

Haseley Trading Estate

Virtual Exhibition

We are holding a drop-in event for local people at Little Milton Village Hall. This virtual exhibition offers the display for anyone who cannot make the in-person event.

In this exhibition you can view all the information we have on display at the event.



Board 1



Board 2



Board 3



Board 4



Board 5



Board 6



Board 7



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How to navigate

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FAQ 2



FAQ 1



Board 1

Why do we need a new depot?

The current vehicle depot is located in Culham and includes recycling and waste collection vehicles, street cleansing and maintenance vehicles, alongside staff facilities. Longer term, the Culham site is due for redevelopment and has been identified in the Local Plan.

The existing services contract and occupation of the Culham depot expire in 2026, so amongst other work, this has meant a requirement for a new location that meets the vital need to provide important statutory waste collection services.

Where is the proposed site?

The site is accessed via Rectory Road and is approximately 0.3 miles to the west of the village of Great Haseley and 1.5 miles to the southeast of the M40 motorway (Junction 7).

The new site would be used as a depot for parking waste and recycling collection vehicles, street cleansing and maintenance vehicles and where members of staff would operate from. The proposed depot would not be used to store or dispose of waste or operate as a waste transfer station.

The current plan is to redevelop and retain one of the existing buildings and make improvements to the site, such as potentially adding solar panels on the existing building, improving the screening from the road with planting and carefully managing the adjoining woodland.



- | | | | |
|---|--------------------------------------|-------------------------------|---|
| 1 Proposed Site | 3 Retained building | 5 Council owned woodland area | 7 Existing site entrance/exit (Hatched area denotes Oxfordshire County Council adopted highway) |
| 2 Extent of existing buildings to be demolished | 4 Surrounding non council-owned land | 6 Existing site entrance/exit | |

Haseley Trading Estate - Location Plan

Board 1



Board 2



Board 3



Board 4



Board 5



Board 6



Board 7



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Board 2



Haseley Trading Estate - Proposed Layout Plan

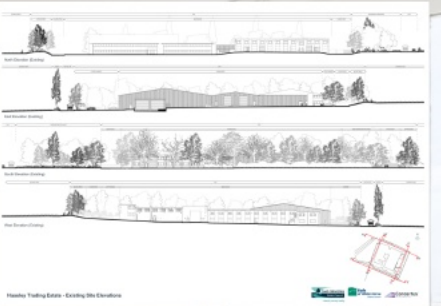
Board 1



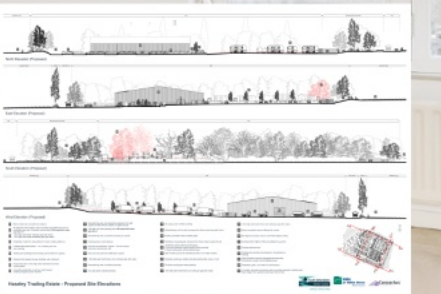
Board 2



Board 3



Board 4



Board 5



Board 6



Board 7



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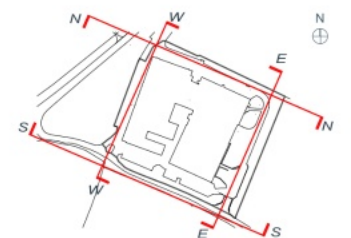
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Board 3



Haseley Trading Estate - Existing Site Elevations



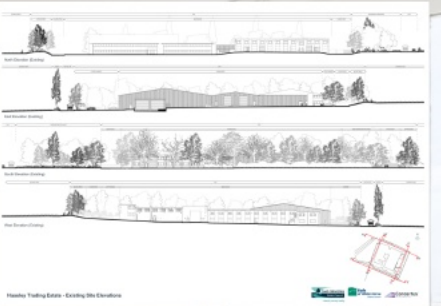
Board 1



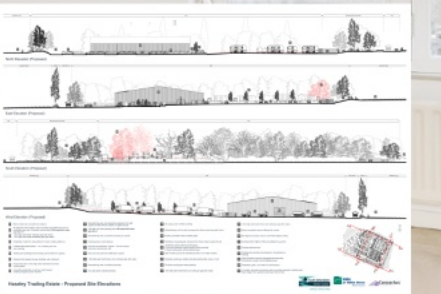
Board 2



Board 3



Board 4



Board 5



Board 6



Board 7



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FAQ 2



FAQ 1



Haseley Trading Estate

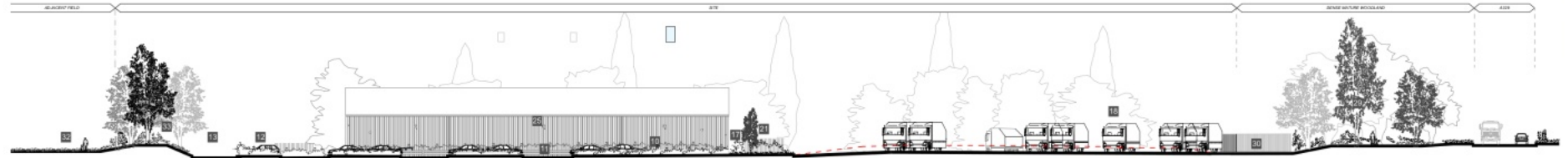
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Board 4



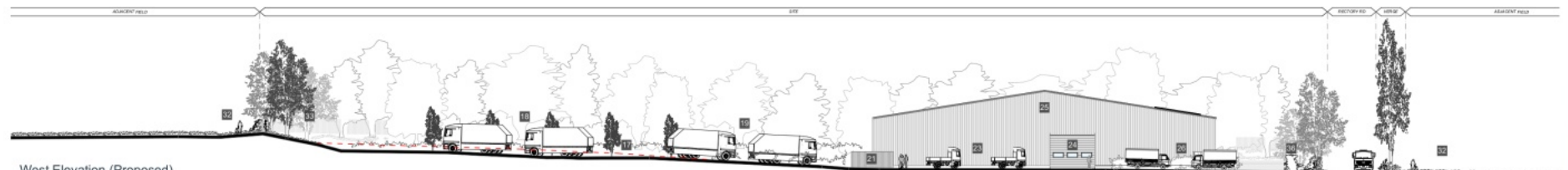
North Elevation (Proposed)



East Elevation (Proposed)



South Elevation (Proposed)



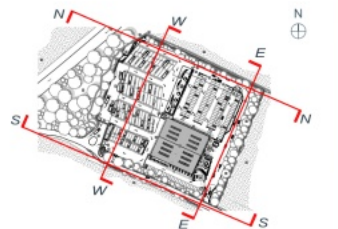
West Elevation (Proposed)

- 1 Main entrance & exit (staff and visitors)
- 2 40 staff and visitor parking bays (including accessible bays and 3 motorbike bays and 18 electric vehicle bays) 186 required in total see item 11
- 3 1.8m high weld mesh vehicular gate (6m wide)
1.2m high weld mesh pedestrian gate (6m wide)
- 4 Pedestrian route from site entrance to main building entrance
- 5 Prefabricated staff shelters - 1no. smoking and 1no. non smoking
- 6 Seating and planting area including cycle shelter (12 spaces)
- 7 Ramped and stepped access (building main entrance)
- 8 Fenced bin store (1.8m high close boarded fence with double gates)
- 9 Accessible pedestrian route from staff carpark
Existing stepped access retained

- 10 New planting area and pedestrian walkway from staff carpark to first vehicle carpark via gated access
- 11 140 staff and visitor parking bays 186 required in total see item 2
- 12 New planting area to provide screening to carpark
- 13 Existing access road retained
- 14 Entrance to staff/visitor carpark - This will require removal of tree (shown red)
- 15 Exit and entry point into staff/visitor carpark
- 16 1.8m high weld mesh fence and vehicular gate (6m wide)
- 17 New planting area to provide screening
- 18 24 Large goods vehicles parking

- 19 22 Large goods vehicles parking
- 20 Refueling bay and fuel tank (screened by timber close boarded fence)
- 21 Existing substation (Non lockable gate)
- 22 Washdown area/Arkwash (screened by timber close boarded fence)
- 23 10 Medium goods vehicle parking bays
8 informal (overspill) medium goods vehicle parking
8 street small goods vehicle parking bays
- 24 New vehicle access into warehouse (6m x 4.5m roller shutter)
- 25 Retained warehouse building including photovoltaic array on roof
- 26 25 street small goods vehicle parking
- 27 1.8m high weld mesh fence and vehicular gate (6m wide)

- 28 1.8m high weld mesh fence and vehicular gate (6m wide)
- 29 Mature woodland area (unaffected by works)
- 30 Re-aligned boundary fence to suit Public Rights of Way
- 31 Existing Public Rights of Way (not effected by works)
- 32 Existing adjacent land
- 33 Existing site boundary landscaping to be retained as existing
- 34 Fleet vehicles entry/exit (highlighted area denotes Oxfordshire County Council adopted area)
- 35 Pedestrian gate (1.2m wide) for maintenance
- 36 3 number removed trees (shown red) to provide necessary visibility splay
New hedge line to provide screening to front of site



Haseley Trading Estate - Proposed Site Elevations

Board 1



Board 2



Board 3



Board 4



Board 5



Board 6



Board 7



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FAQ 2



FAQ 1



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Board 5



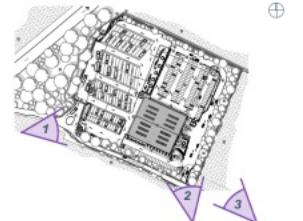
1 - View looking north east from the south western boundary towards the existing site access point, proposed to be used for the entry/exit for fleet vehicles.



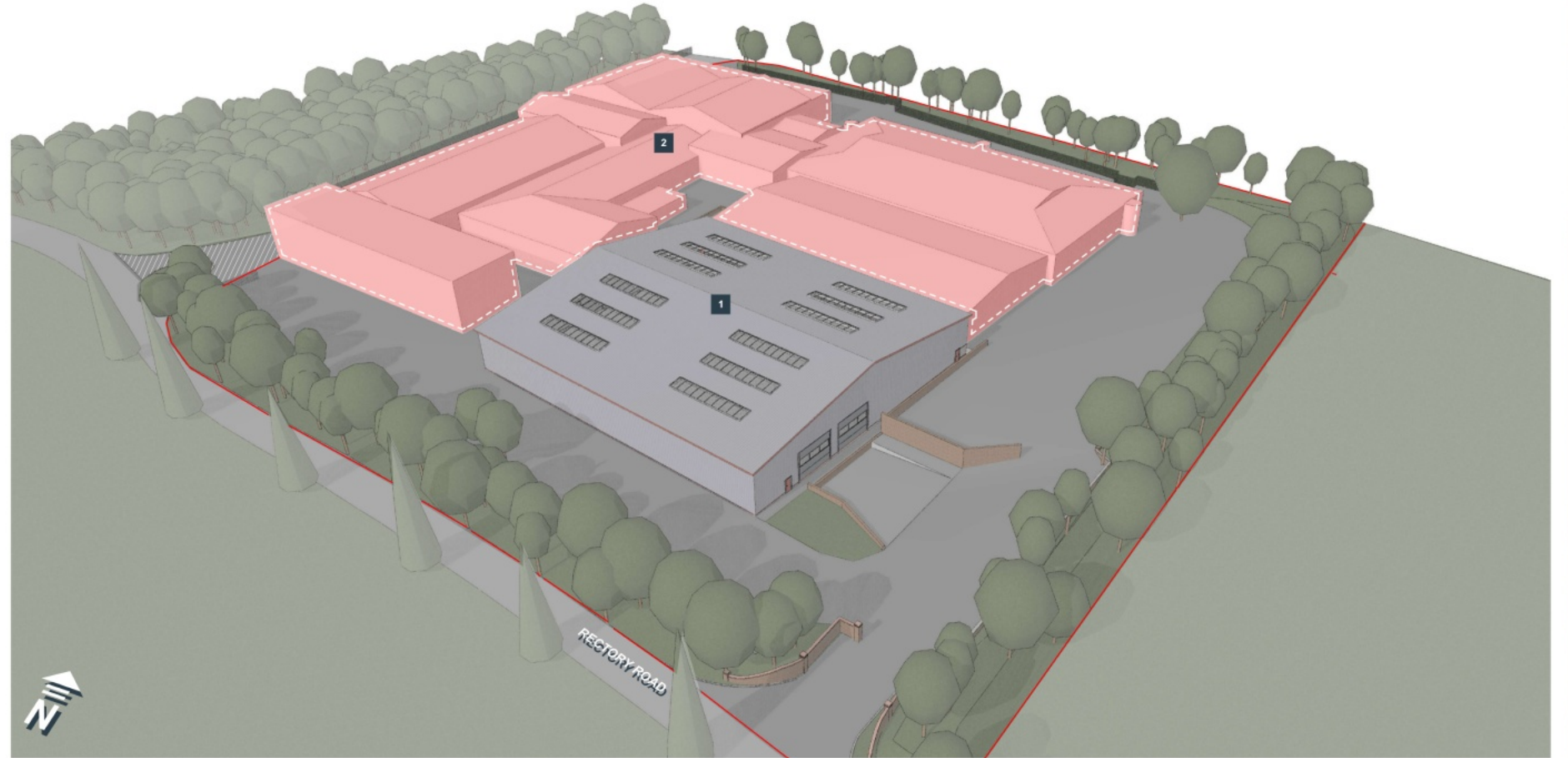
2 - View looking north west across staff & visitor entrance, with new planting area/seating area included adjacent to warehouse



3 - Aerial view looking north west across site showing the retained warehouse and staff parking in the foreground and fleet parking in the background.

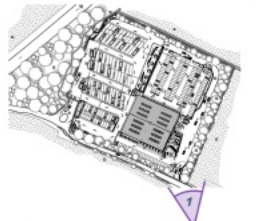


Board 6



1 - Aerial view looking north west across site

- 1 Warehouse building to be retained
- 2 Warehouse buildings to be demolished



Haseley Trading Estate - Existing Aerial Visual

Board 1



Board 2



Board 3



Board 4



Board 5



Board 6



Board 7



Board 1

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FAQ 2



FAQ 1



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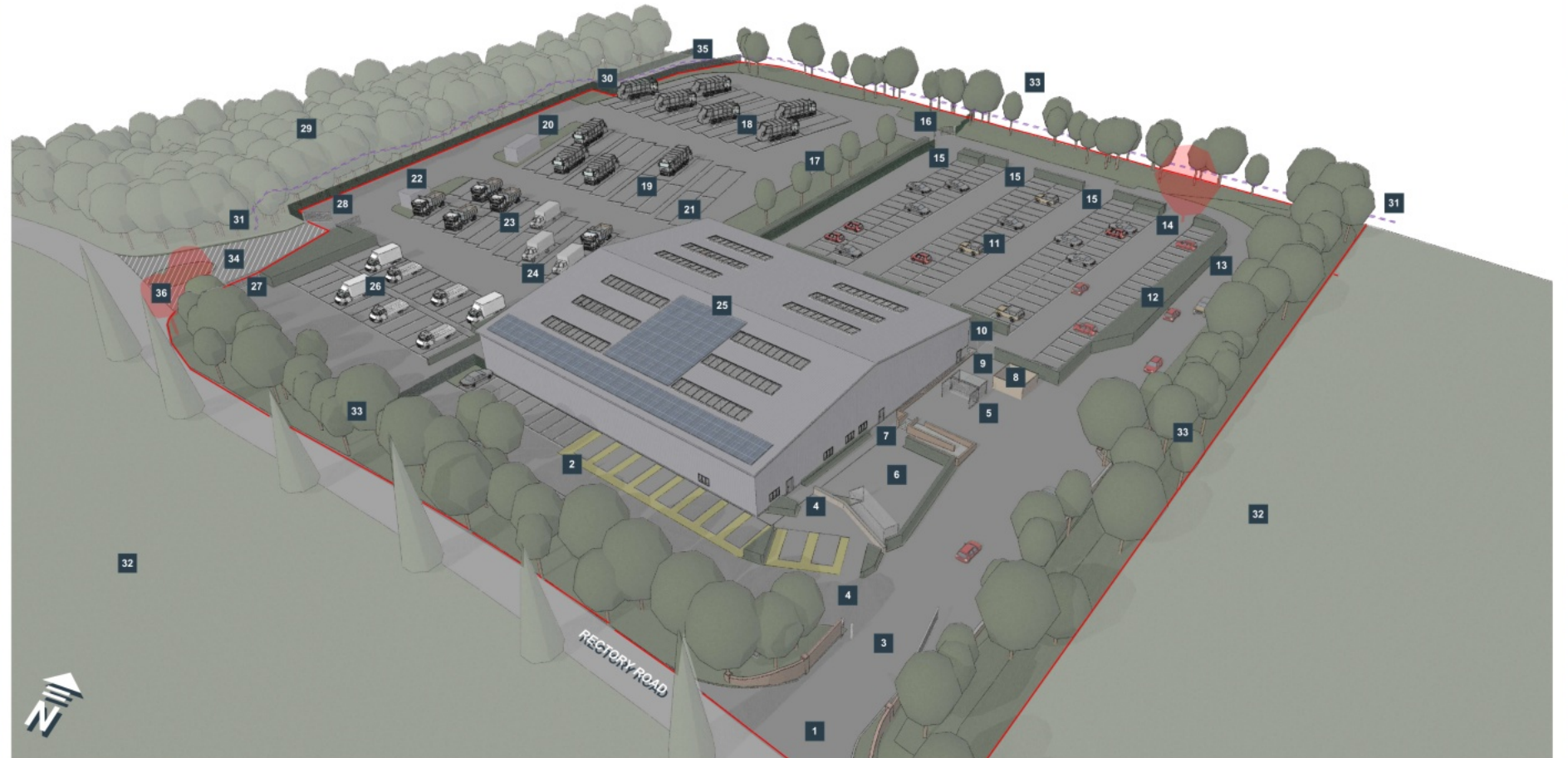
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Board 7



1 - Aerial view looking north west across site

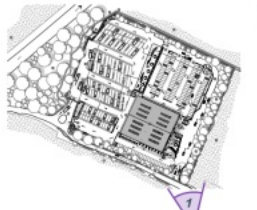
- 1 Main entrance & exit (staff and visitors)
- 2 46 staff and visitor parking bays (including accessible bays and 3 motorcycle bays and 18 electric vehicle bays) 186 required in total see item 11
- 3 1.8m high wild mesh vehicular gate (6m wide)
- 4 1.2m high wild mesh pedestrian gate (6m wide)
- 5 Pedestrian route from site entrance to main building entrance
- 6 Prefabricated staff shelters - 1no. smoking and 1no. non smoking
- 7 Seating and planting area including cycle shelter (12 spaces)
- 8 Ramped and stepped access (building main entrance)
- 9 Fenced tin store (1.8m high close boarded fence with double gates)
- 10 Accessible pedestrian route from staff carpark
- Existing stepped access retained

- 11 New planting area and pedestrian walkway from staff carpark to fleet vehicle carpark via gated access
- 12 140 staff and visitor parking bays 186 required in total see item 2
- 13 New planting area to provide screening to carpark
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Haseley Trading Estate - Proposed Aerial Visual



Board 1



Board 2



Board 3



Board 4



Board 5



Board 6



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FAQ 2



FAQ 1



FAQ 1

Haseley Trading Estate - FAQs

What will the site be used for?

The new site would be used as a depot for parking waste and recycling collection vehicles, street cleansing and maintenance vehicles and where members of staff would operate from. The proposed depot would not be used to store or dispose of waste or operate as a waste transfer station.

Why do we need a new depot?

The current vehicle depot is located in Culham and includes recycling and waste collection vehicles, street cleansing and maintenance vehicles, alongside staff facilities. Longer term, the Culham site is due for redevelopment for new homes and is identified in the Local Plan.

The existing services contract and occupation of the Culham depot expire in 2026, so amongst other work, this has meant a requirement for a new location that meets the vital need to provide important statutory waste collection services.

What are the operating hours of the site?

The site will operate between 5am and 5pm Monday to Friday. On Saturdays there will be a reduced service, except following a bank holiday, where operational vehicles leave between 6am and 7am and return from 2pm. Given the nature of the service, there will be long periods where on site activity is very low.

How will vehicles access the site?

We plan to keep the existing site access, with minor improvements made as needed.

Will operational vehicles use the local road network?

Operational vehicles will use local roads in the area as they serve the surrounding region. The impact of these vehicles will be thoroughly evaluated.

How will the development affect local traffic?

The number of additional vehicles, compared to current levels, is expected to be small, and as such the impact on local traffic will be relatively minimal. The Transport Assessment, alongside the local highways authority report, will consider the effect of the development on local road safety in detail.

Will the site have any impact on local air quality?

Since there will be small local increase in the number of larger vehicles on the road as they enter and leave the site, an air quality assessment is currently being undertaken. This will ascertain any measures we need to put in place to reduce the effects on air quality.

Will there be any smells associated with the site?

There shouldn't be any issue with smell or odour on the site. We won't be storing any waste on this site or in vehicles as they will be unloaded before returning to the depot. We will also prepare an odour management plan to ensure any residual odour are dealt with efficiently.

Will it be dusty during the building demolition period?

We will ensure we stick to best-practice measures during both the demolition and construction phases to ensure we keep off-site dust to a minimum.

Will there be any noise on site?

In common with the site's former use, the new depot will produce some noise from vehicle movements and on-site operations. The design of the site aims to maximise separation distances between these operations and nearby neighbours. Noise assessments are being conducted, including baseline noise surveys and calculations to identify potential impacts, which will be carefully managed.

FAQ 2

Haseley Trading Estate - FAQs

Will the proposed development impact any local heritage?

The proposed redevelopment will have no notable impact on known heritage assets in the area. The site is currently well screened with trees, and we plan to retain and enhance the existing boundary planting, the removal of buildings will reduce the visual impact of the site.

Will there be any additional screening/fencing?

We will keep most of the existing fencing, however there will be a need for some additional fencing to the northwest boundary and new access gates to the southern boundary. The new car park has been designed to have minimal visual impact upon the surrounding area. In addition to this, the existing boundary to the site is higher and surrounded by mature trees, which provides further screening of the site.

Will the look or height of the warehouse change?

The height and size of the warehouse will not change. The existing cladding panels will be refurbished and replaced, as necessary. There will be some minor modifications to the warehouse elevations to allow for new windows and access doors.

Will the site have lots of lighting?

The new depot's lighting will be designed to reduce visible glare, using dimming options instead of being fully on or off. This approach, called "dark sky," helps avoid bright light disturbing the environment.

Will the site use any alarm systems?

The building and yard space will have fire and security alarms. Both will be maintained so that they are not sounded unnecessarily.

Will the site use CCTV for safety and security?

The site will have CCTV for safety and security. An impact assessment will be carried out if any cameras cross into public space - such as the passing roads.

Will the site be energy efficient?

We plan to refurbish the building we are keeping and move away from gas heating. We plan to use direct electrical heating, supported by the solar panel installation that will be added on to the building.

Which Council will determine the planning application?

South Oxfordshire and Vale of White Horse District Councils, who own the site, are the applicants for the proposed planning application for the depot. The local authorities are making an application to South Oxfordshire District Council as the planning authority to develop land within their ownership, which is called a 'Regulation 3' application. Planning regulations mean that this kind of planning application (where a council makes an application to itself) is determined like those of any other person applying for planning permission. Like other applications, proposed developments must comply with the adopted Local Plan, unless material considerations indicate otherwise.

Will there be a planning application for change of use at the site?

The primary use of the site will be the storing of good vehicles, however, there is a workshop area associated with the maintenance of the goods vehicles with associated facilities (such as a fuelling bay).

Based upon this, the proposed development would be a 'Sui Generis Use Class'. This refers to specialised uses of land or buildings that do not fit neatly into any of the established use classes.

Who will be consulted as a statutory consultee?

Oxfordshire County Council Highways will be a statutory consultee in relation to the submitted planning application. Highways will comment on how the provision of a vehicle depot in this location will support the delivery of its statutory functions.

Board 1



Board 2



Board 3



Board 4



Board 5



Board 6



Board 7



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FAQ 2



FAQ 1

