OXFORDSHIRE COUNTY COUNCIL

Delegated Decisions by Cabinet Member for Environment (including Transport)

Thursday, 23 November 2017 at 10.00 am
Committee Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 1 December 2017 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

P G Clark

Peter G. Clark
Chief Executive

November 2017

Committee Officer: ***Graham Warrington***
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 11 January 2018

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 Extension of 30mph Speed Limit, Traffic Calming Measures and Prohibition of Motor Vehicles - Denchworth Road, CaneLlane and Newlands Drive, Grove (Pages 1 - 16)

Forward Plan Ref: 2017/089
Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE4**).

Measures to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road, which are being superseded by the proposed new road layout at Grove have been proposed in conjunction with a major new residential development to the west of Denchworth Road and Newlands Drive at Grove. The report presents responses received in the course of a statutory consultation on the proposals.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road which are superseded by the proposed new road layout at Grove as advertised.

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5. Proposed Kerb Build Out A4095 Burford Road, Witney (Pages 17 - 24)

Forward Plan Ref: 2017/120
Contact: Hugh Potter, Team Leader, Area Stewardship Hub Tel: (01865) 810228

Report by Director for Infrastructure Delivery (**CMDE5**).

As a result of development of land for residential use at Springfield Oval (off the northern side of the Burford Road), which is anticipated to lead to additional pedestrian crossing movements to local amenities, including Tower Hill Primary School consultation has been carried out on a proposal to install a kerb build-out in the layby on the north side of the A4095 Burford Road at Witney approximately 20 metres west of its junction with Moor Avenue in order to improve the safety and amenity for pedestrians using the existing uncontrolled pedestrian crossing point at this location. The report condisers the responses received.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to install a kerb build-out in the layby on the north side of the A4095 Burford Road at Witney approximately 20 metres west of its junction with Moor Avenue to improve the safety and amenity for pedestrians using the existing uncontrolled pedestrian crossing point at this location as advertised.

6. Proposed Traffic Calming Build-Out Murcott Road, Arncott (Pages 25 - 30)

Forward Plan Ref: 2017/114
Contact: Hugh Potter, Team Leader - Area Stewardship Hub Tel: (01865) 810228

Report by Director for Infrastructure Delivery (**CMDE6**).

Murcott Road is long and straight with good visibility approaching the village which means that traffic has a tendency to exceed the existing speed limit of 30mph as it approaches the residential part of the village. With new development extending the village along the Murcott Road it was felt that some traffic calming measures would be appropriate to extend the already existing series of buildouts. The report considers responses received to a statutory consultation on proposals to install a traffic calming build-out on the Murcott Road at Arncott, approximately 20 metres south-west of its junction with The Village Close.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to install a traffic calming build-out on the Murcott Road at Arncott, approximately 20 metres south-west of its junction with The Village Close as advertised.

7. Proposed 30mph Speed Limit and Toucan Crossing B4100 Warwick Road, Banbury (Pages 31 - 38)

Forward Plan Ref: 2017/124
Contact: Hugh Potter, Team Leader, Area Stewardship Hub Tel: (01865) 810228

Report by Director for Infrastructure Delivery (**CMDE7**).

Proposals have been put forward to improve safety of all road users and amenity of pedestrians and cyclists crossing the B4100 Warwick Road in the vicinity of a new access road serving residential development on the west side of the road. The proposals involve extending northwards the 30mph speed limit on the B4100 Warwick Road from its current terminal position just north of its junction with the A422 Stratford Road northwards to just north of its roundabout junction with Dukes Meadow Drive, replacing the current 40mph speed limit and installing a toucan crossing on the B4100 Warwick Road approximately 30 metres north of its junction with Firtree Close.

The report presents responses received in the course of a statutory consultation.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to extend northwards the 30mph speed limit on the B4100 Warwick Road from its current terminal position just north of its junction with the A422 Stratford Road northwards to just north of its roundabout junction with Dukes Meadow Drive, replacing the current 40mph speed limit and to install a toucan crossing on the B4100 Warwick Road approximately 30 metres north of its junction with Firtree Close as advertised.

8. Proposed Zebra Crossing - A422 Warwick Road, Banbury (Pages 39 - 44)

Forward Plan Ref: 2017/125
Contact: Hugh Potter, Team Leader, Area Stewardship Hub Tel: (01865) 810228

Report by Director for Infrastructure Delivery (**CMDE8**).

As a key radial route into Banbury Warwick Road carries over 10,000 vehicles in an average 12 hour period. This causes problems for residents trying to cross the road, including school children. The need for a pedestrian crossing was included in our National Productivity Investment Fund and was accepted as a suitable scheme for the 2017/18 allocation. The report presents responses received in the course of a statutory consultation to install a zebra crossing on the A422 Warwick Road at Banbury approximately 90 metres south east of its junction with Ferndale Road.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to install a zebra crossing on the A422 Warwick Road at Banbury approximately 90 metres south east of its junction with Ferndale Road as advertised.

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9. Proposed Goods Vehicle Loading Bay School Lane, Grove (Pages 45 - 48)

Forward Plan Ref: 2017/025
Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE9**).

These proposals have been put forward by a retail business with premises in the shopping centre to facilitate safe and convenient loading of goods vehicles servicing the shopping centre. The proposal, if approved, would be funded by this business but would be available to any goods vehicle (irrespective of the business being served) during the times of the proposed restriction and to any vehicle outside these times. The report presents responses received in the course of a statutory consultation to restrict the use of a layby on the south side of School Lane adjacent to the local shopping centre to goods vehicles for the purposes of loading and unloading between 7am and 7pm on all days of the week.

The Cabinet Member for Environment is RECOMMENDED to approve proposals to restrict the use of a layby on the south side of School Lane adjacent to the local shopping centre to goods vehicles for the purposes of loading and unloading between 7am and 7pm on all days of the week as advertised.

10. Proposed 30mph Speed Limit A4095 Witney Road, Long Hanborough (Pages 49 - 52)

Forward Plan Ref: 2017/132
Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: (01865) 810028

Report by Director for Infrastructure Delivery (**CMDE10**).

The report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit on the A4095 Witney Road westwards by approximately 75 metres in place of the current 40mph speed limit put forward to improve safety of all road users in the vicinity of a new access road serving residential development on the south side of the road.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on the A4095 Witney Road westwards by approximately 75 metres in place of the current 40mph speed limit as advertised.

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11. Oxfordshire Minerals & Waste Annual Monitoring Report 2017
(Pages 53 - 166)

Forward Plan Ref: 2017/076
Contact: Peter Day, Minerals & Waste Policy Team Leader Tel: (01865) 815544

Report by Director for Planning & Place (**CMDE11**).

The County Council is required to prepare and publish minerals and waste local plan monitoring reports. This procedural and information requirement has been met by the production each year of a Minerals and Waste Annual Monitoring Report. The Annual Monitoring Report must report on implementation of the Minerals and Waste Development Scheme (the programme for preparation of the Minerals and Waste Local Plan) and on the extent to which local plan policies are being achieved. A draft Oxfordshire Minerals and Waste Annual Monitoring Report 2016 (Calendar Year) has been prepared, covering the year 1 January to 31 December 2016.

The draft Annual Monitoring Report 2016 (Calendar Year) reports on how work on preparation of the revised Minerals and Waste Local Plan: Core Strategy was progressed in relation to the programme in the Council's revised Minerals and Waste Development Scheme, February 2016. It also reports on: production of aggregate minerals; permissions granted for mineral working and landbanks of permitted reserves; production of secondary and recycled aggregates; amounts of waste produced and methods of management; permissions granted for waste management facilities and capacity of facilities. It cross refers to the Council's Local Aggregate Assessment and Waste Needs Assessment, which contain more detailed information and will sit alongside and complement the Annual Monitoring Report. In addition, it reports on work undertaken by the Council to meet the Duty to Cooperate.

The Cabinet Member for Environment is RECOMMENDED:

(a) ***to approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2016 (Calendar Year) in the Annex to this report;***

(b) ***to authorise the Director for Planning & Place to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2016 (Calendar Year) for publication on the County Council website.***

Division(s): Grove and Wantage

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER

PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND PROHIBITION OF MOTOR VEHICLES - DENCHWORTH ROAD, CANE LANE AND NEWLANDS DRIVE GROVE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on proposals to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road which are superseded by the proposed new road layout at Grove.

Background

2. The above measures are proposed in conjunction with a major new residential development to the west of Denchworth Road and Newlands Drive at Grove. Plans showing the proposals are shown in Annex 1 (traffic calming), Annex 2 (speed limit) and Annex 3 (prohibition of motor vehicles).

Consultation

3. Formal consultation on the proposal was carried out between 13 July and 11 August 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Grove Parish Council and the local County Councillor. Additionally public notices were placed up on site in the vicinity of the proposals and letters were sent to approximately 525 nearby properties.

4. Thirty three responses were received. These are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors.

5. The table below summaries the responses received for each proposal:

Proposal	Support	Object	Neither
30mph speed limit on Denchworth Road	18	2	13

Traffic calming measures on Newlands Drive	3	23	7
Prohibition of motor vehicles on parts of Cane Lane and Denchworth Road where the alignment is amended	**8**	**4**	**21**

6. Thames Valley Police objected to the proposed 30mph speed limit on the grounds that the character of the road was at present not-built up and that introducing a 30mph speed limit now in advance of the planned development was premature. However, they would not object to a 40mph speed limit and expressed no objection to the proposed traffic calming measures and prohibition of driving.

7. Grove Parish Council, while supporting the proposed 30mph limit and prohibition of driving proposal, expressed a strong objection to the proposed traffic calming measures considering that the proposed use of junction tables and speed cushions would cause noise and pollution and did not accord with new government guidance on traffic calming. The parish council suggested the use of traffic calming chicanes and traffic signals (including a signalled junction and pedestrian crossing) which they understood could be set to turn to red if speeding vehicles were approaching the signals.

8. The Vale of the White Horse District Council expressed no objection to any of the proposals.

9. The remaining thirty responses were from members of the public. Twenty eight of these were from residents of Grove, one from a resident living outside Oxfordshire and in one case the respondent did not provide an address.

10. A majority of these supported or expressed no objection to the proposed 30mph speed limit. One objection was though received on the grounds that a speed limit reduction was not required.

11. Similarly a majority of the responses from members of the public expressed support or no objection to the proposed prohibition of driving order. However, four objections were received for this proposal, most of those citing concerns over the loss of public space - in particular for recreational purposes – arising from the new road layout as a result of the development.

12. However, twenty two objections to the traffic calming measures were received from members of the public, with only three expressions of support, and seven responses expressing neither support nor objection.

13. The above objections to the proposed traffic calming were primarily on the grounds that the number and type of features were excessive and that the raised junction tables and speed cushions would result in increased vehicle emissions and noise, damage to vehicles, diversion of traffic onto other roads (in particular Brereton Drive, which was noted to have significant use by pedestrians, including school children) and reduce the attractiveness of shops accessed from Newlands Drive. Concerns were also expressed that the safety of pedal cyclists and motor cyclists would be compromised and that

drivers of vehicles with a lower than average ground clearance would be adversely affected. As with the response of Grove Parish Council, many respondents suggested that build-outs or chicanes would be more effective and avoid or reduce the above problems and that other measures – for example speed cameras or traffic signals which turned to red on detecting a speeding vehicle should be used.

Response to the objections on the proposed 30mph speed limit

14. While Thames Valley Police's objection to the speed limit is noted, together with the objection from the member of the public on the grounds of need, this change is judged to be consistent with Department for Transport guidance on setting local speed limits given the planned development of the road.

Response to the objections on the proposed prohibition of driving order

15. The four objections from members of the public on the prohibition of driving order on the parts of Cane Lane and Denchworth Road which are being superseded by the new road primarily relate to concerns over the loss of public recreational space. The revised road layout here was approved by the Vale of the White Horse District Council as part of the wider planning consent for the development and the prohibition of driving order is considered necessary in the interests of safety for pedestrians and cyclists using the superseded lengths of carriageway. Sports pitches are being re-located on site to accommodate the new road layout

Response to the objections on the proposed traffic calming measures

16. The road alignment on Denchworth Road seeks to reduce excessive vehicle speeds. The three proposed traffic islands that incorporate informal pedestrian crossings, along with the increased traffic flows, will have an impact on the overall speed of the road.

17. Build-outs have been shown to increase speeds on roads similar to that of Newlands Drive due to the straight nature of the road and increased visibility of oncoming vehicles and can sometimes encourage drivers to speed up to avoid giving way to oncoming vehicles. Monitoring of build-outs shows that accidents can result from vehicles failing to give way to each other within a single lane section of the road, and also that shunt type accidents can occur behind vehicles stopping to give way. Both noise and emissions as vehicles stop to give way then accelerate have been the source of concern in some schemes. Build-outs are also not a preferred treatment on cycle routes as cyclists can be vulnerable to car drivers attempting to overtake within or on the approach to the build-out.

18. The raised table's vertical deflection will be a 75mm rise over a distance of 2m mitigating any severe impact but whilst still providing enough deflection to deter speeding vehicles. The raised tables will also be laid in a different material resulting in a visual impact as well.

19. The speed cushions were proposed by the consultant working on behalf of the developer to mitigate the safety concerns raised within the Road Safety Audit carried out on the initial design. These were proposed to prevent motorists from speeding in between the raised tables. If motorists drive to the conditions of the road; damage to the vehicles from the raised tables/speed cushions will not happen.

20. The raised table at the northern end of Newlands Drive is proposed due to a number of accidents that have seen vehicles leave the carriageway and end up within the gardens backing onto Newlands Drive.

21. The raised tables extend approximately 14m from the edge of carriageway into the side roads from Newlands Drive. This will allow two vehicles to stack at the junction without straddling the vertical rise.

22. Monitoring of large traffic calming schemes using road humps and speed cushions has not shown there to be safety problems for pedal or motor cycles.

23. As regards to the request for cycle tracks, a shared cycleway/footway is planned to be provided on Denchworth Road south of Newlands Drive. On Newlands Drive itself, the County Council has requested 1.0m wide advisory cycle lanes either side along the whole length; this request is yet to be confirmed as to whether it can be safely implemented and will be subject to an independent safety review.

24. In respect of the request for speed cameras, the deployment of safety cameras is primarily a matter for Thames Valley Police. Priorities for enforcement are largely determined by the reported accident history and it is highly unlikely that the police would consider the installation of cameras as a preventative measure, noting that the fines income from speed enforcement is paid to central government rather than the police

25. Taking the above into consideration and noting that the junction tables will have shallow ramp gradients (considerably less than those specified at the existing traffic calming measures on Oxford Lane) it is anticipated that the calming scheme will lead to speeds being moderated but without vehicles having to slow or accelerate significantly when travelling along the road. The design of the scheme therefore should not result in increased pollution or noise (a noise survey will be carried out prior to the works and once completed if necessary to monitor noise levels) and although reference was made in several of the responses to the recent Department for Transport initiative to fund the removal and/or amendment of traffic calming features that are causing issues, this initiative is not considered relevant to this scheme.

How the Project supports LTP4 Objectives

26. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

27. Funding for proposals has been provided by the developer of land adjacent to Denchworth Road and Newlands Drive.

RECOMMENDATION

The Cabinet Member for Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road which are superseded by the proposed new road layout at Grove as advertised.

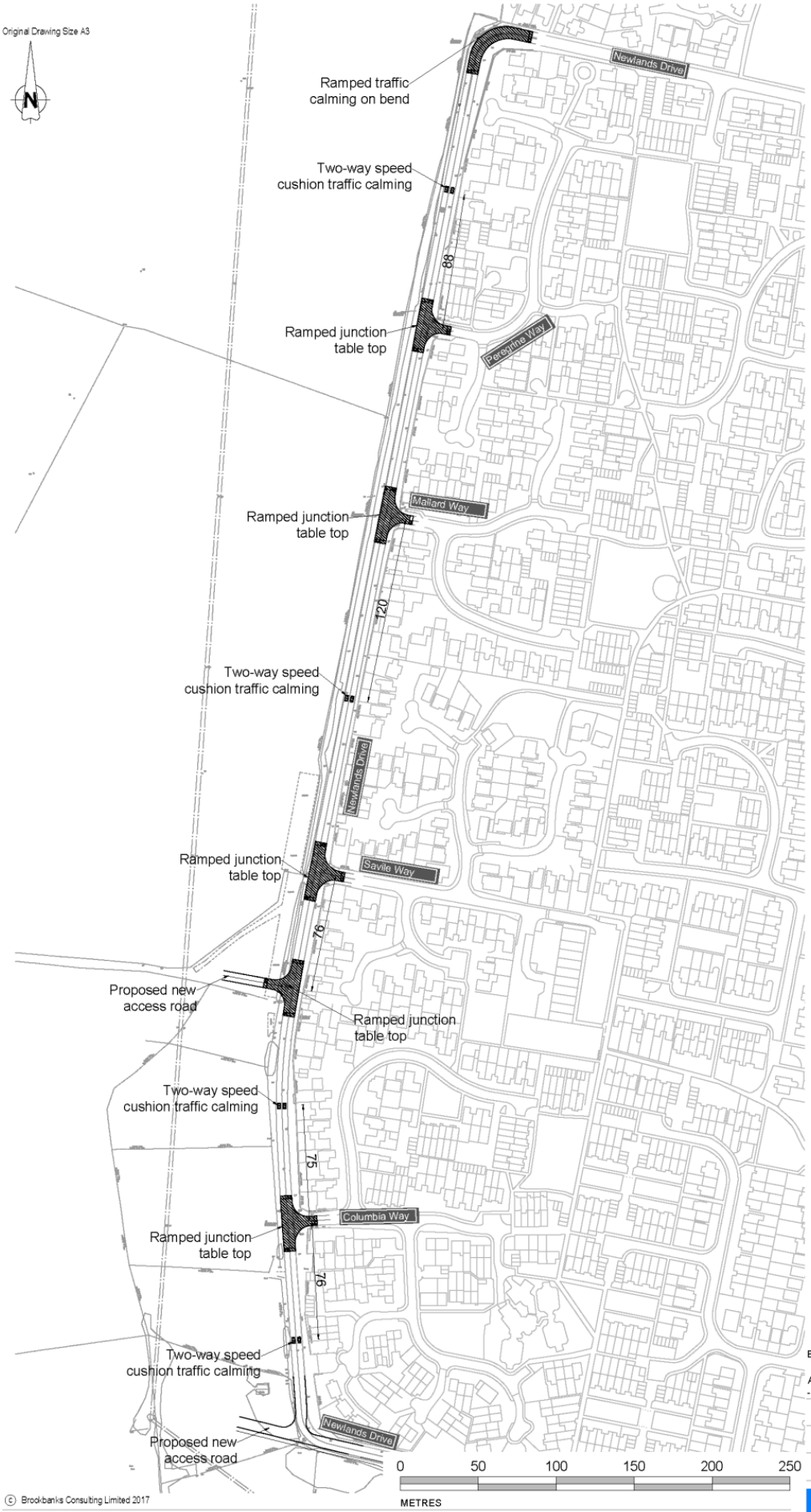
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2017

Original Drawing Size A3



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B	Speed cushions amended and northern ramp added.	SD	SD RM	09.06.17
A	Updated following OCC comments.	RM	RM PAB	22.03.17
-	First issue.	RM	RM PAB	01.01.17

Status	Status Date
Preliminary	Jan 2017

Drawn	Checked	Date
RM	RM	01.02.17

Scale	Number	Rev
1:2500	10383-050-002	B

PERSIMMON Taylor Wimpey

Grove Airfield

Newlands Drive

TRO Consultation Plan

Brookbanks
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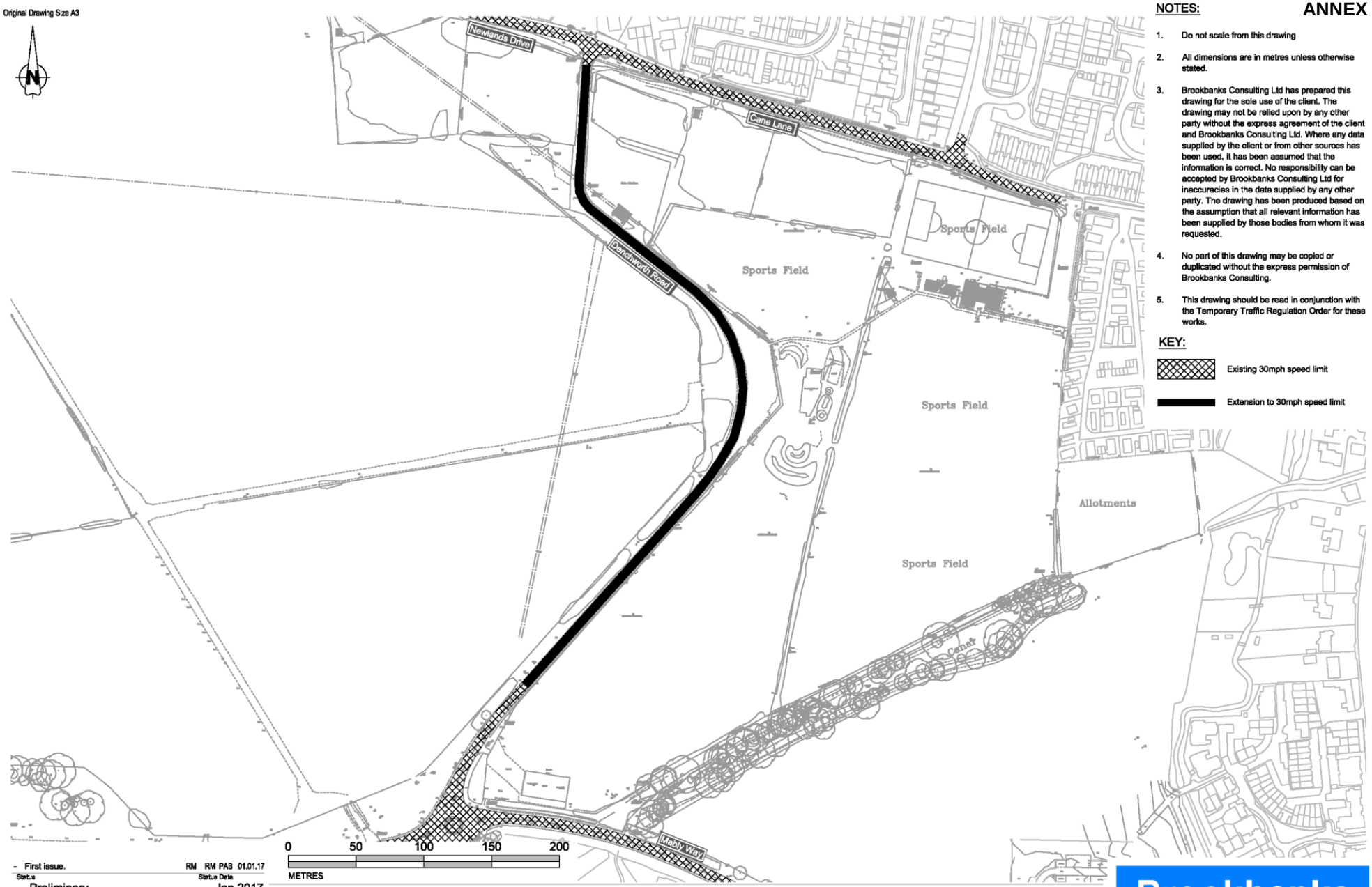
Tel (0121) 329 4330 Fax (0121) 329 4331
www.brookbanks.com

Original Drawing Size A3

ANNEX 2



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KEY:

Existing 30mph speed limit

Extension to 30mph speed limit

- First issue.		RM	RM PAB 01.01.17
Status			Status Date
Preliminary			Jan 2017
Drawn	Checked		Date
RM	RM		01/02/17
Scale	Number		Rev
1:2500	10383-050-001		-

PERSIMMON Taylor Wimpey

Grove Airfield

Denchworth Road

TTRO Plan

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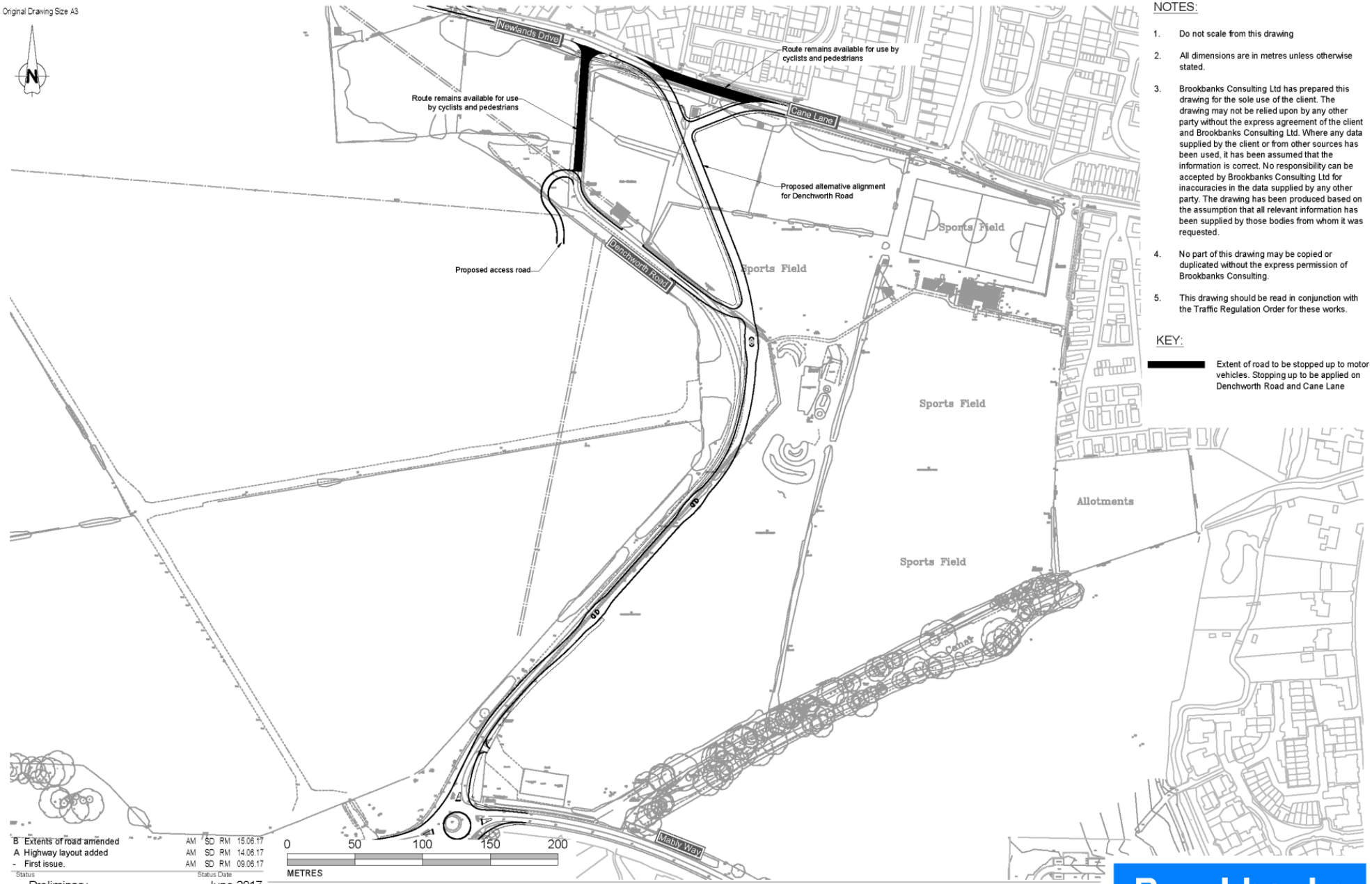
Original Drawing Size A3



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KEY:

Extent of road to be stopped up to motor vehicles. Stopping up to be applied on Denchworth Road and Cane Lane

B	Extents of road amended	AM	SD	RM	15.06.17
A	Highway layout added	AM	SD	RM	14.06.17
-	First issue.	AM	SD	RM	09.06.17

Status	Status Date
Preliminary	June 2017

Drawn	Checked	Date
SD	RM	09.06.17

Scale	Number	Rev
1:2500	10383-050-003	B

PERSIMMON Taylor Wimpey

Grove Airfield

Road Stopping Up

TRO Plan

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ANNEX 4

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	Speed Limit – **Object** - Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc. In considering this proposal, It is unclear from the consultation documents the level of development/frontage that will appear along this section of road and timescales, and until this road has a level of development that is consistent with a 30mph speed limit, suggest consideration is given to a 40mph speed limit. Also notes no speed data has been received in connection with this proposal. Traffic Calming – **No objection.** Stopping-up – **No objection.**
(2) Grove Parish Council	Speed Limit – **Support** - as long as the section of the Denchworth Road from Grove to the Village of Denchworth is restricted to 30mph in its entirety. Traffic Calming – **Object** - Speed humps should be replaced with chicanes noting that a new government initiative suggests that speed humps should be removed. Humps and raised platforms cause extra pollution with the constant breaking and acceleration, and also noise / vibrations problems for nearby properties, a problem that has been found with the existing calming in Oxford Lane. Would support an earlier proposal we understood for two sets of lights on Newlands Drive. One at the Savile Way junction controlling access into the new estate and another set of pedestrian lights towards the North end of Newlands Drive (and understand that lights can be programmed to detect speeding vehicles and turn red against them). Chicanes would slow vehicles and provide a smoother ride.. Drivers will use Brereton Drive and residential roads rather than going along Newlands Drive to access local shops on Savile Way, which ay will become redundant as less shoppers will travel over speed humps to access shopping area." Stopping-up – **Support** - provided that the Denchworth Road is not closed before the new section is built and opened.
(3) Vale of White Horse District Council	**No objection** - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.
(4) Local Resident, (Blenheim Gardens, Grove)	Speed Limit – **Support** - *No comment.* Traffic Calming – **Object** - I support the traffic calming in terms of speed cushions but not the flat top road humps. These can be damaging to vehicles and cause increased emissions as vehicles slow down and speed up. In addition,

	living on the approach road to the Co-op supermarket means that there will be increased noise as delivery lorries mount and dismount the humps, often at unsociable times of the day. Stopping-up – **Support** – *No comment.*
(5) Local Resident, (Mandarin Place, Grove)	Speed Limit – **Support** – also requests a footway here and a safer pedestrian crossing at the west end of Mably Way given the volume and speed of traffic. Traffic Calming – **Object** - I think money would be better spent elsewhere e.g. on crossings in other parts of the village given the additional foot traffic from the new development. Stopping-up – **Neither** – *No comment.*
(6) Local Resident, (Membury Way, Grove)	Speed Limit – **Neither** - There is not enough distance to increase speed much past 30 miles an hour any way. Waste of money. Traffic Calming – **Object** – no justification and poor use of money; humps would increase vehicle emissions and frustrate law abiding drivers. Stopping-up – **Object** – *No comment*.
(7) Local Resident, (Mandarin Place, Grove)	Speed Limit – **Support** - Traffic Calming – **Support** - As someone who backs onto Newlands Drive, I am very aware of cars and particularly motorbikes speeding on the road, but express a query on how far the humps would extend into the side roads, and a possible concern over noise as vehicles travel over the humps. Stopping-up – **Neither** – The loss of playing fields which are part of the realignment of the road is regrettable. However, if that realignment happens then the two road closures make sense with the proviso that there is some sort of staggered entrance/exit to prevent cyclists riding straight on to the main carriageway with no regard for traffic already travelling past those junctions. The potential for accident is high.
(8) Resident, (Swindon)	Speed Limit – **Support** - but also notes that maintenance – including of the zebra crossings - and other measures are needed on the Denchworth Road south of Mably Way to better control speeds given the schools in the area. Traffic Calming – **Support** – *No comment.* Stopping-up – **Neither** – *No comment.*
(9) Local Resident, (Saville Way, Grove)	Speed Limit – **Support** - This will be very necessary when the new houses are built . Traffic Calming – **Neither** – Agree that calming measures here are needed but the current plans seem excessive Stopping-up – **Support** – This seems sensible redirection of the road.
(10) Local Resident, (Mallard Way, Grove)	Speed Limit – **Support** – *No comment.* Traffic Calming – **Object** – the proposed junction tables will damage vehicles and the number of features seems very excessive. Safety cameras, virtual road humps, chicanes and coloured patches would be better. Stopping-up – **Object** – This means using land currently used as green space for football, walking and other out door

	activities would be lost. Also the stop area which is used by many vehicles including a business would be lost. With the new housing development Grove will lose even more of this outside space, therefore I believe that this should be reconsidered or revised.
(11) Local Resident, (Mandarin Place, Grove)	Speed Limit – **Support** – *No comment.* Traffic Calming – **Object** - the proposed calming is very excessive with a lot of raised areas and speed bumps, which have been proved to be bad for the environment and the government is proposing advising against using them. Also expresses concerns over noise, especially with the additional traffic – including goods vehicles - using the road. . The raised area is shown on the bend at the northern end is not needed given its natural calming effect. Traffic will divert to Brereton Drive and this could mean that businesses will not be viable in the new centre on the airfield development. Alternatives to humps should be investigated such as the small raised roundabouts similar as used on Denchworth south of Mably Way. A toucan crossing would also be helpful – this could be set to change to red if it detected speeding traffic. Stopping-up – **Neither** – *No comment.*
(12) Local Resident, (White Horse Crescent, Grove)	Speed Limit – **Neither** – *No comment.* Traffic Calming – **Object** - A separate cycleway along the whole length of Newlands Drive and across Grove airfield that links with the cycle network in Wantage is needed (respondent has strong interest in this matter following the death of a family member in a cycling accident). Installing traffic calming along Newlands Drive will increase risk to cyclists as follows:- 1) Traffic will not have chance to safely overtake cyclists in between traffic calming points and will potentially be forced to pull in and brake in front of cyclists creating additional risk. 2) Traffic will becomes bunched up which will reduce visibility of cyclists to any vehicles following others. 3) Traffic will decelerate suddenly at calming points causing a 'domino' effect at the back of a queue creating additional danger to any cyclists. 4) The traffic calming points will create potential slip hazards for cyclists, especially in adverse weather conditions and particularly if turning at junctions. Additional objections to traffic calming are: the increased congestion, noise and pollution which will be exacerbated as traffic increases as a result of the development; humps and cushions also adversely impact vehicles with limited ground clearance. Also concerned about the safety of motorcyclists, particularly in wet or slippery conditions. It should be noted that the junction onto Newlands Drive is already on a slope so raising this further should be avoided. Additionally calming tends to cause roads to deteriorate and fall into disrepair more quickly . Stopping-up – **Neither** – *No comment.*

(13) Resident, (Grove)	Speed Limit – **Support** - "Speed restriction alone will not achieve the goal of making this road safer - a proper cycle/pedestrian path with street lighting is needed. Traffic Calming – **Object** – the proposed junction tables and speed cushions will cause unnecessary congestion during their construction, and when in place will increase emissions and add to pollution, increased vehicle wear, delays to emergency services and discomfort to patients, and the diversion of traffic to Brereton Drive where there is more pedestrian usage including by school children. The plans do not align with current government initiatives. Alternative measures such as speed cameras, improved speed limit signing, road markings , and the provision of a cycle track Stopping-up – **Object** – If this is an extension of the current vehicle prohibited area there is simply no need for the change. Retaining the current situation with option to open the road in the event of rugby tournaments, festivals etc..is preferred.
(14) Local Resident, Mandarin Place (, Grove)	Speed Limit – **Support** – *No comment.* Traffic Calming – **Object** – while supporting the principle of traffic calming, very strongly opposed to the provision of raised junctions or speed cushions (and also queried the point of the proposed feature on the bend at the north end of Newlands Drive. Raised mini would achieve the same outcome as raised junctions, and build outs / chicanes would be more suitable than cushions. Speed enforcement by the police would also be an option. Traffic will divert to Brereton Drive where there are more pedestrians and cyclists. Stopping-up – **Support** – *No comment.*
(15) Local Resident, (Hunters Close, Grove)	Speed Limit – **Support** – *No comment.* Traffic Calming – **Object** - concerned over the number of humps- will be uncomfortable for elderly people and cause extra wear for vehicles and lead to traffic diverting to other roads, and will also adversely affect delivery vehicles and emergency vehicles that will be slowed. Speed cameras would be a better option, or speed sensitive traffic lights and stop traffic that is approaching the area too quickly. Stopping-up – **Neither** –sceptical of the safety of the shape of the proposed new access road off Denchworth Road due to concerns over the visibility that will be available.
(16) Local Resident, (Blenheim Gardens, Grove)	Speed Limit – **Object** - I feel the limit should be set at 40mph. Traffic Calming – **Object** - The proposed scheme is far more than is required and appears contrary to the latest Government thinking on this matter, and may lead to traffic diverting to Brereton Drive. Stopping-up – **Support** – *No comment.*
(17) Local Resident, (Brunel Crescent, Grove)	Speed Limit – **Support** – *No comment.* Traffic Calming – **Object** - Speed humps and cushions are an entirely inappropriate way to manage traffic at speeds, and will cause noise and damage to vehicles. Speed cameras would be a much better option Stopping-up – **Neither** – *No comment.*

(18) Local Resident, (Blenheim Gardens, Grove)	Speed Limit – **Support** - It makes perfect sense and I have never understood why it has never changed. Traffic Calming – **Object** – strongly opposed to this measures – concerned about response times for the emergency services and the additional pollution; money far better spent on maintenance. Stopping-up – **Support**
(19) Local Resident, (Mallard Way, Grove)	Speed Limit – **Support** - The current speed limit is excessive and is not consistent with other speed limits in the area. Traffic Calming – **Object** - The proposals are extremely excessive I object very strongly to these measures. There is no need to install speed humps. Speed humps are damaging to the environment, damaging to motor vehicles and to local property. It would be far better to install chicanes and traffic lights and a pedestrian crossing close to Saville Way and to Peregrine Close. Stopping-up – **Support** – These proposals are in line with the master plan for the new development.
(20) Local Resident, (White Horse Crescent, Grove)	Speed Limit – **Support** - This road is used by many school children cycling to and from school. Traffic Calming – **Object** – will create a hazard for car drivers and cyclists.; disappointed that a cycle lane or path is not proposed for Newlands Drive, especially given the likely use by school children. Cyclists will be forced to ride on a road that will have vehicles overtaking them whilst both cyclist and the other vehicle driver are negotiating speed ramps along the length of the road. has been confirmed as unacceptable in built up areas. The scheme will need to more noise and pollution which in particular will impact on adjacent properties, and also affect driver of vehicles with low ground clearance. Speed cameras would be a better option. Stopping-up – **Neither** – *No comment.*
(21) Local Resident, (White Horse Crescent, Grove)	Speed Limit – **Neither** – *No comment.* Traffic Calming – **Object** – speeding is not a major issue, and speed limit reminder signs would be far cheaper to address a small problem. The government has recently decreed that speed humps are environmentally unfriendly due to vehicles slowing down and then accelerating, and also lead to more noise.. Flat top road humps at junctions and bends are extremely dangerous for bicycles and motorcycles as they are de-stabilised during cornering, and prove to be very difficult to properly construct and maintain. Stopping-up – **Neither** – *No comment.*
(22) Local Resident, (White Horse Crescent, Grove)	Speed Limit – **Neither** – *No comment.* Traffic Calming – **Object** - The proposed traffic calming is excessive and will lead to more emissions, noise and vehicle wear. Chicanes or build-outs would be preferable. Stopping-up – **Neither** – *No comment.*
(23) Local Resident, (Manor Gardens, Grove)	Speed Limit – **Support** – *No comment.* Traffic Calming – **Object** - Please find an alternative to speed cushions, they have been proven to cause dangerous, potentially fatal, damage to tyre sidewalls especially once the cushions wear and their edges break up. Stopping-up – **Support** – *No comment.*

(24) Local Resident, (Grove Road, Grove)	Speed Limit – **Support** - A 30mph speed limit on this road will not inconvenience motorists, and will potentially save the lives of others using the road and pavements. Traffic Calming – **Support** - Having lived next to Newlands Drive I can attest from personal experience the traffic definitely needs calming, to reduce noise as well as prevent accidents. Stopping-up – **Object** – I don't accept the need to arbitrarily alter the road layout, which will not only cost money which could more usefully be spent on other improvements, but will also unnecessarily deprive people of yet another sports facility.
(25) Local Resident, (Swan Close, Grove)	Traffic Calming – **Object** – the proposed humps will increase vehicle emissions and noise pollution and have an adverse effect on law abiding motorists, and also emergency service vehicles, in particular ambulances. Speed cameras would be a much better option.
(26) Local Resident, (Denchworth Road, Grove)	Traffic Calming – **Object** – Concerned about noise pollution and damage to the surrounding road surface, and that the scheme will lead to traffic diverting away from the road, reducing the trade of the businesses at Savile Way.
(27) Email response, (unknown)	Traffic Calming – **Neither** - I feel we need some calming bumps. Is it necessary for so many and in fact that the Government is stopping them as they make cars have more emissions.
(28) Local Resident, (White Horse Crescent, Grove)	Traffic Calming – **Neither** - concerned that the number of calming features is excessive and will make driving difficult/uncomfortable, and potentially lead to more pollution and noise disturbance for nearby properties, and also encourage drivers to divert down Brereton Drive. Enforcement of the speed limit would be a better option.
(29) Local Resident, (Carlton Close, Grove)	Traffic Calming – **Object** – the junction tables will cause significant discomfort especially for those with medical conditions, and lead to additional noise and pollution as vehicles slow and accelerate, and to damage to vehicles and the surrounding road surface. Better alternatives might include traffic lights which turned red on detecting speeding vehicles or chicanes.
(30) Local Resident, (Grove)	Traffic Calming – **Object** -have concerns regarding the installation of more speed ramps in Grove in addition to those on Oxford Lane. These ramps do not slow down persistent speeders' especially late at night & everyone else will suffer even more damage to their vehicles already inflicted by the vast amount of pot holes on our roads. I carry a large amount of tools, materials & liquids in my work van & spillage of liquids' is a risk regardless of how careful you pass over the ramps. Chicanes would be more vehicle friendly & more effective at slowing every vehicle down including motorcycles .
(31) Local Resident, (Blenheim Gardens, Grove)	Speed Limit – **Support** - – fully support that, long overdue. Traffic Calming – **Neither** - not really a fan of traffic calming but probably necessary. If you have funding for traffic calming, I would like to see a cycle / pavement installed (ideally all the way down Newlands Drive to the Airplane Roundabout, meeting up with the Cycle lane installed on the Wantage side of Denchworth Road).

(32) Local Resident, (Mandarin Place, Grove)	Traffic Calming – **Neither** - The calming measures will cause braking and accelerating that increase noise and air pollution for residents; motorcycles will not be deterred from speeding and drivers will find the scheme frustrating and potentially vehicle damaging. A high proportion of accidents are at the sharp bend at the north end , and the approaches to this bend are where measures are needed most; please can you reconsider your proposals and at least reduce the number of humps that are planned.
(33) Local Resident, (Mandarin Place, Grove)	Speed Limit – **No objection** – A speed limit of 30mph to join with the existing restricted sections makes sense. Traffic Calming – **Object** – We object most strongly to the proposal. This would inconvenience all of the (mainly law abiding) residents and lead to more traffic on Brereton Drive, a road where children and adults need to cross on a regular basis. The main speeding offenders on Newlands Drive are motor cyclists who would not be affected by the proposed speed cushions; a “Speed Camera” be a better option, especially taking account of the income raised from offenders. Also queried these plans given their understanding that in the longer term Newlands Drive was to be closed midway along its length.

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Division(s): Witney South and Central

CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017

PROPOSED KERB BUILD-OUT A4095 BURFORD ROAD WITNEY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a consultation on a proposal to install a kerb build-out in the layby on the north side of the A4095 Burford Road at Witney approximately 20 metres west of its junction with Moor Avenue to improve the safety and amenity for pedestrians using the existing uncontrolled pedestrian crossing point at this location.

Background

2. The proposal to install the build-out arises from the development of land for residential use at Springfield Oval (off the northern side of the Burford Road), which is anticipated to lead to additional pedestrian crossing movements to local amenities, including Tower Hill Primary School. A plan showing the proposal is shown at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 7 September and 6 October 2017. Notices were placed in the vicinity of the proposal and an email sent to consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Witney Town Council and the local County Councillor. Letters were also sent to 21 nearby properties.

4. Fourteen responses were received. Eight objections – including from Cllr Laura Price, the local county councillor - primarily on the grounds that the proposal did not adequately provide a safe and convenient crossing point for pedestrians, but also with concerns being expressed by some respondents over the loss of parking spaces in the layby. A further three responses – while not expressed as formal objections – raised similar concerns to the above. The final three responses were from Thames Valley Police, West Oxfordshire District Council and Witney Town Council, all expressing no objection to the proposal.

5. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Responses to objections and concerns

6. The concerns of the respondents (including that of the local County Councillor) that the current proposal does not adequately provide for safe pedestrian crossing movements- in particular for the many children being crossed here to and from the nearby primary school, and also taking account of the increased traffic flows and pedestrian crossing demand arising from residential development in the area – are noted.

7. It is accepted that a signal controlled crossing would be technically feasible at this location. Referring to Councillor Price's query (see Annex 1) about the background to the current proposal, she correctly notes that in the earlier stages of the discussions with the developer of the land off Springfield Oval, the County Council requested that a signalled crossing (specifically, a toucan crossing for pedestrians and cyclists) be provided across Burford Road to enable safe crossing for pedestrians and cyclists particularly towards Tower Hill Community Primary School. However, the applicant queried our justification for this request as there was already an alternative crossing facility reasonably nearby and, additionally, from an assessment of the scale and type of housing units being proposed, it was estimated by the County Council that the development would generate only 14 primary school-going pupils who would likely benefit from such a crossing.

8. In view of the above, and also taking account of the absence of any recorded pedestrian accidents in the vicinity, it was not considered that the request for a signalled crossing would pass the relevant legal test for a S106 obligations as set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 which are that the proposed works are:

   a) Necessary to make the development acceptable in planning terms.
   b) Directly related to the development; and
   c) Fairly and reasonably related in scale and kind to the development.

   However, it was agreed that the development contributes towards the construction of the proposed build-out which offer several benefits for pedestrians using this uncontrolled crossing point, including reducing the crossing distance, improving visibility for pedestrians and ensuring that parked vehicles do not obstruct the crossing.

9. Concerns over the loss of parking due to the provision of the build-out are similarly noted. The build-out would extend over 7.6 metres, thereby removing space for approximately 1.5 vehicles, with the total length of the layby approximately 135 metres, although also noting that considerate drivers would in any case hopefully not be choosing to park over the approximately 2 metres length of the kerb directly adjacent to the existing uncontrolled crossing point. The build-out would be constructed immediately to the east of a disabled parking place and should not therefore present any obstruction to the use of this place.

10. In respect of the above concerns, it should also be noted in respect of the loss of parking that if a signalled crossing point was to be provided at this location, there would still be a need to construct a build-out, and that this would require a longer feature to be provided as compared to the current proposal in order to accommodate the signal poles and crossing area in accordance with national guidance on the design of such crossings.

11. Some respondents expressed the view that the build-out would result in poorer visibility for both pedestrians, and for vehicles approaching the crossing point. This, however, would not be the case as pedestrians on the build-out would undoubtedly have a better view of and be more visible to approaching traffic by virtue of their not being masked by vehicles parked in the layby.

12. The responses of Thames Valley Police, West Oxfordshire District Council and Witney Town Council expressing no objection to the proposal are noted along with the comment from the police on the reduced width of the road that pedestrians will be required to cross as a result of the proposal.

13. It should also be noted that, as part of another consented development in the area, a toucan crossing is to be installed across Burford Road approximately 90 metres west of Springfield Park. That is due to be implemented - subject to a statutory consultation required for pedestrian crossings – when this development is occupied.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe crossing of the A4095 Burford Road by pedestrians at this point.

Financial and Staff Implications (including Revenue)

15. Funding for the installation of the kerb build-out has been provided by the developers of land at Springfield Oval, whilst the appraisal of the proposals and consultation has been undertaken by council officers as part of their normal duties.

RECOMMENDATION

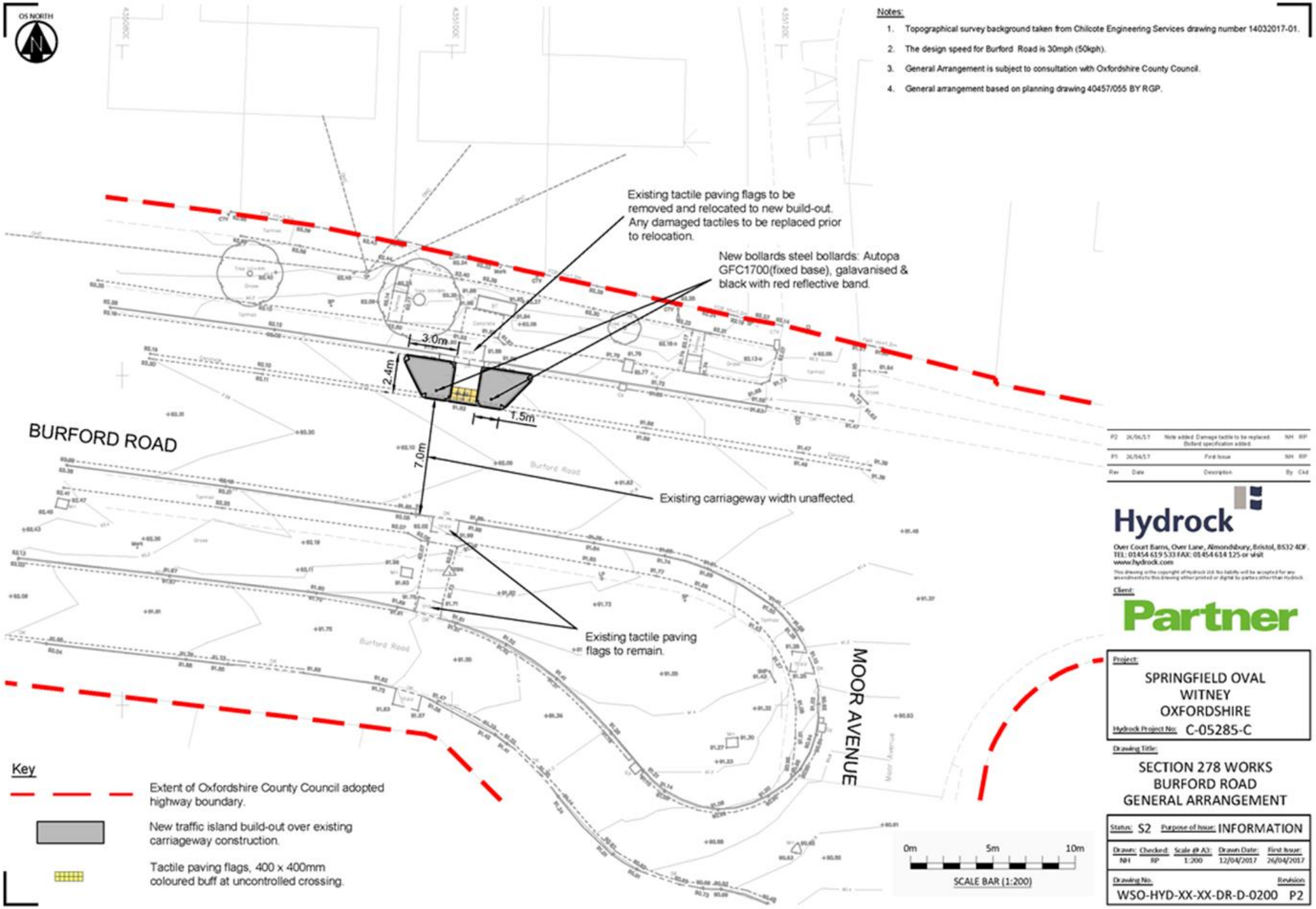
The Cabinet Member for Environment is RECOMMENDED to approve proposals to install a kerb build-out in the layby on the north side of the A4095 Burford Road at Witney approximately 20 metres west of its junction with Moor Avenue to improve the safety and amenity for pedestrians using the existing uncontrolled pedestrian crossing point at this location as advertised.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming build out
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2017


OS NORTH
Notes:
1. Topographical survey background taken from Chilcote Engineering Services drawing number 14032017-01.
2. The design speed for Burford Road is 30mph (50kph).
3. General Arrangement is subject to consultation with Oxfordshire County Council.
4. General arrangement based on planning drawing 40457/055 BY RGP.
Existing tactile paving flags to be removed and relocated to new build-out. Any damaged tactiles to be replaced prior to relocation.
New bollards steel bollards: Autopa GFC1700(fixed base), galavanised & black with red reflective band.
3.0m
2.4m
1.5m
7.0m
BURFORD ROAD
Existing carriageway width unaffected.
Existing tactile paving flags to remain.
MOOR AVENUE
Key
Extent of Oxfordshire County Council adopted highway boundary.
New traffic island build-out over existing carriageway construction.
Tactile paving flags, 400 x 400mm coloured buff at uncontrolled crossing.
0m 5m 10m
SCALE BAR (1:200)
P2 26/04/17 Note added. Damage tactile to be replaced. Bollard specification added. NH RP
P1 26/04/17 First Issue NH RP
Rev Date Description By Chd
Hydrock
Over Court Barns, Over Lane, Almondsbury, Bristol, BS32 4DF.
TEL: 01454 619533 FAX: 01454 614 125 or visit
www.hydrock.com
Client:
Partner
Project:
SPRINGFIELD OVAL
WITNEY
OXFORDSHIRE
Hydrock Project No: C-05285-C
Drawing Title:
SECTION 278 WORKS
BURFORD ROAD
GENERAL ARRANGEMENT
Status: S2 Purpose of Issue: INFORMATION
Drawn: NH Checked: RP Scale @ A3: 1:200 Drawn Date: 12/04/2017 First Issue: 26/04/2017
Drawing No. WSO-HYD-XX-XX-DR-D-0200 Revision P2

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police, (Traffic Management Unit)	**No objection** - I was previously aware of this proposal and have visited the location. The improvement facility will shorten road crossings for pedestrians and Thames Valley Police have no objection to the order.
(2) County Cllr Laura Price (Witney South and Central)	**Object** - I'm very disappointed to hear this (construction of build-out rather than full crossing) and will be challenging it - the community has long required this crossing and the Springfield development provided the perfect opportunity to create a safe crossing on this road. OCC Highways officers and TVP visited the site back in 2014 and concluded that a crossing would be desirable and do-able if funds were available. Did anyone revisit that when conceding to the developer?
(3) Witney Town Council	**No objection** - The Witney Traffic Advisory Committee considered this consultation on 19th September and has no concerns on this proposal.
(4) West Oxfordshire District Council	**No objection** - The District Council raise no objection to the proposal.
(5) Local Resident, (Corn Street, Witney)	**Object** - I can see no additional benefit to this proposal, it takes up valuable parking spaces and does not deliver any speed restriction measures. Installing a pelican or preferably a signalled crossing would create a safe point to cross.
(6) Local Resident, (Ashcombe Crescent, Witney)	**Object** - A Traffic Calming Build-Out feature seems insufficient to provide an adequately safe crossing for the many young families crossing the road; a controlled crossing (with signals, or a zebra crossing) or at the very least a pedestrian refuge is needed to ensure the road can be crossed in safety.
(7) Local Resident, (Weavers Close, Witney)	**Object** - This is not a traffic calming solution for such a busy road. It's a waste of time and tax payers money - when if there's money to be spent and it's on the doorstep of a primary school, there should be a pelican crossing at the very least.
(8) Local Resident, (Burford Road, Witney)	**Object** - Much of the traffic is speeding above the 30 mph limit, which makes it even harder to judge when is safe to cross with a child; a Zebra or signal controlled crossing is needed to make this safe for the residents and school children attending Tower Hill School, especially taking account of the increased traffic from the Springfield Oval and other developments in Witney and the wider area. Any money wasted in adding a small platform in the current lay-by, under the pretence that this will make crossing any safer, is a waste of budget. The council needs to look not only at

	the safety issues on the road now, but needs to be offering solutions for the future.
(9) Local Resident, (Springfield Park, Witney)	**Neither** - The proposed measure does not go far enough - given the volume and speed of traffic and the many school children crossing here, a zebra crossing would be better.
(10) Local Resident, (Stenter lane, Witney)	**Object** – I cross this road every day with my child with special needs and find it very difficult and dangerous to cross – a controlled crossing is needed especially given the further demand being created by developments in the area.
(11) Email Response, (unknown)	**Object** - The visibility at the proposed crossing is severely hampered in both directions, & also taking account of the speed of approaching traffic, and proximity of the junction with Moor Avenue, pedestrian safety will not be improved by the proposal. The loss of two parking spaces is going to further restrict to visibility and cause severe inconvenience for nearby residents, who already have to park on the pathway to the side roads, potentially blocking emergency vehicles, and the grass land opposite. Many of the vehicles that park in that layby are vans, thereby further restricting visibility.
(12) Email Response, (unknown)	**Object** - it will take space out of the parking bay area but do nothing to slow traffic and will irritate drivers who will have to negotiate this island, noting that there will be increased traffic from the new development. A pelican crossing would be much more appropriate. Also considers that the Transport Assessment for the new development underestimated the likely increase in child pedestrian crossing movements here.
(13) Email Response, (unknown)	**Neither** - Whilst I recognise that the proposal would be an improvement, it goes not go far enough to reduce the danger present; the proposed island would not improve visibility problems for pedestrians crossing at this location due to parked cars and vans, and similarly the lack of visibility of crossing pedestrians to approaching traffic, noting that speeding is a problem here, and also that the nearby Moor Avenue junction adds to the difficulties for pedestrians.. There used to be a lollipop lady here to ensure the safety of the children but this has not been the case for some time and it's not a reliable safety measure; the number of people crossing is only likely to increase with the 73 homes planned for behind Springfield Oval and 270 homes further up the road. I suggest therefore the provision of a signal controlled crossing that would be more expensive but justified for the above reasons.
(14) Local Resident, (Burford Road, Witney)	**Neither** – Concerned about the impact of the proposal on the disabled parking space which I use which is extremely important for health and well-being given my restricted mobility, and also the loss of a parking space for my visitors, many of whom also have mobility problems. The loss of a parking space will also lead to cars parking on the main road causing congestion and further increasing risks to pedestrians and other road users.

Division(s): Otmoor

CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017

PROPOSED TRAFFIC CALMING BUILD-OUT MURCOTT ROAD ARNCOTT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to install a traffic calming build-out on the Murcott Road at Arncott, approximately 20 metres south-west of its junction with The Village Close.

Background

2. Murcott Road which is long and straight with good visibility approaching the village means that traffic has a tendency to exceed the existing speed limit of 30mph as it approaches the residential part of the village. With new development extending the village along the Murcott Road it was felt that some traffic calming measures would be appropriate to extend the already existing series of buildouts. The proposed measure will take the form of a build-out to match the existing traffic calming. A plan showing the location of the proposal is shown at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 10 August and 8 September 2017. A public notice was placed in the Bicester Advertiser and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Arncott Parish Council and the local County Councillor. Additionally letters were sent to approximately 15 nearby properties.

4. Eight responses were received. These are summarised at Annex 2 with copies available for inspection by County Councillors.

5. Responses comprised four expressions of support, two objections and a further two neither objecting nor supporting (which included the response from Thames Valley Police).

6. The Parish Council unanimously support the proposals. Thames Valley Police did not object but commented that the proposal should help improve safety and be a positive road safety asset.

Responses to objections

7. The two objections received are adjacent to the build-out and are concerned about the increased levels of both noise and air pollution. Whilst their concerns are valid locating the build-out further away from the village would reduce its effectiveness and result in a significant increase in cost, noting it is highly desirable that such build-outs are lit and the proposed location uses existing street lighting. Moving the build-out further away would require a new lighting and electricity supply and funds are limited for this project.

How the Project supports LTP4 Objectives

8. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

9. Funding for the installation of the traffic calming build-out has been provided by £13,000 of S106 development funds whilst the appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

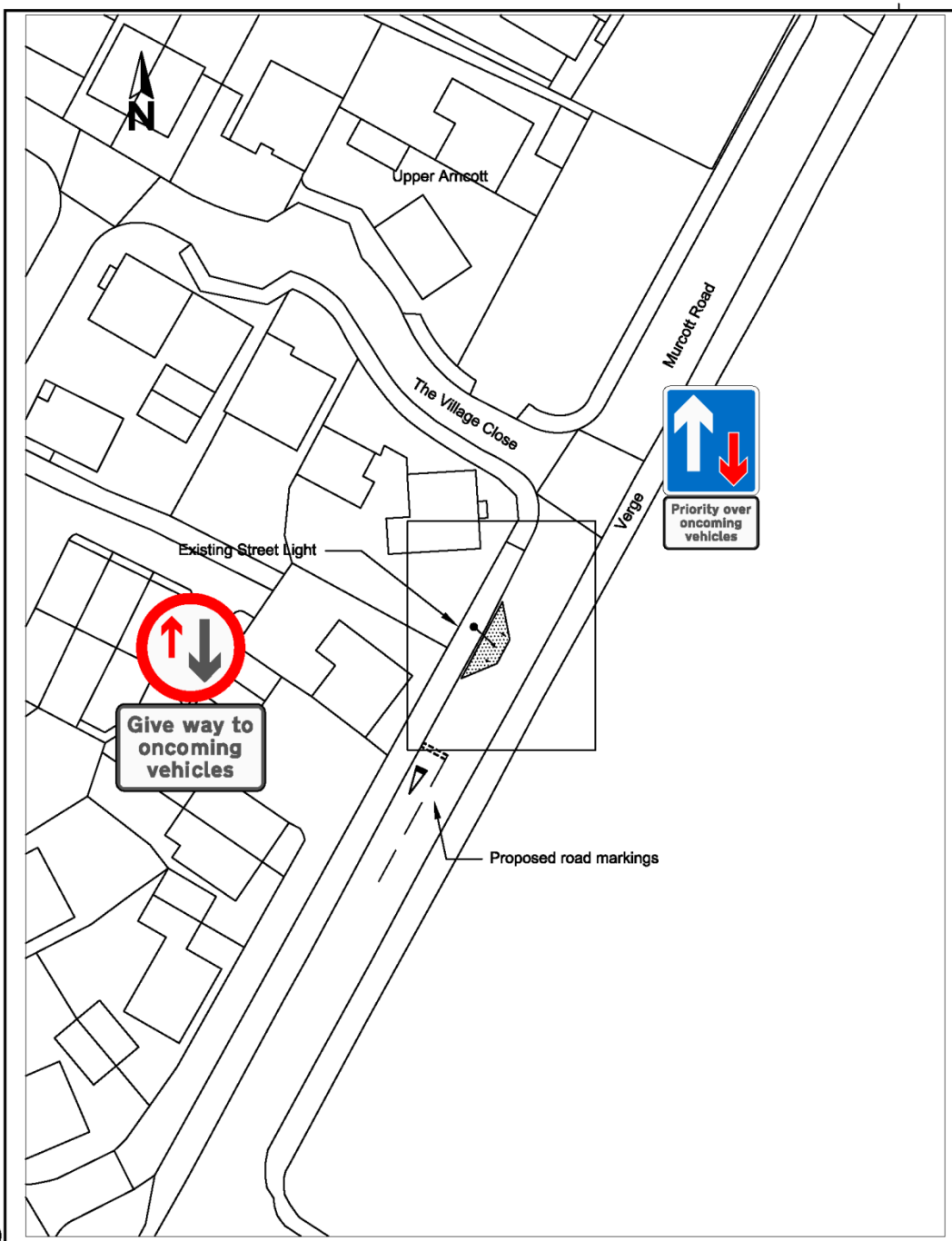
10. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to install a traffic calming build-out on the Murcott Road at Arncott, approximately 20 metres south-west of its junction with The Village Close as advertised.**

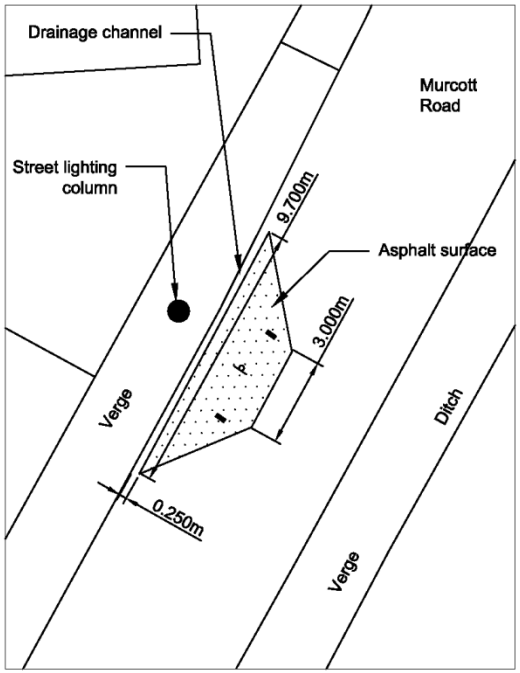
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming build out
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2017





Notes:

- TMP Bollard with keep right aspect

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title: Upper Arncott - Murcott Road

Drawing title: Proposed Build Out

Drawing Status: Consultation

Scale @ A3	Drawn by	Checked by	Approved by
n.t.s	RG	MW	MW
	Date drawn: June 17	Date checked: Julu 17	Date approved: July 17

Oxfordshire Project No. & File Ref

Drawing No. S-000700 - Sch088/Con/000/001 Revision 0

Drawing No. S-000700 - Sch088/Con/000/001 Revision 0

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ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police, (Traffic Management Unit)	**No objection** - The feature is located close to new development where speeds can be higher than the posted limit. Site lines are good which should improve safety and leave the feature as a positive road safety asset.
(2) Arncott Parish Council	**Support** - Arncott parish Council resolved to support the proposals unanimously.
(3) Local Resident, (The Village Close, Upper Arncott)	**Object** – The position of the proposed build-out means that we shall now have queuing/waiting traffic outside our front windows, with the associated loss of privacy, noise and pollution as engines are stopped and re-started. A similar build-out at the other end of Arncott village where there are no residential properties has been the site of accidents in the past, and with the proposed position of this build-out so close to residential properties, we are concerned that any accidents could impact on the houses. In our opinion, the build-out should be positioned at the site of the current speed restriction sign, where the houses are set further away from the road and already have a substantial, established hedge. This position is also on the south-western side of Arncott Wood Road, which is the only route into and out of St George's Barracks. The vast majority of the traffic turning into and out of Arncott Wood Road, which is constant and includes all kinds of military vehicles, heavy lorries and also the S5 Bus, whose terminus is at St George's Barracks, passes through Arncott village, and would thus have to negotiate the proposed build-out. From time to time, there are double-length low-loader vehicles which already have difficulty negotiating the turning, and a width restriction on their approach from the village would make the manoeuvre even more difficult. As well as the normal and military traffic, the road is a busy route for farm vehicles, which again would be waiting outside our front windows, with the associated noise, pollution and smell, and also the traffic going to and from the Moto Cross Park on practice and race days, all of which would be held at the build-out in front of our house.

	It would make more sense for the traffic approaching the village to be calmed before it reaches Arncott Wood Road allowing easier access to and from the Barracks. We regularly see drivers, some of them travelling at quite a speed, overtaking vehicles which have slowed to turn left into Arncott Wood Road from Murcott Road, and we are amazed that none of these has resulted in a serious accident in the time we have been living here. If the build-out were positioned further out at the restriction sign, then overtaking at this junction would not be an option for the impatient drivers who currently carry out the move. There is no mention in the plan of any approach road markings, such as 'dragons teeth' or 'rumble strips' to indicate the traffic calming feature ahead. Would that be put in place? We are completely in agreement that some form of traffic calming is needed in the vicinity – a build-out would be ideal – but we feel most strongly that the positioning of this would be far better on the other side of the Arncott Wood Road junction, and therefore that the proposal needs to be reviewed.
(4) Local Resident, (Murcott Road, Upper Arncott)	**Object** – Based on the supplied plans for the construction it looks like it will be placed directly in front of our house meaning that all traffic will be stopping and starting just in front of my daughter bedroom. When we have been in process of buying our house, we have been told that there will be hedge planted up to reduce noise form the traffic all along the road (please see attached) and then when we moved in they all have been taken out. Introducing the proposed traffic calming solution will mean that most of the vehicles will have to stop and start bringing more noise and of course, it will boost the CO2 emission in the area too. We do agree that the traffic in the area need some calming and would happily see some implementation. In our opinion, the traffic calming feature could be built on the entry to the village moving it outside the housing part (please see attached) and then implement kerbed traffic calming feature on the remaining stretch of the road towards Buchanan Road. This would be similar setup as on the entry to the village from the Ambrosden. Please understand that we are not against implementation of traffic calming - it is needed, we would just object to the current proposition.

(5) Local Resident, (The Village Close, Upper Arncott)	**Support** – It's about time something was done! We have lived here for 4 years and with a park next to the road the speeding cars have been a cause for concern. We walk on the path on Murcott Road and very rarely does anyone slow down coming into the village. Very often cars start to increase their speed past 30mph after the last speed bump before the turn off for Buchan an Road. It's a shame that drivers can't obey the speed limit but fantastic that something has been proposed to tackle the issue. Overwhelming support from out household.
(6) Local Resident, (The Village Close, Upper Arncott)	**Support** – From my home I see and hear speeding vehicles on a daily basis entering and leaving the village – many often dangerously overtaking in their hurry to leave the village. It is only a matter of time before an accident/fatality occurs given the number of speeding vehicles. Also, as there are many children in the Village Close, many of whom play in the park at the junction, some on bikes – I feel the situation is an accident waiting to happen. I fully support this proposal.
(7) Local Resident, (Norris Road, Arncott)	**Support** – This should be considered for the other end of Arncott (I.e. Norris Road) where people regularly speed out of the turning past the MOD base
(8) Online response, (unknown)	**Neither** - With all the extra traffic that is coming through arncott the whole road needs to be looked at for safety I live opposite hopcraft close, it can take me 5 to 10 minutes to get in and of my drive at busy times and with the new business in the close more large lorries parking near the close causing problems for the one way traffic the army presence has increased in the village and extra housing would be good to get it right before extra costs are made.

Division(s): Banbury Hardwick; Wroxton and Hook Norton

CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017

PROPOSED 30MPH SPEED LIMIT AND TOUCAN CROSSING B4100 WARWICK ROAD BANBURY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to extend northwards the 30mph speed limit on the B4100 Warwick Road from its current terminal position just north of its junction with the A422 Stratford Road northwards to just north of its roundabout junction with Dukes Meadow Drive, replacing the current 40mph speed limit and to install a toucan crossing on the B4100 Warwick Road approximately 30 metres north of its junction with Firtree Close.

Background

2. The above proposals have been put forward to improve safety of all road users and the amenity of pedestrians and cyclists crossing the B4100 Warwick Road in the vicinity of a new access road serving residential development on the west side of the road. A plan showing the proposals is provided at Annexes 1 and 2.

Consultation

3. Formal consultation on the proposal was carried out between 7 September and 6 October 2017. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council and the local County Councillors. Additionally street notices were placed in the vicinity of the proposed toucan crossing.

4. Seven responses were received as summarised at Annex 3. Copies are available for inspection by County Councillors.

Responses to the consultation on the proposed speed limit

5. Regarding the proposed speed limit there were two objections, two expressions of support and two neither supporting or objecting.

6. The two objections to the speed limit were received from members of the public on the grounds that the reduction to 30mph was unnecessary taking account the character of the road also noting the existing crossing provision for pedestrians and low accident record. One also commented that peak hour

speeds – especially in the morning – were in any case much lower due to queuing at the junctions on the route.

7. Two expressions of support were received from members of the public to the speed limit change. Thames Valley Police expressed no objection taking account development along the road as did the local county councillor.

Responses to objections to the proposed speed limit

8. While it is accepted that the character of the road prior to the recent development was only semi-built up and the accident record is low (there have been no reported injury accidents in the most recent 5-years for which data is available other than at the two roundabout junctions) the development will clearly change this. Noting the support of three residents to the proposal and that neither the police or local county councillor have expressed an objection it is recommended that this change is approved.

Responses to the consultation on the proposed toucan crossing

9. In relation to the proposed crossing there were two objections, one expression of support and three expressing neither support or an objection.

10. The two objections were received from members of the public on the grounds that the crossing was unnecessary taking account of the current crossing demand, with one respondent stated that the funding for the crossing would be better used for other improvements to the Warwick Road nearer the town centre

11. Thames Valley Police and the local county councillor expressed no objection to the crossing. A member of the public – while expressing no formal objection – also expressed the view that a much better option would be to provide traffic signals at the junction with the new development incorporating a pedestrian phase – this would not only provide more flexibility for pedestrians crossing the road here but would improve the safety of all road users turning to and from the new junction.

12. One member of the public expressed support for the proposal.

Responses to objections to the proposed crossing

13. The crossing is considered necessary to provide a safe and convenient place for pedestrians and cyclists travelling to and from the new development to cross the road. In respect of the suggestion that the junction to the new development should be signalled, including a pedestrian phase, the type of junction and crossing points were carefully considered as part of the planning application for the site.

14. In respect of the suggestion that funding for the crossing would be better spent on other measures on the Warwick Road closer to the town centre, that

would not be an option given that the adjacent development is funding these works.

How the Project supports LTP4 Objectives

15. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

16. Funding for the installation of the amended speed limit and toucan crossing has been provided by the developers of the adjacent residential development, whilst the appraisal of the proposals and consultation has been undertaken by council officers as part of their normal duties.

RECOMMENDATION

17. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to extend northwards the 30mph speed limit on the B4100 Warwick Road from its current terminal position just north of its junction with the A422 Stratford Road northwards to just north of its roundabout junction with Dukes Meadow Drive, replacing the current 40mph speed limit and to install a toucan crossing on the B4100 Warwick Road approximately 30 metres north of its junction with Firtree Close as advertised.**

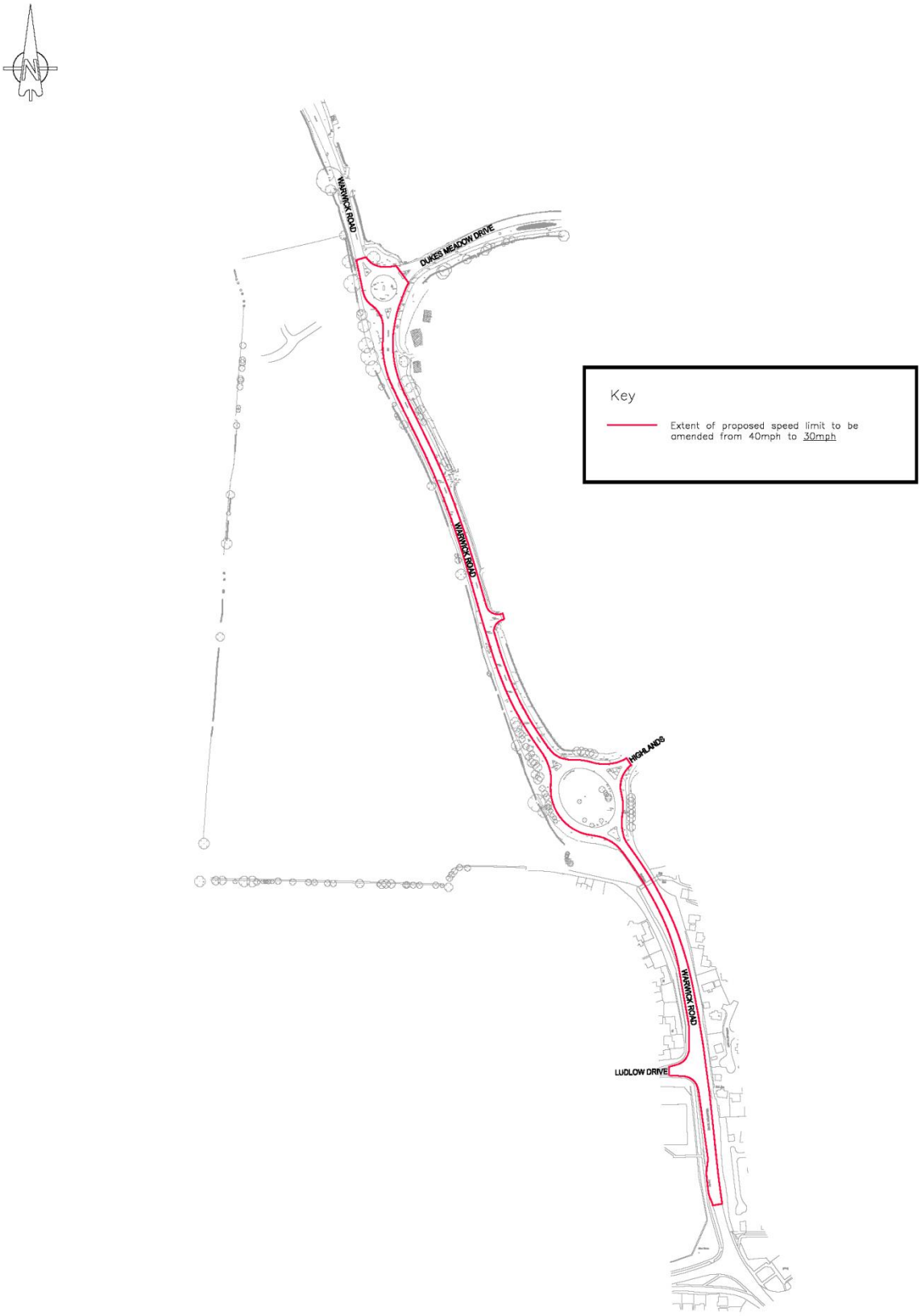
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed zebra crossing
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2017

ANNEX 1



REV. No.	DATE	DESCRIPTION	INITIALS

Client: miller homes

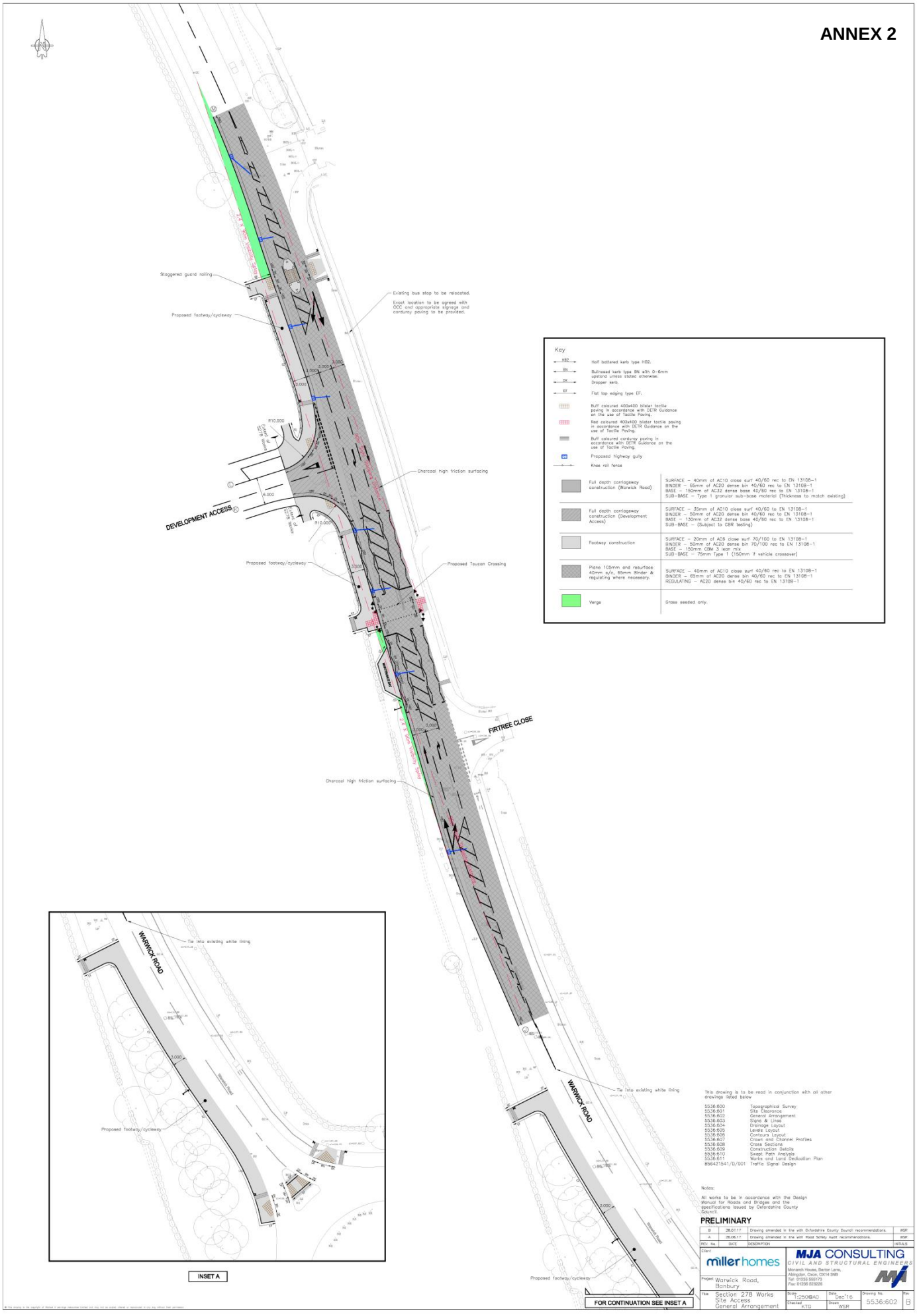
Project: Warwick Road, Banbury

Title: TRO Plan Proposed Speed Limit

MJA CONSULTING
CIVIL AND STRUCTURAL ENGINEERS
Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB
Tel: 01235 555173
Fax: 01235 523226

Scale	Date	Drawing No.	Rev
1:2500@A2	July '17	5536:612	–
Checked AMc	Drawn WSR		

ANNEX 2


Staggered guard railing
Existing bus stop to be relocated.
Exact location to be agreed with OCC and appropriate signage and corduroy paving to be provided.
Proposed footway/cycleway
Charcoal high friction surfacing
DEVELOPMENT ACCESS
Proposed footway/cycleway
Proposed Toucan Crossing
FIRTREE CLOSE
Charcoal high friction surfacing
WARWICK ROAD
Tie into existing white lining
Proposed footway/cycleway
INSET A
Tie into existing white lining
WARWICK ROAD
Proposed footway/cycleway
FOR CONTINUATION SEE INSET A
Key
Half battered kerb type HB2.
Bullnosed kerb type BN with 0-6mm upstand unless stated otherwise.
Dropper kerb.
Flat top edging type EF.
Buff coloured 400x400 blister tactile paving in accordance with DETR Guidance on the use of Tactile Paving.
Red coloured 400x400 blister tactile paving in accordance with DETR Guidance on the use of Tactile Paving.
Buff coloured corduroy paving in accordance with DETR Guidance on the use of Tactile Paving.
Proposed highway gully
Knee rail fence
Full depth carriageway construction (Warwick Road)
SURFACE – 40mm of AC10 close surf 40/60 rec to EN 13108-1
BINDER – 65mm of AC20 dense bin 40/60 rec to EN 13108-1
BASE – 150mm of AC32 dense base 40/60 rec to EN 13108-1
SUB-BASE – Type 1 granular sub-base material (Thickness to match existing)
Full depth carriageway construction (Development Access)
SURFACE – 35mm of AC10 close surf 40/60 to EN 13108-1
BINDER – 50mm of AC20 dense bin 40/60 rec to EN 13108-1
BASE – 130mm of AC32 dense base 40/60 rec to EN 13108-1
SUB-BASE – (Subject to CBR testing)
Footway construction
SURFACE – 20mm of AC6 close surf 70/100 to EN 13108-1
BINDER – 50mm of AC20 dense bin 70/100 rec to EN 13108-1
BASE – 150mm CBM 3 lean mix
SUB-BASE – 75mm Type 1 (150mm if vehicle crossover)
Plane 105mm and resurface 40mm s/c, 65mm Binder & regulating where necessary.
SURFACE – 40mm of AC10 close surf 40/60 rec to EN 13108-1
BINDER – 65mm of AC20 dense bin 40/60 rec to EN 13108-1
REGULATING – AC20 dense bin 40/60 rec to EN 13108-1
Verge
Grass seeded only.
This drawing is to be read in conjunction with all other drawings listed below
5536:600 Topographical Survey
5536:601 Site Clearance
5536:602 General Arrangement
5536:603 Signs & Lines
5536:604 Drainage Layout
5536:605 Levels Layout
5536:606 Contours Layout
5536:607 Crown and Channel Profiles
5536:608 Cross Sections
5536:609 Construction Details
5536:610 Swept Path Analysis
5536:611 Works and Land Dedication Plan
B56421541/D/001 Traffic Signal Design
Notes:
All works to be in accordance with the Design Manual for Roads and Bridges and the specifications issued by Oxfordshire County Council.
PRELIMINARY
B 26.07.17 Drawing amended in line with Oxfordshire County Council recommendations. WSR
A 26.06.17 Drawing amended in line with Road Safety Audit recommendations. WSR
REV. No. DATE DESCRIPTION INITIALS
Client: miller homes
MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS
Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB
Tel: 01235 555173
Fax: 01235 553026
Project: Warwick Road, Banbury
Title: Section 278 Works Site Access General Arrangement
Scale: 1:250@A0
Date: Dec'16
Drawn: WSR
Checked: KTG
Drawing No.: 5536:602
Rev: B

ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police, (Traffic Management Unit)	**No objection** - I have visited the location and note the increased development in the area. Early informal consultation was undertaken on this matter in 2016. I am a little concerned as what residual speeds will be with the lowered limit but until the full impact of the additional traffic movements will remain unknown.
(2) County Cllr, (Banbury Ruscote)	**Neither** – Noted.
(3) Local Resident, (Sussex Drive, Banbury)	Speed Limit - **Object** –No explanation is provided on the extent the proposal would make the road safer, given that it is a wide and relatively straight road (with potential to overtake a slow moving vehicle) with good visibility, and a right turn lane at the Ludlow Drive junction and there is a bus stop / layby used by temporary vehicles. Cars do not park on this stretch of road. There are also three pedestrian crossings – a signalled controlled crossing near the roundabout, the subway (also near the roundabout) and the pedestrian controlled crossing / junction lights at the Stratford Road. Considers crossing Ludlow Drive is more dangerous because the wall / hedge obscure visibility to the drop kerb. A reduced speed limit on the Warwick Road would further encourage vehicles to rush out without paying attention to the potential of pedestrians crossing. A redesign of the road would be needed to effectively deter cars and lorries from speeding given its character, noting that at peak times – and especially in the AM peak - , queuing at the junctions in any case reduces speeds, and that such queuing will increase with the additional traffic from the new developments in the area.. •Toucan Crossing – **Neither** - but a better alternative would be to signalise the junction with the new development to include a pedestrian phase. This would also not only help drivers turning from the development but also a provide a better option for pedestrians and cyclists who may opt to turn right into town or cross over to the Hanwell Fields site, and would provide better access to the bus stop. .
(4) Local Resident, (Ashmead Road, Banbury)	Speed Limit - **Object** – Not necessary to do this at this stage - there are no accidents here at the moment, so can't see the reason for it. Not many pedestrians (and I'm often one of them) Toucan Crossing - **Object** – No point until doing this whilst there are no houses on the side where Drayton golf range was, especially as there is no path on this side - why would you be crossing! There's already a crossing near NOA

	which is the one I use. Would rather you extended the path to avoid the need to cross the road twice to get to the Barley Mow pub Feel. Another crossing would also affect the flow of traffic.
(5) Local Resident, (Hanwell Chase, Banbury)	Speed Limit - **Support** – Being resident in Hanwell Chase that will have a through route to Hanwell Fields and has a crossing on the B100, I would like this extended north of the Hanwell Fields roundabout. Toucan Crossing - **Support** – *No comments.*
(6) Local Resident, (Boxhedge Road, Banbury)	Speed Limit - **Support** – *No comments.* Toucan Crossing - **Object** – I don't think this is necessary if there is to be a 30mph speed limit. A much better use of the money for a crossing near Firtree Close, would be a new pedestrian crossing, or a mini roundabout much further down Warwick Road at the junction of Warwick Rd/ Foundry St/ Boxhedge Road - near to the Texaco petrol station, noting t he increased demand to cross the road here due to the new Waitrose store.

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Division(s): Banbury Ruscote

CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017

PROPOSED ZEBRA CROSSING – A422 WARWICK ROAD BANBURY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to install a zebra crossing on the A422 Warwick Road at Banbury approximately 90 metres south east of its junction with Ferndale Road.

Background

2. Warwick Road is a key radial route into Banbury, carrying over 10,000 vehicles in an average 12 hour period. This causes problems for residents trying to cross the road, including school children. The need for a pedestrian crossing was included in our National Productivity Investment Fund and was accepted as a suitable scheme for the 2017/18 allocation. A plan showing the location of the proposal is shown at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 14 September and 13 October 2017. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council and the local County Councillor. Additionally letters were sent to approximately 56 nearby properties.

4. Seven responses were received as summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

5. Responses comprised 2 objections, 1 in support, 2 neither supporting nor objecting and 1 non-objection from Thames Valley Police.

Responses to objections

6. The three objections raised general concerns on the location of the proposed crossing and its impact on the adjacent properties.

7. The general location was decided following discussion with County Councillor Cherry, who felt this area would best suit local needs. The exact location was

dictated by local site conditions, it needed to be far enough away from a bend in the road to be safe and to fit in with the many accesses onto Warwick Road.

8. Mitigation of the impact on the adjacent properties will be carried out as much as possible, for example by providing a cowl for the Belisha beacons. There is a wide highway verge between the crossing and the properties, so it is felt there will be minimal, if any, disruption to the properties.

9. Access to the properties adjacent to the crossings will not be hindered by the implementation of the zebra, nor will the zig zags prevent access. However, the zig zags will prevent carriageway parking. Changes to existing parking arrangements will be minimal.

10. The strong objection from the resident adjacent to the proposed crossing is noted. However, it is not considered that the crossing will in any way adversely affect access to this property. The concerns over the noise and other disturbance caused by the crossing are also noted but such crossings are routinely provided in built up areas directly adjacent to residential properties without causing such difficulties.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

12. Funding for the installation of the zebra crossing has been provided by Oxfordshire County Council's 2017/18 allocation for National Productivity Investment Funding, whilst the appraisal of the proposals and consultation has been undertaken by council officers as part of their normal duties.

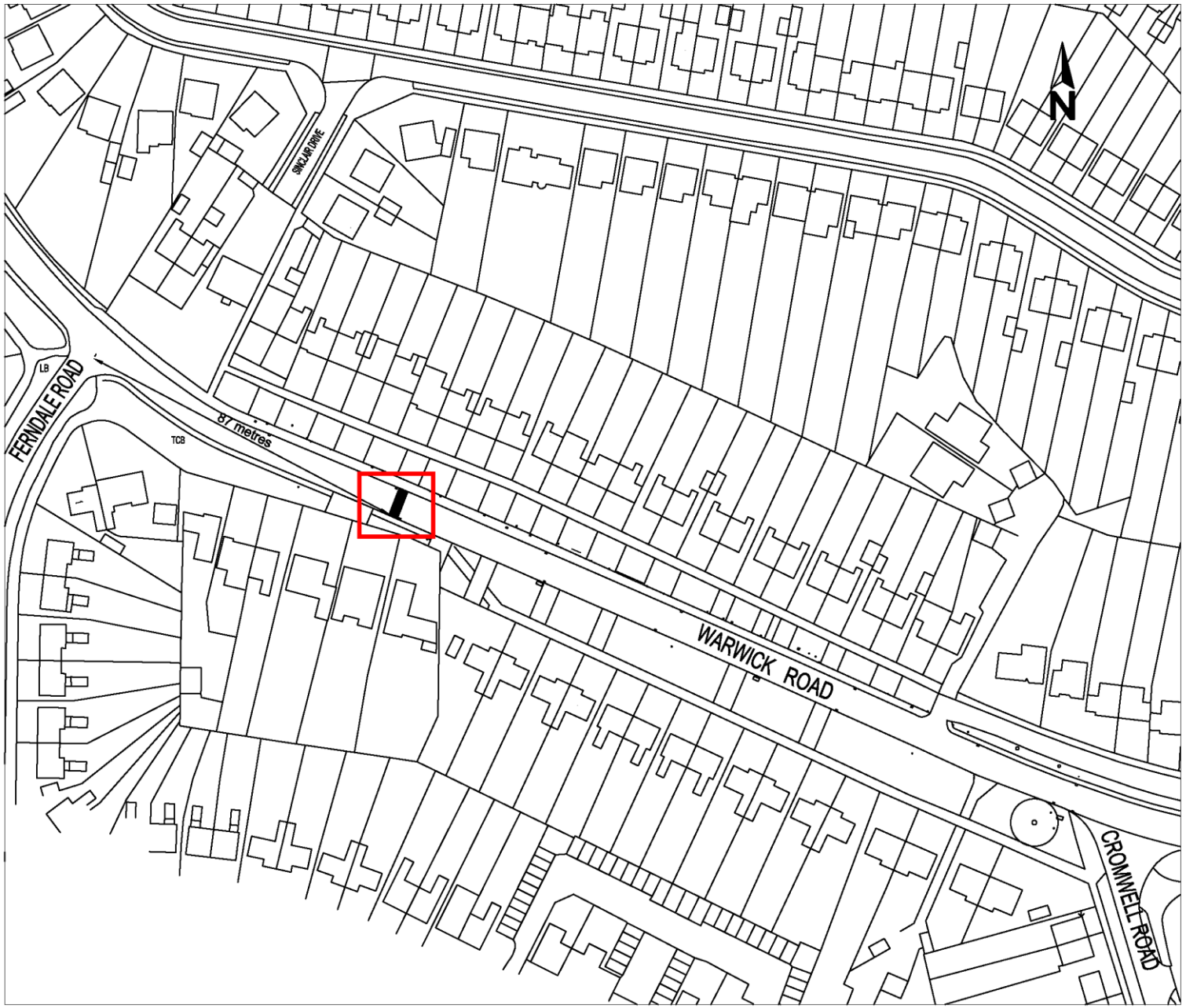
RECOMMENDATION

13. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to install a zebra crossing on the A422 Warwick Road at Banbury approximately 90 metres south east of its junction with Ferndale Road as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed zebra crossing
Consultation responses

Contact Officers: Hugh Potter 07766 998704
November 2017



Drawing No. | Revision 0

Approximate location of centre of proposed crossing

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
Director for Infrastructure Delivery Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
Banbury
Warwick Road
Zebra Crossing

Drawing title
Consultation

Drawing Status
Feasibility

Scale @ A3	Drawn by	Checked by	Approved by
n.t.s			MW
	Date drawn	Date checked	Date approved 30 Aug 17

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police (Traffic Management Unit)	**No objection** - the site lines are good and that the pedestrian desire line is reasonably established. The area is street lit in the 30mph limit with high traffic volumes at most times of the day. The facility should benefit road safety and Thames Valley Police have no objection or further comment to the proposal.
(2) County Cllr, (Banbury Ruscote)	**Support** - Given the catchment area of Banbury Ruscote i personally will leave this in highways officers hands and the due process next of the banbury town council traffic advisory committee them a final decision of cabinet . As local member will still be backing the zebra crossing as sited on Warwick road through the public consultation.
(3) Local Resident, (Warwick Road, Banbury)	**Neither** - The zebra crossing is going to be too far down the road from what most people use and that is the walkway from the Warwick road and Sinclair avenue where most people take their kids to the primary school and the older kids go through to go to Drayton school. As I live opposite Ferndale road I see most of the Daily goings on. People and mainly the older kids will not walk down to the crossing but cross but do as they do now and cross at Ferndale.
(4) Local Resident, (Warwick Road, Banbury)	**Object** - As a parent who crossed the road for many years taking children to school using the alleyway on the other side of the road, We feel not many will walk down the road 50m to use the crossing, and feel it would be a waste of money on the positioning of the crossing. if you came and watched most come up the alley and cross the road straight opposite to get to the other side. Most people who now live on the street have grown up children. Maybe another position would be better, opposite Poweys where the bollards are already in the road. We can see also it making it harder for us and visitors to get in and out of our drive. As we have a downstairs bedroom at the front of the house we are worried the orange light flashing in the evening will be visible into our bedroom and disturb our evenings.

(5) Local Resident, (Warwick Road, Banbury)	**Object** - We think it is too close to the corner. Cars come round the corner really fast and only slow down at the speed camera, so there is a real risk of someone being knocked down on the crossing. Also most people cross over between Ferndale Road and the path through to Sinclair Avenue. We feel that no one would walk down to use the crossing. Another problem would be accessing our drive as it would be on the zig-zags.
(6) Email Response, (unknown)	**Neither** - I agree that we should have a crossing on the Warwick Road but the position you are suggesting will be a waste of money and time. 95% of people cross close to Ferndale Road to get to the Sinclair Avenue alley. I can't see them walking 90 metres down the Warwick Road to come back up again.
(7) Local Resident, (Warwick Road, Banbury)	**Object** –The proposed crossing would be directly outside of my property; the access to the house would be severely restricted - including for disabled family members - and possibly more dangerous as we currently have 3 vehicles in use, including a van which is parked outside our property (for work/commuting purposes not just for leisure) so this crossing would block the easy access to the property and also potentially restrict the parking area. Also expressed strong concerns about the noise and other disturbance due to pedestrians using the crossing, especially in the evening, noting other personal factors and also they have an excitable dog who would be upset by the presence of pedestrians crossing and the operation of the zebra crossing lights. The crossing would also reduce the value of the property.

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Division(s): Grove and Wantage

CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017

PROPOSED GOODS VEHICLE LOADING BAY SCHOOL LANE GROVE

Report by Strategic Director, Communities

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to restrict the use of a layby on the south side of School Lane adjacent to the local shopping centre to goods vehicles for the purposes of loading and unloading between 7am and 7pm on all days of the week.

Background

2. The above proposals have been put forward by a retail business with premises in the shopping centre to facilitate safe and convenient loading of goods vehicles servicing the shopping centre. The proposal, if approved, would be funded by this business but would be available to any goods vehicle (irrespective of the business being served) during the times of the proposed restriction and to any vehicle outside these times. A plan showing the proposals is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 12 October and 10 November 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Grove Parish Council and the local County Councillor. Additionally letters were sent to 16 adjacent premises and street notices also placed on site.

4. Two responses were received. One an objection from a member of the public on the grounds that the proposal would further reduce the parking available for parents taking children to and from the nearby primary school. The second from Thames Valley Police expressing no objection but noting that a low priority would be given to enforcing the restriction given the many other more pressing demands on police resources. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillor.

Response to objection.

5. The objection from the member of the public in respect of the loss of parking for parents taking children to the nearby primary school is noted. However, the layby can in any case only accommodate two cars and so its loss for this purpose would only have a small impact on the overall availability of parking in the area. Reserving the use of the layby for loading for vehicles servicing the local shopping centre during the extended working day would appear to be appropriate and would reduce the potential for such vehicles to be loading at other less suitable or safe locations.

6. Also noted are the Thames Valley Police comments that if approved this restriction would not be a priority for enforcement in view of the many other pressing demands on police time that

How the Project supports LTP4 Objectives

7. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

8. Funding for the proposed goods vehicle loading bay has been provided by a retail business with premises in the adjacent local shopping centre, whilst the appraisal of the proposals and consultation has been undertaken by council officers as part of their normal duties.

RECOMMENDATION

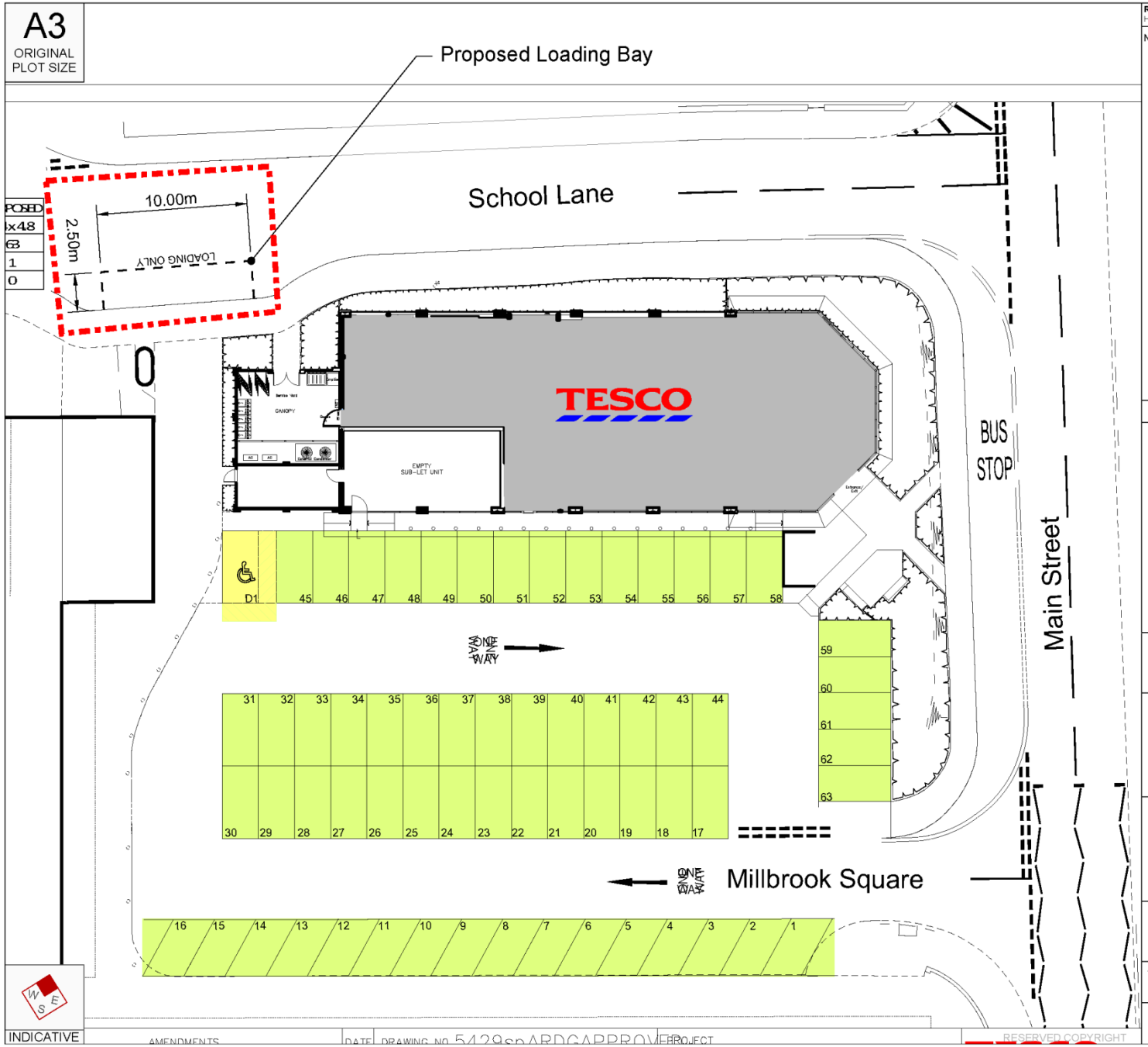
9. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to restrict the use of a layby on the south side of School Lane adjacent to the local shopping centre to goods vehicles for the purposes of loading and unloading between 7am and 7pm on all days of the week as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed loading bay
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2017



NOTES:

Site Location (Grove, OX12 7JZ)

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
Cardiff
London
Oxford
Welwyn Garden City

tpa Transport Planning Associates

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT: TESCO

PROJECT:
TESCO EXPRESS, MILLBROOK SQUARE, GROVE

TITLE:
PROPOSED LOADING BAY ALONG SCHOOL LANE

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	16/08/16	GDG	NH	NH

JOB NO:	DRAWING NO:	REVISION:
1607-50	PL01	-

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police, (Traffic Management Unit)	**No objection** - however this restriction must be reliant on good driver behaviour and compliance and should not be reliant on police enforcement. Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers. In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face. Should this proposal proceed please ensure that all requisite signing fully complies with TSRGD and that signing positively reflects this is a Goods Vehicle loading bay and NOT for general public shoppers. During my site visits it has been apparent that public parking has been prevalent in this area, possible made worse by the presence of a Public Convenience adjacent.
(2) Area Operations (South) Team Leader (OCC)	**No objection.**
(3) Local Resident, (Peregrine Way, Grove)	**Object** - This will make it even harder for parents to park whilst collecting/dropping off at the school.

Division(s): Hanborough and Minster Lovell

CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017

PROPOSED 30MPH SPEED LIMIT A4095 WITNEY ROAD LONG HANBOROUGH

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit on the A4095 Witney Road westwards by approximately 75 metres in place of the current 40mph speed limit.

Background

2. The proposals have been put forward to improve safety of all road users in the vicinity of a new access road serving residential development on the south side of the road. A plan showing the proposals is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 12 October and 10 November 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Hanborough Parish Council and the local County Councillor.

4. Three responses were received. One objection from a member of the public on the grounds that the proposal was unnecessary taking account of the congested nature of the road at peak times and also noting wider concerns over transport provision and the impact of further development in the village The local county councillor commented that the 30mph speed limit should be extended further to the west to include the junction with Wroslyn Road and Thames Valley Police expressed no objection. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objection.

5. The objection from the member of the public is noted, but the proposed extension of the speed limit is very limited and is judged to be required due to the construction of the new junction giving access to the new residential development.

6. It is recognised in respect of the request by the local county councillor to extend the proposed speed limit westwards to the junction with Wroslyn Road that similar representations have been made previously. However, this stretch of road was included in a comprehensive review of speed limits on the County's A and B roads completed in 2011. No change was then recommended. Noting that west of the development which is funding the current proposal, the character of the road remains largely unchanged since this review and also the accident record – including at the Wroslyn Road junction - is very modest (one slight injury accident has been reported in the past 5-years) it is not considered appropriate to reduce the speed limit further to the west than is currently proposed.

7. The response of Thames valley Police expressing no objection is noted

How the Project supports LTP4 Objectives

8. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

9. Funding for the amended speed limit has been provided by the developers of the adjacent residential development, whilst the appraisal of the proposals and consultation has been undertaken by council officers as part of their normal duties.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on the A4095 Witney Road westwards by approximately 75 metres in place of the current 40mph speed limit as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

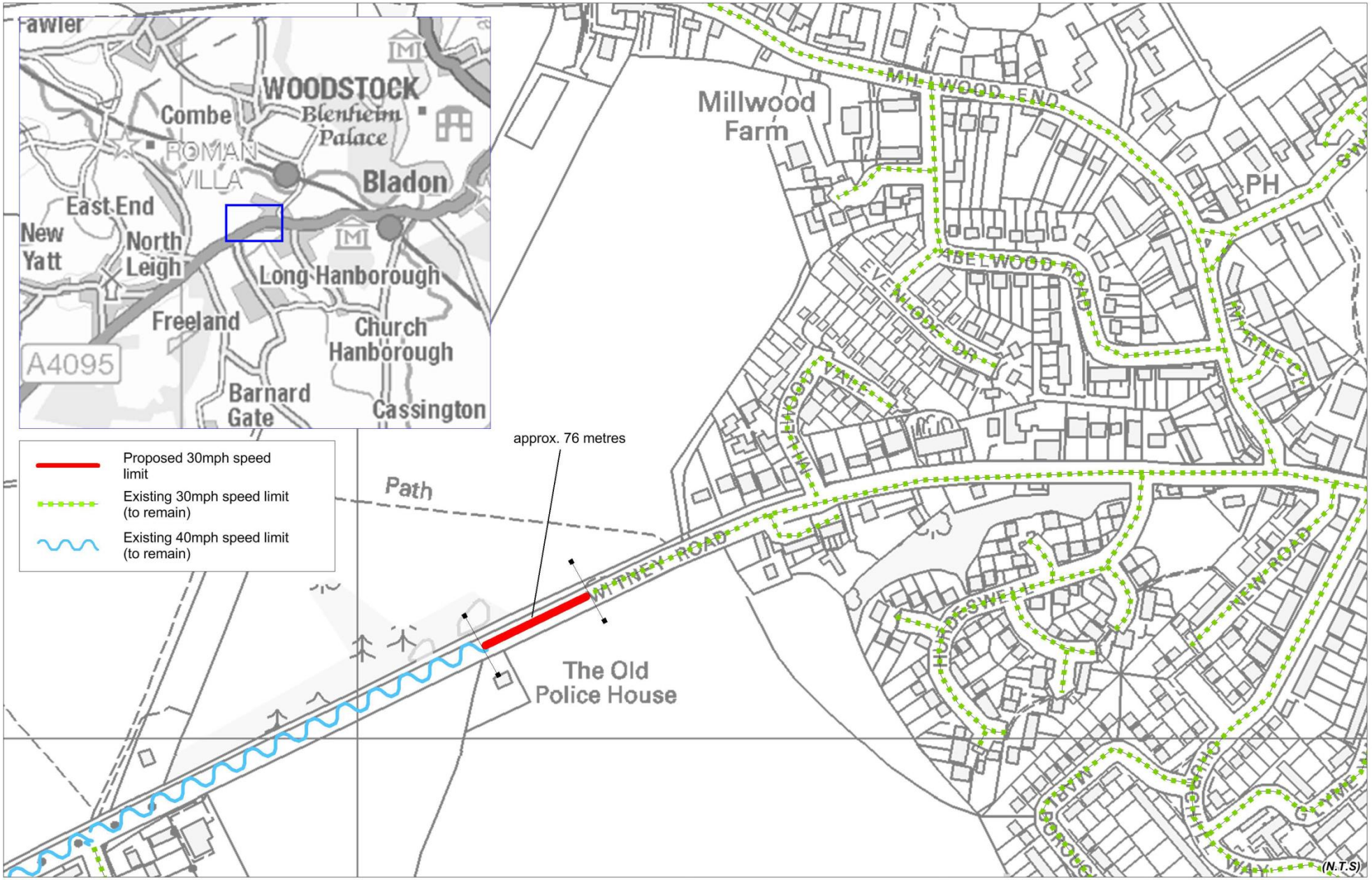
Background papers: Plan of proposed zebra crossing
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2017

A4095 WITNEY ROAD (HANBOROUGH) - SPEED LIMIT

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



OXFORDSHIRE COUNTY COUNCIL

Date drawn: 11/10/2017
Drawn by: CJM

Map centre:
easting. 441239, northing. 214217

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) County Cllr, (Hanborough & Minster Lovell)	**No objection** - would argue that it should be extended further to the west just as you enter the Freeland section of the road. This is because the junction on Wroslyn Road onto the A4095 is equally as busy and is often difficult to pull out with cars travelling 40mph plus.
(2) Local Resident, (Manor Road, Witney)	**Object** - The traffic is thick in this area at peak times. It is more of a useful road to keep the flow. Congestion from Witney to Oxford is hideous and the cameras in Bladon ensure the traffic is safe. Unnecessary worry as the residents of Long Hanborough are protesting larger changes and the commuters are missing a car park at the train station/ better bus service in this rural area.
(3) Thames Valley Police	**No Objection-** New development will add and extend the building line towards Witney although I have some concerns that the new access which appears to remain in the current limit will not add direct character change. Drivers may recognise the new housing which is behind a hedge but higher than 30mph speeds may occur on a road that has already attracted mobile enforcement. Residents may be disappointed in residual speeds, noting that enforcement will be evidence based on road safety grounds.

Division(s): N/A

CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017

OXFORDSHIRE MINERALS AND WASTE ANNUAL MONITORING REPORT 2016 (CALENDAR YEAR)

Report by Director for Planning & Place

Introduction

1. The Planning and Compulsory Purchase Act 2004 (as amended) requires the County Council to prepare and publish minerals and waste local plan monitoring reports. This requirement has been met by the production each year of a Minerals and Waste Annual Monitoring Report (AMR).

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 local plan policies are being achieved. Minerals and Waste AMRs have been produced and published on the Council's website for each year from 2005 to 2016.

Annual Monitoring Report 2016

3. The AMR 2016 (Calendar Year) covers the 12 month period 1 January 2016 to 31 December 2016. Data from 2017 is also included where available. Previous annual monitoring reports have covered the period 1 April to 31 March, the most recent being for 1 April 2015 to 31 March 2016. Starting with this report, annual monitoring reports will now be based on data collected for the calendar year 1 January to 31 December. This is because most minerals and waste data is collected on a calendar year basis and policies in the Minerals and Waste Local Plan relate to calendar years and need to be monitored on that basis. A draft Oxfordshire Minerals and Waste Annual Monitoring Report 2016 (Calendar Year) is attached as an Annex.

Implementation of the Local Development Scheme

4. The Oxfordshire Minerals and Waste (Local) Development Scheme (MWDS) came into effect in May 2005. The MWDS should be reviewed and revised when necessary to maintain an up to date programme for preparation of the Minerals and Waste Local Plan.

5. On 9 July 2013 the County Council resolved to withdraw the Minerals and Waste Core Strategy, which had been submitted for examination in October 2012, and to prepare a revised Oxfordshire Minerals and Waste Local Plan in accordance with a new MWDS. The new MWDS came into effect in December 2013 but was replaced by a revised MWDS in December 2014. The MWDS was revised again in February 2016, during the period covered by this AMR.

6. The MWDS February 2016 provides for a two-part Minerals and Waste Local Plan to be prepared, covering the period to 2031 and comprising: Part 1 – Core Strategy; and Part 2 – Site Allocations Document. The MWDS includes a revised programme for the Core Strategy and states that the Core Strategy will set out the vision, objectives, spatial strategy and core policies for the supply of minerals and management of waste in Oxfordshire, including strategic locations for minerals and waste developments and criteria based policies for the identification of specific sites and consideration of planning applications. The AMR 2016 reports on the progress that was made towards meeting the programme for preparation of the Core Strategy in the MWDS February 2016.

7. Work during the period covered by this AMR was focused on taking the revised Core Strategy through independent examination. The Core Strategy was approved by the County Council on 24 March 2015 and was then published in August 2015 for representations to be made; and submitted for examination at the end of December 2015.

8. Following its submission, the examination of the Core Strategy was delayed by the need to prepare and consult on further topic papers in response to issues and questions raised by the Inspector. That consultation took place in April/May 2016. The examination hearing was held in September 2016.

9. The Inspector issued an Interim Report in October 2016, in which he provided his conclusions on the amount of provision that needs to be made for mineral working and waste management over the plan period to 2031. The Interim Report also concluded that further strategic environmental assessment/sustainability appraisal (SEA/SA) should be carried out, in combination with the preparation of Proposed Main Modifications to the Core Strategy. The Proposed Main Modifications were consulted on from 3 February 2017 to 20 March 2017, and all representations on these were considered by the Inspector. The final Inspector's Report was received on 15 June 2017. In this, the Inspector concluded that, with recommended main modifications, the Plan was legally compliant and a sound basis on which to plan for the provision of minerals and waste management in Oxfordshire until 2031. The Council adopted the Core Strategy on 12 September 2017.

10. The MWDS February 2016 also includes a programme for preparation of the Site Allocations Document and states that this will identify sites for minerals and waste management development for Oxfordshire, in accordance with the Core Strategy, and provide a detailed policy framework for development management decisions.

11. The programme for preparation of the Site Allocations Document in the MWDS February 2016 is:
    - Commence preparation of document – June 2016;
    - Consultation on site options – September 2016 to February 2017;
    - Consultation on draft document – September / October 2017;
    - Publish Proposed Submission Document – May 2018;
    - Submit Document to Secretary of State – August 2018;
    - Independent Examination Hearings – November 2019;
    - Receive and Publish Inspector's Report – February 2019;

- Adoption of Site Allocations Document – April 2019.

Due to the examination of the Core Strategy taking longer than envisaged in the MWDS, preparation of the Site Allocations Document could not be commenced in 2016. It is now expected that the programme for preparation of this document will be put back by about a year. A new MWDS with a revised programme is due to be prepared towards the end of 2017.

12. A Revised Oxfordshire Statement of Community Involvement was adopted by the County Council in March 2015. This updated Statement of Community Involvement is still current and no need to carry out a further review of it has as yet been identified.

Monitoring Achievement of Policies

13. The Minerals and Waste Core Strategy includes a monitoring framework for monitoring the implementation of the policies in the plan. This was published as part of the Proposed Main Modifications to the Plan and, following the adoption of the Core Strategy, it forms the basis for monitoring the implementation and effectiveness of the policies. However, as the policies were not being given full weight in 2016 (prior to adoption of the Plan), some indicators cannot as yet be fully monitored. In addition, the Site Allocations Document has yet to be produced and therefore policies that cross-relate to this document will not be able to be monitored until it has been adopted. The information in this monitoring report provides a baseline for the future monitoring of indicators and targets.

14. The MWDS lists 46 policies in the adopted Minerals and Waste Local Plan (1996) which are 'saved' until replaced by polices in the new plan. Now that the Core Strategy has been adopted, only 16 policies relating to specific areas remain saved pending the adoption of the Site Allocations Document. These 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.

15. The AMR 2016 (Calendar Year) reports on monitoring of the following:
    a) Sales (production) of land-won aggregate minerals (soft sand, sharp sand and gravel, and crushed rock – limestone and ironstone);
    b) The landbank of permitted reserves of aggregate minerals;
    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.

16. The AMR 2016 (Calendar Year) 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. The Council has undertaken a programme of engagement with adjoining and other local authorities and with statutory and other specified bodies. Minerals and waste planning strategic issues of common interest have been identified and, as far as possible, an appropriate co-operative approach

agreed. In his Report, the Inspector concluded that the Duty to Cooperate had been met in relation to the preparation of the Core Strategy.

Conclusions

17. The main findings of the AMR 2016 (Calendar Year) are:

a) The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy (Core Strategy) was adopted on 12 September 2017. It provides a new framework against which to monitor the policies controlling mineral development and waste management.

b) The Oxfordshire Minerals and Waste Local Plan: Part 2 – Site Allocations Document (Site Allocations Document) is currently scheduled to be adopted in 2019 but this will be put back due to delays in adopting the Core Strategy and a new minerals and waste development scheme is to be prepared.

c) As the Core Strategy was not adopted in 2016, the implementation of policies cannot be fully monitored as they were not being given full weight during the monitoring period. However, this report provides a baseline and framework against which to assess the implementation of policies in future reports.

d) The Site Allocations Document has yet to be prepared and therefore policies that cross-relate to this document will not be able to be monitored until it has been adopted.

e) Sales of recycled and secondary aggregates in 2016 were 534,000 tonnes, which was 25% of total sales of aggregate produced in Oxfordshire. Total operational capacity for producing recycled and secondary aggregate in Oxfordshire was 1,028,600 tonnes in 2016. Two permissions for recycled aggregate facilities, with a total capacity of 35,000tpa, were granted in 2016.

f) Sales of sharp sand and gravel in 2016 were 651,418 tonnes, down from 768,261 tonnes in 2015. The 10 year sales average is 595,000 tonnes, and the three year sales average is 686,000 tonnes.

g) Sales of soft sand in 2016 were 227,329 tonnes, compared to 233,092 tonnes in 2015. The 10 year sales average is 184,000 tonnes, and the three year sales average is 230,000 tonnes.

h) Sales of crushed rock in 2016 were 715,407 tonnes, down from 913,812 tonnes in 2015. The 10 year average is 565,000 tonnes, and the three year average is 897,000 tonnes.

i) Reserves of sharp sand and gravel at the end of 2016 were 11.383 mt; reserves of soft sand were 1.341 mt; and reserves of crushed rock totalled 8.545 mt.

j) The landbank for sharp sand and gravel at the end of 2016 was 11.2 years at the LAA requirement rate of 1.015 mtpa. The landbank for soft sand was 7.1 years at the LAA requirement rate of 0.189 mtpa. The landbank for crushed

rock was 14.6 years at the LAA requirement rate of 0.584 mtpa. These are all above the minimum requirements in the NPPF (7 years for sand and gravel, and 10 years for crushed rock).

k) Production capacity for sharp sand and gravel in 2016 totalled 1,519,000 tonnes in 2016, split between 56% in 'northern' Oxfordshire (Cherwell and West Oxfordshire Districts) and 44% in 'southern' Oxfordshire (South Oxfordshire and Vale of White Horse Districts).

l) Two permissions for aggregate mineral working were granted in 2016 in 'southern' Oxfordshire. These were for the working of sharp sand and gravel, and totalled 514,792 tonnes.

m) No district matter planning permissions were granted or sites allocated in district plans for other types of development in 2016 to which the County Council had objected on the basis of mineral safeguarding policy.

n) Eight mineral restoration schemes were approved in 2016, all of which will produce a net gain in biodiversity.

o) Total waste originating in Oxfordshire in 2016 from the principal waste streams was approximately 2.24 million tonnes, of which: 0.317 million tonnes was Municipal Solid Waste (MSW); an estimated 0.533 million tonnes was Commercial and Industrial Waste (C&I); and an estimated 1.393 million tonnes was Construction, Demolition and Excavation (CDE) waste.

p) Of the 0.317 million tonnes of MSW: 31% was recycled; 26.5% was composted or treated food waste; 36.4% went to residual waste treatment; and 6.2% went to landfill. Total municipal waste diverted from landfill in Oxfordshire has risen from 59% in 2013/13 to 94% in 2016.

q) Of the 0.533 million tonnes of C&I waste estimated to originate in Oxfordshire: an estimated 24% was recycled; 9% was composted; 15% was treated by other means; and 24% was landfilled. Total landfill diversion was 76%.

r) Of the estimated 1.393 mt of CDE waste originating in Oxfordshire in 2016: an estimated 42% was recycled; 9% was recovered; and 49% was sent to landfill. Total landfill diversion was 56%.

s) Landfill diversion targets are generally being met for MSW and C&I waste, but not for CDE waste. This will need to be monitored in future reports.

t) Total remaining non-hazardous landfill capacity in 2016 was 5.086 million m^3; and remaining inert landfill capacity was 7.252 million m^3; being enough to last until beyond the current plan period based on 2016 inputs.

u) Four facilities that would increase recycling and treatment capacity in Oxfordshire were permitted in 2016: two for inert waste; one for mixed waste, and one for radioactive waste. One facility for inert landfill was permitted.

v) Total capacity for managing the principal waste streams (MSW, C&I and CDE waste) in 2016 was adequate for Oxfordshire to be net self-sufficient in the management of these waste streams.

w) No safeguarded waste facilities were prevented or prejudiced from operating due to non-waste development being permitted in 2016.

Financial and Staff Implications

18. The Minerals & Waste Local Plan is included within the work priorities of the Communities Directorate and is being progressed within the existing mainstream budget for the Council's minerals and waste policy function. In addition, a special reserve was created to help fund the abnormal costs of plan preparation (including the commissioning of specialist background technical studies) and independent examination. £122,000 remains in the reserve, for preparation of the Site Allocations Document. The Annual Monitoring Report forms part of this work-stream and it does not raise any additional financial or staffing implications.

Legal Implications

19. Under the Planning and Compulsory Purchase Act 2004 (as amended), the County Council is required to prepare and publish minerals and waste local plan monitoring reports. This requirement is met by the production each year of a Minerals and Waste Annual Monitoring Report.

Risk Management

20. Annual monitoring reports are required to be prepared alongside and in support of the Minerals and Waste Local Plan. Publishing the Annual Monitoring Report 2016 will enable the adopted Minerals and Waste Core Strategy to be monitored and indicate when consideration needs to be given to review of the plan; and it will assist the preparation of the Site Allocations Document.

RECOMMENDATION

21. **The Cabinet Member for Environment is RECOMMENDED:**

(a) to approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2016 (Calendar Year) in the Annex to this report;

(b) to authorise the Director for Planning & Place to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2016 (Calendar Year) for publication on the County Council website.

SUSAN HALLIWELL
Director for Planning & Place

Background papers:

i. Oxfordshire Local Aggregate Assessment 2014, November 2014

ii. Oxfordshire Local Aggregate Assessment Interim Update 2015, November 2015

iii. Quarry Sales and Reserves Oxfordshire 2016

iv. Oxfordshire Waste Needs Assessment, August 2015

v. Supplement to Waste Needs Assessment (August 2015), April 2016

All background papers are kept in the Minerals and Waste Policy Team at County Hall, Oxford

Contact Officer: Peter Day – Minerals and Waste Policy Team Leader
peter.day@oxfordshire.gov.uk, tel: 07392 318899

November 2017

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ANNEX

Oxfordshire Minerals and Waste Local Plan

Oxfordshire Minerals & Waste Annual Monitoring Report 2016
(1st January 2016 – 31 December 2016)

November 2017

OXFORDSHIRE COUNTY COUNCIL

Table of Contents

1.0 Executive Summary

- The Oxfordshire Minerals and Waste Local Plan: Part 1 - Core Strategy (Core Strategy) was adopted on 12 September 2017. It provides a new framework against which to monitor the policies controlling mineral development and waste management in 2016.

- The Oxfordshire Minerals and Waste Local Plan: Part 2 – Site Allocations Document (Site Allocations Document) is currently scheduled to be adopted in 2019, but this has been put back due to delays in adopting the Core Strategy, and a new minerals and waste development scheme is being prepared.

- This monitoring report covers the 2016 calendar year (01 January – 31 December) as opposed to previous monitoring reports which have covered financial years (01 April – 31 March).

- As the Core Strategy was not adopted in 2016, the implementation of policies are not able to be fully monitored, as they were not being given full weight during the monitoring period. However, this report provides a baseline and framework against which to assess the implementation of policies in future reports.

- The Site Allocations Document has yet to be prepared, so policies regarding the development of this document will not be able to be monitored until it is adopted.

- Sales of recycled and secondary aggregates in 2016 were 534,000 tonnes, which was 25% of total aggregate sales. Total operational capacity for producing recycled and secondary aggregate in Oxfordshire was 1,028,600 tonnes in 2016. Two permissions for recycled aggregate facilities, with a resulting capacity of 35,000tpa were granted in 2016. One facility is yet to commence operations.

- Sales of sharp sand and gravel in 2016 were 651,418 tonnes, down from 768,261 tonnes in 2015. The 10 year sales average is 595,000 tonnes, and the three year sales average is 686,000 tonnes.

- Sales of soft sand in 2016 were 227,329 tonnes, compared to 233,092 tonnes in 2015. The 10 year sales average is 184,000 tonnes, and the three year sales average is 230,000 tonnes.

- Sales of crushed rock in 2016 were 715,407 tonnes, down from 913,812 tonnes in 2015. The 10 year average is 565,000 tonnes, and the three year average is 897,000 tonnes.

- Reserves of sharp sand and gravel at the end of 2016 were 11.383 mt, reserves of soft sand were 1.341 mt and reserves of crushed rock totalled 8.545 mt.

- The landbank for sharp sand and gravel at the end of 2016 was 11.2 years at the LAA requirement rate of 1.015 mtpa. The landbank for soft sand was 7.1 years at the LAA requirement rate of 0.189 mtpa, and the landbank for crushed rock was 14.6 years at the LAA requirement rate of 0.584 mtpa. These are all above the requirements in the NPPF (7 years for sand and gravel, and 10 years for crushed rock).

- Production capacity for sharp sand and gravel in 2016 totalled 1,519,000 tonnes in 2016, split between 56% in northern Oxfordshire (West Oxfordshire and Cherwell Districts) and 44% in southern Oxfordshire (Vale of White Horse and South Oxfordshire Districts).

- Two permissions for aggregate mineral working were granted in 2016 in 'southern' Oxfordshire (South Oxfordshire and Vale of White Horse Districts). These were for the working of sharp sand and gravel, and totalled 514,792 tonnes.

- No district or county permissions were granted or sites allocated in 2016 that OCC objected to on the basis of mineral sterilisation (safeguarding). However, several applications have yet to be decided.

- Eight mineral restoration schemes were approved in 2016, and all resulted in a net gain in biodiversity.

- Total waste originating in Oxfordshire in 2016 from the principal waste streams was 2.24 million tonnes, of which 316,848 was Municipal Solid Waste (MSW), an estimated 533,000 tonnes was Commercial and Industrial Waste (C&I), and an estimated 1.393 million tonnes was Construction, Demolition and Excavation (CDE) waste.

- Of the 316,848 tonnes of MSW, 31% was recycled, 26.5% was composted or treated food waste, 36.4% went to residual waste treatment and 6.2% went to landfill. Total municipal waste diverted from landfill in Oxfordshire has risen from 59% in 2013/13 to 94% in 2016.

- Of the 533,000 tonnes of C&I waste estimated to originate in Oxfordshire, an estimated 24% was recycled, 9% was composted, 15% was treated by other means and 24% was landfilled. Total landfill diversion was 76%.

- Of the estimated 1.393 mt of CDE waste originating in Oxfordshire in 2016, an estimated 42% was recycled, 9% was recovered and 49% was sent to landfill. Total landfill diversion was 56%.

- Landfill diversion targets are generally being met by MSW and C&I waste, but not by CDE waste. This will need to be monitored in future reports.

- Total remaining non-hazardous landfill capacity in 2016 was 5,085,581m^3 and remaining inert landfill capacity was 7,251,904m^3 - enough to last until beyond the current plan period based on 2016 inputs.

- A total of four facilities that would increase recycling and treatment capacity in Oxfordshire were granted in 2016. This included two for inert waste, one for mixed waste, and one for radioactive waste. One facility for inert landfill was permitted in 2016.

- Total capacity for managing the principal waste streams (MSW, C&I and CDE waste) in2016 was adequate for Oxfordshire to be net self-sufficient in the management of these waste streams.

- No safeguarded waste facilities were prevented or prejudiced from operating due to non-waste development in 2016.

2.0 Introduction

Purpose of AMR

2.1 Oxfordshire County Council has produced the new Minerals and Waste Local Plan – Part 1 Core Strategy (Core Strategy) which was at Examination during the period of this monitoring report. Under section 35 of the Planning and Compulsory Purchase Act 2004 (as amended by The Localism Act 2011) the County Council is required to monitor the progress of the plan and the implementation of policy. In addition, the EU Waste Framework Directive, 2008 (2008/98/EC) (transposed through the Waste (England and Wales) Regulations 2011) requires waste planning authorities to report on details of existing, newly granted and recently closed waste facilities.

2.2 This Annual Monitoring Report (AMR)[1]:

- covers the period 1 January 2016 to 31 December 2016;
- details the progress on preparation of the new Oxfordshire Minerals and Waste Local Plan;
- As far as possible, reports on the implementation of policies in the Core Strategy.

2.3 A monitoring framework was put forward as part of the Main Modifications to the Core Strategy published in February 2017 and has been confirmed in the adopted Core Strategy, therefore it will be used as a basis for future monitoring reports.

Reporting Period: Calendar Years

2.4 Previous annual monitoring reports covered the period 1 April 2015 to 31 March 2016. However, this report and future monitoring reports will now be based on data collected for the calendar year 01 January – 31 December because much of the data is collected on this bases, and it will be easier for plan monitoring purposes.

[1] AMR's 2014-2016 are available on Oxfordshire County Council's website (https://www.oxfordshire.gov.uk/cms/content/new-minerals-and-waste-local-plan) and reports 2005-2013 are available on request from the Minerals & Waste Planning Policy Team.

Monitoring of Core Strategy

Policies

2.5 The Core Strategy was adopted in September 2017 following examination of the Plan by an independent Inspector. In his report, the Inspector recommended main modifications to the plan, largely as proposed by the council, and found that, with these modifications, the Core Strategy satisfied legal requirements and met the criteria for soundness. The Inspector confirmed that the duty to co-operate had been met in the preparation of the Core Strategy and that the plan now met all legal requirements, including for sustainability appraisal. This AMR, for the year 2016, monitors minerals and waste development against the policies in the emerging Core Strategy where possible , as the Core Strategy was not adopted in 2016, and therefore the policies were not being given full weight.

Progress against Local Development Scheme

2.6 The Minerals and Waste Development Scheme (MWDS) is a statutory document[2] setting out the planning policy documents (local development documents) that will make up the Oxfordshire Minerals and Waste Local Plan and the programme for the preparation of the plan. The first Oxfordshire MWDS came into effect in May 2005 and it has since been reviewed and revised as necessary to maintain an up to date programme for the preparation of the plan. The Oxfordshire MWDS has been revised several times. The most recent, Seventh Revision, came into effect in February 2016, within the period covered by this monitoring report.

2.7 The December 2013 MWDS reduced the number of documents to be prepared from previous versions of the MWDS to a single new plan document – the Minerals and Waste Local Plan: Part 1 - Core Strategy. This change was made in the light of the context provided by changes in legislation and government policy and the urgent need for a new plan to replace the out of date Minerals and Waste Local Plan (1996).

2.8 This position was reconsidered during 2014 in the light of comments made on the Consultation Draft Minerals and Waste Core Strategy, February 2014, and the MWDS (December 2014) provided for a two-part Minerals and Waste Local Plan to be prepared, comprising: Part 1 – Core Strategy; and Part 2 – Site Allocations. The plan period was extended to 2031 (previously 2030). The 2014 MWDS included a revised programme for the Core Strategy but left the programme for the Site Allocations Document to be decided after the Core Strategy has reached examination. It also left the possible need for any supplementary planning documents to be decided at a future date.

2.9 The current MWDS (February 2016) includes both a revised programme for the Core Strategy and a programme for the preparation of Part 2 of the Plan – Site Allocations Document (see Appendices 1 and 2).

[2] As required under the Planning and Compulsory Purchase Act 2004 (as amended)

2.10 The MWDS (February 2016) states that the Core Strategy will set out the vision, objectives, spatial strategy and core policies for the supply of minerals and management of waste in Oxfordshire over the period to 2031, including minerals, waste and common core policies and spatial strategies for minerals and waste, including strategic locations for minerals and waste developments supported by criteria based polices for the identification of specific sites and the consideration of planning applications, with the spatial strategies shown on key diagrams. It also states that the Site Allocations Document will identify sites for minerals and waste management development for Oxfordshire, in accordance with the Core Strategy, and provide a detailed policy framework for development management decisions.

Programme for the Revised Minerals and Waste Core Strategy

2.11 In the current MWDS (February 2016), the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was programmed to be adopted by November 2016. Table 1 sets out the main stages towards the adoption of the Core Strategy and the progress that has been made to date against the target dates in the MWDS (February 2016). It also sets out the main stages in the preparation of the Site Allocations Document. A revised Local Development Scheme for the Site Allocations Document is due to be published shortly.

Table 1: Main stages towards adoption of the Minerals and Waste Local Plan and progress to date

Part 1: Core Strategy		
Milestones	Target (MWDS – February 2016)	Progress
Initial issues & options consultation	June 2006	Done
Initial preferred options consultation	February 2007	Done
Further engagement & consultation on issues and options and preferred options	February 2010 – Jan 2011	Done
Consultation on draft (preferred) minerals & waste strategies	September – October 2011	Done
Publication and consultation on revised draft Core Strategy	February – March 2014	Consultation took place 24 February – 7 April 2014
Proposed submission document published for representations	August 2015	Published August 2015 (19 August – 30 September)
Submit Core Strategy for examination	December 2015	Submitted 30 December 2015
Examination Hearings	May 2016	September 2016
Publish Inspector's report	August 2016	Interim report received October 2016; Final

		report received June 2017
Adopt Core Strategy	November 2016	Core Strategy adopted on 12 September 2017
Part: Site Allocations Document		
Milestones	Target (MWDS – February 2016). Please note that a Revised MWDS is being produced and will be available shortly.	Progress
Commence preparation	June 2016	October 2017
Consultation on site options	September 2016 – February 2017	Not yet commenced
Consultation on draft document	September – October 2017	Not yet commenced
Publish for representations to be made	May 2018	Not yet commenced
Submit for examination	August 2018	Not yet commenced
Examination hearings	November 2018	Not yet commenced
Receive and publish Inspector's report Feb 2019		Not yet commenced
Adopt Site Allocations document	April 2019	Not yet commenced

Progress on the Revised Minerals and Waste Core Strategy

2.12 Work during the period covered by this AMR was focused on taking the revised Minerals and Waste Local Plan: Part 1 – Core Strategy through formal publication and submission for independent examination. Following the consideration of responses to consultation on the draft plan in 2014, and taking into account technical work (including the Local Aggregate Assessment 2014 – see section 4), the outcomes of engagement under the duty to co-operate (see section 3) and national planning policy and guidance, the Core Strategy proposed submission document was approved by the County Council on 24 March 2015. It was then published in August 2015 for representations to be made.

2.13 The County Council received 157 representations on the Proposed Submission Core Strategy Consultation. On 30 December 2015 the County Council submitted the Minerals and Waste Local Plan: Part 1 – Core Strategy to the Secretary of State for independent examination. All the representations received, and a number of other documents relating to the preparation of the plan, were also submitted.

2.14 The process of preparation of the Core Strategy proposed submission document took longer than envisaged and the target date of February 2015 in the 2014 MWDS was not met. The MWDS (February 2016) reflects that the

Core Strategy was published in August 2015 and was then submitted for examination at the end of December 2015.

2.15 Following its submission, the examination of the Core Strategy was delayed by the need to prepare and consult on further topic papers in response to issues and questions raised by the Inspector. That consultation took place in April/May 2016. The examination hearing was held in September 2016.

2.16 The Inspector issued an Interim Report on 12th October 2016, in which he provided his conclusions on the amount of provision that needs to be made for mineral working and waste management over the plan period to 2031. The Interim Report also concluded that further strategic environmental assessment / sustainability appraisal (SEA/SA) should be carried out, in conjunction with the preparation of Proposed Main Modifications to the Core Strategy. The Council then prepared Proposed Main Modifications to the Core Strategy and a comprehensive new SEA/SA report update. These were approved for consultation by the Council's Cabinet on 24 January 2017 and were published on 3 February 2017. The Inspector's final report was received on 15th June 2017 and the Core Strategy was subsequently adopted by Oxfordshire County Council at the Full Council meeting on 12th September 2017.

2.17 Due to the examination of the Core Strategy taking longer than envisaged in the MWDS (February 2016), preparation of the Site Allocations Document could not be commenced in 2016. The programme for preparation of the Site Allocations Document has been put back by over a year, with work commencing now that the Core Strategy has been adopted. A new MWDS is being prepared and will be published shortly.

Statement of Community Involvement

2.18 The first Oxfordshire Statement of Community Involvement (SCI) was adopted in November 2006. Having regard to changes in government procedures and policy on plan making and in the County Council's consultation policies and procedures, a Revised Oxfordshire Statement of Community Involvement was adopted by the County Council in March 2015. This updated Statement of Community Involvement is still current and no need to carry out a further review has been identified as yet.

Duty to Cooperate

Statutory Requirement

2.19 Local planning authorities are required[3] 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 prescribed[4]), to cooperate on planning issues that cross administrative boundaries, particularly

[3] Regulation 34, Town and Country Planning (Local Planning) (England) Regulations 2012
[4] Regulation 4, Town and Country Planning (Local Planning) (England) Regulations 2012

those which relate to strategic priorities. Minerals and waste are both considered strategic planning issues.

2.20 The County Council has sought to ensure that minerals and waste planning issues on which it has a common interest with adjoining and other authorities are identified and an appropriate approach agreed where possible.

Preparation of the Oxfordshire Minerals and Waste Local Plan

2.21 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 (and subsequently withdrawn) Minerals and Waste Core Strategy, October 2012. The statement detailed specific engagement with Local Authorities and other prescribed bodies, including the Environment Agency, English Heritage, Natural England and the Highways Agency.

2.22 Engagement with other authorities and bodies under the duty to co-operate has continued since withdrawal of the October 2012 Core Strategy, including through the period covered by this AMR, as an integral part of preparation of the Minerals and Waste Local Plan: Core Strategy. A revised statement on compliance with the duty to cooperate, including details of the engagement undertaken and the outcomes, has been produced (December 2015) in support of the submitted Minerals and Waste Local Plan: Part 1 – Core Strategy and forms part of the evidence base for the examination of the plan. The Inspector stated in his Interim and Final Report that the Duty to Cooperate had been met in relation to the preparation of the Core Strategy.

Continuing Engagement

2.23 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

2.24 To assist in meeting the requirement for on-going collaboration on 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 the twenty-one Waste Planning Authorities in the South East of England and the Environment Agency.

2.25 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. SEWPAG also provides a mechanism for the South East Waste

Planning Authorities collectively to engage with authorities outside the South East, particularly in London. Oxfordshire County Council is a signatory to the memorandum of understanding and is an active member of SEWPAG and a regular attender at meetings, which are usually held quarterly.

2.26 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. This 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

2.27 To assist in meeting the requirement for on-going collaboration on minerals planning, 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 and it 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.

2.28 SEEAWP comprises the 21 Mineral Planning Authorities in the South East of England and representatives of the minerals industry (Minerals Products Association and British Aggregates Association) and Central Government (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 attender at meetings, which are usually held twice a year.

3.0 Monitoring of Policy Implementation - Minerals

Policy M1: Recycled and secondary aggregates

Target(s)

- To maintain capacity for recycled and secondary aggregate at least 0.926 million tonnes per year.
- Sites allocated/permission granted in accordance with policies W4, W5 and C1-C12.

Indicator(s)

a) Permissions granted for recycled and secondary aggregates.

Table 2: Recycled and Secondary Aggregate Permissions 2016 (Additional Capacity)

Application Number	Valid Date	Site Address	Applicant	Decision Date	Description	Materials	Waste capacity/ extraction amount
MW.0047/16	19.04.16	Blackstone Farm, Bicester Road, Blackthorn, OX25 1TJ	Mr N Mauger, Blackstone Farm, Bicester Road, Blackthorn, OX25 1TJ	24.06.16	Change of use of land and existing building from a fallen stock transfer operation to a skip waste recycling, sorting, processing and transfer operation	MSW, CDE & C&I.	MSW - 5000 tpa; C&I - 10,000 tpa; CDE - 15,000 tpa; Total- 30,000 tpa. Waste material imported shall not exceed 30,000 tpa
MW.0160/15	10.12.15	Enstone Airfield, Enstone, Oxfordshire OX7 4NP	Markham Farms	12.05.16	Importation and processing of material on land at Enstone Shooting Range, for placement on permitted bunds. 5 years.	CDE waste - processing soils and stones	Total input 277,000 cu. M 20,000 tpa
TOTAL (Recycled and Secondary Aggregate)							**35,000 tpa**

Source: OCC Planning Applications

b) Capacity of recycled and secondary aggregate supply facilities.

Table 3: Capacity of MPA Recycling / Secondary Material Sites at end of 2016[5]

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Recycled Aggregate Production Facilities with Permanent consent or Time-Limited consent to end of Plan Period (2031)			
Grove Industrial Park	Aasvogel	Permanent	40,000
Rear of CEMEX batching plant, Hardwick	Fergal Contracting	Permanent	20,000[6]
Drayton Depot	Oxfordshire CC Highways (road planings)	Permanent	20,000
Ferris Hill Farm, Hook Norton	Matthews / Banbury Skips	Permanent	1,000[7]
Hundridge Farm, Ipsden, Wallingford	G D Parker / Onsyany Skips	Permanent	5,000
Lakeside, Standlake (Micks Skips)	Micks Skips	Permanent	2,000
Newlands Farm, Milton Road, Bloxham	Smiths of Bloxham	Permanent	32,000
New Wintles Farm, Eynsham	Einig (formerly McKenna)	Permanent	170,000[8]
Playhatch Quarry, Playhatch	Grabloader	Permanent	70,000[9]
Rumbold's Pit, Ewelme	Hazell & Jeffries	Permanent	20,000
Sandfields Farm, Over Norton	K J Millard	Permanent	9,600
Shipton Hill, Fulbrook	Hickman Brothers	Permanent	9,000
Thames Water Depot, Kidlington	Clancy Docwra	Permanent	20,000
Worton Farm, Cassington	M&M Skip Hire (also recorded as Einig)	Permanent	48,000
Gill Mill Quarry, Ducklington	Smiths of Bletchington	2040	120,000
Ewelme No.2 Landfill	Grundon	2031	8,000
Total Operational Production Capacity at Recycled Aggregate Production Facilities available throughout the Plan period			**594,600**
Operational Recycled Aggregate Facilities with Time-Limited consent ending before end of Plan Period (2031)			
Dix Pit Complex	Sheehan	2029	98,000
Upwood Quarry, Besselsleigh	Hills Quarry Products	2029	8,000
Shipton on Cherwell Quarry	Earthline	2025	75,000[10]
Prospect Farm, Chilton	Raymond Brown	2022	35,000
Shellingford Quarry	Earthline	2021	60,000[11]

[5] Source: OCC evidence for matter 2 in the examination of the Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy, as updated 2017.
[6] Updated operator estimate, 2016
[7] Updated operator estimate, 2016
[8] Planning application to increase throughput (MW.0002/17) approved 08.03.2017
[9] Based on updated operator estimate, 2016 and planning permission limit
[10] Updated operator estimate, 2016

Enstone Airfield	Markham Farms/ Einig	2021	20,000
Total Operational Recycled Aggregate Capacity at Time-Limited Facilities			**296,000**
Total Operational Recycled Aggregate Production Capacity			**890,600**

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Operational Secondary Aggregate Facilities with Permanent consent or Time-Limited consent to end of Plan Period (2031)			
Ardley ERF (IBAA facility)	Raymond Brown (IBAA)	2049	75,000
Operational Secondary Aggregate Facilities with Time-Limited consent ending before end of Plan Period (2031)			
Sutton Courtenay	Hanson (reject building blocks & concrete used in block making)	2030	62,500[12]
Burford Quarry (Pavestone factory)	Pavestone / Smiths (broken blocks etc from factory)	2024	500
Total Operational Secondary Aggregate Capacity at Time-Limited Facilities			**63,000**
Total Operational Secondary Aggregate Capacity			**138,000**

Overall Total Operational Capacity at 'Permanent' Facilities	**669,600**
Overall Total Operational Capacity at Time-Limited Facilities	**359,000**
Overall Total Operational Capacity	**1,028,600**

Non-Operational Facilities

Facility Name	Operator	Planning Life	Production Capacity (tpa)
Appleford Sidings	Hanson (rail ballast recycling)	Permanent	100,000
Blackstone Farm, Blackthorn	N Mauger	Permanent	15,000
Lakeside Park, Standlake (ETHOS)	Ethos Recycling	Permanent	25,000
Old Brickworks Farm, Bletchington	M R Miller (not yet commenced)	2017	40,000
Total Non-Operational Capacity			**180,000**

Operational and Non-Operational Facilities

Total Operational and Non-Operational Capacity (tpa)	**1,208,600**

3.1 Total capacity of recycled and secondary aggregate facilities in Oxfordshire in 2016 was recorded in the SEEAWP Aggregates Monitoring Survey as 874,200 tonnes per annum (comprised of 751,800tpa for CDE waste, and 122,400tpa for industrial/mineral waste). However, the actual total is believed to be higher

[11] Updated estimate based on WDI 2016 throughput and operator estimate, 2016
[12] Updated operator estimate, 2016

as this survey did not have a 100% return rate. Evidence for the Minerals and Waste Core Strategy examination hearing estimated the total as approximately 1.025 million tonnes per annum in 2016. This information has now been updated in Table 3, based on operator returns for two waste surveys undertaken in 2016[13], and the revised estimated figure is 1.028 million tonnes.

c) Annual production of recycled and secondary aggregate.

Table 4: Sales of Secondary and Recycled Aggregate in Oxfordshire 2008-2016

Year	Secondary and Recycled Aggregate Sales (tonnes)
2008	503,000
2009	286,000
2010	152,000
2011	236,000
2012	466,000
2013	422,000
2014	271,000
2015	453,000
2016	534,000

Source: SEEAWP Aggregates Monitoring Survey 2016

3.2 The secondary and recycled sales figures for 2014, 2015 and 2016 include secondary aggregate from bottom ash from the Ardley Energy Recovery Facility, which provides for the production of approximately 75,000 tonnes per annum.

3.3 Table 4 shows that the recorded production of secondary and recycled aggregate increased by 18% between 2015 and 2016, reaching the highest total since 2008.

d) Proportion of total aggregate supply from secondary and recycled aggregates.

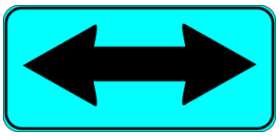
3.4 In 2015, recorded sales of secondary and recycled aggregates in Oxfordshire were 0.453 mt, accounting for 19.13 % of total aggregate sales (2.368 mt) in the county.

3.5 In Oxfordshire in 2016, recorded sales of secondary and recycled aggregates totalled 0.534 mt, accounting for 25% of the total sales of aggregates produced in Oxfordshire (2.128 mt). There was not a 100% return rate for the annual survey that collects this information, and therefore the actual proportion may be higher.

[13] South East England Aggregates Working Party aggregates monitoring survey 2016, South East Waste Planning Advisory Group Waste Survey, 2016.

3.6 Sales of secondary and recycled aggregates in the South East England region in 2016 were 4.034 million tonnes, 16% of the total aggregate supply in the region, which is below the 25% in Oxfordshire. Oxfordshire provided 13% of the regional sales of secondary and recycled aggregates.

Achievement of Targets

Target	Target Achieved?	Reason
To maintain capacity for recycled and secondary aggregate facilities at least 0.926 mtpa.		Target capacity was at least 0.926 mtpa. In 2016, operational capacity was estimated as 1.026 mtpa, so the target was met.
Sites allocated/permissions granted in accordance with policies W4, W5 and C1 – C12.		It is not possible to report on this indicator for 2016, as the Part 2: Site Allocations Document has not yet been produced.

Triggers

- Processing capacity falling to below target capacity.
  - This trigger has not been activated

- Proportion of total aggregate supply from secondary and recycled aggregate changes ±10%.
  - This trigger has not been activated as the proportion of total aggregate supply from secondary and recycled aggregates only changed 6% from 2015 (19%) to 2016 (25%).

- Sites for secondary and recycled aggregate allocated/permitted not in accordance with policies W4, W5 and C1-C12.
  - This trigger has not been activated as the Part 1: Core Strategy was not adopted in 2016, and the Part 2: Site Allocations Document has not been produced.

Policy M2: Provision for working aggregate minerals

Target(s)

- Production capacity maintained at annual requirement rates.
- Landbanks maintained for at least:
  - 7 years for sharp sand and gravel.
  - 7 years for soft sand.
  - 10 years for crushed rock.

Indicator(s)

a) Permissions granted for working of land-won aggregate minerals.

3.7 514,792 tonnes of aggregate extraction was permitted in 2016, a reduction from 5,068,000 tonnes in 2015. However, the figure for 2015 includes extraction of 5,000,000 tonnes of sand and gravel permitted at an extension to Gill Mill Quarry.

Table 5: Planning Permissions Granted for New Aggregate Extraction in 2015.

Date Permitted	Site Name	Mineral Type	Tonnage Permitted	Permission End Date	Permission Reference
15.06.15	Gill Mill Quarry – extension	Sand and gravel	5,000,000 tonnes	31.12.44	MW.0050/13
13.11.15	Castle Barn Quarry	Limestone	68,000 tonnes	30.06.21	MW.0109/14

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

Table 6: Planning Permissions Granted for New Aggregate Extraction in 2016.

Date Permitted	Site Name	Mineral Type	Tonnage Permitted	Permission End Date	Permission Reference
17.05.16	Bridge Farm Quarry, Sutton Courtenay	Sharp sand and gravel	164,792 tonnes	30.09.2018	MW.0001/16
18.03.16	Camas Land, Sutton Wick	Sharp sand and gravel	350,000 tonnes	Four to five years from start of extraction.	MW.048/05

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

3.8 Table 7 (below) shows that planning applications for the extraction of 1,600,000 tonnes of soft sand, 5,500,000 tonnes of sharp sand and gravel and 600,000 tonnes of limestone remained to be determined at the end of 2016.

Table 7: Planning Applications For New Aggregate Extraction Submitted But Not Yet Determined at Year End 31.12.2016.

Site Name	Mineral Type	Proposed Total Tonnage	Proposed End Date	Planning Application Reference
Bridge Farm Quarry	Sharp sand and gravel	500,000 tonnes	3 years (2 years working and 1 restoration) from commencement of gravel extraction	MW.0127/16
Fullamoor	Sharp sand and gravel	2,500,000 tonnes	11 years	MW.0039/16
Bowling Green Farm	Soft sand & limestone	1,600,000 tonnes soft sand & 600,000 tonnes limestone	20 years	MW.0124/16
New Barn Farm,	Sharp sand and gravel	2,500,000 tonnes	2036/2037	MW.0094/16

Cholsey				

Source: Oxfordshire County Council – information from planning applications

b) Permitted reserves for sharp sand and gravel, soft sand and crushed rock.

Table 8: Permitted Reserves at Oxfordshire Quarries at end 2016 *(with 2015 for comparison)*

Mineral	*Reserves at 31.12.2015 (m. tonnes)*	Reserves at 31.12.2016 (m. tonnes)
Soft Sand	*1.594 mt*	**1.341 mt**
Sharp Sand & Gravel	*12.487 mt*	**11.383 mt**
Total Sand and Gravel	*14.081 mt*	**12.724 mt**
Crushed Rock	*8.597 mt*	**8.545 mt**
Total Aggregate	*22.678 mt*	**21.269 mt**

3.9 There was a decline in permitted reserves for sharp sand and gravel and soft sand between 2015 and 2016, by 10% and 19% respectively. There was also a very slight decline in crushed rock reserves of 0.6% from the start to the end of 2016.

c) Production capacity for sharp sand and gravel, soft sand and crushed rock.

Mineral	Production Capacity
Soft Sand	325,000 tonnes (0.275 mtpa)
Sharp Sand and Gravel	1,519,000 tonnes (1.164 mtpa)
Crushed Rock	2,135,000 tonnes (2.135 mtpa)

Source: SEEAWP Aggregates Monitoring Survey 2016

d) Landbanks of permitted reserves for sharp sand and gravel, soft sand and crushed rock.

Table 9: Oxfordshire Landbank at end of 2016

Permitted Reserves at 31.12.2016 by Mineral	Landbank based on LAA 2014 provision figures	*Landbank based on 10 years sales average (2007 – 2016)*	*Landbank based on last 3 years sales average (2014 – 2016)*
Soft Sand – 1.341 m. tonnes	7.1 years at 0.189 mtpa	*7.3 years at 0.184 mtpa*	*5.8 years at 0.230 mtpa*
Sharp Sand and Gravel –	11.2 years at	*19.1 years at*	*16.6 years at*

11.383 m. tonnes	1.015 mtpa	*0.595 mtpa*	*0.686 mtpa*
Total Sand and Gravel – 12.724 m. tonnes	10.6 years at 1.204 mtpa	*16.4 years at 0.778 mtpa*	*13.9 years at 0.916 mtpa*
Crushed Rock – 8.545 m. tonnes	14.6 years at 0.584 mtpa	*15.1 years at 0.565 mtpa*	*9.5 years at 0.897 mtpa*
Total Aggregate – 21.269 m. tonnes	11.9 years at 1.788 mtpa	*15.8 years at 1.343 mtpa*	*11.7 years at 1.813 mtpa*

Note: The Landbank is calculated on the basis of current annual requirement rates, which are those in the 2014 LAA (second column). The other columns are provided for comparison purposes only.

3.10 The landbank for sharp sand and gravel at the end of 2016 was 11.2 years, which is above the minimum 7 years required by the NPPF. The landbank for soft sand was 7.1 years at the end of 2016, only just above the 7 years required by the NPPF. The total sand and gravel landbank was 10.6 years. The landbank for crushed rock was 14.6 years at the end of 2016, which is above the 10 years required by the NPPF.

e) Annual sales of sharp sand and gravel, soft sand and crushed rock extracted in Oxfordshire.

Table 10 - Annual sales of sharp sand and gravel, soft sand and crushed rock extracted in Oxfordshire

Mineral Type	2014 (million tonnes)	2015 (million tonnes)	2016 (million tonnes)
Sharp sand & gravel	0.639	0.768	0.651
Soft sand	0.230	0.233	0.227
Total sand and gravel	0.869	1.001	0.879
Crushed rock	1.061	0.914	0.715

Source: SEEAWP Aggregates Monitoring Survey 2016

3.11 Annual sales of sharp sand and gravel declined from 0.768 mt in 2015 to 0.651 mt in 2016, having increased from 2014 to 2015. Soft sand only dropped marginally from 0.233 mt in 2015 to 0.227 mt in 2016. Sales of soft sand have been steady at approximately 0.23 mt for the last three years.

3.12 Sales of crushed rock from quarries in Oxfordshire had declined to 0.914 mt in 2015 from 1.061 mt in 2014, which had been the highest level over the last decade and a very significant increase from 2012 (0.242 mt). There was a further decline in crushed rock sales from 2015 to 0.715 mt in 2016.

Achievement of Targets

Target	Target Achieved?	Reason
Production capacity maintained at annual requirement rates		Production capacity for all aggregates were above the current annual requirement rates.
Landbanks maintained for at least: - 7 years for sharp sand and gravel - 7 years for soft sand - 10 years for crushed rock		Landbanks above relevant target for all aggregates at current annual requirement rates (ss&g: 11.2 years, ss: 7.1 years, cr: 14.6 years)

Triggers

- Production capacity less than annual requirement rate for three consecutive years.
    - This trigger has not been activated.

- Permitted reserves falling to 10% above landbank target.
    - This trigger has been activated for soft sand, as the current landbank is 7.1 years (1.341 mt), which is within 10% of the landbank target (7 years - 1.323 mt). This indicates that additional reserves of soft sand may need to be permitted (note that the permission pending at year end 2016 for 1.6 mt soft sand at Bowling Green Farm has since been granted).

Policy M3: Principal locations for working aggregate minerals

Target(s)

- All sites allocated for aggregate mineral extraction to be within locations specified.
- Production capacity split 50:50 between western and Southern Oxfordshire by the end of the plan period.

Indicator(s)

a) Sites allocated for aggregate minerals.

3.13 As the Site Allocations Document, has not yet been produced, it is not possible to monitor against this indicator at present, but data will be collected in future AMRs after the Site Allocations Document has been adopted.

b) Production capacity for sharp sand and gravel, soft sand and crushed rock split between western Oxfordshire (West Oxfordshire District and

Cherwell District) and southern Oxfordshire (South Oxfordshire and Vale of White Horse) by the end of the plan period.

3.14 Of the two planning permissions granted during 2016 that resulted in increased capacity of aggregate minerals, neither were in western Oxfordshire (West Oxfordshire District/ Cherwell District). Permissions were granted in 2016 at Camas Land, Sutton Wick (MW.048/05) and Bridge Farm, Sutton Courtenay (MW.0001/16), both in southern Oxfordshire (South Oxfordshire/Vale of White Horse Districts), totalling 514,792 tonnes of sharp sand and gravel.

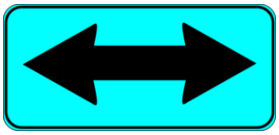
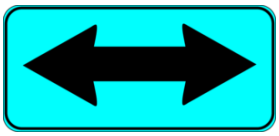
Table 11 – Oxfordshire Sharp Sand and Gravel Production Capacity

Broad Sand and Gravel Resource Area	Name of Site	Estimated Production Rate (tpa)
Northern Oxfordshire (West Oxfordshire District Council, Cherwell District Council)	Cassington Quarry, Worton (SRA 6)	
	Stonehenge Farm, Stanton Harcourt (SRA 6)	
	Gill Mill Quarry, Ducklington (SRA 6)	
	Finmere Quarry, Finmere (not in SRA)	
	Total northern Oxon production capacity	**854,000 (56%)**
Southern Oxfordshire (VoWH & SODC)	Bridge Farm, Sutton Courtenay (SRA 5)	
	Sutton Wick Quarry, Abingdon (SRA 5)	
	Caversham Extension (SRA 4)	
	Moorend Lane, Thame (not in SRA)	
	Faringdon Quarry (SRA 7)	
	Total southern Oxon production capacity	**665,000 (44%)**
	Total Oxfordshire production capacity	**1,519,000**

Source: SEEAWP Aggregates Monitoring Survey 2016

3.15 Table 11 shows that currently, production capacity is currently unevenly split between northern Oxfordshire (56%) and southern Oxfordshire (44%). It is an aim of the core strategy to achieve a balanced distribution of production capacity by the end of the plan period.

Achievement of Targets

Target	Target Achieved?	Reason
All sites allocated for aggregate mineral extraction to be within locations specified.		The Site Allocations Document, has not yet been produced, so it is not possible to monitor against this indicator at present. Data will be collected in future AMRs after its adoption.
Production capacity split 50:50 between western and Southern Oxfordshire by the end of the plan period.		This target is only required to be achieved by the end of the plan period (2031); the current annual monitoring period provides a baseline indication of the split in production capacity.

Triggers

- One site allocated that does not fall within the locations specified.
    - This trigger has not been activated as the Part 2: Site Allocations Document has not yet been produced.

- Production capacity increases proportionally in western Oxfordshire for two consecutive years.
    - This trigger has not been activated as the core strategy was not adopted in 2016. The information provides a baseline indication of production capacity from which any change can be assessed in future annual monitoring reports.

- Production capacity in southern Oxfordshire above 60%.
    - This trigger has not been activated – production capacity in southern Oxfordshire is currently 44%.

Policy M4: Sites for working aggregate minerals

Target(s)

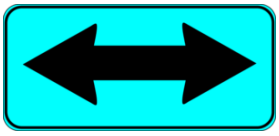
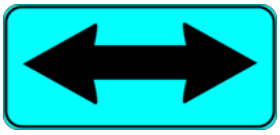
- Sites allocated for aggregate mineral extraction to be in accordance with policy M4.
- Sites allocated to meet requirements for provision in Policy M2 (taking into account permissions granted).

Indicator(s)

a) Sites allocated for aggregate minerals.

3.16 This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.

Achievement of Targets

Target	Target Achieved?	Reason
Sites allocated for aggregate mineral extraction to be in accordance with policy M4.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.
Sites allocated to meet requirements for provision in Policy M2 (taking into account permissions granted).		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.

Triggers

- One site allocated that is not in accordance with policy M4.
    - This trigger has not been activated as the Site Allocations Document has not yet been produced.

- Allocated sites do not meet requirements for provision in Policy M2 (taking into account permissions granted).
    - This trigger has not been activated as the Site Allocations Document has not yet been produced.

Policy M5: Working of aggregate minerals

Targets

- Prior to adoption of Site Allocations Document, permissions granted to meet requirements for provision in Policy M2, and in accordance with policies M3, M4 and C1-C12.
- Following adoption of Site Allocations Document, permissions granted only where requirements for provision in Policy M2 cannot be met from allocated sites, and in accordance with policies M3 and C1-C12.
- Permission only granted in other circumstances where this is required prior to development to prevent sterilisation of resource.
- Permission granted for borrow pits to meet the requirements set out in policy.
- Working of ironstone only permitted where it is in exchange for an agreed revocation of an equivalent existing permission.

Indicator(s)

a) Permissions granted for working aggregate minerals – spatial distribution, quantity of resource.

3.17 Both of the permissions granted for increased capacity of minerals extraction in 2016 were minerals strategic resource areas in southern Oxfordshire (Sutton Wick and Sutton Courtenay – SRA 5), therefore they contributed to both the provision for working of aggregate minerals (sharp sand and gravel and soft sand) in Policy M2, and the locations for working aggregate minerals in Policy M3.

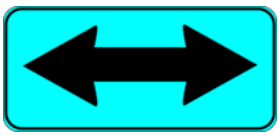
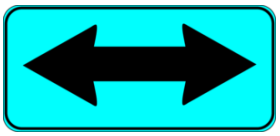
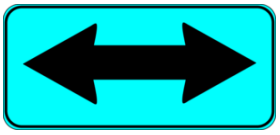
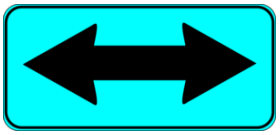
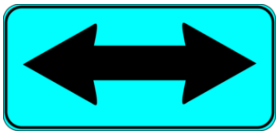
Table 12 – Permissions granted for sharp sand and gravel – spatial distribution

Date Permitted	Site Name	Mineral Type	Tonnage Permitted	Location based on policy M3	Permission Reference
17.05.16	Bridge Farm Quarry, Sutton Courtenay	Sharp sand and gravel	164,792 tonnes	'southern Oxfordshire' (SRA 5)	MW.0001/16
18.03.16	Camas Land, Sutton Wick	Sharp sand and gravel	350,000 tonnes	'southern Oxfordshire' (SRA 5)	MW.048/05
Total			**514,792 tonnes**		

b) Permissions granted for borrow pits.

3.18 No permissions were granted, or applications submitted, for borrow pits in 2016.

Achievement of Targets

Prior to adoption of Site Allocations Document, permissions granted to meet requirements for provision in Policy M2, and in accordance with policies M3, M4 and C1-C12.		This indicator cannot be monitored fully in 2016, as the Core Policies C1 – C12 were not being given full weight while the Core Strategy was not adopted. However, of the two applications for mineral working granted in 2016, they were both compliant with policy M2 and M3. Policy M4 is not now relevant as it only relates to site allocations.
Following adoption of Site Allocations Document, permissions granted only where requirements for provision in Policy M2 cannot be met from allocated sites, and in accordance with policies M3 and C1-C12.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan is adopted.
Permission only granted in other circumstances where this is required prior to development to prevent sterilisation of resource.		No such applications were determined in 2016.
Permission granted for borrow pits to meet the requirements set out in policy.		No applications for borrow pits were determined in 2016.
Working of ironstone only permitted where it is in exchange for an agreed revocation of an equivalent existing permission.		No applications for the working of ironstone were determined in 2016.

Triggers

- Prior to adoption of the Site Allocations Document, one permission granted that is not required to meet provision requirements in Policy M2 and/or not in accordance with policies M3, M4 and C1-C12.
    - The two permissions for aggregate mineral extraction in 2016 did not activate this trigger, as they were in accordance with policies M2 and M3. Achievement of policies M4 and C1 – C12 will be monitored in future AMRs.

- Following adoption of Site Allocations Document, one application permitted outside allocated sites (unless it is to prevent sterilisation or because the requirement set out in policy M2 cannot be met from within the specific sites identified) and/or not in accordance with policies M3 and C1-C12.
    - This trigger was not activated as the Site Allocations Document has not yet been produced.

- Permission granted for borrow pit/s that do not meet the requirements of policy.
    - This trigger has not been activated, as there were no applications for borrow pits in 2016.

- Working of ironstone permitted contrary to policy.
    - This trigger has not been activated, as there were no applications for the working of ironstone in 2016.

Policy M6: Aggregate rail depots

Target

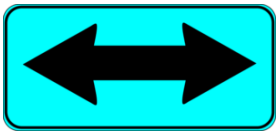
- All permissions granted for new aggregate rail depots to have suitable access to lorry routes and meet requirements in policies C1-C12.

Indicator(s)

a) Permissions granted for new aggregate rail depots.

3.19 No planning applications were determined in 2016 for new aggregate rail depots.

Achievement of Targets

Target	Target Achieved?	Reason
All permissions granted for new aggregate rail depots to have suitable access to lorry route and meet requirements in policies C1-C12.		No applications were determined in 2016 for new aggregate rail depots.

Trigger

- One permission granted for new aggregate rail depot that does not have suitable access to lorry route and/or meet requirements in policies C1-C12.
    - This trigger has not been activated, as there were no applications for aggregate rail depots in 2016.

Policy M7: Non-aggregate mineral working

Target

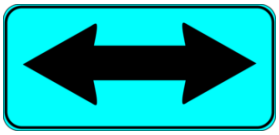
- All applications granted planning permission meet relevant policy requirements.

Indicator(s)

a) Permissions granted for non-aggregate mineral working

3.20 No applications were permitted in 2016 for non-aggregate mineral working.

Achievement of Targets

Target	Target Achieved?	Reason
All applications granted planning permission meet relevant policy requirements.		No applications were permitted in 2016 for non-aggregate mineral working.

Trigger

- One application permitted that does not meet relevant policy requirements.
    - This trigger was not activated in 2016 as not applications for non-aggregate mineral workings were determined.

Policy M8: Safeguarding mineral resources

Target(s)

- No non-mineral applications permitted with an objection on mineral safeguarding grounds from OCC.
- No District site allocations made with an objection from OCC on safeguarding grounds.

Indicator(s)

a) Number and area of applications granted for non-minerals development in mineral consultation areas, which sterilise mineral resources.

3.21 It is not possible to monitor this fully in the 2016 AMR because, of the five District-level authorities in Oxfordshire, only Cherwell consulted the County Council on planning applications in mineral consultation areas. However, the Major Planning Applications Team at the County Council consults teams within the County Council, including Minerals & Waste Planning, to coordinate responses on major applications that they receive from the District Councils and City Council. Of course, these do not include minor applications that could be of significance for minerals safeguarding, for example a single dwelling within a safeguarded area.

b) Number and area of site allocations made by District Planning Authorities for non-minerals development in mineral consultation areas, which sterilise mineral resources.

3.22 The County Council raised questions (not necessarily objections, some were requests for consideration and further information) regarding South Oxfordshire District Council proposed allocations in Preferred Options at Chalgrove Airfield, Berinsfield and Wallingford. There are also potentially important deposits of sand and gravel at Benson, Berinsfield, Cholsey and Crowmarsh which could be sterilised by proposals for housing development. The Submission Core Strategy is due for consultation shortly and the County Council will be considering whether mineral safeguarding has been addressed sufficiently within the consultation document. No site allocations were adopted in 2016.

c) OCC objections to district development on safeguarding mineral resources grounds.

3.23 In 2016, the County Council objected to three District applications on mineral safeguarding grounds. Of these, one objection was subsequently withdrawn by the County Council after further information was submitted by the applicant, the two remaining applications were undetermined at 31st December 2016.

Table 13 - District Applications to which Oxfordshire County Council Objected or made No Objection Subject to Conditions on Minerals or Waste Safeguarding Issues in 2016

District	Application number & address	Objection of No Objection subject to conditions?	Was objection overcome through revised details?	Status
South Oxfordshire	**P15/S3916/O-2**	Objection	Yes - As further info submitted to	(Undetermined and Appeal

	Land North of Littleworth Road, Benson		overcome concerns and therefore objection removed.	lodged April 2016.)
Description of development - Outline application (with all matters reserved except access) for the erection of 241 dwellings (40% of which will be affordable) with associated access, public open space, landscaping, sports provision, nature park and woodland; Up to 230 sqm retail space; Provision of community facilities including relocated school playing fields, youth facilities hut, skate park and play space.				
Vale of White Horse	**P15/V2933/O** Land north of Appleford Road Sutton Courtenay Abingdon OX14 4NG	No objection subject to conditions	n/a	
Description of development - Outline planning application (with all matters except access reserved) for the erection of up to 93 dwellings including associated car parking, public open space and landscaping.				
Vale of White Horse	**P16/V0254/FUL** Eastwest All Saints Lane Sutton Courtenay Abingdon OX14 4AG	No objection subject to conditions	n/a	
Description of development - Part retrospective application for the retention and construction of earth bunds and the change of use of land to private recreational use.				
West Oxfordshire District	**16/00971/FUL** Land At New Gardens Ledwell Road Great Tew Oxfordshire	Objection	No	Undetermined at 31. 12.2016
Description of development - Restoration of the walled garden to provide a restaurant, production garden, leisure facilities, the construction of 6 lodges, the provision of an underground car park and associated access and landscaping.				
West Oxfordshire District	**16/02102/FUL** Stonelea Farm, Land to the North West of Burford Road, Brize Norton.	Objection	No – objected to revised details	Undetermined at 31.12.2016
Description of development - Erection of a Permanent Agricultural Workers Dwelling.				

d) Number of applications consulted on from District to OCC within a Mineral Consultation Area.

3.24 Cherwell District Council consulted the County Council Minerals and Waste Planning Policy Team on thirty-eight planning applications (including pre-application enquiries) in 2016. No direct consultations were received from South Oxfordshire, Vale of White Horse or West Oxfordshire District Councils or the City Council. Of the thirty-eight applications, Oxfordshire County Council made comments on three with a request for a condition to be added to a fourth (16/00709/F) if approved, in order to prevent waste being imported to the site.

e) In order to ascertain whether the first target (see below) has been met, there needs to be an additional indicator: Number of applications permitted by OCC leading to development which would sterilise mineral resources.

3.25 No applications were permitted by the County Council in 2016 that would result in the sterilisation of mineral resources.

Achievement of Targets

Target	Target Achieved?	Reason
No non-mineral applications permitted with an objection on mineral safeguarding grounds from OCC.		Two non-minerals applications, with outstanding objections from the County Council on minerals safeguarding were live and undetermined at 31st December 2016, but none were permitted.
No District site allocations made with an objection from OCC on safeguarding grounds.		No District allocations were made in 2016 where there was an objection from the County Council on minerals safeguarding.

Triggers

- One district council application approved with an objection from OCC on mineral safeguarding grounds.
    - This trigger was not activated in 2016.

- One application permitted by OCC leading to development which would sterilise mineral resources.
    - This trigger was not activated in 2016.

- One District site allocation made with an objection from OCC on mineral safeguarding grounds.
    - This trigger was not activated in 2016.

Policy M9: Safeguarding mineral infrastructure

Target(s)

- No loss of a safeguarded mineral infrastructure site.
- No permissions issued by District which would lead to significant harm or prejudice to a safeguarded site.
- No District site allocations made which would sterilise mineral infrastructure.
- No decline in the number of safeguarded rail depots

Indicator(s)

a) Number and type of safeguarded mineral infrastructure sites in Oxfordshire.

3.26 Safeguarded mineral infrastructure in Oxfordshire comprises four safeguarded aggregate rail depots (details below).

b) Number of safeguarded aggregate rail depots in Oxfordshire.

3.27 There are four safeguarded aggregate rail depots in Oxfordshire, of these three are existing (Banbury, Sutton Courtenay and Kidlington) and one permitted (Shipton on Cherwell). Whilst there is also a depot at Hinksey Sidings, Oxford, this has been used solely by the rail industry to bring in rail ballast for internal use on the rail network.

c) District development which is incompatible with or prejudicial to a safeguarded site

3.28 No applications were determined in 2016 that would be incompatible with, or prejudicial to, a safeguarded mineral infrastructure site.

d) OCC objections to district development on safeguarding mineral infrastructure grounds.

3.29 OCC did not object to any district development on the grounds of safeguarding mineral infrastructure in 2016

Achievement of Targets

Target	Target Achieved?	Reason
No loss of a safeguarded mineral infrastructure site.		No safeguarded minerals infrastructure sites were lost to other development in 2016.

No permissions issued by District which would lead to significant harm or prejudice to a safeguarded site.		No permissions were issued in 2016 that would lead to significant harm or prejudice to a safeguarded site.
No District site allocations made which would sterilise mineral infrastructure.		No sites were allocated by the District Councils in 2016 that would sterilise mineral infrastructure.
No decline in the number of safeguarded rail depots.		There was no reduction in the number of safeguarded rail depots in Oxfordshire in 2016.

Triggers

- One safeguarded mineral infrastructure site lost to other development.
  - This trigger was not activated in 2016.

- One permission issued which would lead to significant harm or prejudice to a safeguarded site (permitted with an objection from OCC).
  - This trigger was not activated in 2016.

- One District site allocation made that would sterilise mineral infrastructure with objection from OCC.
  - This trigger was not activated in 2016.

- Reduction in number of safeguarded rail depots in Oxfordshire.
  - This trigger was not activated in 2016.

Policy M10: Restoration of mineral workings

Target(s)

- All restoration plans for minerals applications approved take into account the considerations set out in policy.
- All applications approved with restoration leading to a net gain in biodiversity.

Indicator(s)

a) Number of approved mineral restoration schemes.

3.30 There were eight mineral restoration schemes approved in 2016, this figure includes revisions to previously approved schemes. Two were at Gill Mill Quarry, for two of the phases of extraction.

Table 14 - Restoration Schemes Approved in 2016

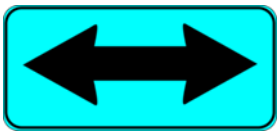
Application	Application Status	Ecology consideration
MW.0005/15 Caversham Quarry – DP condition 21 (restoration detail).	Approved	No objection from OCC ecology.
MW.0035/16 Details Pursuant to Conditions 26 (restoration plan), 29 (aftercare scheme) & 30 – Duns Tew (West).	Approved	No objection from OCC ecology.
MW.0046/16 continuation of development without complying with condition 40 (aftercare), and condition 51 (restoration) of Planning Permission 11/01402/CM (continuation of development without complying with condition 6 (importation of waste by road) and with the variance of conditions 1 (time limits) and 7 (volume of waste imported) of planning permission 10/00360/CM dated 17 June 2010 for extraction of limestone and restoration of the site by infilling for commercial, habitat creation and amenity use) in order to defer submission of restoration and aftercare details for Area A (2 years) Areas B-D (5 years) - Shipton On Cherwell Quarry.	Approved	No objection from OCC ecology.
MW.0063/16 Details Pursuant to Condition 16 (restoration scheme for phase 5) of Planning Permission 13/0530/P/CM (MW.0050/13) - Gill Mill Quarry.	Approved	No objection from OCC ecology.
MW.0064/16Details Pursuant to Condition 16 (restoration scheme for phase 1c) of Planning Permission 13/0530/P/CM (MW.0050/13) - Gill Mill Quarry.	Approved	No objection from OCC ecology.
MW.0117/16 - Section 73 application to: - Amend the working of phase 1a; - Amend the restoration of the site; - Amend lighting details; - Change the site name and signage details to “Faringdon Quarry” - Grundon Sand and Gravel Ltd, Wicklesham Quarry.	Approved	No objection from OCC ecology.
MW.0156/15 Details Pursuant to Condition 16 (aftercare) & 17 (landscaping) of Planning Permission 15/00053/CM (MW.0001/15) - Alkerton Landfill Site.	Approved	No objection from OCC ecology.
MW.048/05 progressive extraction of sand and gravel, importation of inert waste material with restoration to nature conservation and an agricultural reservoir - Land at Sutton Wick.	Approved	No objection from OCC ecology.

b) Proportion gain of biodiversity in restoration schemes.

3.31 The County Council ecologist did not object to any of the eight new/revised restoration schemes. As part of their assessment of whether to object, they consider whether the development would result in a net gain in biodiversity. In 2016, the County Council were not requiring the use of a biodiversity

accounting metric on all applications and therefore it is not possible to measure the proportion gain in biodiversity from the restoration scheme.

Achievement of Targets

Target	Target Achieved?	Reason
All restoration plans for minerals applications approved take into account the considerations set out in policy.		The Core Strategy was not adopted during 2016 and therefore it is not possible to fully monitor the implementation of Core Strategy policies.
All applications approved with restoration leading to a net gain in biodiversity.		All applications for new/revised restoration schemes permitted in 2016 were assessed as leading to a net gain in biodiversity.

Triggers

- One application approved for which the restoration does not take into account the considerations set out in the policy.
    - The Core Strategy was not adopted in 2016, and therefore it is not fully possible to consider this trigger in this monitoring period. This will be taken into account in future monitoring reports.

- One application permitted including a restoration scheme which does not provide a net gain in biodiversity.
    - This trigger was not activated in 2016.

4.0 Monitoring of Policy Implementation - Waste

Policy W1: Oxfordshire waste to be managed

Target

- Oxfordshire's waste management capacity sufficient to meet the amount required in this policy.

Indicator(s)

a) Total amounts of waste within Oxfordshire for the specified waste streams.

4.1 The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was adopted in September 2017. It outlines the amounts of waste from the principal waste streams for which waste management capacity needs to be provided until 2031. No figure is included for Construction, Demolition and Excavation waste, however, a minimum value of 1.033mtpa has been estimated, with no growth over the plan period.

Table 15 - Core Strategy Policy W1: Forecasts of waste for which waste management capacity needs to be provided 2016 – 2031 (million tonnes per annum)

Waste Type	2016	2021	2026	2031
Municipal Solid Waste	**0.32**	**0.34**	**0.36**	**0.38**
Commercial and Industrial Waste	**0.54**	**0.56**	**0.57**	**0.58**

4.2 These figures have been through examination, and therefore now provide a baseline against which to monitor in future reports.

4.3 Table 16 shows actual the (in the case of MSW) and estimated (in the case of C&I and CDE waste) total of waste produced in Oxfordshire in 2016

Table 16 - Waste Management Estimates for the Principal Waste Streams in Oxfordshire.

Waste Type	Total/Estimate
Municipal Solid Waste	316,848 tonnes[14]
Commercial and Industrial Waste	533,462 tonnes[15]
Construction, Demolition and	1.393 million tonnes[16]

[14] 2016 records from Oxfordshire County Council
[15] BPP Consulting for OCC – April 2016 Supplement to the 2015 Oxfordshire Waste Needs Assessment. A revised figure based on updated WDI data will be published when available.
[16] 2016 estimate based on methodology in April 2016 Supplement to the 2015 Oxfordshire Waste Needs Assessment. See Appendix 6. This methodology is used to estimate a 'minimum' figure for CDE waste.

Excavation Waste	
Total	**2.24 million tonnes**

b) Waste management capacity in Oxfordshire for the specified waste streams.

4.4 Appendix 4 shows the location of permitted waste management facilities in Oxfordshire. Appendix 5 sets out the capacity of waste management facilities in Oxfordshire, by category of facility. A summary of this capacity is shown in the Table 17 below.

Table 17 – Summary of Operational Waste Management Capacity, 2016.

Waste Management Type	Operational Capacity (tonnes per annum)
Non-hazardous Landfill	5,085,581
Inert Landfill	7,251,904
Hazardous Landfill	0
Residual Treatment	300,000
MSW/C&I (non-hazardous) recycling	655,900
Composting/Biological Treatment	243,100
CDE (Inert) recycling	978,600
Metal Recycling	164,700
Hazardous/Radioactive	548,677
Wastewater	42,000

4.5 Based on the management targets in policy W2, and the estimates of the principal waste streams in Table 16, Table 18 below shows that there is currently sufficient waste management capacity to manage these waste streams in line with the management targets.

Table 18 – Availability of Waste Management Capacity against Target Requirements

Waste Management Method	MSW	C&I	CDE (non-inert proportion)	Total Requirement (tpa)	Available Capacity
	2016				
Composting/ food waste treatment	91,886	26,673	2,090*	**120,649**	**243,100**
Non-hazardous waste recycling	104,560	293,404	22,985*	**420,949**	**655,900**
Non-hazardous waste residual	95,054	80,019	6,269*	**181,342**	**300,000**

*Only approximately 3% of the estimated 1.393mt of CDE waste in 2016 was from non-inert sources, as opposed to the 20% predicted. Consequently this estimate has reduced.

4.6 Planning permissions which were granted in 2016 that provided additional waste management capacity are shown in Table 19.

Table 19 - Planning Permissions for Waste Management Facilities (Additional Capacity) Granted in 2016.

Date Permitted	Site Name	Type of Facility	Waste Type	Additional Capacity Permitted *	End Date	Planning Permission Reference
08.02.2016	Culham Science Centre	Materials Detritation Facility	Intermediate level radioactive waste	15 tpa (27 tonnes total). No waste to be imported from outside of Culham Science Centre	Permanent	MW.0159/15
18.03.2016	CAMAS Land	Landfilling (associated with sand & gravel extraction)	Inert waste	140,000 cu.m. inert waste infill	Four to five years from commence ment of extraction	MW.048/05
12.05.2016	Enstone Airfield	Importation and processing of material	CDE waste - processed soils and stones	Total input 277,000 cu. m	5 years	MW.0160/15
24.06.2016	Blackstone Farm, Blackthorn	Waste recycling & transfer	MSW, C&I and CDE wastes (skip waste)	MSW - 5000 tpa; C&I - 10,000 tpa; CDE - 15,000 tpa; Total- 30,000 tpa.	Permanent	MW.0047/16
28.07.2016	Barford Road Farm	Inert waste recycling (soils)	Inert waste	Storage capacity 5000 tonnes topsoil	Maximum 20,000 tpa. &12 HGV movements per day.	MW.0080/15

* tonnes per annum, except landfill which is expressed as total voidspace, measured in cubic metres
Source: Oxfordshire County Council – information from planning applications and decisions

4.7 Table 20 lists proposed facilities that are the subject of planning applications that had not been determined at the end of 2016.

Table 20 - Applications for Waste Management Facilities (Additional Capacity) not yet determined at year end 31.12.2016

Site Name	Type of Facility	Waste Type	Proposed Additional Capacity *	Proposed End Date	Planning Reference
Hanson Aggregates,	Crushing and	CDE recycling	50,000 tpa	Permission sought to	MW.0005/16

Sutton Courtenay	screening of reject and used asphalt	(asphalt & road planings) / recycled aggregate		31/12/2030	
The Woodyard, Elmwood Farm, Black Bourton**	Recycling of waste wood to produce woodchip	C&I waste (wood)	7,800 tpa maximum	Permanent	MW.0038/16

Source: Oxfordshire County Council – information from planning applications
* tonnes per annum, except landfill which is expressed as total void capacity
** This application has subsequently been withdrawn and planning permission has now lapsed.

Achievement of Targets

Target	Target Achieved?	Reason
Oxfordshire's waste management capacity sufficient to meet the amount required in this policy.	✓	Available capacity is sufficient to meet waste management requirements in line with targets.

Trigger

- Amount of waste managed within Oxfordshire falls or rises to +/- 20% of the figures set out in the policy, as updated by the Oxfordshire Minerals and Waste Annual Monitoring Reports.
    - This report provides baseline information against which future monitoring reports will be able assess if this trigger has been activated.

- Waste management capacity falls below that required to manage the waste streams set out in the policy, as updated by the annual monitoring reports.
    - This trigger was not activated in 2016.

Policy W2: Oxfordshire waste management targets

Target

- Targets set out in the policy met (see Table 21).

Table 21: Table from Core Strategy Policy W2 - Oxfordshire waste management targets 2016 – 2031

		Year			
		2016	**2021**	**2026**	**2031**
MUNICIPAL WASTE	**Composting & food waste treatment**	29%	32%	35%	35%
	Non-hazardous waste recycling	33%	33%	35%	35%
	Non-hazardous residual waste treatment	30%	30%	25%	25%
	Landfill (these percentages are not targets but are included for completeness)	8%	5%	5%	5%
	Total	100%	100%	100%	100%
COMMERCIAL & INDUSTRIAL WASTE	**Composting & food waste treatment**	5%	5%	5%	5%
	Non-hazardous waste recycling	55%	60%	65%	65%
	Non-hazardous residual waste treatment	15%	25%	25%	25%
	Landfill (these percentages are not targets but are included for completeness)	25%	10%	5%	5%
	Total	100%	100%	100%	100%
CONSTRUCTION, DEMOLITION & EXCAVATION	***Proportion of Projected Arisings taken to be Inert****	*80%*	*80%*	*80%*	*80%*
	Inert waste recycling (as proportion of inert arisings)	55%	60%	65%	70%

CONSTRUCTION, DEMOLITION & EXCAV ATION WASTE	**Permanent deposit of inert waste other than for disposal to landfill** (as proportion of inert arisings)**	25%	25%	25%	25%
	Landfill (as proportion of inert arisings) (these percentages are not targets but are included for completeness)	20%	15%	10%	5%
	Total (inert arisings)	100%	100%	100%	100%
	Proportion of Projected Arisings taken to be Non-Inert*	*20%*	*20%*	*20%*	*20%*
	Composting (as proportion of non-inert arisings)	5%	5%	5%	5%
	Non-hazardous waste recycling (as proportion of non-inert arisings)	55%	60%	65%	65%
	Non-hazardous residual waste treatment (as proportion of non-inert arisings)	15%	25%	25%	25%
	Landfill (as proportion of non-inert arisings) (these percentages are not targets but are included for completeness)	25%	10%	5%	5%
	Total (non-inert arisings)	100%	100%	100%	100%

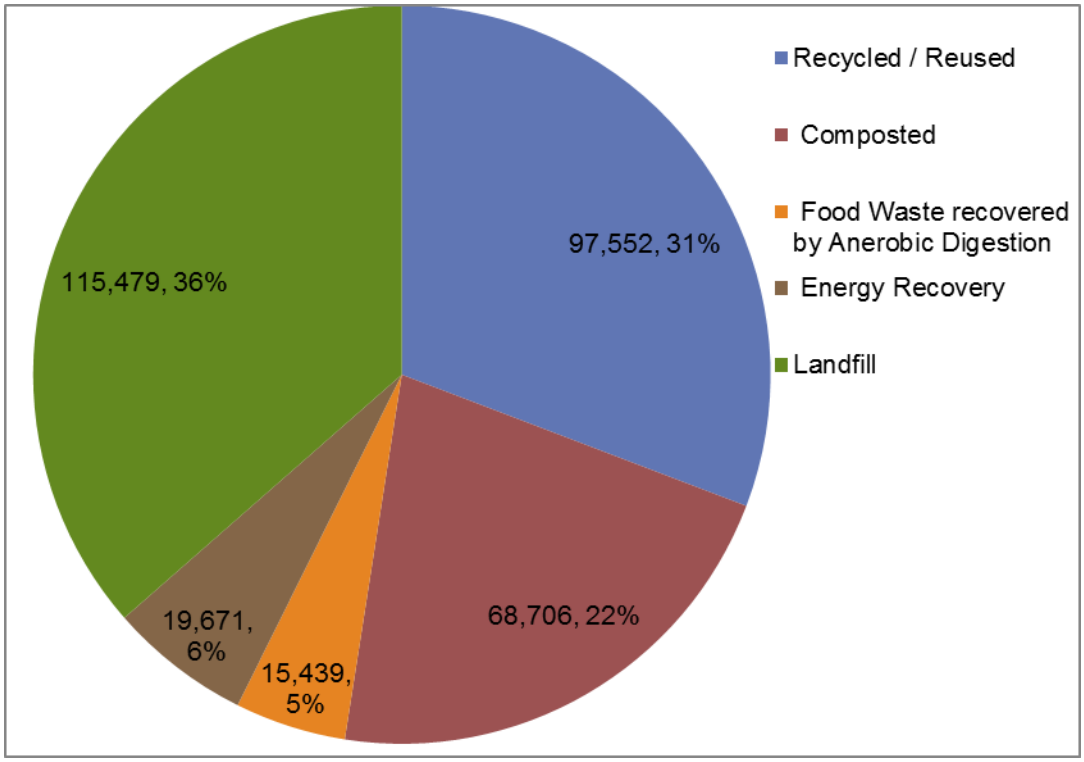
* It is assumed that 20% of the CDE waste stream comprises non-inert materials (from breakdown in report by BPP Consulting on Construction, Demolition and Excavation Waste in Oxfordshire, February 2014, page 7). The subsequent targets are proportions of the inert or non-inert elements of the CDE waste stream.
** This includes the use of inert waste in backfilling of mineral workings & operational development such as noise bund construction and flood defence works.

Indicator(s)

a) Quantity of waste managed in Oxfordshire (and management routes)

Municipal Solid Waste (MSW)

Figure 1: Municipal Solid Waste by Management Method for 2016



Source: Oxfordshire County Council

Table 22: Municipal Solid Waste by Management Method in 2016

	Recycle/ Re-use	Compost	Food Waste	Energy Recovery	Landfill	TOTAL
Household	89,826	68,706	15,439	104,820	14,872	293,663
Non-Household	7,726	-	-	10,659	4,799	23,184
Total MSW	**97,552**	**68,706**	**15,439**	**115,479**	**19,671**	**316,848**

Percentage (Total MSW)	31%	22%	5%	6%	100%

Source: Oxfordshire County Council

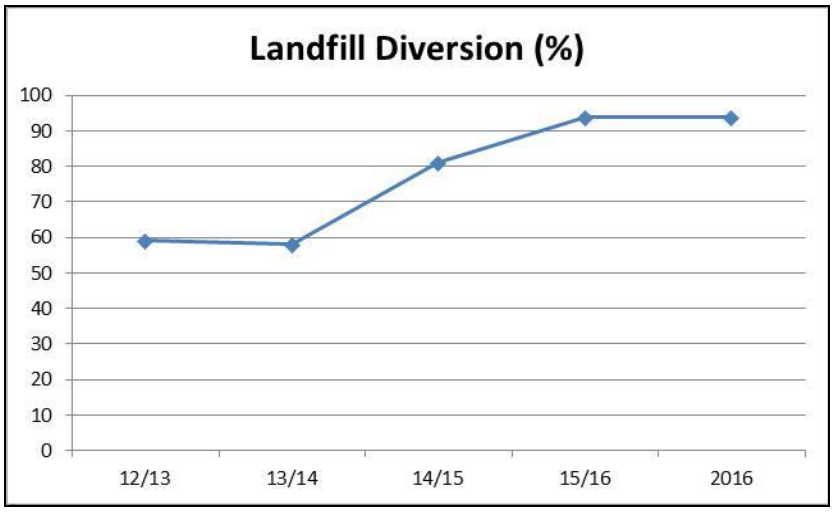
Table 23: Municipal Solid Waste by Management Method in 2016 – Percentage Against Targets

Management Route	Recycling	Composting/ Food Waste	Residual Waste Treatment	Landfill
2016 Percentage	31%	26.5%	36.4%	6.2%
2016 Oxfordshire Minerals and Waste Core Strategy Target	33%	29%	30%	8%
Total Landfill Diversion				94%
Total Landfill Diversion Target				92%

4.8 Of the total of 316,848 tonnes of Municipal Solid Waste managed in Oxfordshire in 2016, 97,552 tonnes (31%) were recycled. This is slightly below the target of 33%. A total of 84,145 tonnes (26.5%) were composted or treated food waste, which is also slightly below the target of 29%. 115,479 tonnes (36.4%) was residual waste from which energy was recovered, which is slightly above the target of 30%. However, overall diversion from landfill was around 94% which is above the total landfill diversion target of 92%. Residual waste treatment appears to be over-compensating for the diversion from landfill and this could indicate that it is inhibiting waste from being treated higher up the waste hierarchy.

4.9 In 2015/16, 94% of Oxfordshire's municipal waste (total 0.310 million tonnes) was diverted from landfill by means of recycling, composting, food waste treatment or energy recovery. Therefore, the percentage of waste diverted from landfill in 2016 was almost the same for the 2015/16 financial year. Overall, the percentage of waste diverted from landfill has increased from 59% in 2013/2013, to 94% in 2016, as shown in Figure 2.

Figure 2: Landfill Diversion 2012 - 2016



Commercial and Industrial Waste

Figure 3: Commercial and Industrial Waste by Management Method

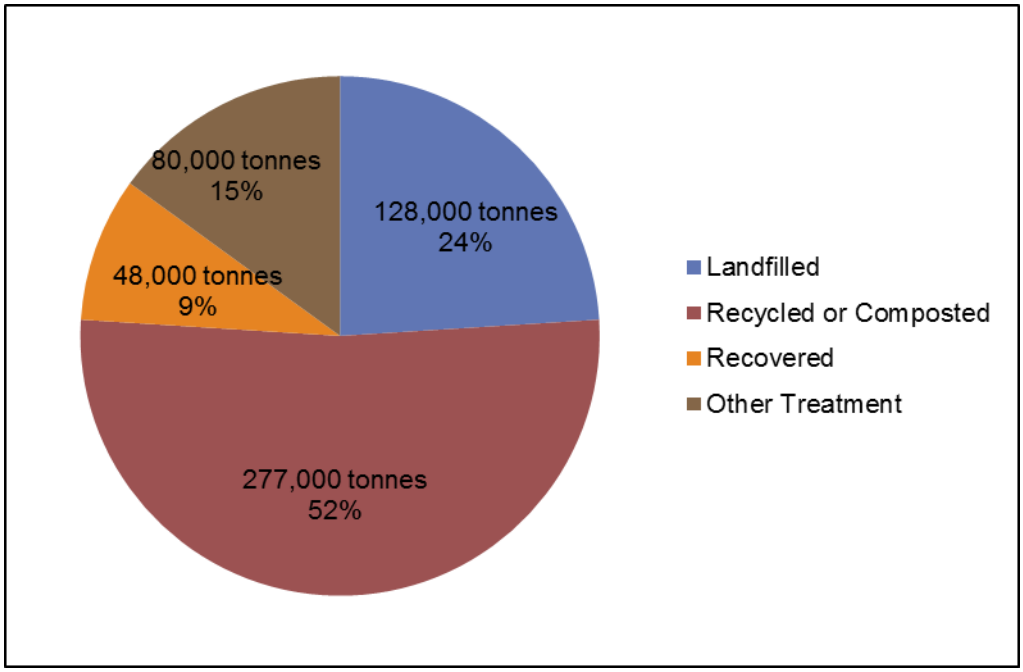


Table 24: Commercial and Industrial Waste by Management Method – Percentage Against Targets

Waste Type	Total Waste Arisings	Landfilled	Recycled	Composted	Other Treatment
Commercial & Industrial	533,000	128,000 24%	277,000 52%	50,000 9%	80,000 15%

Source: BPP Consulting baseline estimate for Oxfordshire County Council (April 2016) and Urban Mines Assessment of waste manages for the South East Waste Planning Advisory Group (2009). N.B. A revised figure based on updated WDI data will be published when available.

Table 25: Commercial and Industrial Waste by management method – percentage against targets

Management Route	Recycling	Composting/ Food Waste	Residual Waste Treatment	Landfill
2016 Percentage	52%	9%	15%	24%
2016 Oxfordshire Minerals and Waste Core Strategy Target	55%	5%	15%	25%
Total Landfill Diversion				76%
Total Landfill Diversion Target				75%

4.10 Of the total of 533,000 tonnes of Commercial and Industrial waste estimated to require management in Oxfordshire, 277,000 tonnes were recycled (52%). This is slightly below the target of 55%. A total of 50,000 tonnes were estimated to require composting or food waste treatment (26.5%), which is slightly above the target of 5%. 80,000 tonnes (15%) was estimated to require treatment in other ways including residual waste treatment, which is on target. Overall diversion from landfill was around 76% which is just above the total landfill diversion target of 75%.

Construction, Demolition and Excavation Waste

Figure 4: Construction, Demolition and Excavation Waste by Management Method

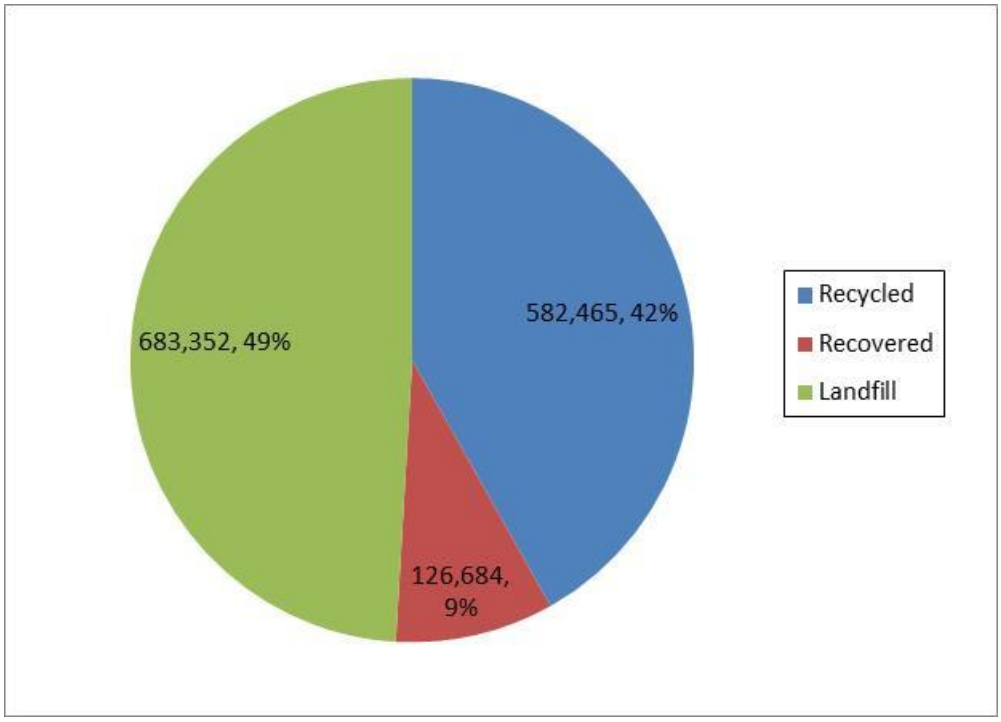


Table 26: Construction, Demolition and Excavation Waste by Management Method - 2016

Waste Type	Total Waste Managed (tonnes)	Landfilled	Recycled	Recovered
2016				
Construction, Demolition & Excavation	1,393,000	683,352 (49%)	582,465 (42%)	126,684 (9%)
2014				
Construction, Demolition & Excavation	1,033,000	457,324 (44%)	439,478 (43%)	136,633 (13%)

Source: Revised estimate based on methodology in BPP Consulting for OCC – April 2016 Supplement to the 2015 Oxfordshire Waste Needs Assessment using SEEAWP AM 2016 survey and EA Waste Data Interrogator 2016

4.11 Table 27 shows that from 2014 to 2016, the estimated amount of CDE waste produced in Oxfordshire increased from 1,033,000 tonnes to 1,393,000 tonnes (approximately 35%). The amount of CDE waste recovered remained approximately similar, but the proportion recovered decreased from 13% to 9%. The proportion of CDE waste sent to landfill increased from 44% to 49%, and the proportion recycled was similar at 43-42%.

4.12 The difference in the proportion of CDE waste recovered and sent to landfill may be to do with the difference in classification of how inert waste deposited to land is classified by EA permits, and therefore reported in the WDI. Inert waste used to restore a quarry may be deemed as ‘landfill’ or ‘recovery’ depending on

different circumstances, although the overall outcome is the same. Therefore, the increase in the proportion sent to landfill from 2014 – 2016, and the decrease in the proportion recovered, may in fact be due to differences in reporting. The EA updated its guidance on how permits are classified regarding 'recovery' and 'disposal' in 2016, and this change may become evident in future monitoring reports.

Table 27: Construction, Demolition and Excavation Waste by Management Method – Percentage Against Targets

	Total	Proportion	Target Proportion in Policy W2
CDE Inert Arisings	*1,354,098*	*97%*	*80% (estimate)*
Inert waste recycling (as proportion of inert arisings)	562,400	42%	55%
Permanent deposit of inert waste other than for disposal to landfill (as proportion of inert arisings)	126,684	9%	25%
Landfill (as proportion of inert arisings) (these percentages are not targets but are included for completeness)	665,014	49%	20%
Total (inert arisings)			100%
CDE Non-inert Arisings	*38,304*	*3%*	*20% (estimate)*
Composting (as proportion of non-inert arisings)	82.78	0.2%	5%
Non-hazardous waste recycling (as proportion of non-inert arisings)	19,982	52%	55%

Non-hazardous residual waste treatment (as proportion of non-inert arisings)	0	0%	15%
Landfill (as proportion of non-inert arisings) (these percentages are not targets but are included for completeness)	18,338	48%	25%

4.13 The Core Strategy estimated that approximately 20% of CDE waste was non-inert waste. However, the methodology used to generate the 2016 CDE waste estimate only determined approximately 3% of this waste to be non-inert. The methodology also did not account for non-hazardous residual waste treatment, therefore affecting the results for the management profile of the non-inert CDE waste stream. However, Tables 26 and 27 do show that landfill is accounting for a higher proportion of the management of CDE waste than was anticipated, and overall landfill diversion targets are not being achieved. As explained in paragraph 4.12, this may be due to reporting discrepancies and going forward this indicator should be monitored to see if the amount of waste sent to (or coded as) landfill decreases or continues to increase.

Achievement of Targets

Target	Target Achieved?	Reason
Targets set out in the policy met.	MSW:  C&I:  CDE: 	MSW: Recycling and Composting Food Waste Treatments were slightly below targets. However, overall landfill diversion target was achieved. C&I: Recycling levels were slightly below the target, but composting/food treatment slightly exceeded the target. Overall landfill diversion was slightly above target. CDE: Overall landfill diversion targets do not appear to be being achieved, although changes in the classification of recovery may change this situation going forward.

Trigger

- Percentage of waste diverted from landfill lower than set out in the policy for three consecutive years.
    - This is the first year of monitoring this policy and so this trigger has not been activated yet. The information provides a baseline indication against which any change can be assessed in future monitoring reports.

Policy W3: Provision for Waste Management Capacity and Facilities Required

Target(s)

- Sufficient capacity to meet the additional capacity requirements in this policy.
- Permission granted for reuse, recycling, composting/food waste treatment and residual waste treatment in accordance with policies W4, W5 and C1-C12.
- Proposals for treatment of residual waste recovered at one of nearest appropriate installations.
- Permissions for residual waste treatment not impeding movement of waste up waste hierarchy and in accordance with policies W4, W5 and C1-C12.
- Sites allocated for new facilities in the Part 2 Site Allocations Document allocated in accordance with this policy.

Indicator(s)

a) Total amounts of waste managed within Oxfordshire for the specified waste streams.

b) Waste management capacity in Oxfordshire for the specified waste streams.

4.14 Table 28 shows the waste managed and available capacity for the waste streams identified in policy W3. Additional need for capacity during the plan period has only been identified for non-hazardous waste recycling. Table 27 below shows that there is currently sufficient waste management capacity to manage the principal waste streams in line with management targets.

Table 28 – Availability of Waste Management Capacity against Requirements

Projected Capacity Requirement	MSW	C&I	CDE (non-inert proportion)	Total Requriement (tpa)	Available Capacity
	2016				
Composting/ food waste treatment	91,886	26,673	2,090*	**120,649**	**243,100**

Non-hazardous waste recycling	104,560	293,404	22,985*	**420,949**	**655,900**
Non-hazardous waste residual	95,054	80,019	6,269*	**181,342**	**300,000**

* Only approximately 3% of the estimated 1.393mt of CDE waste in 2016 was from non-inert sources, as opposed to the 20% predicted. Consequently this estimate has reduced.

c) Permissions granted for reuse, recycling, composting/food waste treatment and treatment of residual waste.

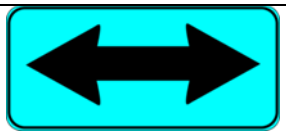
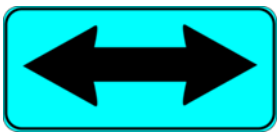
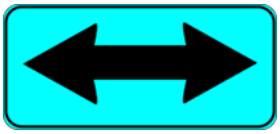
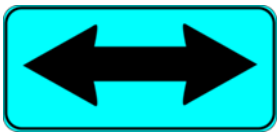
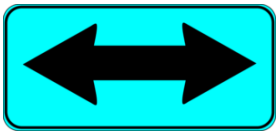
Table 29 - Planning Permissions for Reuse, Recycling, Composting/Food Waste Treatment and Residual Waste Treatment (Additional Capacity) Granted in 2016.

Date Permitted	Site Name	Type of Facility	Waste Type	Additional Capacity Permitted *	End Date	Planning Permission Reference
08.02.2016	Culham Science Centre	Materials Detritiation Facility	Intermediate level radioactive waste	15 tpa (27 tonnes total). No waste to be imported from outside of Culham Science Centre.	Permanent	MW.0159/15
12.05.2016	Enstone Airfield	Importation and processing of material	CDE waste - processed soils and stones	Total input 277,000 cu. m @ 80,000 tpa; estimated 20,000 tpa recycled as aggregate	5 years	MW.0160/15
24.06.2016	Blackstone Farm, Blackthorn	Waste recycling & transfer	MSW, C&I and CDE wastes (skip waste)	MSW - 5000 tpa; C&I - 10,000 tpa; CDE - 15,000 tpa; Total-30,000 tpa.	Permanent	MW.0047/16
28.07.2016	Barford Road Farm	Inert waste recycling (soils)	Inert waste	Storage capacity 5000 tonnes topsoil	Maximum 20,000 tpa. &12 HGV movements per day.	MW.0080/15

* tonnes per annum, except landfill which is expressed as total voidspace, measured in cubic metres
Source: Oxfordshire County Council – information from planning applications and decisions

Achievement of Targets

Target	Target Achieved?	Reason
Sufficient capacity to meet the additional capacity requirements in this policy.		The first milestone for this target is in 2021, and the Site Allocations Document

		has not been produced yet. This indicator will be monitored in future AMRs, once it is adopted.
Permission granted for reuse, recycling, composting/food waste treatment and residual waste treatment in accordance with policies W4, W5 and C1-C12.		This indicator will be monitored separately under the relevant policies.
Proposals for treatment of residual waste recovered at one of nearest appropriate installations.		No applications for residual waste treatment were received or determined in 2016.
Permissions for residual waste treatment not impeding movement of waste up waste hierarchy and in accordance with policies W4, W5 and C1-C12.		No applications for residual waste treatment were received or determined in 2016.
Sites allocated for new facilities in the Part 2 Site Allocations Document allocated in accordance with this policy.		The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, it is adopted.

Triggers

- Additional waste management capacity allocated below additional capacity requirements in this policy for this waste management stream, as updated by Annual Monitoring Report.
    - No sites were allocated in 2016, therefore this trigger has not been activated.
- One application permitted for reuse, recycling, composting/food waste treatment and residual waste treatment that does not accord with relevant spatial strategy and policy requirements.
    - This policy was not being given full weight in 2016, and so the trigger has not been activated.
- One application for residual waste treatment permitted for which waste will not be recovered at one of the nearest appropriate installations.
    - No applications for residual waste treatment were determined in 2016 and so this trigger has not been activated.

- Residual waste treatment capacity permitted above additional requirement set out in this policy for this waste management stream, as updated by Annual Monitoring Report or not in accordance with policies W4, W5 and C1-C12.
    - No applications for residual waste treatment were determined in 2016 and so this trigger has not been activated.
- One site allocated not in accordance with relevant provisions of the policy.
    - No sites were allocated in 2016, therefore this trigger has not been activated.

Policy W4: Locations for Facilities to Manage the Principal Waste Streams

Target

- Facilities to be permitted/allocated in accordance with the policy criteria (within the areas identified as appropriate for facilities of that scale in the policy or with access to the lorry route network in accordance with policy C10.

Indicator(s)

a) Location of permissions for strategic, non-strategic and small scale waste management facilities/capacity.

Table 30 – Location of Facilities for Principal Waste Streams (Additional Capacity) Granted 2016 and Compliance with Policy W4

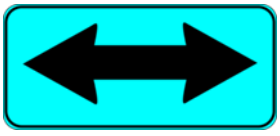
Site Name	Type of Facility - Waste	Type of Facility - Scale	Location	Assessment Against Policy W4

Culham Science Centre	Materials Detritation Facility (ILW waste)	Small scale (<=20,000tpa)	SU536958	n/a small scale
Enstone Airfield	Importation and processing of CDE waste	Small scale (<=20,000tpa)	SP389263	n/a small scale
Blackstone Farm, Blackthorn	Waste recycling & transfer (MSW, C&I, CDE).	Non-Strategic (>20,000 tpa, <50,000 tpa)	SP627200	Just outside Bicester Strategic Zone.
Barford Road Farm	Inert waste recycling (soils)	Small scale (<=20,000tpa)	SP413331	n/a small scale

b) Location of sites allocated for strategic and non-strategic waste management facilities/capacity.

4.15 This indicator cannot be monitored at this time. Sites will be allocated in the Site Allocations Document and monitoring will commence once the document is adopted.

Achievement of Targets

Target	Target Achieved?	Reason
Facilities to be permitted/allocated in accordance with the policy criteria (within the areas identified as appropriate for facilities of that scale in the policy or with access to the lorry route network in accordance with Policy C10).		This indicator cannot be fully monitored until the Site Allocations Document has been adopted. Permitted facilities were mostly compliant with policy W4, however the policies were not being given full weight in 2016, as the Core Strategy was not adopted.

Trigger

- One planning permission granted/site allocated for a facility which does not accord with the policy criteria (in areas within the areas identified as appropriate for facilities of that scale in the policy or with good access to the lorry route network).
    - No sites were allocated in 2016.

- Planning permissions - this policy was not being given full weight in 2016, and so the trigger has not been activated.

Policy W5: Siting of waste management facilities

4.16 The policy states that:

Priority will be given to siting waste management facilities on land that:

- is already in waste management or industrial use; or
- is previously developed, derelict or underused; or
- is at an active mineral working or landfill site; or
- involves existing agricultural buildings and their curtilages; or
- is at a waste water treatment works.

Waste management facilities may be sited on other land in greenfield locations where this can be shown to be the most suitable and sustainable option.

Target

- Facilities permitted/allocated in accordance with requirements of policy.

Indicator(s)

a) Number of approved facilities located on land given priority by the policy.

4.14 Table 31 shows the locations of new and extended strategic, non-strategic and small scale waste management facilities/capacity granted in 2016.

Table 31 – Location of Waste Management Facilities for (Additional Area) Granted 2016 and Compliance with Policy W5

Site Address	Description of development	Location in Terms of Policy W5
Barford Road Farm, Barford Road, South Newington.	Change of Use of Agricultural Barns to Topsoil storage and screening (retrospective), new lean-to 10 x 30m barn and new farm access.	Compliant – involves existing agricultural buildings.
Ferris Hill Farm, Sibford Road, Hook Norton.	Extension to waste transfer apron and provision of a waste. picking station	Greenfield, but suitable and sustainable (extension to existing site).
ASM Auto Recycling Ltd, Menlo Industrial Site, Rycote Lane, Thame.	Regeneration of existing Industrial site and buildings for augmentation of Auto Recycling and end of life of vehicles on adjacent site.	Previously developed land/industrial land.
Burford Quarry, Burford Road, Brize Norton.	Extension to factory building.	Site at active mineral working.
Controlled Reclamation Ltd, Dix Pit, Stanton Harcourt.	Extension to site area of aggregate recycling facility for processing and stockpiling waste materials and recycled products and variation of conditions 1 and 15 of planning permission MW.0184/12 to provide for revisions to the approved site fencing, landscaping and drainage system	Greenfield – site allowed on appeal 23/02/16.
Culham Science Centre, Abingdon Road, Culham, Abingdon.	Construction and operation of a Materials Detritiation Facility for processing radioactive materials at (between existing buildings K2 and J25).	Site within Culham Science Centre (previously developed land).
Enstone Airfield, Enstone.	Importation and processing of material at Enstone Shooting Range for placement on the permitted bunds as per planning permission 14/1178/P/FP.	Site is previously developed land (airfield).
Hanson Aggregates, Sutton Courtenay, Abingdon.	Crushing and screening of reject and used asphalt to produce recycled asphalt, stockpiling of asphalt materials, creation of new haul road off access onto the Corridor Road (retrospective) and infill of existing pond with pulverised fuel ash (pfa) to create smaller surface water pond.	Site already in waste management/ industrial use.
Ardley Waste and Recycling Centre, Middleton Stoney Road, Ardley.	Erection of tank associated with leachate treatment plant.	Site already in waste management use.
Pavestone Ltd Blockworks, Pavestone Concrete Works, Burford Quarry, Burford	Concrete hardstanding for use of mobile Finlay Block Making machine and erection of concrete batching plant.	Site at active mineral working.

Road, Brize Norton.		
Blackstone Farm, Bicester Road, Blackthorn.	change of use of land and existing building from a fallen stock transfer operation to a skip waste recycling, sorting, processing and transfer operation.	Site involves existing agricultural buildings.

4.17 Of the waste management applications in Table 31, most appear to comply with policy W5. Two were located on greenfield land, but this policy was not being given full weight in 2016 as the Core Strategy had not been adopted. In addition, policy W5 does not preclude the siting of waste management facilities on greenfield land, provided this is the most suitable and sustainable option.

b) Number of approved facilities located on green field land.

4.18 Two of the new facilities with additional area approved in 2016 were located on green field land (both extensions to existing facilities).

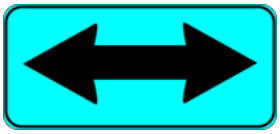
c) Number of allocated sites located on land given priority by the policy.

4.19 This indicator cannot be monitored at this time. Sites will be allocated within the Site Allocations Document and monitoring will commence once the document has been adopted

d) Number of allocated sites located on green field land

4.20 This indicator cannot be monitored at this time. Sites will be allocated in the Site Allocations Document, and monitoring will commence once this is adopted

Achievement of Targets

Target	Target Achieved?	Reason
Facilities permitted/allocated in accordance with requirements of policy.		This indicator cannot be fully monitored until the Site Allocations Document has been adopted. Permitted facilities were mostly compliant with policy W5, however the policies were not being given full weight in 2016, as the Core Strategy was not adopted.

Trigger

- One planning permission granted/site allocated not in accordance with relevant provisions of the policy.
    - This trigger was not activated in 2016 as the Core Strategy was not adopted.

Policy W6: Landfill and other permanent deposit of waste to land

Target(s)

- Priority given to use of inert waste that cannot be recycled as infill material in quarry restoration – all inert waste disposal permissions at active or unrestored quarries, or where there would be an overall environmental benefit

- No additional capacity for inert landfill permitted contrary to policy.

- Provision for disposal of Oxfordshire's non-hazardous waste will be made at existing non-hazardous waste facilities.

Indicator(s)

a) Number of applications permitted for inert waste landfilling for restoration purposes.

4.21 Only one application was permitted in 2016 for inert waste landfilling for restoration purposes, this was as part of mineral extraction (sand and gravel) at Camas Land, Sutton Wick (details shown in Table 19).

b) Number of applications permitted for the permanent deposit of waste to land, other than to landfill.

4.22 In 2016 one application was permitted for the permanent deposit of waste to land, other than to landfill. This application was MW.0160/15 at Enstone Airfield, which was approved on 12th May 2016 (details shown in Table 19).

c) Existing and permitted landfill capacity relative to estimated requirements.

4.23 Appendix 5 shows current estimates of inert and non-hazardous landfill capacity in Oxfordshire. There is currently 7,251,904,m^3 of inert landfill capacity and 5,085,581m^3 of non-hazardous landfill remaining in Oxfordshire. In 2016, approximately 166,009 tonnes of non-hazardous waste produced in Oxfordshire was sent to landfill and approximately 660,563 tonnes of inert waste was sent to landfill (as shown in Tables 22,24 and 26). Based on these rates, non-hazardous and inert landfill capacity in Oxfordshire will last to the end of the plan period and beyond, (estimate 1.5t inert waste = 1m^3).

d) Number of developments permitted that would reduce non-hazardous landfill capacity.

4.24 No such applications were determined in 2016.

Achievement of Targets

Target	Target Achieved?	Reason
Priority given to use of inert waste that cannot be recycled as infill material in quarry restoration – all inert waste disposal permissions at active or unrestored quarries, or where there would be an overall environmental benefit		Enstone Airfield MW.0160/15 was the only relevant permission during 2016 and the Committee Report (22nd February 2016) concluded that W6 was complied with, as there was "an overall environmental benefit".
No additional capacity for inert landfill permitted contrary to policy.		The only permission was infill to enable restoration after minerals extraction at Camas Land, Sutton Wick. Therefore, the additional capacity was not contrary to policy as it was being used to enable the restoration of a quarry.
Provision for disposal of Oxfordshire's non-hazardous waste will be made at existing non-hazardous waste facilities.		No additional non-hazardous landfill facilities were permitted or required in 2016.

Trigger

- Permanent deposit of waste to land, other than to landfill permitted contrary to policy – where there would not be an overall environmental benefit
  - This trigger was not activated in 2016
- Inert landfill capacity permitted contrary to policy.
  - This trigger was not activated in 2016
- Permission granted for additional non-hazardous landfill capacity
  - This trigger was not activated in 2016

Policy W7: Management and disposal of hazardous waste

Target

- No reduction in total number of existing and permitted hazardous waste facilities.

Indicator(s)

a) Number, type and capacity of existing and permitted hazardous waste facilities in Oxfordshire.

4.25 Table 31 below shows the currently permitted hazardous waste management facilities in Oxfordshire.

4.26 The operations at site 153 (Merton Street depot) have been approved to be relocated to a new facility (application MW.015/06, approved 15.02.11). However, progress has been held up over changes to the new site layout. There is a district application for housing on the existing depot site (Cherwell 16/00472/OUT), but this is as yet undetermined. It is understood that the Merton Street Depot was still operational in 2016.

Achievement of Targets

Target	Target Achieved?	Reason
No reduction in total number of existing and permitted hazardous waste facilities.		There was no reduction in the number of permitted hazardous waste facilities in 2016.

Trigger

- Any reduction in total number of existing and permitted hazardous waste facilities.
    - This trigger was not activated in 2016.

Table 32 - Category 8: Hazardous/Radioactive Waste Management Capacity.

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
153	Merton Street Depot	Grundon	Cherwell	Banbury	SP 465 402	Hazardous/Radioactive	Permanent	3,000
223ii	Allotment Land, Thorpe Meade	Grundon	Cherwell	Banbury	SP 467 403	Hazardous/Radioactive	Committed	5,000
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 556 046	Hazardous/Radioactive	Permanent	50
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 557 047	Hazardous	Permanent	100
152ii	Ewelme No.1	Grundon	South Oxfordshire	Ewelme	SU 646 902	Hazardous/Radioactive	Permanent	11,000
242	Culham JET	CSC Ltd	South Oxfordshire	Culham	SU 536 958	Hazardous/Radioactive	2022	315
053Ai	Harwell Western Storage	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	500,000
053Aii	Harwell B462	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	3,000
151	Drayton Depot Transfer Station	OCC	Vale of White Horse	Drayton	SU 489 940	Hazardous/Radioactive	Permanent	20,000
267	Oxford Rd Depot	Vale Housing	Vale of White Horse	E. Hanney	SU 421 932	Hazardous	Permanent	100
157	Lower Yard (Unit 8)	Amity Insulation	West Oxfordshire	Eynsham	SP 431 086	Hazardous/Radioactive	Permanent	100
231	Plot J, Lakeside Industrial Estate	Alder and Allen	West Oxfordshire	Standlake	SP 384 044	Hazardous/Radioactive	Permanent	6,000
							Total	**548,665**

Policy W8: Management of agricultural waste

Target

- No applications approved contrary to the policy.

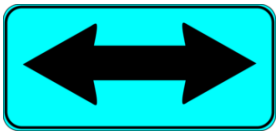
Indicator(s)

a) Number of applications approved for treatment of agricultural waste within a unit of agricultural production.

4.27 No such applications were received or determined in 2016.

Target

- No applications approved contrary to the policy.

Target	Target Achieved?	Reason
No applications approved contrary to the policy.		No relevant applications were received or permitted in 2016.

Trigger

- One application approved contrary to the policy
    - This trigger was not activated in 2016

Policy W9: Management and disposal of radioactive waste

Target(s)

- Proposals for treatment or storage of low level radioactive waste to contribute to management or disposal of Oxon waste and meet requirements of C1-C12.
- Proposals for management of intermediate radioactive waste to be at Harwell nuclear licensed site and meet requirements of C1-C12.
- Proposals meeting the needs of an area wider than Oxfordshire only where demonstrated the need cannot be adequately provided for elsewhere and meet requirements C1-C12.
- Specific provision made in Part 2 Site Allocations in accordance with policy

Indicator(s)

a) Permissions issued for management and disposal of low level and intermediate level radioactive waste.

4.28 In 2016, additional capacity was consented at Culham JET for the construction and operation of a Materials Detritiation Facility for processing radioactive materials.

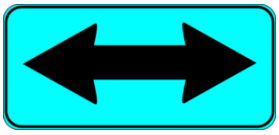
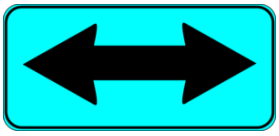
Table 33 – Permissions Granted for Management of Radioactive Waste 2016

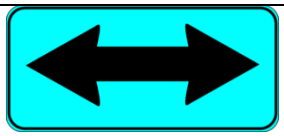
Date Permitted	Site Name	Type of Facility	Waste Type	Additional Capacity Permitted	End Date	Planning Permission Reference
08.02.2016	Culham Science Centre	Materials Detritiation Facility	Intermediate level radioactive waste	15 tpa (27 tonnes total). No waste to be imported from outside of Culham Science Centre.	Permanent	MW.0159/15

b) Specific provision made in Part 2 Site Allocations Document for treatment and storage of low level and intermediate level waste.

4.29 The Site Allocations Document has not been produced yet. This indicator will be monitored in future AMRs, once the Part 2 Plan has been adopted.

Achievement of Targets

Target	Target Achieved?	Reason
Proposals for treatment or storage of low level radioactive waste to contribute to management or disposal of Oxon waste and meet requirements of C1-C12.		No applications for the treatment or storage of low level waste were received or determined in 2016.
Proposals for management of intermediate radioactive waste to be at Harwell nuclear licensed site and meet requirements of C1-C12.		Permission granted in 2016 for the treatment of ILW at Culham JET, not Harwell. However, the Core Strategy policies were not being given full weight in 2016 as it had not been adopted.
Proposals meeting the needs of an area wider than Oxfordshire only where demonstrated the need cannot be adequately provided for elsewhere and meet requirements C1-C12.		The application approved in 2016 for the management of intermediate level radioactive waste was for on-site waste treatment at Culham Science Centre and therefore meeting a need in Oxfordshire.
Specific provision made in		The Site Allocations

Part 2 Site Allocations in accordance with policy		Document has not been produced yet. This indicator will be monitored in future AMRs, once this is adopted.

Triggers

- One application approved for low level radioactive waste management that does not significantly contribute to meeting needs of Oxfordshire and wider needs can be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
    - This trigger was not activated in 2016, as the application for on-site treatment of waste at Culham Science Centre contributed to Oxfordshire's needs by only treating onsite waste.
- One application approved for intermediate radioactive waste management that is not at Harwell licensed nuclear site and/or contributes to wider needs that could be adequately provided for elsewhere and/or does not meet requirements of C1-C12.
    - This trigger was activated in 2016, as an application for the treatment of ILW was approved at Culham Science Centre and not Harwell. However, this policy was only being given limited weight in 2016, was the Core Strategy had not been adopted.
- One site allocated in the Site Allocations Document that does not accord with the policy.
    - This trigger has not been activated, as the Site Allocations Document has not yet been adopted.

Policy W10: Management and disposal of waste water and sewage sludge

Target(s)

- Applications granted for the management and disposal of waste water and sewage sludge planning permission is accordance with policy.

Indicator(s)

a) Permissions granted for proposals for the management and disposal of waste water and sewage sludge.

4.30 No permissions were granted for the management or disposal of waste water or sewage sludge during 2016.

Achievement of Targets

Target	Target Achieved?	Reason
Applications granted for the management and		No permissions were granted for the

disposal of waste water and sewage sludge planning permission is accordance with policy		management or disposal of waste water or sewage sludge during 2016.

Trigger

- One application permitted contrary to the policy.
    - This trigger was not activated in 2016, as no such applications were received or determined.

Policy W11: Safeguarding waste management sites

Target

- Refusal of applications with an objection from OCC, or contrary to the policy.

Indicator(s)

a) Decisions resulting in non-waste management uses on sites with permission for operational waste sites with planning permission for:

- **Operational waste sites with planning permission**
- **Sites with planning permission for waste use not yet brought into operation.**
- **Vacant sites previously used for waste management uses; or**
- **Sites allocated for waste management in the Site Allocations Document.**

4.31 No district planning applications were granted by district councils in 2016 for development that would prevent or prejudice the relevant waste management sites from operating. An application is still pending for development of the site at Merton Street Depot, however OCC did not raise an objection to this, as the capacity would be provided elsewhere.

4.32 The County Council is signatory to a Statement of Common Ground regarding West Oxfordshire District Council's proposed allocation of a Garden City at Eynsham in their Local Plan and the impact on New Wintles Farm waste processing site. The County Council is not objecting to the allocation, provided that wording is added to the proposed policy to ensure that New Wintles Farm can remain operational.

4.33 Oxford City Council consulted on its Local Plan Preferred Options in August 2017. The County Council raised concerns regarding the non-waste uses proposed for existing waste management facilities, including Cowley Marsh Depot. Oxford City Council are now considering the representations made on the Preferred Options.

Achievement Target

Target	Target Achieved?	Reason
Refusal of applications		No applications were

with an objection from OCC, or contrary to the policy.		permitted by the County Council in 2016 that would prevent or prejudice the use of a site safeguarded for waste use.

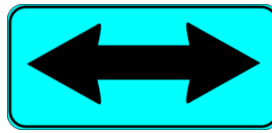
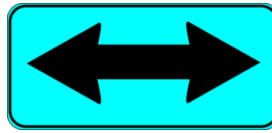
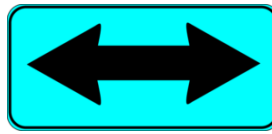
Triggers

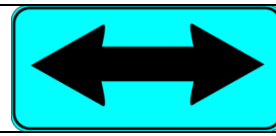
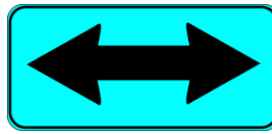
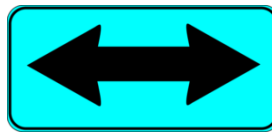
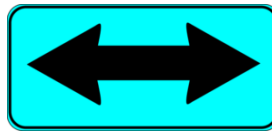
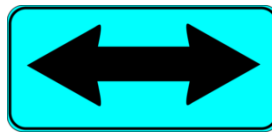
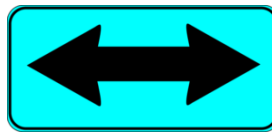
- One application permitted by District with an objection from OCC [*that would result in non-waste management uses on sites with permission/allocation for waste management use*].
    - This trigger was not activated in 2016.
- One application permitted by OCC leading to development which would prevent or prejudice the use of a site safeguarded for waste use.
    - This trigger was not activated in 2016.

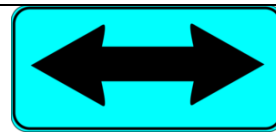
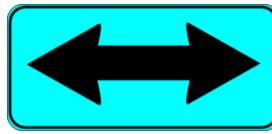
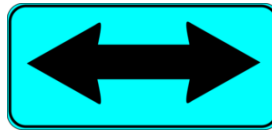
5.0 Monitoring of Policy Implementation – Core Policies

Table 34 - Assessment of Performance against Core Policies

5.1 This table is a template to show how the Core Policies will be monitored in the next AMR. It has not been completed for applications determined in 2016, because the Core Strategy had not been adopted at that time and the policies were not being given full weight.

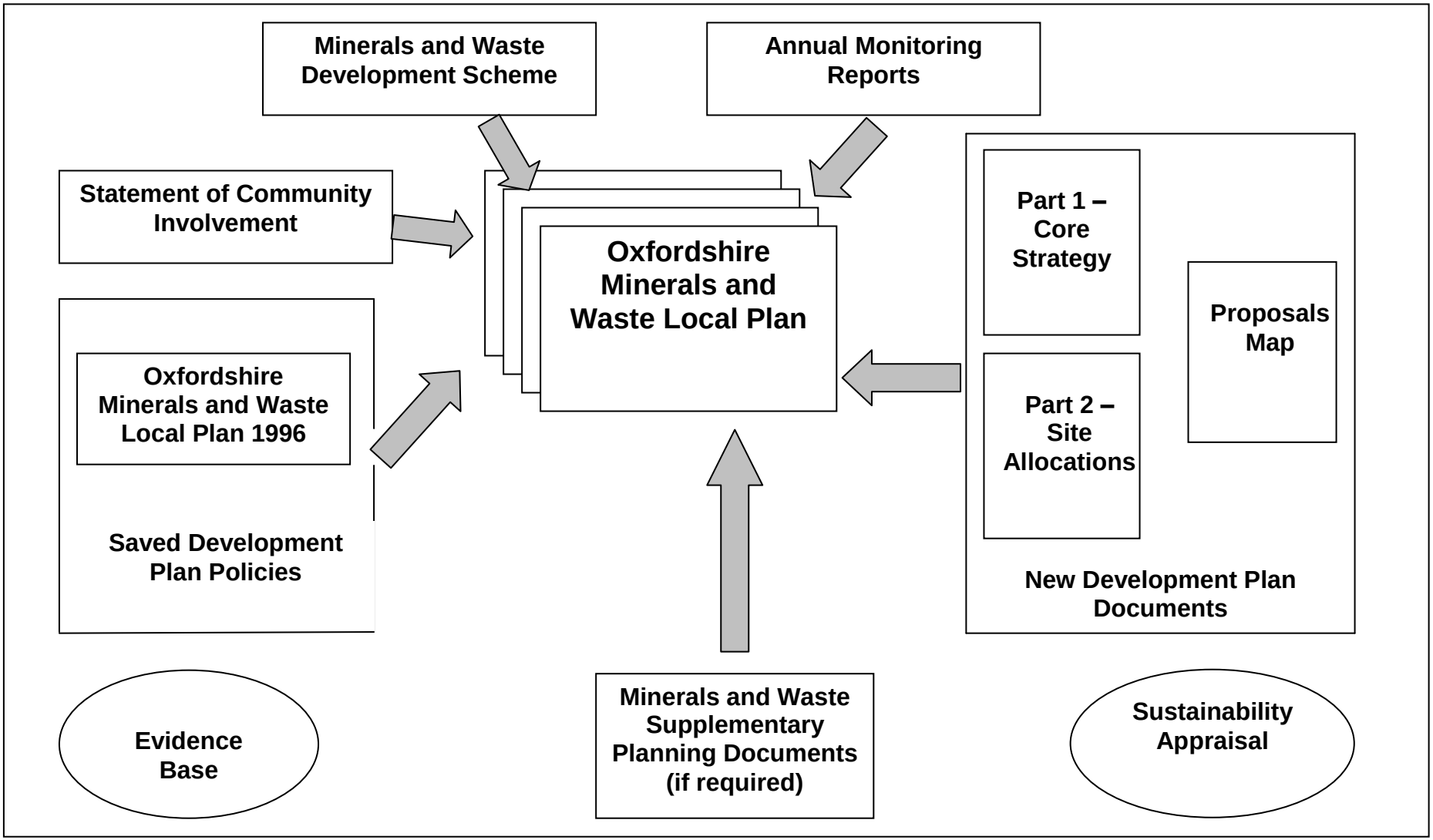
Core Policies								
Policy	Strategic Objective	Indicator(s)	Responsibility for Implementation	How	Timescale for Implementation	Target	Trigger	Performance against the Trigger
C1 Sustainable development	Minerals i, viii, xi Waste i, iv , ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C2 Climate change	Minerals vi Waste iii, vi	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C3 Flooding	Minerals vi	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C4 Water environment	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All of approved applications taking into account relevant	One application permitted which does not take into account relevant	

						requirements of the policy.	requirements of the policy.	
C5 Local environment, amenity and economy	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C6 Agricultural land and soils	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C7 Biodiversity and geodiversity	Minerals viii, ix, x Waste ix,	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C8 Landscape	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C9 Historic environment and archaeology	Minerals viii Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C10 Transport	Minerals vii	Permissions	OCC	DM	On-going	All approved	One application	

	Waste iv,	granted in accordance with policy		decisions	(annual monitoring)	applications taking into account relevant requirements of the policy.	permitted which does not take into account relevant requirements of the policy	
C11 Rights of way	Minerals viii, ix Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	
C12 Green Belt	Minerals viii, ix Waste ix	Permissions granted in accordance with policy	OCC	DM decisions	On-going (annual monitoring)	All approved applications taking into account relevant requirements of the policy.	One application permitted which does not take into account relevant requirements of the policy.	

Appendix 1: The Oxfordshire Minerals and Waste Local Plan – How the Separate Documents Fit Together

(from Oxfordshire Minerals and Waste Development Scheme (Seventh Revision) 2016 (February 2016)



Appendix 2: Schedule and Programme of the Proposed Local (Minerals and Waste) Development Documents

(from Oxfordshire Minerals and Waste Development Scheme (Seventh Revision) 2016 (February 2016)

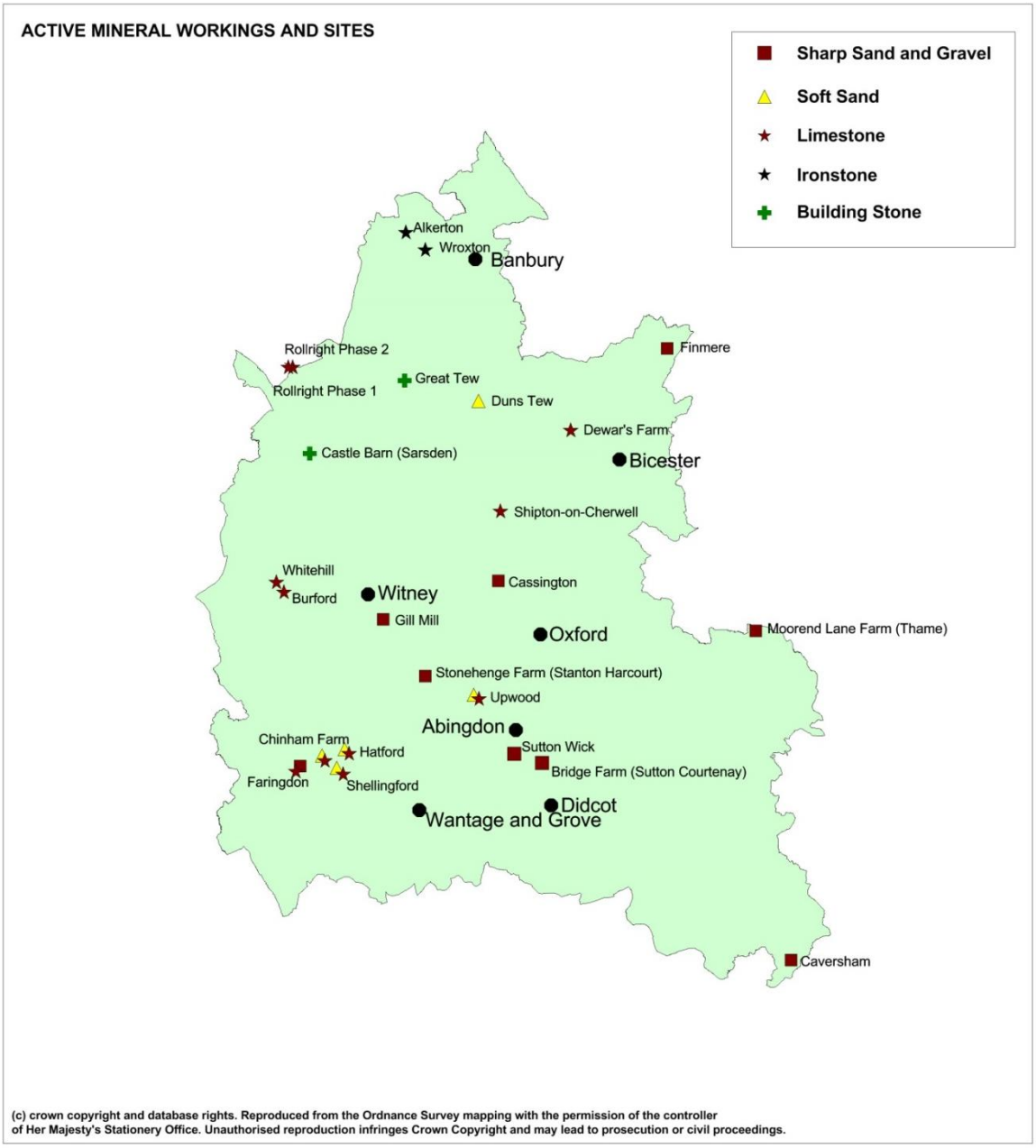
Document Title, Status and Geographic Area	**Summary of Subject Matter**	**Chain of Conformity**	**Commence Preparation**	**Community Engagement & Consultation** (Reg. 18)	**Publish Proposed Submission Document** (Reg. 19)	**Submit to Secretary of State** (Reg. 22)	**Independent Examination** (Reg. 24)	**Inspector's Report** (Reg 25)	**Adoption** (Reg. 26)
Statement of Community Involvement Non - Development Plan Document Covers the whole of Oxfordshire	To set out the Council's policy on community involvement in local (minerals and waste) development documents and planning applications	Must be in conformity with legislative requirements	*Commenced March 2005*	*Issues & options consultation Sept 2005; Preferred options consultation Oct 2005*	*n/a*	*Submitted Feb 2006*	*Hearing held July 2006*	*Inspector's Report received July 2006*	*Adopted Nov 2006*
Review of Statement of Community Involvement As above	As above	As above	*Commenced May 2014*	*Public consultation on draft revised SCI Sept – Oct 2014*	n/a	n/a	n/a	n/a	*March 2015*
Minerals and Waste Local Plan: Part 1 – Core Strategy Development Plan Document	To set out the Council's vision, objectives, spatial strategy and core policies for the supply of minerals and management of	Must conform with legislative requirements and national planning policy *	*Commenced March 2005*	*Initial issues & options consultation June 2006; Initial preferred options consultation Feb 2007; Further engagement & consultation on issues and options and*	*Published for represent-ations to be made Aug 2015*	*Submitted for examination Dec 2015*	*Examination Hearings May 2016*	Receive and publish Inspector's report August 2016	Adopt Core Strategy Nov 2016

Covers the whole of Oxfordshire	waste in Oxfordshire over the period to 2031			*preferred options Feb 2010 – Jan 2011; Consultation on draft (preferred) minerals & waste strategies Sept – Oct 2011 Consultation on revised draft Core Strategy Feb – March 2014*					
Minerals and Waste Local Plan: Part 2 – Site Allocations Development Plan Document Covers the whole of Oxfordshire	To make provision and identify sites for minerals and waste management development for Oxfordshire, in accordance with the Core Strategy; and provide the detailed policy framework for development management decisions	Must be in conformity with the Core Strategy	Commence June 2016 (after Core Strategy examination)	Community and stakeholder engagement and consultation on site options Sept 2016 – Feb 2017 Consultation on draft Site Allocations document Sept – Oct 2017	Publish for represent-ations to be made May 2018	Submit for examination Aug 2018	Examination hearings Nov 2018	Receive and publish Inspector's report Feb 2019	Adopt Site Allocations document April 2019

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 National Planning Policy for Waste, October 2014.

The need for any 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.

Appendix 3: Active Mineral Working Sites in Oxfordshire



Name of Quarry	Operator	Location
Burford Quarry	Smith & Sons (Bletchington) Ltd.	Burford Road, Brize Norton, OX18 3NN
Dewars Farm Quarry	Smith & Sons (Bletchington) Ltd.	Ardley Road, Middleton Stoney, Bicester, OX27 7PH
Duns Tew Quarry	Smith & Sons (Bletchington) Ltd.	Horsehay Farm, Duns Tew Road, Middle Barton, OX7 7DQ
Gill Mill Quarry	Smith & Sons (Bletchington) Ltd.	Standlake Road, Ducklington, Witney, OX29 7PP
Whitehill Quarry	Smith & Sons (Bletchington) Ltd.	Oxford Road, Burford, OX18 4ET
Rollright Quarry (Phase II)	Smith & Sons (Bletchington) Ltd.	Little Rollright, Chipping Norton, OX7 5QD
Rollright Quarry (Phase I)	Hanson UK	Stratford Road, Great Rollwright, Chipping Norton, CV36 5NY
Stanton Harcourt Quarry (Stonehenge Farm)	Hanson UK	Linch Hill, Stanton Harcourt, Oxfordshire, OX29 5BJ
Cassington Quarry	Hanson UK	Eynsham Road, Cassington, Oxfordshire, OX29 4DE
Sutton Courtenay Quarry (Bridge Farm)	Hanson UK	Appleford, Abingdon, Oxfordshire, OX14 4PP
Chinham Farm Quarry	Hills Quarry Products Ltd.	Bowling Green Farm, Stanford Road, Faringdon, Oxfordshire, SN7 8EZ
Upwood Quarry	Hills Quarry Products Ltd.	Besselsleigh, Abingdon, Oxfordshire, OX13 5QE
Hatford Quarry	Earthline Ltd. (Hatford Quarry Ltd.)	Sandy Lane, Hatford, Faringdon, Oxfordshire, SN7 8HE
Shellingford Quarry	Earthline Ltd. (Multi-Agg Ltd.)	Standford-in the Vale, Nr Faringdon, Oxfordshire, SN7 8HE
Shipton-on-Cherwell Quarry	Earthline Ltd. (Shipton Ltd.)	Bunkers Hill, Shipton-on-Cherwell, Oxfordshire, OX5 3BA
Wroxton Quarry	Peter Bennie Ltd.	Wroxton Heath, Wroxton, Banbury, Oxfordshire, OX15 6QN
Alkerton Quarry	Peter Bennie Ltd.	Stratford Road, Alkerton, Banbury, Oxfordshire.
Sutton Wick Quarry	H Tuckwell & Sons Ltd.	Sutton Wick, Abingdon, Oxforshire, OX14 4AB
Great Tew Quarry	Great Tew Farms	Butchers Hill, great Tew, Chipping Norton,

		Oxfordshire.
Moorend Lane Farm Quarry	David Einig Contracting Ltd.	Moorend Lane Farm, Moorend Lane, Thame, Oxfordshire, OX9 3HW
Finmere Quarry	Opes Industries Ltd	Banbury Road, Finmere, Buckingham, MK18 4AJ
Faringdon Quarry	Grundon Sand and Gravel Ltd.	Faringdon, Oxfordshire, SN7 7PQ
Caversham Quarry	Lafarge Tarmac	Playhatch Road, Sonning Eye, Reading, Oxfordshire, RG4 6TX
Castle Barn Quarry	Downe Stone LLP	Fairgreen Farm, Sarsden, Chipping Norton, Oxfordshire.

Appendix 4: Permitted Waste Management Facilities in Oxfordshire

Map A: Location of Construction, Demolition & Excavation waste facilities and sites, including recycled and secondary aggregate sites.

Map B: Location of Municipal and Commercial & Industrial Waste Facilities and Sites

Appendix 5: Capacity of Waste Management Facilities in Oxfordshire

Category 1a: Non-hazardous Landfill

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Permitted End Date	Anticipated End Date	Void (m3) (Dec 2016)
11i	Finmere Quarry	Opes Industries	Cherwell	Finmere	SP 628 322	Non- Hazardous Landfill	Temporary, 2035	2035	592,340[17]
004i	Slape Hill	Sheehans	West Oxfordshire	Glympton	SP 423 196	Non- Hazardous Landfill	Temporary, 2019	May-19	16,000[18]
010i	Sutton Courtenay	FCC	Vale of White Horse	Sutton Courtenay	SU 515 930	Non- Hazardous Landfill	Temporary, 2030	2030	4,477,241[19]
									5,085,581

Category 1b: Hazardous Landfill

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Permitted End Date	Anticipated End Date	Void (m3) (Dec 2015)
022i	Ardley Landfill	Viridor	Cherwell	Ardley	SP 543 259	Non- Hazardous Landfill (SNRHW)	Temporary, 2019	Jun-15	0

[17] EA Remaining Landfill Capacity Tables 2016
[18] EA Remaining Landfill Capacity Tables 2016
[19] EA Remaining Landfill Capacity Tables 2016

Category 2: Inert Landfill

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Permitted End Date	Anticipated End Date	Void m3 (Dec 2016)
011iii	Finmere Quarry Landfill	Opes Industries	Cherwell	Finmere	SP 628 322	Inert Landfill	Temporary, 2018	2018	0[20]
022ii	Ardley Fields Landfill	Viridor	Cherwell	Ardley	SP 543 259	Inert Landfill	Temporary, 2019	2015	0[21]
030i	Shipton Quarry Landfill	Earthline	Cherwell	Shipton-on-Cherwell	SP 478 174	Inert Landfill	Temporary, 2025	2025	1,740,000[22]
013i	Ewelme No.2 Landfill	Grundon	South Oxfordshire	Ewelme	SP 646 905	Inert Landfill	Temporary, 2032	2032	133,300[23]
274	Moorend Lane Farm	David Einig Contracting Ltd.	South Oxfordshire	Thame	SP 713 067	Inert Landfill	Temporary, 2022	2022	64,000[24]
002i	Prospect Farm	Raymond Brown	Vale of White Horse	Chilton	SU 498 851	Inert Landfill	Unspecified	Unspecified	0[25]
118ii	Tubney Wood	Hills	Vale of White Horse	Tubney	SP 449 006	Inert Landfill	Temporary, 2015	2015	0[26]

[20] EA Remaining Landfill Capacity Tables 2016
[21] Operator confirmed site has ceased to import waste
[22] EA Remaining Landfill Capacity Tables 2016
[23] EA Remaining Landfill Capacity Tables 2016
[24] Based on original estimate of imported materials (93,000m^3). Operations commenced March 2014, eight years until final restoration in 2022.
[25] EA Remaining Landfill Capacity Tables 2016
[26] EA Remaining Landfill Capacity Tables 2016

	Landfill								
229i	Shellingford Quarry Landfill	Earthline	Vale of White Horse	Shellingford	SU 328 937	Inert Landfill	Temporary, 2028	2028	1,630,000[27]
230	Chinham Farm	Hills	Vale of White Horse	Shellingford	SU 313 948	Inert Landfill	Temporary, 2019	2018	33,300[28]
247i	Upwood Quarry	Hills	Vale of White Horse	Tubney	SP 452 003	Inert Landfill	2029	2029	353,304[29]
N/A	Childrey Quarry	Mr. D. Lewis	Vale of White Horse	Childrey		Inert Landfill	Temporary, 2019	2019	3,000[30]
N/A	Bowling Green Farm	Hills	Vale of White Horse	Shellingford	SU 313 948	Inert Landfill	Commitment	2038	950,000[31]
028i	Gill Mill Quarry (Area 13)	Smiths of Bletchington	West Oxfordshire	Ducklington	SP 370 078	Inert Landfill	Temporary, 2020	2020	0[32]
028i	Gill Mill (extension)	Smiths	West Oxfordshire	Ducklington	SP 370 078	Inert landfill	Temporary, 2041	2041	950,000[33]
N/A	Enstone Quarry		West Oxfordshire			Inert Landfill	Unavailable	Unavailable	100,000[34]
121ii	Old Brickworks	R Miller	Cherwell	Bletchingdon	SP 518 158	Inert Landfill	Temporary, 2017	2017	45,000[35]

[27] EA Remaining Landfill Capacity Tables 2016
[28] Operator estimate of remaining void at year end 2016 (50,000 tonnes)
[29] EA Remaining Landfill Capacity Tables 2016
[30] From application MW.0006/17 approved 27.04.17
[31] Application for extension to quarry with infill by inert restoration (MW.0124/16) approved 16.06.17
[32] Based on 2015 estimated remaining void and 2016 inputs
[33] Application for extension to quarry with infill by inert restoration (MW.0050/13) approved 15.06.15
[34] Unrestored quarry
[35] Application for revised restoration scheme in 2017 (MW.0079/17) will, if approved, reduce this to zero.

	Farm								
N/A	Cassington Quarry	Hanson Quarry Products Ltd.	Cherwell	Yarnton	SP 471 113	Inert Landfill	Commitment	2022	50,000[36]
265	Woodeaton Quarry	McKenna	South Oxfordshire	Woodeaton	SP533122	Inert Landfill	Commitment	2026	340,000[37]
290	Caversham (extension)	Lafarge	South Oxfordshire	Eye & Dunsden	SU748767	Inert landfill	Commitment	2028	860,000[38]
									7,251,904

Category 3: MSW/C&I Recycling/Transfer

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
9i	Worton Farm	M&M Skip Hire	Cherwell	Yarnton	SP 471 113	Recycle/Transfer	Permanent	60,000
22iii	Ardley HWRC	Viridor	Cherwell	Ardley	SP 543 259	Recycle/Transfer (HWRC)	Temporary, 2019	7,500
22v	Ardley Landfill	Viridor	Cherwell	Ardley	SP 543 259	Recycle/Transfer	2019	10,000
23ii	Alkerton landfill	S&W Recycling	Cherwell	Alkerton	SP 383 432	Recycle/Transfer (HWRC)	Temporary, 2026	6,500
143	Banbury Transfer	Grundon	Cherwell	Banbury	SP 469 402	Recycle/Transfer	Permanent	9,000

[36] This estimate was used in the Waste Needs Assessment 2015. No further information on remaining voidspace has been included in recent application for the extension of time for quarry operations and restoration by inert fill (MW.0158/15) granted 16.06.2016, therefore until better information is available this estimate is used.
[37] Details in planning application MW.0015/12 approved 23.12.15. As yet not commenced.
[38] Details in planning application MW.0158/11 approved 20.08.14. Operator confirmed operations due to commence spring 2018.

	Station							
173	Charlett Tyre Yard	Charlett Tyres	Cherwell	Yarnton	SP 480 119	Recycle/Transfer	Permanent	1,000
223i	Allotment Land, Thorpe Meade	Grundon	Cherwell	Banbury	SP 467 403	Recycle/Transfer	Committed	60,000
258	Thorpe Lane Depot	Cherwell DC	Cherwell	Banbury	SP 467 406	Recycle/Transfer	Permanent	100
282	Blackstone Farm	N Mauger	Cherwell	Blackthorn	SP627 200	Recycle/Transfer	Permanent	15,000
161	Redbridge Waste Centre	W&S Recycling	Oxford City	Oxford	SP 518 038	Recycle/Transfer (HWRC)	Permanent	15,600
163	Cowley Marsh Depot	City Council	Oxford City	Oxford	SP 541 048	Recycle/Transfer	Permanent	3,000
13ii	Ewelme No.2	Grundon	South Oxfordshire	Ewelme	SP 646 905	Recycle/Transfer	2032	25,000
13iv	Ewelme No.2	Grundon	South Oxfordshire	Ewelme	SP 646 905	Recycle/Transfer	2032	12,000
24	Oakley Wood	W&S Recycling	South Oxfordshire	Nuffield	SU 640 890	Recycle/Transfer (HWRC)	Permanent	9,900
182	Tyre Depot	Philips Tyres	South Oxfordshire	Elsfield	SP 527 092	Recycle/Transfer	Permanent	1,500
216	Culham No.1	Green Star	South Oxfordshire	Culham	SU 531 953	Recycle/Transfer	Permanent	50,000
002ii	Prospect Farm	Raymond Brown	Vale of White Horse	Chilton	SU 498 851	Recycle/Transfer	2020	35,000
010iii	Sutton Courtenay Transfer Station & MRF	FCC	Vale of White Horse	Sutton Courtenay	SU 515 930	Recycle/Transfer	2030	160,000[39]
141ii	Grove Industrial Park	Aasvogel	Vale of White Horse	Grove	SU 385 895	Recycle/Transfer	Permanent	5,000
144	Hill Farm	J James Ltd	Vale of White Horse	Appleford	SU523922	Recycle/Transfer	Permanent	20,000[40]
159	Drayton WRRC	W&S Recycling	Vale of White Horse	Drayton	SU 475 933	Recycle/Transfer (HWRC)	Permanent	12,400
160	Stanford-in-Vale HWRC	W&S Recycling	Vale of White Horse	Stanford-in-Vale	SU 330 939	Recycle/Transfer (HWRC)	Permanent	7,600

[39] Updated operator estimate, 2016
[40] Updated operator estimate, 2016

251	Milton Park	Oxford Wood	Vale of White Horse	Milton	SU 487 918	Recycle/Transfer	Permanent	500
003i	Dix Pit HWRC	FCC	West Oxfordshire	Stanton Harcourt	SP 410 045	Recycle/Transfer (HWRC)	2028	14,100
003iii	Dix Pit Transfer Station	FCC	West Oxfordshire	Stanton Harcourt	SP 410 045	Recycle/Transfer	2028	0[41]
004iii	Slape Hill Quarry	Sheehans	West Oxfordshire	Glympton	SP 423 196	Recycle/Transfer	2018	20,000
116iii	Worsham Quarry	Fraser Evans	West Oxfordshire	Minster Lovell	SP 296 103	Recycle/Transfer	Permanent	12,000
142i	Sandfields Farm	K J Millard	West Oxfordshire	Over Norton	SP 447 240	Recycle/Transfer	Permanent	3,000
149	Brize Norton X-fer	Ebsworth	West Oxfordshire	Minster Lovell	SP 313 098	Recycle/Transfer	Permanent	12,000
204	Downs Road (old FloGas site)	May Gurney	West Oxfordshire	Witney	SP 329 103	Recycle/Transfer	Permanent	15,000
214	Manor Farm	KWC Amor	West Oxfordshire	Kelmscott	SU 251 990	Recycle/Transfer	Permanent	200
228	Unit 1, Enstone Airfield	Viridor	West Oxfordshire	Enstone	SP 397 256	Recycle/Transfer	Permanent	30,000
241	Lakeside Park	Micks Skips	West Oxfordshire	Standlake	SP 384 044	Recycle/Transfer	Permanent	23,000
011ii	Finmere Quarry	Opes Industries	Cherwell	Finmere	SP 628 322	Recycle/Transfer	Not operational	90,000
							Total (operational)	**655,900**
							Total (non-operational)	**90,000**
							Total	**745,900**

[41] This transfer station bulks residual waste for transfer to Ardley EfW facility. Therefore to avoid double counting, capacity has been set to 0.

Category 4: Residual Waste Treatment

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
22iv	Ardley Landfill	Viridor	Cherwell	Ardley	SP 543 259	Residual Treatment	2049	300,000
269	Dewars Farm	Smiths of Bletchington Raymond Brown	Cherwell	Middleton Stoney	SP 537 247	Residual Treatment	2021	0
							Total	**300,000**

Category 5: Composting/Biological Treatment

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
009ii	Worton Farm	Agrivert	Cherwell	Yarnton	SP 471 113	Compost/Food treatment	Permanent	48,500[42]
014ii	Ashgrove Farm	Agrivert	Cherwell	Ardley	SP 534 256	Compost/Food treatment	Permanent	35,000
17i/ii	Battle Farm	Agrivert	South Oxfordshire	Crowmarsh	SU 622 905	Compost/Food treatment	Permanent	93,500[43]
10ii	Sutton Courtenay Landfill	FCC	Vale of White Horse	Sutton Courtenay	SU 515 930	Compost/Food treatment	2030	40,000
016	Glebe Farm	Agrivert	Vale of White Horse	Hinton Waldrist	SU 366 972	Compost/food treatment	2024	5,000
124	Church Lane	National Trust	Vale of White	Coleshill	SU 234 938	Compost/Food	Permanent	100

[42] Updated operator estimate, 2016
[43] Updated operator estimate, 2016

			Horse			treatment		
015	Showell Farm	Agrivert	West Oxfordshire	Chipping Norton	SP 356 296	Compost/Food treatment	Permanent	21,000
							Total	**243,100**

Category 6: CDE Recycling

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
009iii	Worton Farm (Cresswell Field)	David Einig Contracting Ltd.	Cherwell	Yarnton	SP 471 113	CDE Recycling	Permanent	48,000
030ii	Shipton Quarry	Earthline	Cherwell	Shipton-on-Cherwell	SP 478 174	CDE Recycling	2025	75,000[44]
070	NW Corner of TW Depot	Clancy Docwra	Cherwell	Kidlington	SP 476 153	CDE Recycling	Permanent	20,000
133i	Newlands Farm	Smiths of Bloxham	Cherwell	Bloxham	SP 439 352	CDE Recycling	Permanent	32,000
145	Ferris Hill Farm	Matthews	Cherwell	Hook Norton	SP 355 351	CDE Recycling	Permanent	1,000[45]
283	Barford Road Farm	North Oxfordshire Topsoil Ltd	Cherwell	South Newington	SP412 330	CDE Recycling (Soil)	Permanent	5,000
005	Playhatch Quarry	Grabloader	South Oxfordshire	Eye & Dunsden	SU 740 765	CDE Recycling	Permanent	70,000[46]
013iii	Ewelme No.2	Grundon	South Oxfordshire	Ewelme	SP 646 905	CDE Recycling	2032	8,000
184	Rumbolds Pit	Richard Hazel	South	Ewelme	SU 645 927	CDE Recycling	Permanent	20,000

[44] Updated operator estimate, 2016
[45] Updated operator estimate, 2016
[46] Based on updated operator estimate, 2016 and Planning permission limit

			Oxfordshire					
256	Hundridge Farm	Onsyany Skips	South Oxfordshire	Ipsden	SU 669 854	CDE Recycling	Permanent	5,000
002iii	Prospect Farm	Raymond Brown	Vale of White Horse	Chilton	SU 498 851	CDE Recycling	2020	35,000
010iv	Sutton Courtenay Landfill	Hanson	Vale of White Horse	Sutton Courtenay	SU 515 930	CDE Recycling	2030	62,500
141i	Grove Industrial Park	Aasvogel	Vale of White Horse	Grove	SU 385 895	CDE Recycling	Permanent	40,000
229ii	Shellingford Quarry	Earthline	Vale of White Horse	Shellingford	SU 328 937	CDE Recycling	2021	60,000[47]
247ii	Upwood Park	Hills	Vale of White Horse	Tubney	SP 452 003	CDE Recycling	2029	8,000
263	Swannybrook Farm	NAP Grab Hire	Vale of White Horse	Kingston Bagpuize	SU 407 967	CDE Recycling (soil)	Permanent	20,000
001	Shipton Hill	Hickman Bros	West Oxfordshire	Fulbrook	SP 267 138	CDE Recycling	Permanent	9,000
008ii	New Wintles Farm	McKenna	West Oxfordshire	Eynsham	SP 431 108	CDE Recycling	Permanent	170,000[48]
028iii	Gill Mill Quarry	Smiths of Bletchington	West Oxfordshire	Ducklington	SP 370 078	CDE Recycling	2040	120,000
142ii	Sandfields Farm	K J Millard	West Oxfordshire	Over Norton	SP 447 240	CDE Recycling	Permanent	9,600
236i	Dix Pit Complex	Sheehans	West Oxfordshire	Stanton Harcourt	SP 403 050	CDE Recycling	2029	98,000
241ii	Lakeside Park	Micks Skips	West Oxfordshire	Standlake	SP 384 044	CDE Recycling	Permanent	2,000
257	Cemex Batching	Fergal Contracting	West Oxfordshire	Hardwick	SP 387 057	CDE Recycling	Permanent	20,000[49]

[47] Updated estimate based on WDI 2016 throughput and operator estimate, 2016
[48] Planning application to increase throughput (MW.0002/17) approved 08.03.2017
[49] Updated operator estimate, 2016

260	Burford Quarry	Pavestone UK	West Oxfordshire	Burford	SP 269 107	CDE Recycling	2024	500
151	Drayton Depot	OCC	Vale of White Horse	Drayton	SU 489 940	CDE Recycling	Permanent	20,000
N/A	Enstone Airfield	David Einig Contracting Ltd.	West Oxfordshire	Enstone	SP389 263	CDE Recycling	2021	20,000
282	Blackstone Farm	N Mauger	Cherwell	Blackthorn	SP627 200	CDE Recycling	Non-operational, permanent	15,000
121i	Old Brickworks Farm	R Miller	Cherwell	Bletchingdon	SP 518 158	CDE Recycling	Non-operational, 2017	40,000
114	Appleford Sidings	Hanson	Vale of White Horse	Sutton Courtenay	SU 520 931	CDE Recycling	Non-operational, Permanent	100,000
103	Lakeside Park	Ethos Recycling	West Oxfordshire	Standlake	SP 383 044	CDE Recycling	Non-operational, Permanent	25,000
236ii	Dix Pit Complex (Soils)	Sheehans	West Oxfordshire	Stanton Harcourt	SP 403 050	CDE Recycling	No Permission	0
							Total (operational)	**978,600**
							Total (non-operational)	**180,000**
							Total	**1,158,600**

Category 7: Metal Recycling

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)

126	Varney's Garage	Panozzo/Grazzi	Cherwell	Hornton	SP 380 457	Metal Recycling	Permanent	600
127	Thorpe Mead 2a/3a	Banbury Motors	Cherwell	Banbury	SP 469 403	Metal Recycling	Permanent	300
133ii	Newlands Farm	Smiths	Cherwell	Bloxham	SP 439 352	Metal Recycling	Permanent	50,000
137	Windmill Nursery	Dulcie Hughes	Cherwell	Blackthorn	SP 609 207	Metal Recycling	Permanent	10,000
186	Jackdaw Lane	Metal Salvage	Oxford City	Oxford	SP 524 051	Metal Recycling	Permanent	1,000
128	Berinsfield Car Breakers	Auto Storage	South Oxfordshire	Berinsfield	SU 570 958	Metal Recycling	Permanent	1,000
129	Milton Pools	R L Mead	South Oxfordshire	Gt. Haseley	SP 654 032	Metal Recycling	Permanent	1,000
138	Mains Motors,Woodside	Main Motors	South Oxfordshire	Ewelme	SU 649 893	Metal Recycling	Permanent	10,000
205	Greenwoods	Yassine Saleh	South Oxfordshire	Garsington	SP 576 018	Metal Recycling	Permanent	300
239	Menlo Industrial Park	ASM	South Oxfordshire	Thame	SP 691 054	Metal Recycling	Permanent	25,000
272	Fords Yard, Menmarsh Road	A McGee	South Oxfordshire	Waterperry	SP 613 098	Metal Recycling	Permanent	2,000
273	The Metal Yard	T R Rogers	South Oxfordshire	Nuneham Courtenay	SU 553 993	Metal Recycling	Permanent	2,000
059	Sutton Wick Lane	Abingdon Car Breakers	Vale of White Horse	Drayton	SP 492 946	Metal Recycling	Permanent	1,000
132	Whitecross Metals	Alumini Holdings	Vale of White Horse	Wootton	SP 483 004	Metal Recycling	Permanent	25,000
134	Quelches Orchard	Brakespeares	Vale of White Horse	Wantage	SU 411 887	Metal Recycling	Permanent	5,000
135	Roadside Farm	Haynes	Vale of White Horse	E. Challow	SU 378 886	Metal Recycling	Permanent	5,000
067	Old Railway Halt	John Aldridge	West Oxfordshire	Gt. Rollright	SP 327 303	Metal Recycling	Permanent	7,500
130	Claridges Car Breakers	Claridge	West Oxfordshire	Carterton	SP 279 060	Metal Recycling	Permanent	1,000
131	T&B Motors, 62/64 West End	T&B Motors	West Oxfordshire	Witney	SP 358 106	Metal Recycling	Permanent	1,000
139	Sturt Farm (2a/4)	College Motors	West Oxfordshire	Shilton	SP 275 105	Metal Recycling	Permanent	1,000
259	Riding Lane Scrap Yard	Smith Bros	West Oxfordshire	Crawley	SP 330 137	Metal Recycling	Permanent	15,000
							Total	**164,700**

Category 8: Hazardous/Radioactive

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
153	Merton Street Depot	Grundon	Cherwell	Banbury	SP 465 402	Hazardous/Radioactive	Permanent	3,000
223ii	Allotment Land, Thorpe Meade	Grundon	Cherwell	Banbury	SP 467 403	Hazardous/Radioactive	Committed	5,000
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 556 046	Hazardous/Radioactive	Permanent	50
156	Pony Lane	City Insulation	Oxford City	Oxford	SP 557 047	Hazardous	Permanent	100
152ii	Ewelme No.1	Grundon	South Oxfordshire	Ewelme	SU 646 902	Hazardous/Radioactive	Permanent	11,000
242	Culham JET	CSC Ltd	South Oxfordshire	Culham	SU 536 958	Hazardous/Radioactive	2022	315
053Ai	Harwell Western Storage	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	500,000
053Aii	Harwell B462	Magnox	Vale of White Horse	Harwell	SU 474 866	Hazardous/Radioactive	Permanent	3,000
151	Drayton Depot Transfer Station	OCC	Vale of White Horse	Drayton	SU 489 940	Hazardous/Radioactive	Permanent	20,000
267	Oxford Rd Depot	Vale Housing	Vale of White Horse	E. Hanney	SU 421 932	Hazardous	Permanent	100
157	Lower Yard (Unit 8)	Amity Insulation	West Oxfordshire	Eynsham	SP 431 086	Hazardous/Radioactive	Permanent	100
231	Plot J, Lakeside Industrial Estate	Alder and Allen	West Oxfordshire	Standlake	SP 384 044	Hazardous/Radioactive	Permanent	6,000
							Total	**548,665**
							Total excluding Harwell Western Storage	**48,650**

Category 9: Waste Water

No.	Site	Operator	District	Parish	Grid Ref	Facility Category	Status	Capacity (tpa)
019	Bicester Strategic STW	Thames Water	Cherwell	Bicester	SP 579 210	Waste Water	Permanent	2,000
232	Banbury Strategic STW	Thames Water	Cherwell	Banbury	SP 471 402	Waste Water	Permanent	5,000
146	Oxford STW	TWA Ltd	South Oxfordshire	Sandford	SP 544 019	Waste Water	Permanent	25,000
234	Didcot Strategic STW	TWA Ltd	South Oxfordshire	Didcot	SU 520 913	Waste Water	Permanent	3,000
61	Wantage Strategic STW	TWA Ltd	Vale of White Horse	Grove	SU 403 915	Waste Water	Permanent	3,000
233	Witney Strategic STW	TWA Ltd	West Oxfordshire	Ducklington	SP 348 084	Waste Water	Permanent	4,000
							Total	**42,000**

Appendix 6: Oxfordshire CDE Waste Estimate 2016

Based on BPP Methodology used in examination of the Oxfordshire Minerals and Waste Core Strategy

Element	Element of baseline calculation	Method of calculation	Details	Value in 2014	Value in 2016
1	Waste dealt with by intermediate sites	Waste inputs to non-Plan Area sites.	CDE waste (ch 17; 19.12.09; 20.02.02) originating in Oxfordshire received at intermediate sites (MRS, transfer, treatment) not including intermediate sites in Oxfordshire.	28,816	30,367
2	Waste sent to landfill sites	CDE waste known to be sent to landfill.	CDE waste received (ch 17; 19.12.09; 20.02.02) originating in Oxfordshire that is received at site category 'landfill' in WDI.	442,113	665,298
3		CDE waste sent from intermediate sites in the Plan Area to landfill (not counted in step 2).	All sites in Oxfordshire receiving CDE waste (ch. 17; 19.12.09; 20.02.02) and producing (removing) ch. 19.12.12 waste to landfill (47,424t). - proportion of CDE waste (ch. 17; 19.12.09; 20.02.02) received at these sites (44.2% - 21,277 t) - estimated proportion of CDE waste (ch. 17; 19.12.09; 20.02.02) at these sites coming from Oxfordshire (82.6% - 17,575 t).	15,211	18,054
4		Waste managed at formerly exempt sites	CDE waste (ch. 17; 19.12.09; 20.02.02) originating in Oxfordshire that is received at site category 'on/in land' and 'use of waste' in WDI.	136,633	126,683
5		Waste recycled as product.	Estimate from South East England Aggregate Working Party (SEEAWP) results) for recycled aggregate (437,000), plus screening of soil from WDI (Waste –17.05.04; 20.02.02 originating in Oxfordshire and dealt with at treatment sites in Oxfordshire – 115,098 t)	410,662	552,098
Total				**1.033 mt**	**1.393 mt**

Source: SEEAWP AM Survey 2016, EA Waste Data Interrogator 2016

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 polices 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 planings), 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

Alternative Formats of this publication can be made available on request. These include other languages, large print, Braille, audio cassette, computer disk or e-mail

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