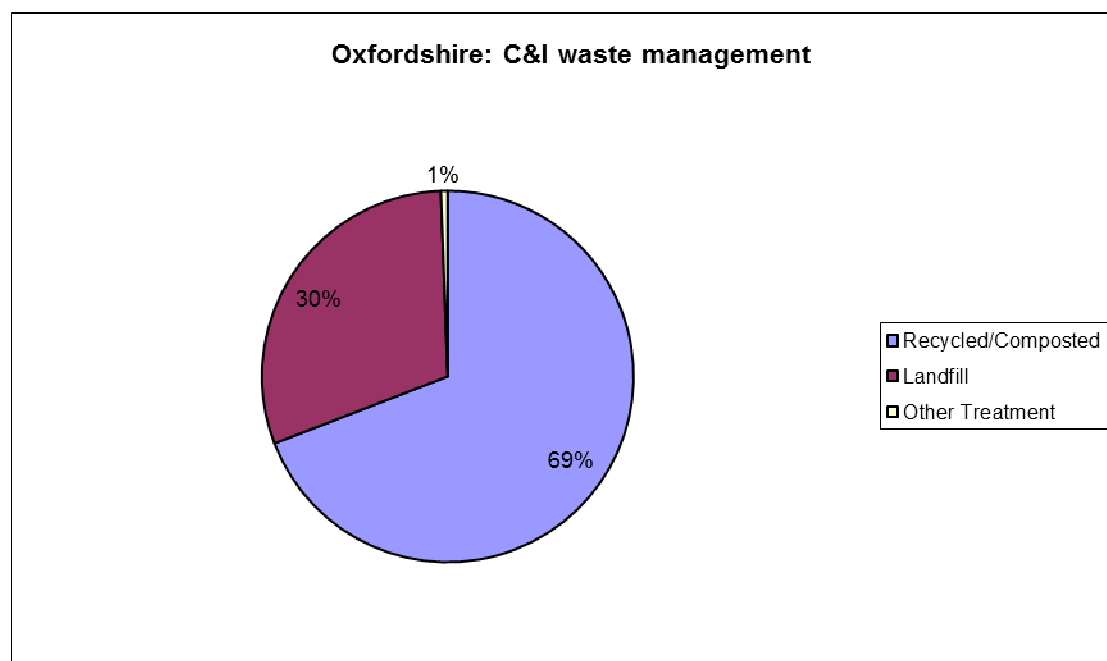
Waste Type	Total Waste Managed	Landfilled	Recycled or Composted ²	Recovered	Other Treatment*
Commercial & Industrial	844,665	255,541	583,356	-	5,768

Waste Needs Assessment estimate (OCC, 2014)

*EfW and incineration

4.1.4 Based on Environment Agency data, the update of the Oxfordshire Waste Needs Assessment 2012 estimates that C&I waste arisings in 2012 amounted to 844,665 tonnes. Of this total, 255,541 tonnes was landfilled, 583,356 tonnes was recycled or composted, and 5,768 tonnes was subject to other treatment.

Figure 4.3: Commercial and Industrial Waste Managed in Oxfordshire by Management Type



Municipal Solid Waste

Table 4.3: Management of Municipal Solid Waste in Oxfordshire in 2012 Calendar Year (tonnes)

Waste Type	Total Waste Managed	Landfilled	Recycled or Composted	Recovered*	Other Treatment
Municipal Solid Waste	302,484	124,952	176,810	57	665

*Food waste recovered by anaerobic digestion
Source: Oxfordshire County Council Waste Management Team

Table 4.4: Management of Municipal Solid Waste in Oxfordshire in 2012 / 13 Financial Year (tonnes)

Waste Type	Total Waste Managed	Landfilled	Recycled or Composted	Recovered*	Other Treatment
Municipal Solid Waste	299,580	125,818	159,251	14,437	74

*Food waste recovered by anaerobic digestion
Source: Oxfordshire County Council Waste Management Team

4.1.5 MSW mainly comprises waste that is collected from households or deposited at household waste recycling centres. It also includes some business waste and other non-household waste. Tables 4.5 and 4.6 adds to the information given in Tables 4.3 and 4.4. Neither table includes municipal waste that is produced outside Oxfordshire and managed at facilities in Oxfordshire (e.g. waste from London and Berkshire).

Table 4.5: Management of Municipal Solid Waste in Oxfordshire 2012 (tonnes) Broken Down by Household and Non-Household Arisings

	Recycle/ Re-use	Compost	Food Waste	Landfill	Other *	TOTAL
Household	92,882	64,021	14,678	110422.86	57	282,061
Non-Household	5,893	0	0	14529.23	0	20,422
Total (MSW)	98,775	64,021	14,678	124,952	57	302,482
Percentage (MSW)	33%	21%	4.85%	41.31%	0.02%	100%

Source: Oxfordshire County Council Waste Management Team
Includes waste collected by Waste Collection Authorities (District Councils) and at Household Waste Recycling Centres
*‘Other’ includes bulky wastes used as refuse derived fuel and hazardous chemical and clinical wastes sent for specialist thermal treatment outside Oxfordshire

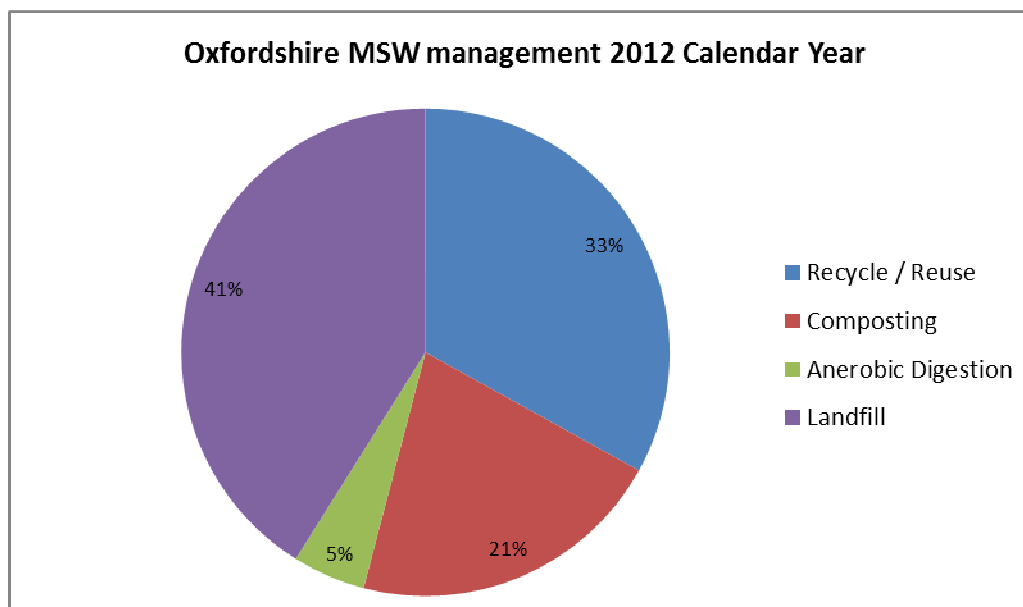
Table 4.6: Management of Municipal Solid Waste in Oxfordshire 2012/13 (tonnes) Broken Down by Household and Non-Household Arisings

	Recycle/ Re-use	Compost	Food Waste	Landfill	Other*	TOTAL
Household	92,668	60,473	14,437	111,556	74	279,207
Non-Household	6,110	-	-	14,263	-	20,373
Total (MSW)	98,778	60,473	14,437	125,818	74	299,580
Percentage (MSW)	32.97	20.19	4.82	42.0	0.02	100%

Source: Oxfordshire County Council Waste Management Team
Includes waste collected by Waste Collection Authorities (District Councils) and at Household Waste Recycling Centres
*‘Other’ includes bulky wastes used as refuse derived fuel and hazardous chemical and clinical wastes sent for specialist thermal treatment outside Oxfordshire

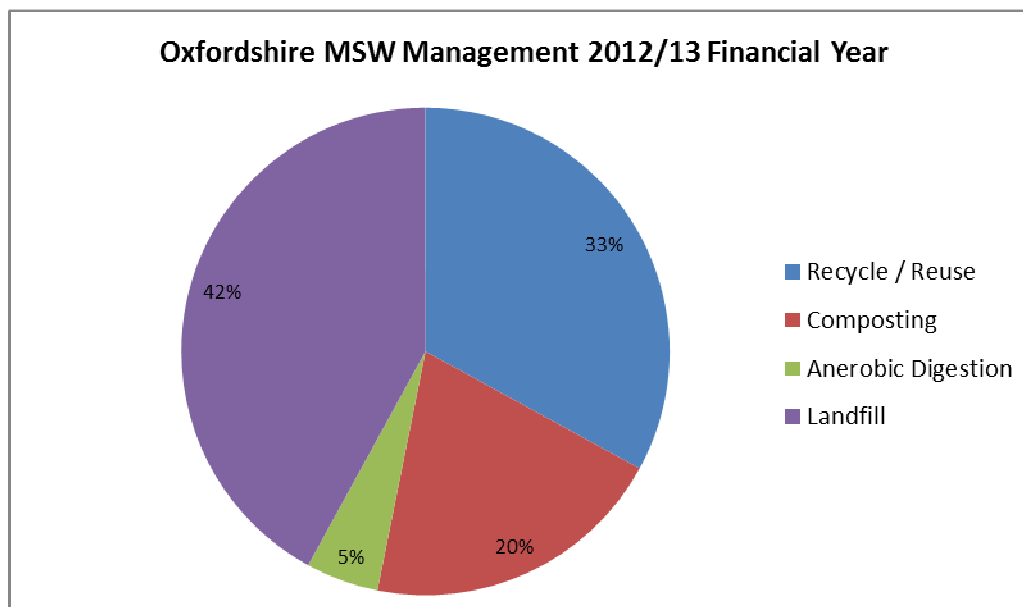
4.1.6 Of the 302,484 tonnes of municipal waste produced in Oxfordshire in 2012, 59% was diverted from landfill by means of recycling, composting or some other form of treatment. For household waste only, 60% was diverted from landfill.

Figure 4.4: Percentage of Municipal Waste by Management Type



(Source: Oxfordshire County Council, Waste Management Group)

Figure 4.5: Percentage of Municipal Waste by Management Type



(Source: Oxfordshire County Council, Waste Management Group)

4.1.7 Data for municipal waste (Tables 4.3 to 4.6) is provided by the County Council's Waste Management Group and takes account of information supplied by the Waste Collection Authorities. Information on municipal waste arisings and management is also published by the Department for Environment, Food and Rural Affairs (DEFRA) using data provided by local authorities.

Hazardous and Radioactive Wastes

4.1.8 The update of the Oxfordshire Waste Needs Assessment 2012 reports that in 2012 just over 52,000 tonnes of hazardous waste were produced. Of this just over 10,500 tonnes were dealt with in Oxfordshire. In addition to the management of 10,500 tonnes of Oxfordshire's own waste, just over 20,500 tonnes of hazardous waste was imported into Oxfordshire to be managed.

4.1.9 For radioactive waste, the Nuclear Decommissioning Authority (NDA) inventory of radioactive waste provides an estimate of the quantities of Intermediate Level Waste (ILW) and Low Level Waste (LLW) at Harwell and Culham for 2007, as shown in Table 5.5 below. The relatively small quantities of non-nuclear radioactive waste produced each year, mainly from medical, research and educational establishments, are not included.

Table 4.7: Oxfordshire: radioactive waste awaiting final disposal (cubic metres)

Facility	Waste Type			
	Intermediate Level Waste		Low Level Waste	
	In Store	In Store + Future Arisings	In Store	In Store + Future Arisings
Harwell	2,228	6,927	2834	99,693
Culham	30	817	600	8,100
Total	2,258	7,744	3,434	107,793

Estimates of future arisings are for packaged volume waste
 Source: NDA SEA Site Specific Baseline Studies May 2010
 Data accurate at April 2007

4.2 Capacity of New and Improved Waste Management Facilities

4.2.1 Permissions granted in 2012 for new, improved or amended waste management facilities that have resulted in a change in Oxfordshire's waste management capacity are listed in Table 4.8 below.

4.2.2 Table 4.9 lists waste management facilities that have been permitted since the end of the 2012 monitoring period. Table 4.10 lists proposed facilities that are the subject of a resolution to grant planning permission.

Table 4.8: Planning Permissions for Waste Facilities (Additional Capacity) Granted in 2012

Date Permitted	Location	Type of Facility	Reference	Waste Type	Additional Capacity ⁶	End Date
16/01/2012	Finmere Quarry / Landfill	Gasification	MW.0177/10	MSW/C&I	No change in capacity of committed MRF permission	31/12/2035 (or on completion of landfilling if sooner)
16/01/2012	Finmere Quarry / Landfill	Landfill	MW.0178/10	MSW/C&I/CDE	Extension of time, no change in capacity. Currently fill rate 30,000 tpa)	31/12/2035
23/07/2012	City Farm, Eynsham	Landfill	MW.0073/12	CDE	30,000m ³	31/12/12
01/11/2012	Upper Farm, Warborough	Anaerobic Digestion	MW.0068/09	MSW / C&I	33,000 tpa	Permanent
06/11/2012	Greystones, Chipping Norton	Household Waste Recycling Centre	12/1329/P/FP (granted by WODC)	MSW	1,300 tpa	Permanent
11/12/2012	Childrey Quarry, Childrey, Wantage	Landfill	MW.0014/11	CDE	8,000 m ³	31.12 2015

⁶ tonnes per annum (except for landfill which is expressed as total voidspace - measured in cubic metres

Table 4.9: Planning Permissions for Waste Facilities (Additional Capacity) Granted since 31 December 2012

Date Permitted	Location	Type of Facility	Reference	Waste Type	Additional Capacity ⁷	End Date
31/01/2013	Moorend Lane Farm, Thame	Landfill	MW.0101/12	CDE	93,000 m ³	31/12/17
03/01/2013	Sutton Courtenay Landfill Site	Recycling	MW.0174/12	MSW / C&I	Increase from 70,000 tpa to 200,000 tpa	31/12/2030
21/02/2013	Ewelme Hazardous Waste Transfer Station	Recycling/ Waste Transfer	MW.0052/12	C&I / Hazardous	Increase from 7,000 tpa to 11,000 tpa	Permanent
08/07/2013	Harwell Science and Innovation Campus, Harwell	Waste storage facility for intermediate level radioactive waste	MW.0183/12	Radioactive	2,500m ³	31/12/2064
18/04/2013	Old Quarry, Hatching Lane, Leafield	Landfill	MW.0006/13	CDE	2,200m ³	Within 8 months of commencement
13/09/2013	Bicester Country Club, Chesterton, Bicester	Landfill	MW.0063/13	CDE	5,000m ³	31/08/2014
02/12/2013	Hanson Building Products, Sutton Courtenay	Recycling	MW.0129/11	CDE	80,000 tpa	31/12/2030
03/12/2013	Banbury Sewage Works, Thorpe Mead, Banbury	Anaerobic Digestion	MW.0131/13	MSW / C&I	40,000 tpa	Permanent

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Table 4.10: Applications for Waste Facilities (Additional Capacity) subject to Resolutions to Grant Planning Permission

Resolution Date	Location	Type of Facility	Reference	Waste Type	Additional Capacity ⁸	End Date
16/04/12	Woodeaton Quarry	Landfill	MW.0015/12	CDE	343,000m ³	10 years from date of permission
16/04/12	Sipton on Cherwell Quarry	Recycling	MW.0119/11	CDE	150,000 tpa	10 years from date

⁷ tonnes per annum (except for landfill which is expressed as total voidspace - measured in cubic metres)⁸ tonnes per annum (except for landfill which is expressed as total voidspace - measured in cubic metres)

						of permission
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5 Duty to Cooperate

5.1 Statutory Requirement

5.1.1 Local planning authorities are required⁹ to provide details in their annual monitoring reports of the steps taken to comply with the 'Duty to Cooperate'. This duty is set out in Section 110 of the Localism Act 2011 and requires county councils, local planning authorities and other bodies (as prescribed¹⁰), to cooperate on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities.

5.1.2 The County Council has sought to ensure that minerals and waste planning issues of common interest to adjoining and other authority areas are identified and an appropriate approach agreed where possible.

5.2 Preparation of the Oxfordshire Minerals and Waste Local Plan

5.2.1 A statement on compliance with the duty to cooperate in the preparation of the Oxfordshire Minerals and Waste Local Plan was produced as part of the documentation supporting the submitted Minerals and Waste Core Strategy, October 2012 (subsequently withdrawn). The statement detailed specific engagement with Local Authorities and other prescribed bodies, including the Environment Agency, English Heritage, Natural England and the Highways Agency.

5.2.2 Engagement with other authorities and bodies under the duty to cooperate will continue as an integral part of preparation of the Minerals and Waste Local Plan: Core Strategy. A further statement on compliance with the duty to cooperate will be produced before the plan is submitted for examination.

5.3 Continuing Engagement

5.3.1 The NPPF (paragraph 181) makes clear that “cooperation should be a continuous process of engagement from initial thinking through to implementation” of a plan.

Waste Planning

5.3.2 To satisfy the requirement for on-going collaboration in relation to waste planning, Oxfordshire County Council is actively engaged in the sub-national working group, the South East Waste Planning Advisory Group (SEWPAG). This group includes 21 Waste Planning Authorities from across the South East of England and the Environment Agency.

⁹ Regulation 34, Town and Country Planning (Local Planning) (England) Regulations 2012

¹⁰ Regulation 34, Town and Country Planning (Local Planning) (England) Regulations 2012

- 5.3.3 The NPPF suggests a memorandum of understanding can be a way of demonstrating effective cooperation on planning for issues with cross-boundary impacts (para 181). SEWPAG has drawn up a memorandum of understanding, the purpose of which is to underpin effective cooperation and collaboration between the Waste Planning Authorities of the South East of England in addressing strategic cross-boundary issues that relate to planning for waste management. Oxfordshire County Council is a signatory to this is memorandum of understanding.
- 5.3.4 Oxfordshire County Council is also a member of the Nuclear Legacy Advisory Forum (NuLeAF), which is a special interest group of the Local Government Association. It is a voluntary, subscription-based grouping of waste planning authorities with a common interest in the management of radioactive waste, particularly (but not exclusively) nuclear legacy waste. The County Council's membership of NuLeAF has enabled regular engagement and discussion with other local authorities that may have interests in or be affected by the management of nuclear waste arising at Culham and Harwell, including Northamptonshire, Dorset and Cumbria County Councils.

Minerals Planning

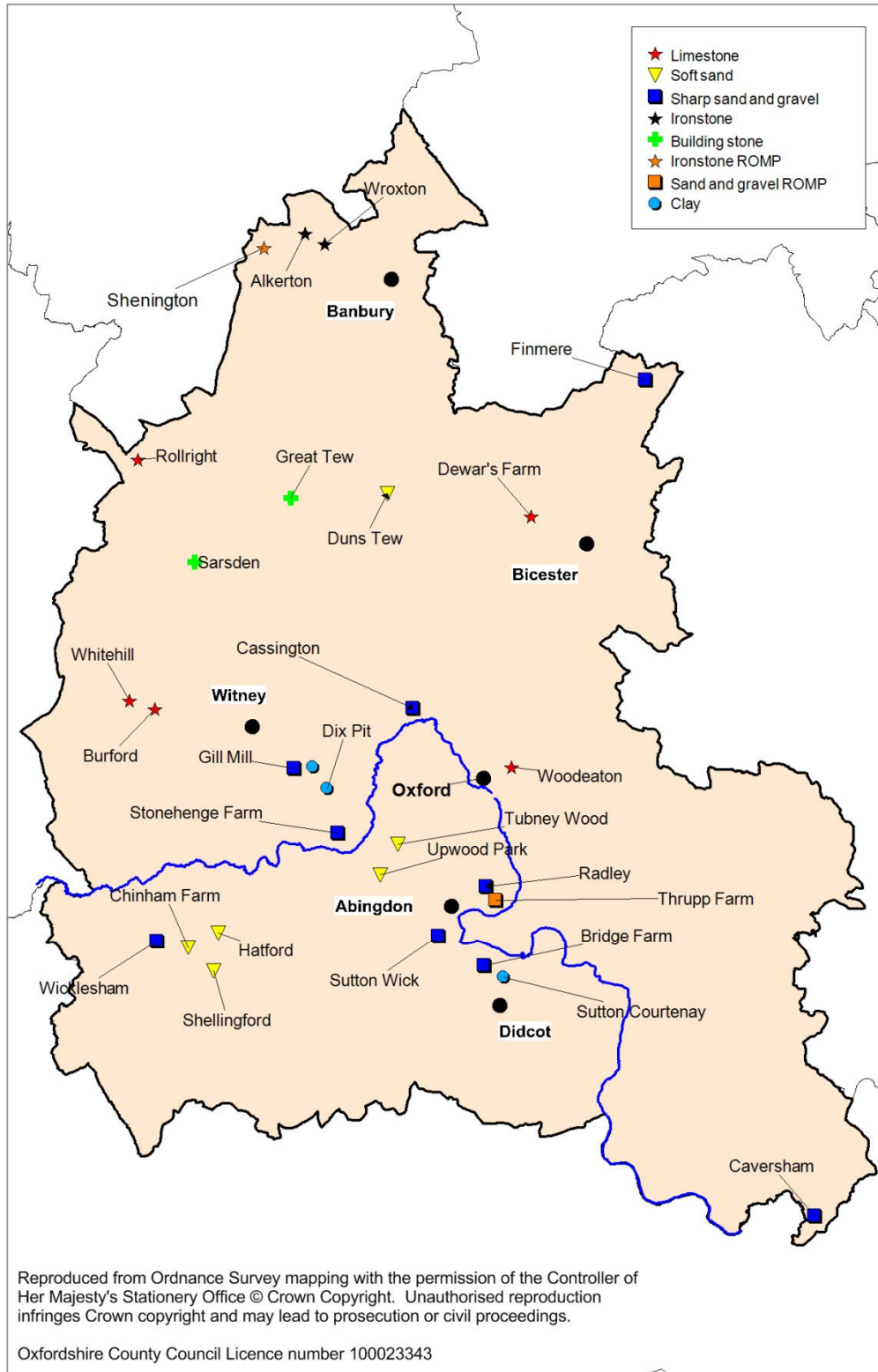
- 5.3.5 With regard to minerals, Oxfordshire County Council is a member of the South East England Aggregates Working Party (SEEAWP). SEEAWP is a technical group on planning for aggregates supply that reports to the Department for Communities and Local Government (DCLG) and provides advice both to its constituent mineral planning authorities and to the National Aggregate Co-ordinating Group.
- 5.3.6 SEEAWP comprises officer representatives from the mineral planning authorities in the South East of England, representatives of the minerals industry (Minerals Products Association and the British Aggregates Association) and government representatives from DCLG. It also includes representatives from the Port of London Authority, The Crown Estate, the East of England Aggregates Working Party and the London Aggregates Working Party. Oxfordshire County Council is an active member of SEEAWP and a regular attendee at meetings, which are usually held twice a year.

6 Summary of Findings

6.1 The main findings from this monitoring report are as follows:

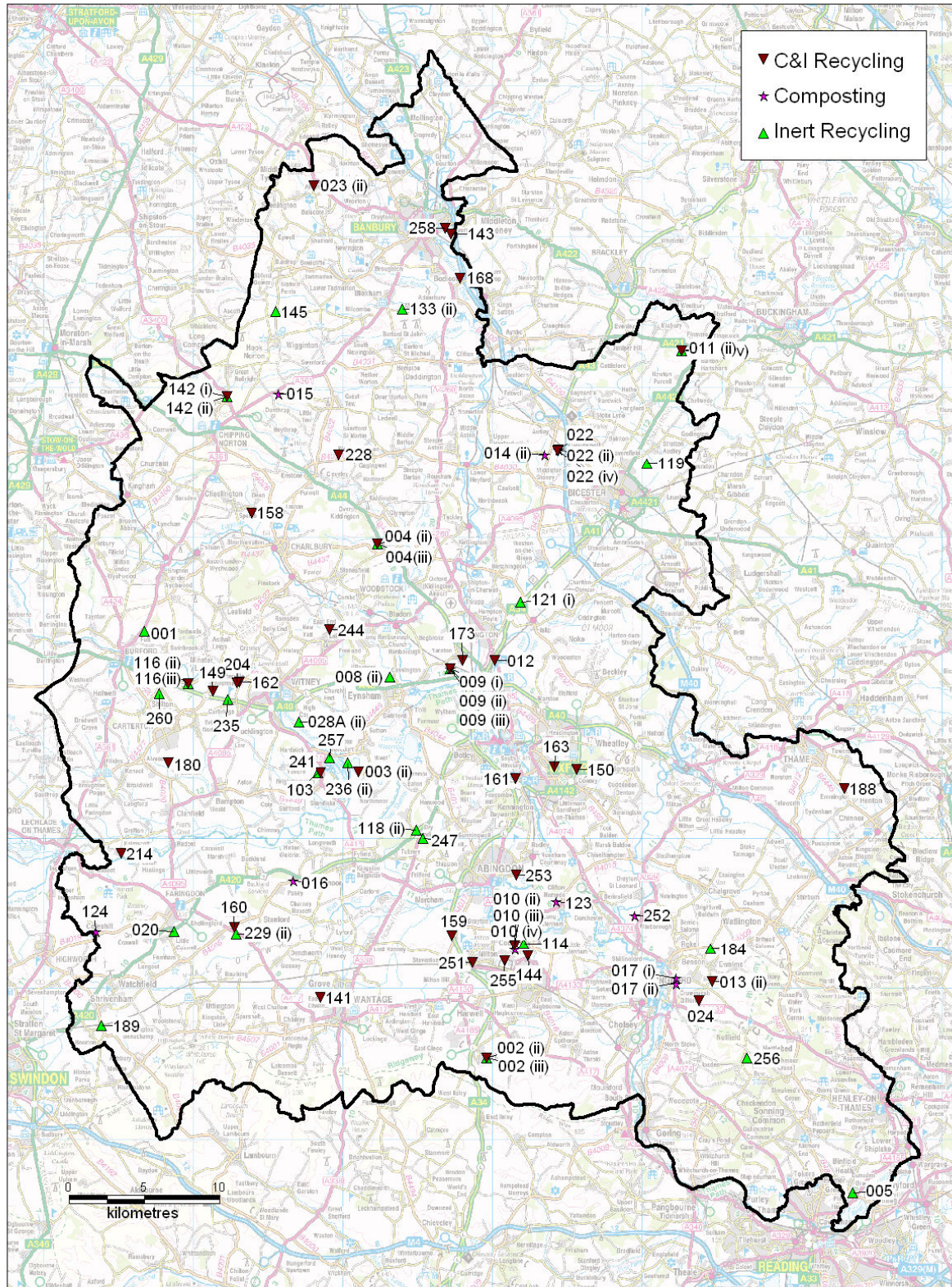
- I Production of sand and gravel in Oxfordshire in 2012 totalled 714,000 tonnes, a marginally higher figure than in 2011 (690,000 tonnes) but still well below the ten year average of 1.001 million tonnes.
- II Production of crushed rock in Oxfordshire fell to 242,000 tonnes, the lowest level in a decade.
- III The landbank of total sand and gravel at the end of 2012 was 8.2 years based on the ten year sales average of 1.001 million tonnes per annum.
- IV The landbank of crushed rock at the end of 2012 was 24.5 years based on the ten year sales average of 0.470 million tonnes per annum.
- V Recorded production of secondary and recycled aggregates in 2012 was 466,000 tonnes, nearly double the figure recorded in 2011 (236,000 tonnes)
- VI No new permissions were granted for the extraction of aggregate minerals in Oxfordshire during the calendar year 2012.
- VII Six waste management related planning permissions were granted during the 2012 monitoring period.
- VIII An estimated total of 2.5 million tonnes of waste was managed in Oxfordshire in 2012, of which 54% was construction, demolition and excavation waste, 34% was commercial and industrial waste and 12% was municipal waste.
- IX In 2012, 59% municipal waste was diverted from landfill by means of recycling, composting or some other form of treatment. It is estimated that 70% of commercial and industrial waste was diverted from landfill and that 78% of construction, demolition and excavation waste was recycled or recovered for use in restoration or landfill engineering.
- X In order to meet the Duty to Cooperate, as required by the Localism Act 2011, the County Council has sought to ensure that minerals and waste planning strategic issues of common interest to adjoining and other authority areas are identified and an appropriate approach agreed where possible.

Appendix 1: Active and Permitted Quarries in Oxfordshire



Appendix 2: Permitted Waste Management Facilities in Oxfordshire

Map A: C&I Recycling, Composting and Inert Recycling Facilities



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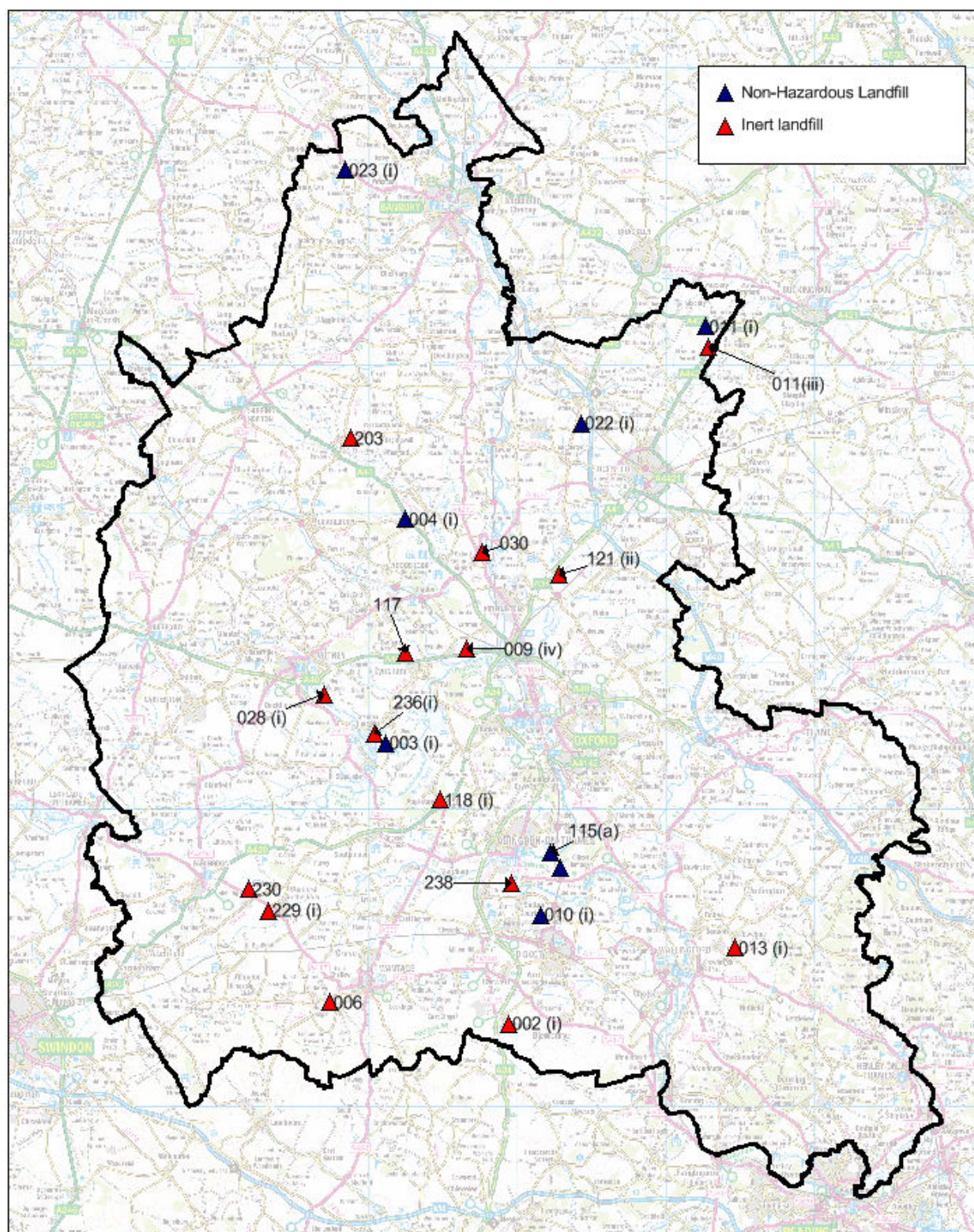
Key to Map A: Permitted Waste Management Facilities in Oxfordshire: C&I Recycling, Composting and Inert Recycling

C&I Recycling		Composting		Inert Recycling	
Facility No.	Facility Name	Facility No.	Facility Name	Facility No.	Facility Name
002(ii)	Prospect Farm, Chilton	009 (ii)	Worton Farm, Yarnton (AD)	001	Shipton Hill, Fulbrook
		010(ii)	Sutton Courtenay Landfill (Open Windrow)	002	Prospect Farm, Chilton
004(iii)	Slape Hill Quarry, Glympton	010(iv)	Sutton Courtenay Landfill (In-Vessel)	004(ii)	Slape Hill Quarry, Woodstock
009(i)	Worton Farm, Yarnton	014 (ii)	Ashgrove Farm, Ardley (In-Vessel)	005	Playhatch Quarry, Playhatch
010(iii)	Sutton Courtenay Landfill (MRF)	015	Showell Farm, Chipping Norton (Open Windrow)	008(ii)	New Wintles Farm, Witney
011(ii)	Finmere Quarry (MRF)	016	Glebe Farm, Hinton Waldrist (Open Windrow)	009 (iii)	Worton Farm, Yarnton
012	Gosford Grain Silo, (MRF)	017	Crowmarsh Battle Farm, Crowmarsh (Open Windrow)	011	Finmere Quarry
013(ii)	Ewelme No.2 site, Ewelme	017	Crowmarsh Battle Farm, Crowmarsh (AD)	020	Wicklesham Quarry, Faringdon
022(iv)	Ardley Landfill	124	Church Lane, Coleshill (Open Windrow)	028 A (ii)	Gill Mill Quarry, Witney
116(iii)	Worsham Quarry (Tyre Recycling)			103	Lakeside Industrial Estate, Standlake
141	Grove Business Park (Aasvogel Transfer)			114	Appleford Sidings, Sutton Courtenay
142 (i)	Sandfields Farm, Chipping Norton			116(ii)	Worsham Quarry, Minster Lovell
143	Banbury Transfer Station			118(ii)	Tubney Wood, Abingdon
144	Hill Farm, Appleford (Wood Palets)			121(i)	Old Brickworks Farm, Bletchington
149	Brize Norton Transfer Station, Minster Lovell			133(ii)	Milton Road, Bloxham
162	The Tyre Yard, Witney			142 (ii)	Sandfields Farm, Chipping Norton
173	Charlett Tyres, Yarnton			145	Ferris Hill Farm, Hook Norton, Banbury
180	Elmwood Farm, Black Bourton			184	Rumbold's Pit, Eyres Lane, Ewelme
188	Waterlands Farm, Thame			189	Station Yard, Shrivenham
214	Manor Farm, Kelmscott			229(ii)	Shellingford Quarry
228	Unit 1, Enstone Airfield, Enstone			235	Peashell Farm, Witney
241	Lakeside Industrial Park, Standlake			236(ii)	Dix Pit Complex, Stanton Harcourt
244	North East Boddington, Witney			247	Upwood Park Quarry
251	Milton Park, Abingdon			256	Hundridge Farm, Ipsden, Wallingford
253	Thrupp Lane (Veolia)			257	Hardwick Leisure Park (adj B4449) Stanton Harcourt
255	Didcot Power Station, Didcot			260	Burford Quarry
	Thorpe Lane Depot				

B: Household Waste Recycling Centres (HWRCs) in Oxfordshire

HWRCs	
Facility No.	Facility Name
003(ii)	Dix Pit, Witney
022(ii)	Ardley Landfill
023(ii)	Alkerton Landfill
024	Oakley Wood, Wallingford
159	Drayton, Abingdon
160	Stanford-in-the-Vale, Faringdon
161	Redbridge, Oxford

Map C: Inert Landfill and Non-Hazardous Landfill Sites



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**Key to Map C: Permitted Waste Management Facilities in Oxfordshire:
Inert Landfill and Non-Hazardous Landfill Sites**

Inert		Non- Hazardous	
Facility No.	Facility Name	Facility No.	Facility Name
002(i)	Prospect Farm, Chilton	003(i)	Dix Pit Landfill, Stanton Harcourt
006	Childrey Quarry	004(i)	Slape Hill Landfill, Glympton
009(iv)	Worton Farm, Cassington	010(i)	Sutton Courtenay Landfill
011(iii)	Finmere Quarry	011(i)	Finmere Quarry
013(i)	Ewelme no.2 Landfill	022(i)	Ardley Landfill (SNRHW)
028(i)	Gill Mill Quarry, Area 13 Landfill	023(i)	Alkerton Landfill (Phase 3), Banbury
022(i)	Ardley Landfill		
030	Shipton-on- Cherwell Quarry		
117	City Farm, Eynsham		
118(i)	Tubney Wood Transfer Station		
121(ii)	Old Brickworks Farm		
178	Bowling Green Farm, Stanford-in-Vale		
203	Enstone Quarry, Chipping Norton		
229(i)	Shellingford Quarry, Stanford-in-Vale		
230	Chinham Farm		
247(ii)	Upwood Park, Tubney		

Appendix 3

Annual Capacity of Waste Management Facilities

Tables from the Oxfordshire Waste Needs Assessment, May 2012

Table 10/1: MWDF Category 1a – Non – Hazardous Landfill

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Capacity (m3) ¹
003(i)	Dix Pit Landfill, Stanton Harcourt	SN	Operational	2028	Medium	1,650,000
004(i)	Slape Hill Landfill, Glympton	SN	Operational	2014	Small	95,000
010(i)	Sutton Courtenay Landfill	SN	Operational	2030	Large	5,840,000
011(i)	Finmere Quarry Landfill	SN	Operational	2035	Medium	760,000
022(i)	Ardley Landfill	SN	Operational	2019	Medium	1,085,000
023(i)	Alkerton Landfill (Phase 3)	SN	Non-Operational	2014	Medium	850,000
115(a)	Radley pfa Lagoons	SIOS	Closed	expired	Small	0

Key

SIOS = Sites Identified by other Sources

SN = Site Nomination

*** Facility Scale**

Small < 500,000 m3

Medium < 500,000 – 1,999,999 m3

Large < 2,000,000 m3

Sub-Totals	Operational	9,430,000
	Non-Operational	850,000
	Committed	0
Total		10,280,000
	Total	10,280,000
	Temporary	

¹ Estimates to Jan 2012.

Table 10/2: MWDF Category 1b – Hazardous Landfill

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Capacity (m3) ¹
022(i)	Ardley Landfill (SNRHW)	SN	Operational	2019	Small	200,000

Key

SIOS = Sites Identified by other Sources

SN = Site Nomination

*** Facility Scale**

Small < 500,000 m3

Medium 500,000 – 1,999,999 m3

Large < 2,000,000 m3

Sub-Totals	Operational	200,000
	Non-Operational	0
	Committed	0
Total		200,000
	Total	200,000
	Temporary	200,000

¹. Estimates to Jan 2012.

Table 10/3: MWDF Category 2 – Inert Landfill

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Capacity (m3) ¹
002(i)	Prospect Farm, Chilton	SN	Operational	No limit	Medium	55,000
006	Childrey Quarry	SN	Non-Operational	2010	Small	10,000
009(iv)	Worton Farm, Cassington	SN	Operational	2012	Large	100,000
011(iii)	Finmere Quarry	SN	Committed	2020	Large	350,000
013(i)	Ewelme no.2 Landfill	SN	Operational	2017	Large	125,000
022(iii)	Ardley Fields Landfill	SN	Non-Operational	2019	Medium	75,000
028(i)	Gill Mill (Area 13), Ducklington	SN	Operational	2020	Large	130,000
030	Shipton-on- Cherwell Quarry	SN	Non-Operational	2018	Large	1,800,000
117	City Farm, Eynsham	SN	Operational	2013	Medium	25,000
118(i)	Tubney Wood Quarry, Tubney	SN	Operational	2016	Large	270,000
121(ii)	Old Brickworks Farm, Bletchington	SN	Non-Operational	2017	Medium	45,000
178	Bowling Green Farm, Stanford-in-Vale	SN	Operational	2012	Medium	20,000
203	Enstone Quarry, Chipping Norton	SIOS	Non-Operational	n/a	Large	100,000
229(i)	Shellingford Quarry	SN	Operational	2028	Large	1,885,000
230	Chinham Farm, Stanford-in-Vale	SN	Non-Operational	2018	Large	100,000
247(ii)	Upwood Park, Tubney	SN	Committed	2029	Medium	90,000

Key

SIOS = Sites Identified by other Sources

SN = Site Nomination

*** Facility Scale**

Small < 30,000 m3

Medium = 30,000 – 99,999 m3

Large < 100,000 m3

Sub-Totals	Operational	2,610,000
	Non-Operational	2,130,000
	Committed	440,000
Total		5,180,000
Sub-Totals²	Temporary	4,740,000
	Unauthorised	0
Total²		5,180,000

¹ Estimates January 2010.

² excludes committed facilities

Table 10/4: MWDF Category 3 – MSW / C&I Recycling or Transfer

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Recycling Capacity (tpa)
002(ii)	Prospect Farm, Chilton	SN	Operational	2020	Large	70,000
003(ii)	Dix Pit (HWRC), Stanton Harcourt	SN	Operational	2028	Small	8,500
004(iii)	Slape Hill Quarry, Glympton	SN	Operational	2014	Medium	25,000
009(i)	Worton Farm, Cassington	SN	Operational	Permanent	Large	60,000
010(iii)	Sutton Courtenay Landfill	SN	Committed	2019	Large	50,000
011(ii)	Finmere Quarry (MRF)	SN	Committed	2035	Large	25,000
012	Gosford Grain Silo, Kidlington	SN	Committed	Permanent	Large	100,000
013(ii)	Ewelme No.2 site, Ewelme	SN	Operational	2016	Medium	25,000
022(ii)	Ardley Landfill (HWRC)	SN	Operational	2027	Small	10,000
022(iv)	Ardley Landfill Transfer	SN	Operational	2027	Small	10,000
023(ii)	Alkerton Landfill (HWRC)	SN	Operational	2014	Small	8,500
024	Oakley Wood, Wallingford (HWRC)	SIOS	Operational	Permanent	Small	9,000
116(iii)	Worsham Quarry, Minster Lovell	SN	Operational	Permanent	Small	12,000
141	Aasvogel Grove Business Park	SN	Operational	Permanent	Large	50,000
142 (i)	Sandfields Farm, Chipping Norton	SN	Operational	Permanent	Small	3,000
143	Banbury Transfer Station	SN	Operational	Permanent	Small	10,000
144A	Hill Farm (Wood), Appleford	SIOS	Operational	Permanent	Medium	10,000
149	Brize Norton Transfer, Minster Lovell	SN	Operational	Permanent	Small	12,000
150	Horspath Road Depot, Oxford	SIOS	Operational	Permanent	Small	100
158	Dean Pit, Chadlington (HWRC)	SIOS	Closed	2011	Small	0
159	Drayton, Abingdon (HWRC)	SIOS	Operational	Permanent	Small	7,500
160	Stanford-in-the-Vale (HWRC)	SIOS	Operational	2014	Small	7,000
161	Redbridge, Oxford (HWRC)	SIOS	Operational	Permanent	Small	12,000
162	The Tyre Yard, Witney	SN	Closed	Permanent	Small	0
163	Cowley Marsh Depot, Oxford	SIOS	Operational	Permanent	Small	3,000
173	Charlett Tyres, Yarnton	SN	Operational	Permanent	Small	1,000

Key
 SIOS = Sites Identified by other Sources
 SN = Site Nomination
 MRF = Materials Recycling Facility
 Wood = Wood Recycling Only
 MSW = Household waste only

*** Facility Scale**
 Small < 20,000 tpa
 Medium = 20,000 – 49,999 tpa
 Large > 50,000 tpa

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Recycling Capacity (tpa)
180	Elmwood Farm, Black Bourton	SN	Operational	2015	Small	1,400
181	Langford Lane, Kidlington (HWRC)	SIOS	Committed	Permanent	Small	12,000
182	Philip's Tyres, A40 Northern Bypass	SIOS	Operational	Permanent	Small	1,500
188	Waterlands Farm, Thame	SIOS	Operational	Permanent	Small	1,000
204	Former FloGas, Downs Road, Witney	SIOS	Operational	Permanent	Small	17,500
214	Manor Farm, Kelmscott	SIOS	Operational	Permanent	Small	200
216	Culham No.1 Site (MSW)	SIOS	Operational	Permanent	Large	50,000
223	Thorpe Meade (Grundon), Banbury	SN	Committed	Permanent	Large	55,000
228	Unit 1, Enstone Airfield, Enstone	SIOS	Operational	Permanent	Medium	30,000
241	Lakeside Industrial Park, Standlake	SN	Operational	Permanent	Medium	23,000
244	North East Boddington, Witney	SIOS	Non-operational	Permanent	Small	100
251	Milton Park (Wood), Abingdon	SIOS	Operational	Permanent	Small	500
255	Didcot Power Station, Didcot	SIOS	Non-Operational ²	2015	Large	100,000
258	Thorpe Lane Depot, Banbury	SIOS	Non-operational	Permanent	Small	100

Sub-Totals	Operational	478,700
	Non-Operational	100,200
	Committed	242,000
Total		820,900
	Sub-Totals³	Temporary
		265,400
		Permanent
		313,500
		Unauthorised
		0
	Total²	578,900

¹ Figures rounded to nearest 100 tonnes.

² Didcot Power Station shown as committed facility pending clarification of function.

³ Excludes committed facilities.

Table 10/5: MWDF Category 4 – MSW / C&I Residual Treatment

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Capacity (tpa)
168	Manor Farm, Banbury	SN	Operational	Permanent	Small	2,000
243	Companion's Rest	SIOS	Operational	Permanent	Small	100
011(V)	Finmere Quarry	SN	Committed	2035	Large	100,000
022(v)	Ardley EfW	SN	Committed	2049	Large	300,000
Sub-Totals						
Operational						2,100
Non-Operational						300,000
Committed						100,000
Total						402,010
Sub-Totals¹						
Temporary						300,000
Permanent						2,010
Unauthorised						0
Total¹						302,010

Key
 SIOS = Sites Identified by other Sources

SN = Site Nomination

*** Facility Scale**

Small < 40,000 tpa

Medium = 40,000 – 99,999 tpa

Large > 100,000 tpa

¹. excludes committed facilities.

Table 10/6: MWDF Category 5 – Composting / Biological Treatment

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Capacity (tpa)
009 (ii)	Worton Farm, Cassington (AD)	SN	Operational	Permanent	Large	45,000
010(ii)	Sutton Courtenay Landfill (OW)	SN	Operational	2019	Large	40,000
010(iv)	Sutton Courtenay Landfill (IVC)	SN	Committed	2019	Large	70,000
014 (ii)	Ashgrove Farm, Ardley (IVC)	SN	Operational	Permanent	Large	35,000
015	Showell Farm, Chipping Norton (OW)	SN	Operational	Permanent	Medium	15,000
016	Glebe Farm, Hinton Waldrist (OW)	SN	Operational	2024	Small	5,000
017(i)	Crowmarsh Battle Farm, Crowmarsh (OW)	SN	Operational	Permanent	Medium	25,000
017(ii)	Crowmarsh Battle Farm, Crowmarsh (AD)	SN	Operational	Permanent	Large	45,000
124	Church Lane, Coleshill (OW)	SIOS	Operational	Permanent	Small	100
252	Upper Farm, Warborough (AD)		Committed	Permanent	Large	33,000

Key
 SIOS = Sites Identified by other Sources
 SN = Site Nomination
 OW = Open Windrow
 AD = Anaerobic Digestion
 IVC = In-Vessel Composting

*** Facility Scale**
 Small < 10,000 tpa
 Medium = 10,000 – 29,999 tpa
 Large > 30,000 tpa

Sub-Totals	Operational	210,100
	Non-Operational	
	Committed	103,000
Total		313,100
	Sub-Totals¹	Temporary
		45,000
		Permanent
		165,100
	Total	210,100

¹: excludes commitments

Table 10/7: MWDF Category 6 – CDE Waste Recycling / Transfer Centre

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Recycling Capacity (tpa)
001	Shipton Hill, Fulbrook	SN	Operational	Permanent	Small	8,000
002 (iii)	Prospect Farm, Chilton	SN	Operational	2022	Medium	43,000
004(ii)	Slape Hill Quarry, Glympton	SN	Operational	2014	Large	55,000
005 (ii)	Playhatch Quarry, Playhatch	SN	Operational	Permanent	Large	65,000
008(ii)	New Wintles Farm, Eynsham	SN	Operational	Permanent	Large	110,000
009 (iii)	Worton Rectory Farm, Cassington	SN	Operational	Permanent	Medium	48,000
011(iv)	Finmere Quarry	SN	Committed	2020	Small	20,000
013(iii)	Ewelme No.2 Landfill, Ewelme	SN	Operational	2016	Small	20,000
028A (ii)	Gill Mill Quarry, Ducklington	SN	Operational	2020	Medium	40,000
028C	Gill Mill Quarry, Ducklington	SN	Committed ¹	2020	Large	120,000
103	Lakeside Industrial Estate, Standlake	SN	Non- Operational	Permanent	Medium	25,000
114	Appleford Sidings, Sutton Courtenay	SIOS	Committed ²	Permanent	Large	100,000
116(ii)	Worsham Quarry, Minster Lovell	SN	Closed	2021	Large	0
118(ii)	Tubney Wood, Tubney	SN	Operational	2015	Small	8,000
121(i)	Old Brickworks Farm, Bletchington	SN	Non-Operational	2017	Medium	40,000
133(ii)	Milton Road, Bloxham	SN	Operational	Permanent	Medium	32,000
142 (ii)	Sandfields Farm, Over Norton	SN	Operational	Permanent	Small	9,000
145	Ferris Hill Farm, Hook Norton, Banbury	SN	Operational	Permanent	Small	20,000
184	Rumbold's Pit, Ewelme	SIOS	Operational	Permanent	Small	15,000
229(ii)	Shellingford Quarry	SN	Operational	2021	Medium	20,000
236(ii)	Dix Pit Complex, Stanton Harcourt	SN	Operational	2012	Small	10,000
236(iii)	Dix Pit Complex, Stanton Harcourt	SN	Committed	2029	Large	98,000
241	Micks Skips, Lakeside, Standlake	SN	Operational	Permanent	Small	2,000
247 (i)	Upwood Park Quarry	SN	Committed	2029	Small	8,000

Key
SIOS = Sites Identified by other Sources

SN = Site Nomination

*** Facility Scale**

Small < 20,000 tpa

Medium = 20,000 – 49,999 tpa

Large > 50,000 tpa

256	Hundridge Farm, Ipsden, Wallingford	SIOS	Operational	Permanent	Small	5,000
Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Recycling Capacity (tpa)
257	Hardwick (adjacent to B4449)	SIOS	Operational	2015	Small	15,000
260	Burford Quarry	SIOS	Operational	2024	Small	20,000
263	Swanny Brook Farm (Soils)	SIOS	Operational	Permanent	Medium	20,000

Sub-Totals	Operational			525,500
	Non-Operational			85,000
	Committed			346,500
			Total	956,000
	Sub-Totals³		Temporary	251,000
			Permanent	359,000
			Total	610,500

¹ To replace existing facility 028A(ii).

² Mostly imported waste: shown as commitment to exclude from real total.

³ Excludes committed facilities.

The following facilities are awaiting the grant of planning permission following a resolution to approve the relevant planning application.

Facility No.	Facility Name	Development	Status	Scale	Additional Capacity (tpa)
030(ii)	Shipton-on-Cherwell Quarry	Recycling	Temporary (10 years)	Large	150,000 tpa

Table 10/8: MWDF Category 7 – Metal Recycling

Facility No.	Facility Name	Source	Operational Status	Planning Status	Facility Scale *	Capacity (tpa)
059	Sutton Wick Lane, Abingdon	SIOS	Operational	Permanent	Small	1,000
067	Great Rollright, Chipping Norton	SIOS	Operational	Permanent	Small	1,000
126	Varney's Garage, Hornton	SIOS	Operational	Permanent	Small	600
127	Banbury Motor Spares, Banbury	SIOS	Operational	Permanent	Small	300
128	Berinsfield Breakers, Berinsfield	SIOS	Operational	Permanent	Small	1,000
129	Milton Pool, Milton Common	SIOS	Operational	Permanent	Small	1,000
130	Steve Claridge Motor Salvage, Carterton	SIOS	Operational	Permanent	Small	1,000
131	T&B Motors, Witney	SIOS	Operational	Permanent	Small	1,000
132	Whitecross Metals, Wooton	SN	Operational	Permanent	Large	25,000
133(i)	Newlands Farm, Bloxham	SN	Operational	Permanent	Large	50,000
134	Quelches Orchard, Wantage	SIOS	Operational	Permanent	Small	5,000
135	Haynes of Challow, East Challow, Wantage	SIOS	Operational	Permanent	Small	5,000
137	Dulcie Hughes, Bicester	SIOS	Operational	Permanent	Medium	10,000
138	Woodside, Old Henley Road, Ewelme	SN	Operational	Permanent	Large	20,000
139	Sturt Farm, Witney	SIOS	Operational	Permanent	Small	1,000
186	Metal Salvage Ltd., Iffley Road, Oxford	SIOS	Operational	Permanent	Small	1,000
205	Greenwoods of Garsington	SIOS	Operational	Permanent	Small	300
239	Menlo Industrial Park, Thame	SN	Operational	Permanent	Large	15,000
259	Riding Lane, Crawley	SIOS	Operational	Permanent	Medium	10,000

Key

SIOS = Sites Identified by other Sources

SN = Site Nomination

*** Facility Scale**

Small < 5,000 tpa

Medium = 5,000 – 14,999 tpa

Large > 15,000 tpa

Sub-Totals	Operational	161,200
	Non-Operational	0
	Committed	0
Total		161,200
	Sub-Totals¹	Temporary
		0
		Permanent
		161,200
		Unauthorised
		0
	Total¹	161,200

¹ excludes committed facilities.

The following facilities are awaiting the grant of planning permission following a resolution to approve the relevant planning application.

Facility No.	Facility Name	Development	Status	Scale	Additional Capacity (tpa)
None					

Table 10/9: MWDF Category 8 – Hazardous / Radioactive

Facility No.	Facility Name	Purpose	Source	Operational Status	Planning Status	Facility Scale *	Capacity (various)
003 (iii)	Dix Pit, Witney	White Goods Transfer	SN	Non-Operational	2028	Small	400 tpa
053 A(i)	B462 Complex (WEP), Harwell	ILW Storage/ Treatment	SIOS	Operational	2060	Large	4,000 tonnes
053 A(ii)	Harwell Western Storage Site	Waste Water Treatment	SIOS	Operational	2026	Large	730,000 m3 p.a.
053C	GE Healthcare, Harwell	Radioactive Storage	SIOS	Operational	2015	Small	500 tonnes
151	Drayton Depot (OCC)	Sewage Sludge	SIOS	Operational	Permanent	Medium	10,000 tpa
152 (i)	Ewelme No.1	Hazardous Waste Transfer	SN	Operational	Permanent	Large	12,000 tpa
153	Merton Street Depot, Banbury	Hazardous Waste Transfer	SN	Operational	Permanent	Medium	3,000 tpa
156	City Insulation Contractors, Cowley	Asbestos Transfer	SIOS	Operational	Permanent	Small	100 tpa
157	Amity Insulation Services, Stanton Harcourt	Asbestos Transfer	SN	Operational	Permanent	Small	104 tpa
185	Sutton Wick, (former) landfill	Leachate Treatment	SIOS	Operational	Permanent	Small	5,000 tpa
223	Thorpe Meade (Grundons), Banbury	Hazardous Waste Transfer	SN	Committed	Permanent	Medium	5,000 tpa
231	Plot J. Lakeside Industrial Park	Oil & Solvent Transfer	SN	Operational	Permanent	Small	6,000 tpa
242	Culham Science Centre	Radioactive Storage/ Treatment	SIOS	Operational	2022	Medium	200 tpa

Key
 SIOS = Sites Identified by other Sources
 SN = Site Nomination
 * **Facility Scale**
 Description based on subjective assessment

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Sub-Totals	Operational
	Non-Operational
	Committed
Total	
Sub-Totals	Temporary
	Permanent
	Unauthorised
Total	

Glossary

Aggregates – sand, gravel and crushed rock that is used in the construction industry to make things like concrete, mortar, asphalt and drainage material. For secondary or recycled aggregates, see below.

Aftercare – The management and treatment of land for a set period of time immediately following the completed restoration of a mineral working to ensure the land is returned to the required environmental standard.

After-use – The long term use that land formerly used for mineral workings is restored to, e.g. agriculture, forestry, nature conservation, recreation or public amenity such as country parks.

Alternative aggregates - A grouping of secondary and recycled aggregates.

Anaerobic Digestion Facility – facility involving process where biodegradable material is encouraged to break down in the absence of oxygen, which changes the nature and volume of material and produces a gas which can be burnt to recover energy and digestate which may be suitable for use as a soil conditioner.

Annual Monitoring Report (AMR) – see Monitoring Report.

Apportionment – the allocation between minerals and waste authorities of an overall total amount of provision required for mineral production or waste management, for a particular period of time, e.g. as set out in the South East Plan.

Area of Outstanding Natural Beauty (AONB) – area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty.

Commercial and Industrial waste – waste from factories or premises used for the purpose of trade or business, sport, recreation or entertainment.

Composting – the breakdown of organic matter aerobically (in presence of oxygen) into a stable material that can be used as a fertiliser or soil conditioner.

Construction, Demolition and Excavation waste – waste arising from the building process comprising demolition and site clearance waste and builders' waste from the construction/demolition of buildings and infrastructure. Includes masonry, rubble and timber.

Core Strategy: Sets out the long-term spatial vision for the local planning authority area and the strategic policies and proposals to deliver that vision.

Crushed rock – naturally occurring rock which is crushed into a series of required sizes to produce an aggregate.

Development Management Policies: A set of criteria-based policies required to ensure that all development within the area meets the vision and strategy set out in the core strategy.

Development Plan Documents (DPDs) – spatial planning documents that form part of a Local Plan or a Minerals and/or Waste Plan and are subject to independent examination. They have ‘development plan’ status. They can include Core Strategy and Site Allocations DPDs.

Energy from Waste (EfW) Facility/Plant – residual waste treatment facility where energy (heat and/or electricity) is recovered from waste; either from direct combustion of waste under controlled conditions at high temperatures; or from combustion of by-products derived from the waste treatment process such as biogas or refuse-derived fuel.

Environment Agency (EA) – Government advisor and agency with statutory responsibilities to protect and improve the environment (including air, land and water).

Extension to quarry – extraction of minerals on land which is contiguous or non-contiguous with an existing quarry, where extracted material is moved to the existing quarry processing plant and access via means other than the highway (e.g. by conveyor or internal haul-road).

Gasification – A technology related to incineration where waste is heated in the presence of air to produce fuel rich gases.

Greenfield site – site previously unaffected by built development.

Greenhouse gases – gases such as methane and carbon dioxide that contribute to climate change.

Green Infrastructure – a network of strategically planned and managed natural and working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.

Groundwater – water held in water-bearing rocks, in pores and fissures underground.

Habitats Regulations Assessment (HRA) – an assessment of the likely impacts of the possible effects of a plan’s policies on the integrity of European sites (including Special Areas of Conservation and Special Protection Areas), including possible effects ‘in combination’ with other plans, projects and programmes.

Hazardous waste – waste that may be hazardous to humans and that requires specific and separate provision for dealing with it. Categories are

defined by regulations. Includes many “everyday” items such as electrical goods. Previously referred to as Special Waste.

Household Waste – waste from household collection rounds, street sweeping, litter collection, bulky waste collection, household waste recycling centres and bring or drop-off recycling schemes.

Household Waste Recycling Centres (HWRCs) – place provided by the Waste Disposal Authority where members of the public can deliver household wastes for recycling or disposal (also known as Civic Amenity Sites).

Incineration – burning of waste at high temperatures under controlled conditions. This results in a reduction in bulk and may involve energy reclamation. Produces a burnt residue or 'bottom ash' whilst the chemical treatment of emissions from the burning of the waste produces smaller amounts of 'fly ash'.

Independent Examination – process whereby an independent Planning Inspector publicly examines a Development Plan Document for its soundness before issuing their report and recommendations to the planning authority.

Inert waste – waste that does not normally undergo any significant physical, chemical or biological change when deposited at a landfill site. It may include materials such as rock, concrete, brick, sand, soil or certain arisings from road building or maintenance. Most of the category “construction, demolition and excavation” waste is inert waste.

Industrial waste – wastes from any factory, transportation apparatus, scientific research, dredging, sewage and scrap metal.

Intermediate Level Waste (ILW) – radioactive wastes which exceed the upper activity boundaries for Low Level Waste but which do not need heat to be taken into account in the design of storage or disposal facilities.

In-Vessel Composting Facility – facility where the composting process takes place inside a vessel where conditions are controlled and optimised for the aerobic breakdown of materials.

Landbank – the reserve of unworked minerals for which planning permission has been granted, including non-working sites, expressed in tonnage or years.

Landfill – permanent disposal of waste into the ground by the filling of voids or by landraising.

Land-won aggregates - Primary aggregates won from land.

Local Development Framework (LDF) – folder of local development documents prepared planning authorities, that sets out the spatial planning strategy for the area.

Local Development Scheme – the programme for the preparation of local development documents.

Local Plan: Comprises a portfolio of local development documents that will provide the framework for delivering the spatial planning strategy for the area.

Low Level Waste (LLW) – radioactive waste having a radioactive content not exceeding four gigabecquerels per tonne (GBq/te) of alpha or 12 GBq/te of beta/gamma radioactivity, but not including radioactive materials that are acceptable for disposal with municipal and general commercial or industrial waste; includes soil, building rubble, metals and organic materials arising from both nuclear and non-nuclear sources; metals are mostly in the form of redundant equipment; organic materials are mainly in the form of paper towels, clothing and laboratory equipment that have been used in areas where radioactive materials are used, such as hospitals, research establishments and industry.

Marine aggregates - Primary aggregates dredged from the sea, almost exclusively sand and gravel.

Materials Recovery/Recycling Facility (MRF) – facility where recyclable materials are sorted and separated from other wastes before being sent for reprocessing.

Mechanical and Biological Treatment (MBT) – residual waste treatment process involving the mechanical separation of recyclable materials followed by composting of the remaining material to produce a fuel or stabilised waste for landfilling.

Minerals & Waste Development Plan Document: Spatial minerals and waste related planning documents that are subject to independent examination.

Minerals & Waste Development Scheme: Sets out the programme for the preparation of the minerals and waste development documents.

Minerals and Waste Local Plan: These documents set out the current policies and the sites for minerals-related and waste-related development.

Monitoring Report: Assesses the implementation of the Minerals and Waste Development Scheme and extent to which the policies in Development Plan Documents are being successfully implemented.

Municipal waste/Municipal solid waste (MSW) – waste that is collected by a waste collection authority. Mostly consists of household waste, but can also include waste from municipal parks and gardens, beach cleansing, waste resulting from clearance of fly-tipped materials and some commercial waste.

National Planning Policy Framework – Planning policy document (March 2012) for England issued by central Government which supersedes the

majority of Planning Policy Statements, Planning Policy Guidance Notes, Minerals Policy Statements and Minerals Planning Guidance notes. Does not replace PPS 10.

Non-Hazardous Waste – waste, which is neither inert nor hazardous, which is permitted to be disposed at a non-hazardous landfill; also referred to as non-inert waste.

Non-inert waste – waste that is potentially biodegradable or may undergo significant physical, chemical or biological change when deposited at a landfill site. Also referred to as “non-hazardous waste”.

Nuclear Decommissioning Authority (NDA) – a non-departmental public body with responsibility to deliver the decommissioning and clean-up of the UK’s civil nuclear legacy.

Permitted reserves – mineral reserves with planning permission for extraction.

Planning Policy Guidance (PPG) – documents issued by Central Government setting out its national land use policies and guidance for England on different areas of planning. These were gradually being replaced by Planning Policy Statements.

Planning Policy Statements (PPS) – documents issued by Central Government to replace the existing Planning Policy Guidance in order to provide clearer and more focused policies for England on different areas of planning (with the removal of advice on practical implementation, which is better expressed as guidance rather than policy). Most were replaced by the National Planning Policy Framework (NPPF) in March 2012.

Planning permission – formal consent given by the planning authority to develop or use land.

Primary aggregates – These are aggregates produced from naturally occurring mineral deposits, extracted specifically for use as aggregate and used for the first time. They are produced either from rock formations that are crushed to produce ‘crushed rock’ aggregates, or from naturally occurring sand and gravel deposits.

Proposals Map: The adopted proposals map illustrates on a base map all the policies contained in the Development Plan Documents, together with any saved policies.

Pyrolysis – a technology related to incineration where waste is heated in the absence of air to produce gas and liquid fuel plus solid waste.

Recycled aggregates – derived from reprocessing waste arising from construction and demolition activities (e.g. concrete, bricks and tiles), highway maintenance (e.g. asphalt plantings), excavation and utility operations.

Examples include recycled concrete from construction and demolition waste material, spent rail ballast and recycled asphalt.

Recycling – the recovery of waste materials for use as or conversion into other products (including composting but excluding energy recovery).

Recovery – obtaining value from waste through one of the following means:

- Recycling;
- Composting;
- Other forms of material recovery (such as anaerobic digestion);
- Energy recovery (combustion with direct or indirect use of the energy produced, manufacture of refuse derived fuel, gasification, pyrolysis or other technologies).

Residual waste – the waste remaining after materials have been recovered from a waste stream by re-use, recycling, composting or some other material recovery process (such as anaerobic digestion).

Residual Waste Treatment Facility – facility for processing waste which has not been re-used, recycled or composted in order to recover resources and minimise the amount of waste that needs to be disposed by landfill; the two most common forms of residual waste treatment are energy from waste and mechanical and biological treatment.

Restoration – methods by which the land is returned to a condition suitable for an agreed after-use following the completion of minerals or waste operations.

Re-use – the repeat utilisation of an item/material for its original (or other) purpose.

Secondary Aggregates – usually the by-products of other industrial processes, e.g. blast furnace slag, steel slag, pulverised-fuel ash (PFA), incinerator bottom ash, furnace bottom ash, recycled glass, slate waste, china clay sand and colliery spoil.

Sewage Sludge or Sludge – the semi-solid or liquid residue removed during the treatment of wastewater.

Site of Special Scientific Interest – site notified by Natural England under Section 25 of the Wildlife and Countryside Act 1981 as having special wildlife or geological features worthy of protection.

Soundness – in accordance with national planning policy, local development documents must be ‘soundly’ based in terms of their content and the process by which they were produced. They must also be based upon a robust, credible evidence base. There are four tests of soundness in the National Planning Policy Framework.

South East Aggregates Working Party (SEEAWP) – a non-executive technical group covering the South East of England with the role of advising government (the Department for Communities and Local Government), Mineral planning authorities and industry on aggregates, including helping mineral planning authorities fulfil the duty to cooperate on strategic mineral planning issues, comprising officers of the mineral planning authorities, representatives of the minerals industry and government representatives .

South East Waste Planning Advisory Group (SEWPAG) – a non-executive technical group comprising the waste planning authorities of South East England and representatives of the Environment Agency, the waste industry and the environmental sector which provides advice to help waste planning authorities fulfil the duty to cooperate on strategic waste planning issues.

South East Plan – the Regional Spatial Strategy for the South East region, prepared by the former South East England Regional Assembly and approved by the Secretary of State in May 2009.

Special Area of Conservation – site of international importance for nature conservation, designated under the EU Habitats Directive.

Special Protection Area (SPA) – designation of international importance for nature conservation made under the EU Birds Directive to conserve the best examples of the habitats of certain threatened species of birds.

Statement of Community Involvement: Sets out the standards which authorities will achieve in involving local communities in the preparation of local development documents and development control decisions.

Statutory consultee – Organisations with which the local planning authority must, by regulation, consult on the preparation of its land use plan or in determining a planning application. For land use plans, this always includes the Environment Agency, Natural England and English Heritage.

Sterilisation – this occurs when developments such as housing, roads or industrial parks are built over mineral resources, preventing their possible future extraction.

Strategic Environmental Assessment (SEA) – an environmental assessment of certain plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC; it involves the preparation of an environmental report, carrying out of consultation, taking into account of the environmental report and the results of the consultation in decision making, provision of information when the plan or programme is adopted and showing that the results of the environment assessment have been taken into account.

Structure Plan – framework of strategic planning policies, produced by the County Council. The Oxfordshire Structure Plan was largely replaced as a statutory planning document by the South East Plan in May 2009.

Supplementary Planning Document: Provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Sustainability Appraisal – an appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with the principles of sustainable development and to check policies against sustainability objectives. The scoping report of a sustainability appraisal seeks the agreement of statutory consultees and the competent authority on the intended range of issues to be covered in the assessment. The Planning and Compulsory Purchase Act 2004 requires a sustainability appraisal to be undertaken of all development plan documents.

Thermal Treatment – generic term encompassing incineration, gasification and pyrolysis.

Transfer Station – a bulk collection point for waste prior to its onward transport to another facility for treatment or disposal.

Very Low Level Waste (VLLW) – radioactive waste with very low concentrations of radioactivity, arising from both nuclear and non-nuclear sources, which because it contains little total radioactivity can be safely treated by various means, including disposal with municipal and general commercial and industrial waste at landfill sites.

Formal definition:

(a) **in the case of low volumes ('dustbin loads') of VLLW** "Radioactive waste which can be safely disposed of to an unspecified destination with municipal, commercial or industrial waste ("dustbin" disposal), each 0.1m³ of waste containing less than 400 kilobecquerels (kBq) of total activity or single items containing less than 40 kBq of total activity. For wastes containing carbon-14 or hydrogen-3 (tritium):

- in each 0.1m³, the activity limit is 4,000 kBq for carbon-14 and hydrogen-3 (tritium) taken together; and
- for any single item, the activity limit is 400 kBq for carbon-14 and hydrogen-3 (tritium) taken together.

Controls on disposal of this material, after removal from the premises where the wastes arose, are not necessary."

(b) **in the case of high volumes of VLLW** "Radioactive waste with maximum concentrations of four megabecquerels per tonne (MBq/te) of total activity which can be disposed of to specified landfill sites. For waste containing hydrogen-3 (tritium), the concentration limit for tritium is 40MBq/te. Controls on disposal of this material, after removal from the premises where the wastes arose, will be necessary in a manner specified by the environmental regulators".

Voidspace – volume within landfill (including landraising) sites that is permitted and/or available to receive waste.

Waste Collection Authority – local authority that has a duty to collect household waste, usually district or unitary authorities.

Waste Disposal Authority – local authority responsible for managing the waste collected by the collection authorities, and the provision of household waste recycling centres, usually county or unitary councils.

Waste Planning Authority – local planning authority responsible for planning control of waste management and disposal, usually county or unitary councils.

Waste water – the water and solids from a community that flow to a sewage treatment plant operated by a water company.

Abbreviations

AMR	Annual Monitoring Report
AD	Anaerobic Digestion
AONB	Area of Outstanding Natural Beauty
CDE	Construction, demolition and excavation waste
C&I	Commercial and industrial waste
DPD	Development Plan Document
EA	Environment Agency
EfW	Energy from Waste facility
EIA	Environmental Impact Assessment
HRA	Habitats Regulations Assessment
HWRC	Household Waste Recycling Centre
ILW	Intermediate Level Waste
IVC	In-vessel composting facility
LDF	Local Development Framework
LLW	Low level waste
LNR	Local Nature Reserve
LTP	Local Transport Plan
MBT	Mechanical and Biological Treatment
MPA	Minerals Planning Authority
MPS	Minerals Policy Statement
MRF	Materials Recycling/Recovery Facility
MSW	Municipal Solid Waste
MWDF	Minerals and Waste Development Framework
NPPF	National Planning Policy Framework
NDA	Nuclear Decommissioning Authority
NHW	Non Hazardous Waste
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEEAWP	South East Aggregates Working Party
SEWPAG	South East Waste Planning Advisory Group

SSSI	Site of Special Scientific Interest
SPA	Special Protection Area
SPD	Supplementary Planning Document
VLLW	Very low level waste
WCA	Waste Collection Authority
WDA	Waste Disposal Authority
WPA	Waste Planning Authority

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disk or e-mail

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