PROPOSED START OF CONSTRUCTION
ESTIMATED TO START ON SITE IN SPRING 2018

CREATION OF GREEN ENERGY
PHOTO-VOLTAIC PANELS COLLECT ENERGY FROM SUNLIGHT
CHARGING POINTS FOR ELECTRIC BICYCLES AND CARS

REORGANISED AND IMPROVED PARK & RIDE FACILITY
CAR PARK LAYOUT UPGRADED WITHOUT REDUCTION IN CURRENT CAPACITY

ESTIMATED 25,000 TONNES OF DRY RECYCLING MATERIAL HANDLED PER YEAR.

REDUCTION IN CO₂
REDUCTION IN HGV MOVEMENTS; ENVIRONMENTAL, HEALTH, SOCIAL & FINANCIAL BENEFITS

ESTIMATED £2.4M PROJECT COST

GREATER EFFICIENCY
KEY ELEMENT OF OXFORD CITY COUNCIL'S SAVING PLAN – EXPECTED SAVING £320K PA

SUSTAINABLE CONSTRUCTION
USING STRUCTURES AND PROCESSES THAT ARE ENVIRONMENTALLY RESPONSIBLE AND RESOURCE EFFICIENT

ENHANCING BIODIVERSITY
CREATING NEW AND EXTENDING EXISTING HABITATS

OPERATIONAL 6 DAYS A WEEK
THE PROPOSAL WILL BE OPERATIONAL 6 DAYS PER WEEK.

PROMOTION OF RECYCLING
SCHOOL / EDUCATIONAL PROGRAMMES

MAKING BEST USE OF OXFORD CITY COUNCILS’ ASSETS

RECYCLE TRANSFER STATION
REDBRIDGE PARK & RIDE, OXFORD
DECEMBER 2017

OXFORD

GREATER EFFICIENCY
KEY ELEMENT OF OXFORD CITY COUNCIL’S SAVING PLAN – EXPECTED SAVING £320K PA

SUSTAINABLE CONSTRUCTION
USING STRUCTURES AND PROCESSES THAT ARE ENVIRONMENTALLY RESPONSIBLE AND RESOURCE EFFICIENT

ENHANCING BIODIVERSITY
CREATING NEW AND EXTENDING EXISTING HABITATS

OPERATIONAL 6 DAYS A WEEK
THE PROPOSAL WILL BE OPERATIONAL 6 DAYS PER WEEK.

PROMOTION OF RECYCLING
SCHOOL / EDUCATIONAL PROGRAMMES

MAKING BEST USE OF OXFORD CITY COUNCILS’ ASSETS

GREATER EFFICIENCY
KEY ELEMENT OF OXFORD CITY COUNCIL’S SAVING PLAN – EXPECTED SAVING £320K PA

SUSTAINABLE CONSTRUCTION
USING STRUCTURES AND PROCESSES THAT ARE ENVIRONMENTALLY RESPONSIBLE AND RESOURCE EFFICIENT

ENHANCING BIODIVERSITY
CREATING NEW AND EXTENDING EXISTING HABITATS

OPERATIONAL 6 DAYS A WEEK
THE PROPOSAL WILL BE OPERATIONAL 6 DAYS PER WEEK.

PROMOTION OF RECYCLING
SCHOOL / EDUCATIONAL PROGRAMMES

MAKING BEST USE OF OXFORD CITY COUNCILS’ ASSETS

RECYCLE TRANSFER STATION
REDBRIDGE PARK & RIDE, OXFORD
DECEMBER 2017

OXFORD

GREATER EFFICIENCY
KEY ELEMENT OF OXFORD CITY COUNCIL’S SAVING PLAN – EXPECTED SAVING £320K PA

SUSTAINABLE CONSTRUCTION
USING STRUCTURES AND PROCESSES THAT ARE ENVIRONMENTALLY RESPONSIBLE AND RESOURCE EFFICIENT

ENHANCING BIODIVERSITY
CREATING NEW AND EXTENDING EXISTING HABITATS

OPERATIONAL 6 DAYS A WEEK
THE PROPOSAL WILL BE OPERATIONAL 6 DAYS PER WEEK.

PROMOTION OF RECYCLING
SCHOOL / EDUCATIONAL PROGRAMMES

MAKING BEST USE OF OXFORD CITY COUNCILS’ ASSETS

RECYCLE TRANSFER STATION
REDBRIDGE PARK & RIDE, OXFORD
DECEMBER 2017

OXFORD

GREATER EFFICIENCY
KEY ELEMENT OF OXFORD CITY COUNCIL’S SAVING PLAN – EXPECTED SAVING £320K PA

SUSTAINABLE CONSTRUCTION
USING STRUCTURES AND PROCESSES THAT ARE ENVIRONMENTALLY RESPONSIBLE AND RESOURCE EFFICIENT

ENHANCING BIODIVERSITY
CREATING NEW AND EXTENDING EXISTING HABITATS

OPERATIONAL 6 DAYS A WEEK
THE PROPOSAL WILL BE OPERATIONAL 6 DAYS PER WEEK.

PROMOTION OF RECYCLING
SCHOOL / EDUCATIONAL PROGRAMMES

MAKING BEST USE OF OXFORD CITY COUNCILS’ ASSETS

RECYCLE TRANSFER STATION
REDBRIDGE PARK & RIDE, OXFORD
DECEMBER 2017

OXFORD
INTRODUCTION

WHAT IS THE PROPOSED DEVELOPMENT?

- The proposed development is for a Recycling Transfer Station (RTS) to manage up to 25,000 tonnes of dry recycling materials (glass, plastic, paper etc) collected within the City.
- Dry recycling material collected within the City will be taken to the RTS where it will be ‘bulked together’ and put in larger vehicles to be sent to a material recycling facility for separation and sorting.
- No processing/ sorting of the material will occur at the RTS.
- The site also offers the opportunity to provide a hot box facility to store asphalt which can be used by contractors within the City.

WHY IS IT NEEDED?

- Oxford City Council want to increase both the efficiency and levels of recycling within the City.
- Currently dry recycling material collected within the City has to be transported by road to a private recycling transfer station in Culham. This is a round trip of 20 miles.
- Developing a dedicated RTS for the City will save money, reduce unnecessary HGV movements across the County, and increase opportunities for flexibility in our recycling service.
- The proposed development is a key element of Oxford City Council’s Saving Plan – An expected saving of £320kpa. The proposal will also reduce HGV movements and provide Environmental, health, social & financial benefits.
- The RTS will improve the efficiency, quality and flexibility of the recycling within the City.
THE SITE

SITE CONSTRAINTS & OPPORTUNITIES PLAN

CONTRAINTS
• Proximity to existing watercourse & woodland
  screen planting.
• Adjoining built form - variety of scale, character and use.
• Potential impact to views within site.
• Potential prominence of scheme within open
countryside.
• Visually prominent site location when viewed
  from the proposals.
• Impact to existing highway network / safety.
• Need to maintain a safe public realm.

OPPORTUNITIES
• Very well connected site in terms of transport
  linkages and accessibility.
• Mature vegetation screen to the North / West
  boundary.
• Brown field site.
• Edge of City location.
• Orientation of site layout to exploit free
  resources.
• Ecological enhancements to site through new
  planting / landscape design.

LAYOUT & DESIGN

The layout and design of the proposal makes best use of the site in terms of space utilisation. It comprises a
high-quality building constructed from sustainably sourced materials. It has also been designed to be
removable in the event the building has to be relocated elsewhere within the near future. The building has
been designed in consultation with the Oxford Architects Design Panel as well as the Council’s Urban Design
Officers. A Design & Access Statement will accompany the planning application and will demonstrate how
the layout and design has evolved through pre-application discussions.

TRANSPORT

The development proposal will utilise the existing highways access off the
Old Abingdon Road and has been designed to operate in line with
current transport policy and health & safety guidelines. The reconfiguration
of the Park & Ride site will ensure no loss of existing car parking spaces
as well as the provision of 14 permanent
coach parking spaces. A Transport
Assessment will accompany the planning application and this is
based on favourable pre-application discussions with Oxfordshire County
Council Highways.

AMENITY INCLUDING AIR, ODOUR AND NOISE

The proposed development will have no significant impact on residential
amenity and this will be clearly demonstrated within air, odour
and noise assessments which will accompany application. In terms of
noise, mitigation is proposed in the form of acoustic fencing along the northern
site boundary. Issues relating to air and
noise have been discussed with the Council’s Environmental Health Officer.

LANDSCAPE

A landscape design scheme has been produced to incorporate sensitive
landscaping of the site including the creation of new ecological habitats
and structural fencing/pergola. The
landscape proposals are based on
discussions with the Council’s Planning
and Urban Design Officers.

ARBORICULTURE

A number of trees have been
identified to be removed as part
of the development proposals and
these will be identified within an
Arboricultural Impact Assessment
which will accompany the planning
application. New tree planting will
be provided within the proposed
landscaped areas.

ECOLOGY

It is hoped to provide ecological
enhancement from the development
and this will be demonstrated within
the Ecological Assessment Report
which will accompany the planning
application.

CONTAMINATION

The site comprises a former covered
landfill. The development proposal
will have no significant effect on
the condition of the landfill, or the
adjacent ecology and wildlife during
its construction and operation stages.
A report detailing the potential effects
will be submitted with the planning
application.

FLOODING / DRAINAGE

The site is within Flood Zone 1 so there
will be no detrimental impact resulting
from the proposals. A Flood Risk / Drainage Report will accompany the
planning application and this is based on pre-application discussions with
the Environment Agency and Thames
Water.

KEY ISSUES

RECYCLE TRANSFER STATION
REDBRIDGE PARK & RIDE, OXFORD
DECEMBER 2017
THE DEVELOPMENT PROPOSALS WILL COMPRIS:

• Single storey building of steel frame construction with standard industrial style sheet cladding.
• Ancillary structures including welfare/office building, weighbridge and static hot boxes for the storage of asphalt.
• Reconfiguration of the Park & Ride site.
• A highly functional facility which promotes biodiversity and the generation of renewable energy.
• New landscaping including the creation of new ecological habitats & structural fencing pergola.
YOUR FEEDBACK

Oxford City Council would value your feedback on the development proposals.

Comments can be made via email to the following address:

kdowdall@peterbrett.com

or online at

https://consultation.oxford.gov.uk

or alternatively via post to

Peter Brett Associates
First Floor, Southern House
1 Cambridge Terrace
Oxford
OX1 1RR

Deadline for questionnaire responses
10 December 2017

Following submission of a formal planning application, there will be further consultation undertaken by the Council, allowing further opportunity to comment on the submitted proposals.