

## LOCAL PLAN INSPECTOR'S REPORT

8.7.10 Land south of A420 – This site of around 3.9 ha. is on the northern edge of Botley (issue d), between the modern housing estates north of Eynsham Road and West Way and the A420 dual carriageway. It comprises open agricultural

fields, principally of grade 2 quality, either side of Tilbury Lane, with allotment gardens to the south. It has been designated as "safeguarded land", i.e. excluded from the OGB, for potential future development since 1991. It is common ground that vehicular access could be made available from Fogwell Road to the west, with an improved junction onto the B4044 (Eynsham Road), as agreed by OCC as highway authority, albeit via a somewhat circuitous route through a large area of existing housing.

8.7.11 Botley is well served with jobs, shops, schools, health and other community facilities in addition to having good public transport links to Oxford nearby and its higher level services, including a rail station and major retail centre. Consequently, the Council acknowledges and I agree that it is the most sustainable location in the district for new development. Moreover, this site scored very highly in the Council's own sustainability analyses undertaken during the plan preparation process. This was so irrespective of the assumptions made in relation to the provision of new services and infrastructure as part of the proposed major western expansions of both Grove and Didcot in comparative terms.

8.7.12 Subject to the provision of cycle/pedestrian links to the south via Tilbury Lane and east via Elms Road as proposed (and emergency only vehicular access in the former case), new housing on this site would be within a modest walking and cycling distance of all the services and facilities along the West Way. This includes primary schools, medical services, shops and numerous regular bus routes. In this respect at least, the proposed indirect vehicular access via Fogwell Road should act as a disincentive to the use of private cars for short local trips and perhaps even encourage the use of other travel modes by residents for longer journeys too.

8.7.13 In landscape and visual impact terms, the site effectively adjoins the existing urban edge of Botley on three sides. It is largely seen in the context of the busy main A420 and the overhead pylon line alongside from most public viewpoints. Moreover, new building need project no further north than the present extent of the modern housing to the west and east, thus limiting any potential harmful impact on the landscaping surrounding the settlement. Consequently, it seems to me that the effect on views from vehicles leaving Oxford on the A420 would only be marginally affected and ought to carry relatively little weight as a result. In addition, the area is divided by Tilbury Lane with hedges on both sides, which should be retained and enhanced in any development scheme, together with the allotments to the south. In my judgement, subject to a high standard layout and design, this would also have a role to play in reducing any overall visual impact of new housing on this site by breaking up its massing, particularly in the context of the retention of a similar buffer of open land to the north as already exists to the west and east.

8.7.14 I note my predecessor's view that "the land provides a useful buffer between the outer edges of Botley and the A420 and adds much to the rural setting of the north side of the settlement". However, for the reasons given above, I do not endorse the second element of that opinion. More importantly, however, having previously been identified in adopted plans as suitable in principle for new development, I have now concluded elsewhere in this report that more land needs to be identified to help meet the strategic new housing requirement for the plan period. Consequently, I consider that in this instance that need must now take priority over the desirability of this site being left open and free from development for a few more years.

8.7.15 I also recognise the ready availability of this site, which is in a single ownership. It has no identified constraints in terms of infrastructure, services,

[REDACTED]

landscape or nature conservation designation, flooding, ground conditions, archaeological, ecological or historic interest or any other factor likely to preclude development, apart from agricultural land quality. It could therefore provide around 150 new dwellings at an early stage in the plan period. Although it is principally of grade 2 (BMV) agricultural land quality, this was known and taken into account at the time of the site's identification as "safeguarded land" in 1991, when it was excluded from the GB and deemed suitable for development at some time in the future. This was confirmed by the Council at the inquiry.

8.7.16 Whilst it was retained as "safeguarded land" in subsequent plans during the currency of PPG 7, all other factors than agricultural land quality now point to its suitability as a very sustainable location for new housing development. Taking into account both the most recent advice in PPS 7, particularly para 28 (CD 3/34), and my conclusion that some more land must be identified if the OSP requirements to 2011 are to be fully met, I conclude that the agricultural land quality of this relatively small area is not such a critical constraint as to override all other relevant material considerations in this instance. In my opinion, it would be consistent with other sustainability considerations, which heavily outweigh the single factor of agricultural land quality, to release this site for new housing development now.

8.7.17 Nor do I consider that the future of this site is directly connected with any need (or otherwise) for a comprehensive longer term review of the OGB boundaries, having been effectively excluded from it many years ago now. Instead, it can and should be released to help meet current housing needs arising in this LP period, without prejudice to any wider strategic issues for the longer term. Nor, in view of the earlier decision in principle as to suitability for development, is there any potential "democratic deficit" arising in relation to the release of this site, in contrast to that which might be the case on sites that have not previously been the subject of public consultation envisaging their development within the LP process.

8.7.18 In conclusion, I consider that the additional land allocation at Faringdon introduced at revised deposit stage will not be sufficient on its own to make up for the likely shortfall in meeting the OSP requirements for new housing due to anticipated delays to completions on the major sites at Didcot, Grove and Faringdon, especially in the early years of the plan period. Although resulting in the loss of grade 2 agricultural land, new housing here would be in a sustainable location and subject to detailed design and layout, likely to prove compatible with neighbouring land uses. Bearing in mind the presence of the A420, the overhead power line and adjoining development on three sides, as well as the retention of a buffer of open land to the north, nor would it lead to any significant intrusion of built development into the landscape around Botley or harmful visual impact to the locality. The northern boundary of the allocation should be consistent with that of the northernmost extent of the existing housing on either side, albeit that public open space provision associated therewith may be made within the proposed buffer of open land to the north.

8.7.19 Accordingly, I recommend that this site should be allocated for new housing development in addition to those already identified in the plan, rather than as a replacement for any, or any part, of them. Due to the likely delays to the start of development on the major allocated sites and thus the dates of first and subsequent completions, this should mean that there is a better prospect of the required number of new dwellings being built in the early years of the plan period. Together with the land south of Lime Road, it would also help to provide a greater variety of size and type of site for new housing, as well as improving the

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CUMNOR PARISH COUNCIL RESPO

The observations of Cumnor Parish Council.

PAGE 1

Register No. 07/00741/OUT Officer: Mr Martin Deans

Application Number: CUM/NHI/20107-X Amended plans: No

Address of Proposal: Land adjoining North East and North West of Tilbury Lane, Tilbury Lane, Dean Court/Botley, Oxford Oxon.

Proposal: *Outline application for Residential Development comprising 150 dwellings, including affordable housing, associated access, parking and private amenity spaces.*

EXTENSION OF TIME FOR OBSERVATIONS GRANTED ON 24 MAY TO 20 JUNE 2007.

Overall Conclusions

This is a major application, which raises specialist issues due to its proximity to high voltage power lines and heavily trafficked roads. These pose specific health hazards and the consequent risks are not negligible. The Council can find no evidence that the District Council has considered these risks in detail in the past. The course of action recommended in these comments will, if adopted, provide a sound platform on which to approve an important and much needed development. Given the perceived pre-existence of a concerning health cluster, failure to follow due process could, in Cumnor Parish Council's opinion, have significant effects.

Cumnor Parish Council:

1. Supports the need to provide new housing including affordable housing.
2. Accepts, in principle, that the Tilbury Lane Site should be developed.
3. Supports the applicant's assertion that, despite the District Council's guideline, given the proximity of this sensitive site to the Green Belt the approved planning density should not exceed 35 dwellings to the hectare.
4. Believes that the Transport Assessment is worthless because it starts from the assumption that the only access to the new development shall be via Fogwell Road from the Eynsham Road. There is ample evidence that a two-entry proposal was considered the preferred option at an earlier stage. The assumption should therefore have been justified.
5. Emphasises that the Planning Inspector's assumptions concerning the robustness of the local infrastructure were clearly based on misinformation.
6. Believes that the:
  - Noise Assessment is flawed
  - Electromagnetic Field Survey is flawed and that, in particular, there is inadequate justification, in the light of informed national and international criticism, of the selection of the distance of 74m from the power lines as the northern boundary of the proposed built area
  - Air Quality Assessment is flawed, for the reasons given in the main text, and that lack of justification for the failure to meet a safety target is contrary to the tenets in the HSE's approach to the 'Tolerability of Risk'
  - Deficiencies in the Air Quality Assessment are compounded by the failure to take into account the interactive effects of the electro magnetic fields and the particulate matter.
7. Believes that inadequate attention has been paid to minimising the impact of the development on the local wildlife environment.

## CUMNOR PARISH COUNCIL RESPONSE FORM

The observations of Cumnor Parish Council.

PAGE 2

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Cumnor Parish Council's Recommendations cont.

8. Strongly recommends that outline planning approval should not be given until the following basic issues have been satisfactorily addressed:
  - the District Council has commissioned its own independent study of the arrangements for access to this important development: the assessment should include the need for traffic lights or a roundabout at the junction between the Fogwell and Eynsham Roads and the need to provide the normally recommended minimum number of parking spaces.
  - the District Council has satisfied itself that arrangements are in place to provide the necessary infrastructure, on a timescale consistent with the proposed development
  - the supporting technical document (Flood Risk Assessment and Drainage Strategy) should be independently peer reviewed and the applicant required to respond satisfactorily to the points raised
  - the District Council should take independent expert advice to ensure that the impact on wild life from this development is minimised
  - the applicant's Noise Assessment and its consequent deductions should be independently peer reviewed and the applicant required to respond satisfactorily to the points raised
  - the applicant's Electromagnetic Field Survey and its consequent deductions should be independently peer reviewed and the applicant required to respond satisfactorily to the points raised
  - the applicant's Air Quality Assessment and its consequent deductions should be independently peer reviewed and the applicant required to respond satisfactorily to the points raised
  - the Air Quality Assessment should be extended to justify the failure to meet appropriate targets and to consider the interaction of electromagnetic and particulate pollution effects.
9. Similarly recommends that outline approval should not be given until arrangements have been made to respond to the other detailed issues set out in the main section of this response.

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## General

Firstly, the Council wishes to comment that the Application Number was incorrectly suffixed and consequently the planning application was initially only available on the North Hinksey parish section of the VWHDC's website. As the only proposed access is from Eynsham Road in Dean Court (not Botley) in the parish of Cumnor, this was seen as an entirely avoidable error.

This resulted in residents of Cumnor having a reduced number of days in which to submit their comments to the District Council.

It is noted, sadly, that Cumnor (in which half the development is to be situated) is not mentioned in the Design Statement, yet Eynsham, some 5 miles away and has a two-page colour spread, Botley and Oxford are included.

Whilst the Council supports the need for more housing, including affordable housing, the proposed outline planning submission fails to meet essential objectives and the Council is therefore opposed to the application as it stands.

## Fundamental Issues

The Council sees the following objections as fundamental. They must be satisfactorily addressed before the Council can support any scheme. The Council has included suggestions as to how these objections might be overcome.

### Density

The Council understands that when the Fogwell Estate was built in 1984 the early residents were informed that the adjacent land had been set aside for an additional development not exceeding 100 dwellings. The proposal for 150 dwellings exceeds this original number and accounts for much of the pressure on the local infrastructure.

The Council supports the applicant's arguments that the density should be no greater than 35 dwellings per hectare, particularly bearing in mind its proximity to the Green Belt.

### Local Road Traffic Arrangements

#### Access

The site's Road Transport Assessment is seriously flawed. It starts from the assumption that normal vehicular access will be solely via the Eynsham and Fogwell Roads. Information, given by their lawyers to recent purchasers, suggests that this was not always the case. When the land was set aside the assumption appears to have been that the land in Cumnor Parish would be accessed from Fogwell Road but that in North Hinksey would be accessed from a road in North Hinksey Parish. The failure to justify their fundamental assumption renders the Road Transport Assessment worthless.

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## Access contd.

The Council suggests that another access from Hazel Road should be created serving the North Hinksey side of the development, thereby leaving Tilbury Lane intact. The two parts of the development would be joined for pedestrian and cycle access but not for vehicular traffic. Residents on the North Hinksey side would use the new access leaving residents from the Cumnor Parish side to use the Fogwell Road access, thus reducing the pressure on Fogwell Road.

The existing Fogwell Road was not designed to cope with the current level of traffic, let alone the proposed level. If it is determined that the sole access should be via Fogwell Road, the District Council should ask the applicant to consider measures to improve the general safety of users, for example pinch points and barriers near to existing alleyways and footpaths. There is already on-street parking and cars parked straddling the kerb/pavements, which will restrict traffic flow.

The population of the Fogwell Road estate is of mixed ages. The new development is likely to have an increased number of young commuters with an associated increase in the number of vehicles exiting the estate at peak times.

There are currently 257 dwellings in the Fogwell Estate (not 250), which together with the 150 dwellings in the proposed new development exceeds the 400 dwellings on which the access design at the junction of Fogwell Road and Eynsham Road has been based. The Council does not approve of the proposed lay out for the junction as in Drawing Number JNY4620/18. The Council does not believe that OCC Highways' proposal for a ghosted right turn with two pedestrian safe havens is the best outcome for this junction in terms of vehicle speed and pedestrian safety. Even though the vision splay is considered to be adequate, vision of vehicles travelling along Eynsham Road is limited. There is very strong local support for a traffic light system with integrated pedestrian crossing, which would not only allow a safer crossing point to and from the bus stops, it would provide an improved junction for motorists and would reduce vehicle speeds along the Eynsham Road, which is subject to a 30mph speed limit.

The prevention of vehicular access via Tilbury Lane relies solely on the presence of a locked gate. This is a key feature and much further thought needs to be given to the provision of a user friendly and secure automatic gate and for its maintenance. At the present time it is hard to escape the conclusion that the gate will be frequently vandalised and left open.

It is clear that the farmer at Tilbury Farm will find the proposed arrangements irksome and might, quite rationally, choose to make Fogwell Road his normal point of access.

## Refuse Collection

The far end of the existing Fogwell Road is already difficult for refuse lorries to access. This should be taken into consideration when drawing up plans for the new development. Some alternative provision for access should be considered for construction vehicles.

## Parking

259 parking spaces have been allocated for the proposed 150 dwellings. This is below the recommended level of parking provision. The consultants maintain that with local public transport available residents, particularly those near to the Hazel Road boundary, will walk or cycle. This claim is considered to be naïve and the general opinion of those householders living in the area is that residents might have bicycles in addition to but not instead of vehicles. Vehicles must be parked. Local opinion is that the sustainability arguments do not justify providing less than the minimum number of parking spaces.

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## Parking cont.

The Council strongly recommends that parking should be provided near to dwellings and not in hard surface parking blocks as these are likely to be used by children as play areas and could be potentially dangerous and susceptible to vandalism.

## Road Transport Conclusion and Recommendation

The original split access proposal would have preserved more of the ancient boundary hedges along Tilbury Lane, provided a useful wild life corridor and avoided the problems with the gate. If ever there was a case for a re-examination this must be it.

The Council invites the District Council to commission its own independent study of the arrangements for access to this important development.

## **Infrastructure**

The assertions made by the Inspector when releasing the land for development are clearly mistaken. Comments in the Design Statement applaud the existing provision of shops, public transport, medical facilities and schools.

With the various ad hoc developments and those at Lime Road, Tilbury Lane and Timbmet, the population of Cumnor and North Hinksey is likely to increase by more than 10%.

The Council is aware that the two primary schools (Cumnor and Botley) are already at or near full capacity, as is Matthew Arnold Secondary School.

Information received from the Botley Medical Centre indicates that it is also at full capacity. The influx of so many new patients would be unmanageable and the practice might have to close its list to new patients.

## Surface Water and Foul Drainage

The Council has in the past recommended that no further housing should be allowed on Cumnor Hill until remedial work is carried out to resolve the problems regarding drainage and sewage in the Dean Court/Eynsham Road area. This remains a pertinent comment for this application in terms of the volume of sewage and surface water flowing through the drains in Botley.

Thames Water confirms in the Flood Risk Assessment and Drainage Strategy that there are known capacity issues within the foul sewage system downstream of the site.

The Assessment contradicts the initial advice of the planning consultants with regard to which sewer will serve the new development. Is it definitely to be the sewer along Hazel Road and into Seacourt Road? The Deanfield Road and Tilbury Lane area continues to suffer from sewer surcharges on a regular basis. In the light of the number of complaints made to Thames Water by residents in the area the sewer needs to be properly identified.

The claim that the proposed surface water drainage will not increase the run-off from the site is clearly disingenuous in the sense that much of the run-off will go into Seacourt Brook, which already runs full in periods of heavy rain and gets blocked by silt and vegetation from Tilbury Lane. The Council recommends that the supporting technical document (Flood Risk Assessment and Drainage Strategy) should be independently peer reviewed and the applicant required to respond to the points raised.

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## Leisure and Recreation Areas

Cumnor Parish Council has submitted a bid for a contribution from Section 106 for recreation equipment at the end of Fogwell Road playing field, which would also serve the new community. It is understood that North Hinksey Parish Council has submitted a bid for a contribution from Section 106 for an area for recreation and allotments. Cumnor Parish Council strongly believes that in the event that the developer is unable to meet the full costs of the claim, then any available funds should be distributed on the basis of the number of new residents each parish is expected to integrate. The Council believes that the two small open space areas (LAPS), which by definition would only provide one small piece of play equipment for under 4 year olds, represents woefully inadequate provision for a development of this size.

## Hedgerows and Wildlife

The ancient hedgerows along Tilbury Lane form a natural delineation between the parishes of Cumnor and North Hinksey. In line with the Inspector's recommendation these should not be removed, or allowed to be broken.

The Council is aware of existing badger setts close to the proposed development and the District Council has, therefore, a duty to protect their foraging areas. The Council can find no more information about the badger settlement and the developer should meet the requirements for a protected species. It is understood that the local Oxfordshire Badger Group was not consulted.

The Council recommends that the District Council should take independent expert advice to ensure that the impact on wild life from this development is minimised.

## Site Boundaries

### Road Traffic Noise

The Council is sceptical about the Noise Assessment for a number of reasons, including but not exhaustively:

- The survey was taken during the August holiday period when the traffic was lighter than usual.
- The noise from the A420 is believed, on occasion, to exceed by 5dB, the internationally accepted maximum background noise level.
- The Council is aware that an acoustic barrier along the edge of the A420 was rejected by the planning consultants. The Council does not accept that the buffer land will reduce the noise levels directly affecting the residential development (3.8), and strongly recommends a buffer zone of trees and shrubs along the embankment, which in time will reduce the noise level for the residents.
- The Council takes issue with the claim that reasonable internal noise in habitable rooms can be attained by the use of appropriate window designs. This assumes that residents must also keep their windows shut.

The Council recommends that the supporting technical document should be independently peer reviewed and the applicant required to respond to the points raised.



# CUMNOR PARISH COUNCIL RESPONSE FORM

The observations of Cumnor Parish Council.

PAGE 7

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## Electromagnetic Field Survey

The Council believes that the conclusions drawn by the supporting document are flawed. Its reasons include but not exhaustively:

- It is believed that the survey was taken on 15 January during daylight hours when the local demand for electricity would not have been at its peak. The risk to human health is a function of the voltage, which is largely invariant, and the current, which varies widely throughout the day.
- The document from which the 74m-safety zone has been derived has been subject to major public criticism. Such criticism is widespread in the UK and also in Europe and the USA. The applicants do not comment on this criticism and in particular do not justify their failure to include a safety factor (a common engineering ruse for dealing with uncertainty).
- The dangers to human health, particularly that of children, are still unknown in terms of incidents of leukaemia, lung and heart disease. It is noted that, as a precaution, recent reports have recommended a minimum distance of 250metres. There is already anecdotal evidence of a cluster of residents with relevant health problems in the Deanfield Road area. The pre existence of this cluster would clearly be of importance should the District Council's approach to the consideration of this application become an issue at a later date.

The Council recommends that the supporting technical document should be independently peer reviewed and the applicant required to respond to the points raised.

## Air Quality Assessment

The Council believes that the conclusions drawn by the supporting document are flawed. Its reasons include but not exhaustively:

- The document contains no empirical data but rather relies on a mathematical model. The applicability of the model to the particular location is not justified.
- In any event the calculations show that the proposed development will not meet (by a modest margin) the current guidelines and will certainly not meet the guidelines due to come into force in 2010.
- It is an empirical fact that the presence of electromagnetic fields enhances the damaging effects of particulate matter. This enhancement is not addressed.

The argument would be more convincing if the mathematical model had been backed by measurements in the field and if the applicants had demonstrated that any additional risk arising from the missed targets was negligible.

The requirement to justify the failure to meet a risk target is a fundamental tenet of the HSE's approach to the 'Tolerability of Risk'

The Council recommends that the supporting technical document should be independently peer reviewed and the applicant required to respond to the points raised.

Finally, the Council recommends that the views of parishioners should be taken into account.

Signed by .....*J B Bock* .....  
Clerk to Cumnor Parish Council

Dated 19 June 2007

**APPENDIX 7**

## NOTZTH HINIGSEY PARISH COUNCIL RESPONSE

Councillors considered the objections raised by residents at the earlier Special Meeting and after lengthy debate the following resolutions were proposed: -

- i). *Councillor Mrs. J. Godden proposed and Councillor G. P. Parkhurst seconded the resolution that 'the Parish Council believes that the proposed footpath/cycleway link to Hazel Road was an integral part of the development plans and as such should remain as proposed. Councillors SUPPORTED the resolution by 7 votes to 1 vote (Councillor N. Q. Khan voting against and Councillor M. R. Harper abstained from voting).*
- ii). *Councillor E. Batts proposed and Councillor Mrs A. Dykes seconded the resolution that 'Council after studying the access and exit arrangements improvements in Eynsham Road believed they were totally inadequate to meet the increased traffic volumes'. Councillors UNANIMOUSLY SUPPORTED the resolution.*
- iii). *Councillors actively encouraged the District and the developer to explore the suggestion that Tilbury Lane should be open for one-way traffic from the proposed housing development to the existing properties where it would revert to its current system of two-way traffic. This made sense as it would reduce what would be a marked increase in traffic movements along Fogwell Road.*
- iv). *Councillors asked that the developer reviewed lighting arrangements on the proposed footpath/cycleway to ensure that the lighting did not cause a problem to nearby properties.*

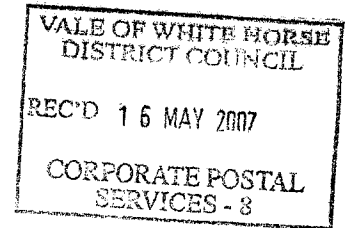
# PARISH COUNCIL'S JOINT REQUEST

## Cumnor Parish Council

Jacqueline Bock  
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143 Cumnor Hill  
Oxford  
OX2 9JA

Mr Martin Deans  
Area Planning Officer (North)  
Vale of the White Horse District Council  
Abbey House  
Abingdon  
Oxfordshire OX14 3JE



15 May 2007

Our Ref: CPC/Planning/lets/15-05-07DeansValePH(1)  
Your Ref:

Dear Martin,

**Land to the South of the A420**  
*Proposed Development off Tilbury Lane*

Further to our meeting with you and Rodger Hood on 5 April, and a subsequent meeting of representatives from North Hinksey Parish Council and Cumnor Parish Council, please find enclosed the costings for the proposed schemes that both Councils would like considered under Section 106 from the developer(s) of the site.

North Hinksey Parish Council wishes to stress that in its proposed scheme, it has tried to cater for the new development and the wider area, as the Council has been told the parish's play provisions are sub-standard.

Over the past few years, Cumnor Parish Council has spent considerable sums of money on new equipment for its various junior recreational areas, on the provision of a new sports pavilion at Fogwell Road and on its local halls. The young and adult new residents will, therefore, benefit from investments that have already been made by the existing Council tax payers. There still remains a shortage of facilities for teenagers. The Council believes that as the existing residents have made investments that will benefit the new community, it is reasonable to expect the developer to support the one remaining area at Fogwell Road where further investment is needed.

Both Councils sincerely hope that the developer(s) will agree to contribute funds under Section 106 to benefit the new residents and the local community into which they will integrate.

Yours sincerely,

A handwritten signature in black ink, appearing to read "J Bock".

Jacqueline B Bock (Mrs)  
Clerk to Cumnor Parish Council

CUMNOR PARISH COUNCIL

QUOTATION NUMBER 17/62980

REVISED QUOTATION FOR THE SUPPLY AND INSTALLATION OF PLAY EQUIPMENT AND SAFETY SURFACING FOR THE FOGWELL ROAD PLAY AREA

TOTAL EXCL. VAT £38472.00

The quotation is detailed as follows :-

Quantity	Code	Description	Unit price	Total
			£	£
		Dig out and remove from site 2 no existing Seats		80.00

Supply and Install the following into the play area

1	6200.013	WILDCATS PREMIER MULTI-SPORT SYSTEM - GOAL WALL MODULE C/W ONE 3M HIGH PANEL EACH SIDE [Please refer to catalogue page 139/139]	4741.00	4741.00
		Installation		983.00
		Supply and Lay approx. 100 sqm of black tarmac surfacing for the above Goal Wall formed of 100mm MoT type 1 stone, 40mm base course tarmac and 20mm wearing course tarmac, all edged with 150mm x 50mm concrete pin kerbing haunched in concrete.		5000.00

1	6200.033	MULTI-GYM The Teenage Multi-Gym is designed for teenagers and young adults to exercise outdoors. It consists of a Leg Lift, Step Ups, Spin Disc and Pull Ups. [Please refer to catalogue page 155]	1759.00	1759.00
		Installation		310.00

Supply and Lay approx. 16 sqm of black tarmac to create a hardstanding surface for the above Multi Gym

800.00

CUMNOR PARISH COUNCIL

QUOTATION NUMBER 17/62980

Quantity Code Description

Unit price Total  
£ £

1	6030.052	MATRIX 7 TIER CLIMBER C/W CLIMBING WALLS, PLATFORMS & INFILLED TRIANGLES Installation	15743.00	15743.00
74	6130GRASS	WICKSTEED SAFETY GRASS - (1.5m x 1m x 23mm thick mats) - Priced per Mat Installation	33.00	2442.00
				1628.00

Supply and Install the following Outdoor Furniture into the play area

2	6120.061GRE	CRANSLEY METAL LITTER BIN WITH LOCK - PAINTED DARK GREEN A heavy duty, all metal litter bin, fitted with an inner removable container and ground fixing facilities. [Please refer to catalogue page 164]	71.00	142.00
		Installation		254.00

2	6120.070GRE	CRANSLEY 6 METAL PICNIC TABLE - PAINTED DARK GREEN A heavy-duty, all metal picnic table, particularly suitable for areas where vandalism can be a problem. The design enables wheelchair users to pull up and sit comfortably with their friends and family. [Please refer to catalogue page 162]	479.00	958.00
		Installation		438.00

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Quantity	Code	Description	Unit price	Total
			£	£
1	204701	<b>5-SPACE DOUBLE SIDED CYCLE RACK - GALVANISED STEEL</b> Somewhere for children to park and lock up their bikes is essential in today's security-conscious environment. This galvanised steel cycle rack is capable of supporting 5 cycles from either side and can be free-standing or anchored to the ground. [Please refer to catalogue page 156 & 165]	89.00	89.00
		Installation		141.00

<b>HERAS.001</b>	Provision of security fencing and warning signs to be erected prior to installation, commencing and removed once installation complete	350.00
<b>Sub-total</b>		<b>40063.00</b>
<b>Less: Discount (Inclusive of main contractors discount)</b>		<b>2884.54</b>
<b>Carriage</b>		<b>1293.54</b>
<b>TOTAL EXCL. VAT</b>		<b>38472.00</b>

**Our Safety grass:** An impact absorbing, non-slip safety surface for installation onto grass. The honeycomb rubber matting disappears from view once the grass has grown through its cells\*. Tested to BS EN 1177, this surfacing has a certified Critical Fall Height of 2.3m. [Please note that this Critical Fall Height is subject to ground conditions - see note at the end of this quotation regarding our recommendations regarding usage and application.]

\* For the best aesthetic results, time must be allowed for the existing grass to grow through the cells. The quantity of time needed to be allowed is dependent upon the season it is installed, the weather conditions and the condition of the original grass. Customers may need to arrange for additional seeding if ground has eroded due to previous use. It should also be noted that the Safety Grass will follow the contours of the original grassed surface, which of course may not be completely flat and level. This will look natural once the grass has grown through and the area is mowed.

