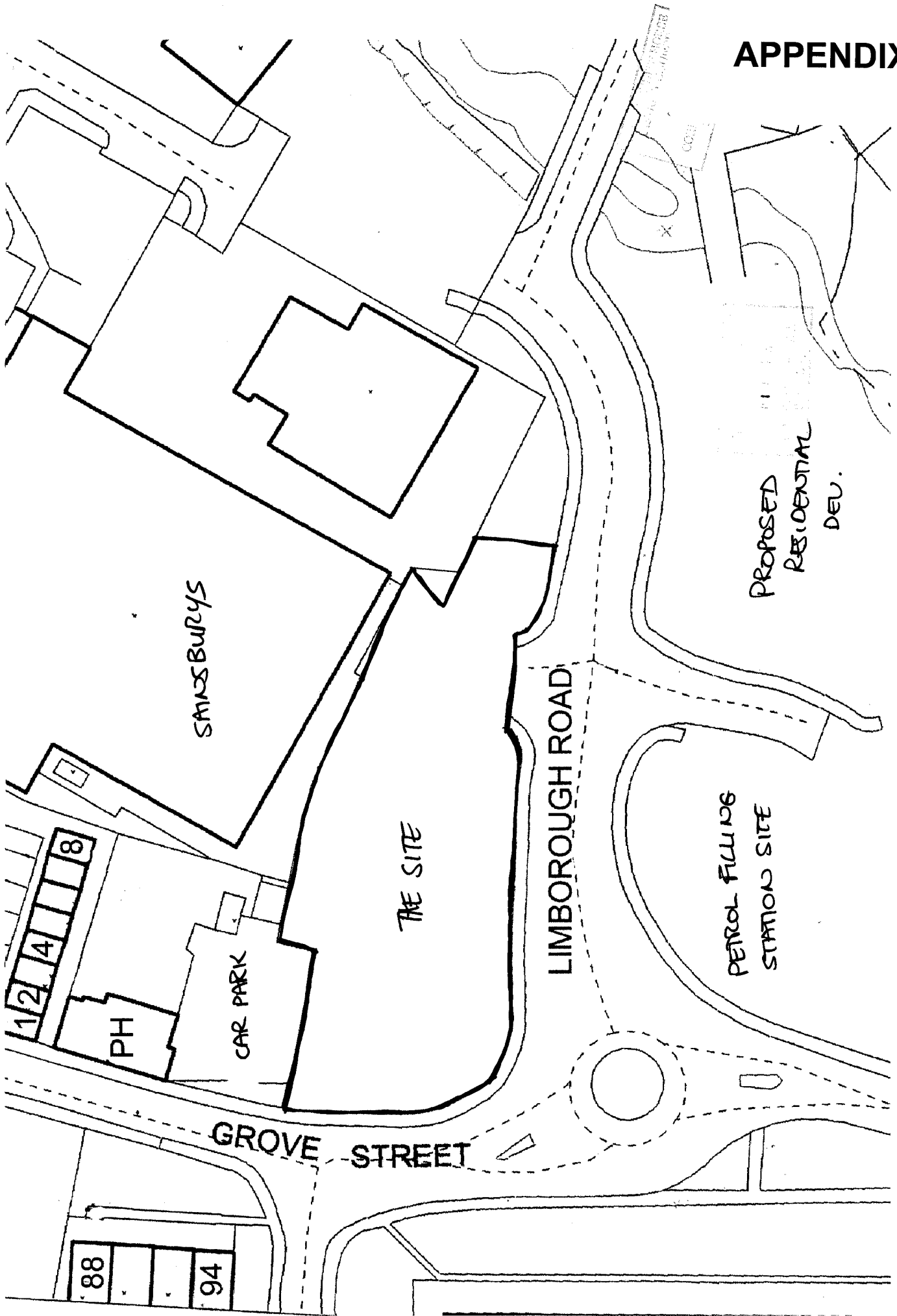
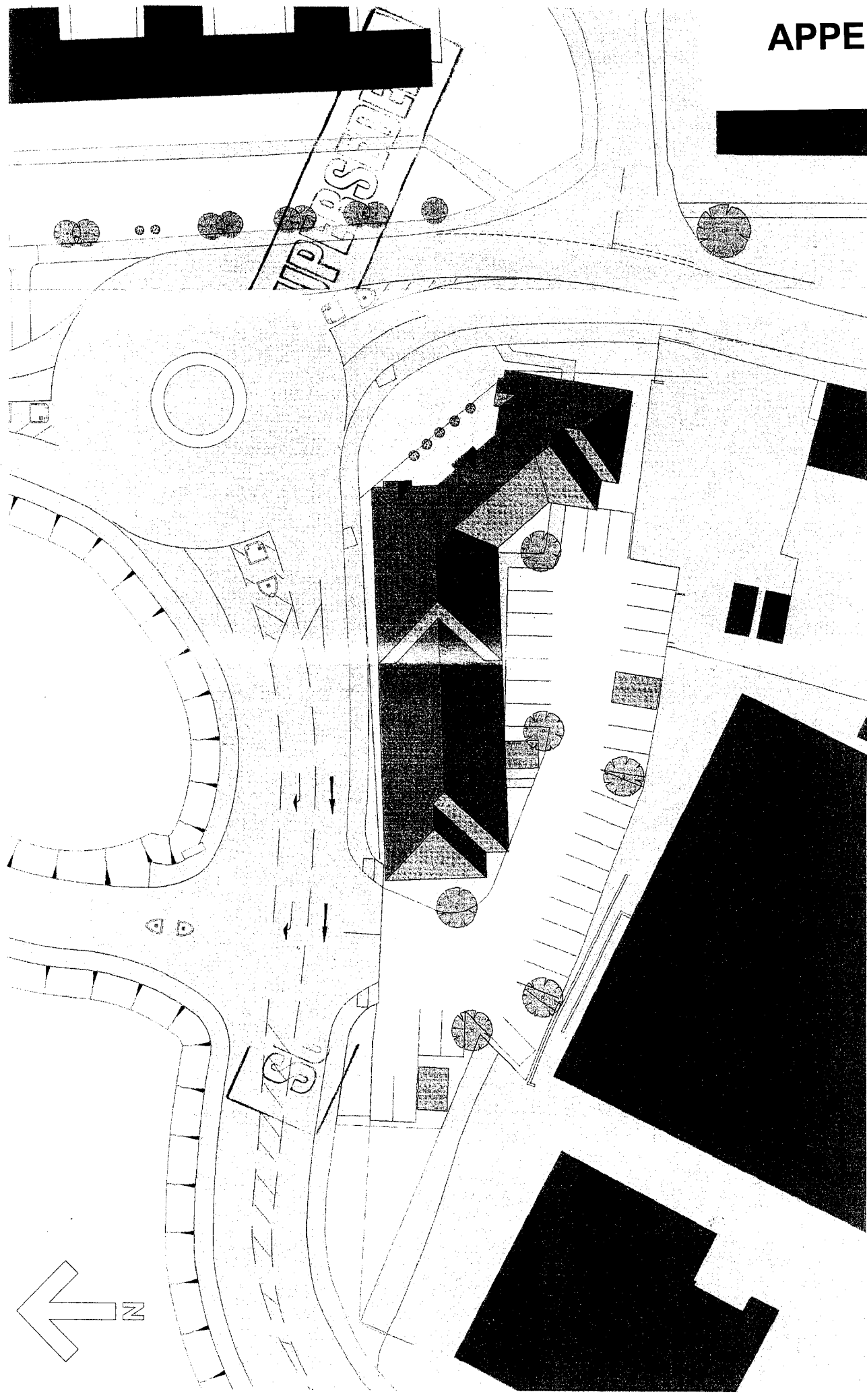


# APPENDIX 1



<b>BHP HARWOOD ARCHITECTS</b> Pileately House, London Road, Bath BA1 8PW Tel: 01225 489703 Fax: 01225 489211 20 Mill Street, Wantage, Oxon OX12 9AQ Tel: 01235 761166 Fax: 01235 761669	<b>CLIENT:</b> SOCHA	<b>PROJECT:</b> FORMER BUS DEPOT SITE, CORNER OF GROVE STREET & LIMBOROUGH ROAD WANTAGE	<b>DATE:</b> June 2005	<b>SCALE:</b> NIS	<small>THIS DRAWING AND ALL ITS CONTENTS ARE THE PROPERTY OF BHP HARWOOD ARCHITECTS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, EITHER WHOLLY OR IN PART, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF BHP HARWOOD ARCHITECTS.</small>	<b>REVISION:</b>	<b>TITLE:</b> LOCATION PLAN	<b>DWG NUMBER:</b> W1343.305	
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# APPENDIX 1

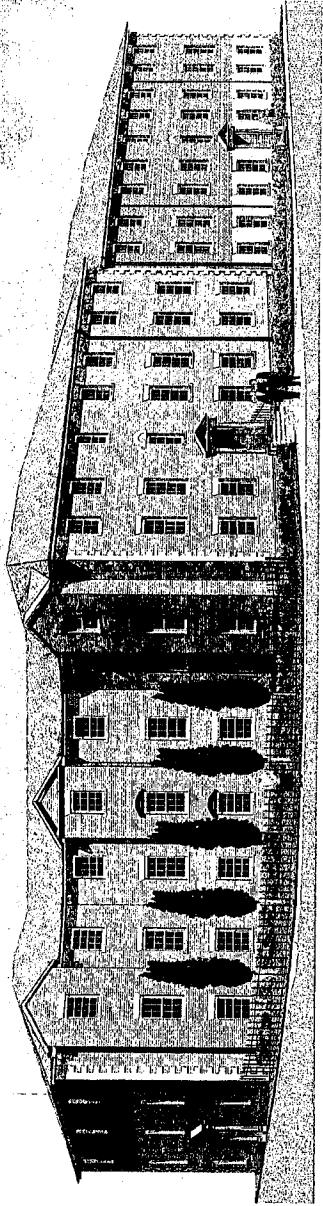


**SUPERSEDED LAYOUT**

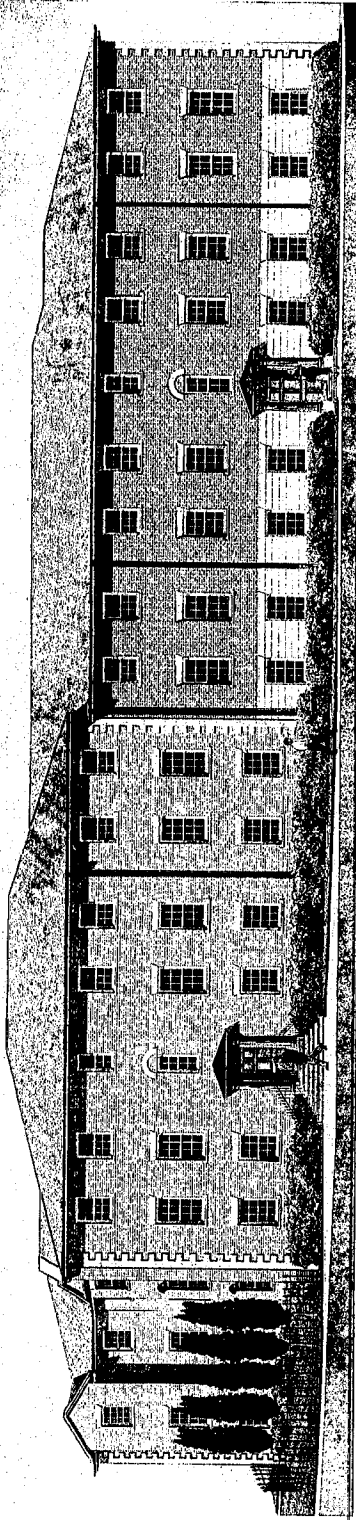
<b>BHP HARWOOD ARCHITECTS</b> Picaadilly House   London Road   Bath BA1 1BPW Tel: 01225 489103   Fax: 01225 489011 20 Mill Street   Wantage   Oxon OX12 9AQ Tel: 01235 784168   Fax: 01235 750585	<b>CLIENT:</b> SOHA	<b>PROJECT:</b> FORMER BUS DEPOT SITE, CORNER OF GROVE STREET & LIMBOROUGH ROAD WANTAGE	<b>DATE:</b> June 2005	<b>SCALE:</b> n/s	<small>NOTES:</small> THIS DOCUMENT IS NOT TO BE LOANED FROM THE DRAWING OFFICE. ANY REPRODUCTION OR TRANSMISSION OF THIS DOCUMENT IS STRICTLY PROHIBITED. COPYRIGHT © 2005 THIS DOCUMENT IS THE PROPERTY OF BHP HARWOOD ARCHITECTS AND IS NOT TO BE LOANED, REPRODUCED, COPIED OR TRANSMITTED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF BHP HARWOOD ARCHITECTS.	<b>REVISION:</b>	<b>TITLE:</b> SITE PLAN	<b>DWG NUMBER:</b> W1343300 <b>REVISION:</b>
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WAW/9061

# APPENDIX 1

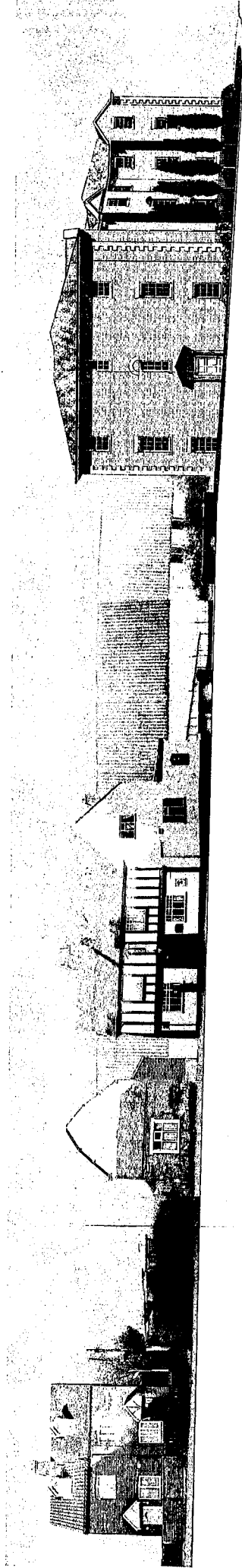


VIEW FROM CORNER OF GROVE STREET AND LIMBOROUGH ROAD



ELEVATION TO LIMBOROUGH ROAD

SUPERSEDED



ELEVATION TO GROVE STREET

SUPERSEDED ELEVATIONS

**BHP HARWOOD ARCHITECTS**  
 Picozilly House  
 London Road Bath BA1 6PW  
 Tel: 01225 499103 Fax: 01225 469011  
 20 Mill Street, Wantage, Oxon OX12 0AQ  
 Tel: 01235 764186 Fax: 01235 762569

**CLIENT:**  
 SOHA

**PROJECT:**  
 FORMER BUS DEPOT SITE, CORNER OF  
 GROVE STREET & LIMBOROUGH ROAD  
 WANTAGE

**DATE:**  
 June  
 2005

**SCALE:**  
 Various

**NOTES:**  
 ALL DRAWINGS ARE TO BE CHECKED BY THE ARCHITECT  
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**REVISION:**

**TITLE:**  
 ARTISTS IMPRESSIONS

**DWG NUMBER:**  
 W1344\_304

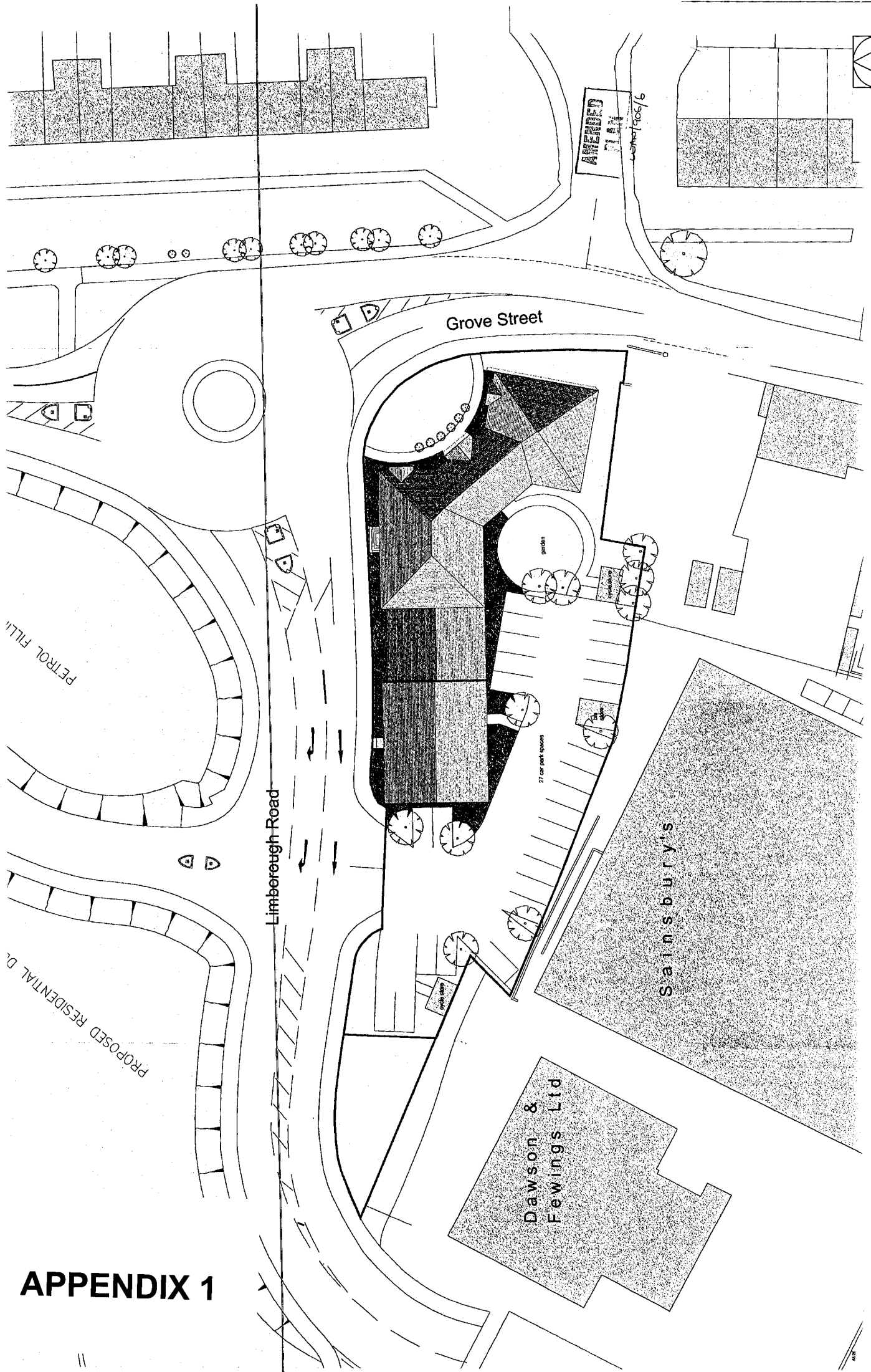
**REVISION:**

WALEY & PARTNERS  
 DISTRICT ARCHITECTS  
 11 BRIDGE  
 CORNHILL, LONDON  
 WC1N 3DF



BHP HARWOOD  
 ARCHITECTS

AMENDED LAYOUT

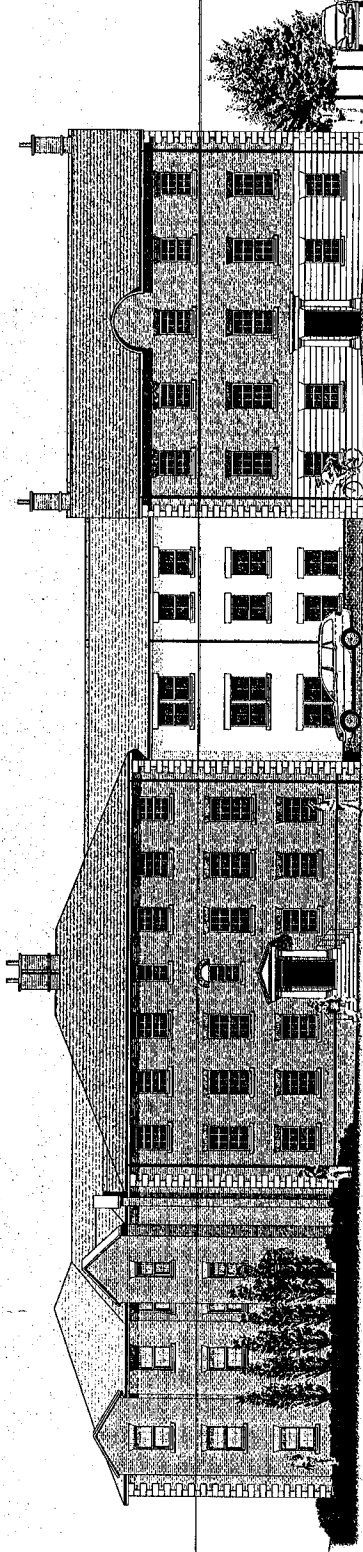


APPENDIX 1

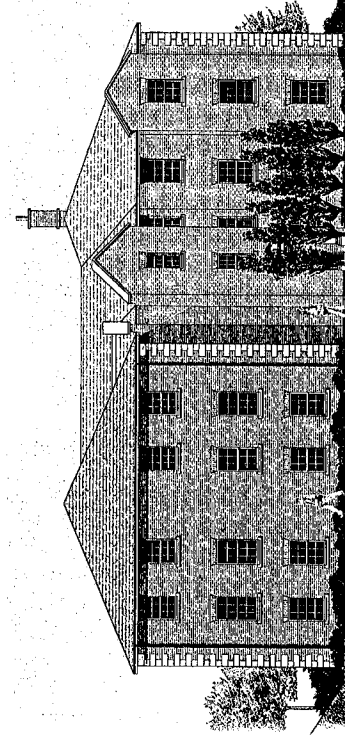
BHP HARWOOD ARCHITECTS	CLIENT:	PROJECT:	DATE:	SCALE:	REVISION:	DWG NUMBER:

# APPENDIX 1

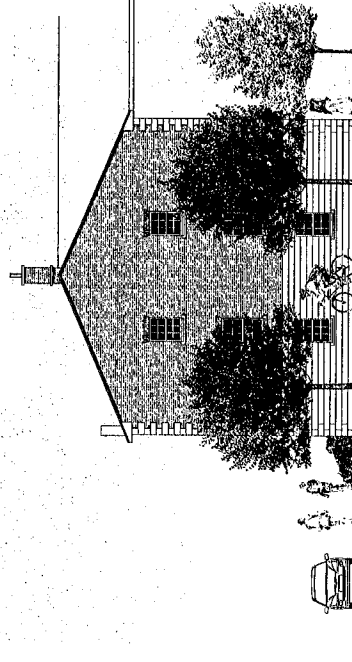
AMENDED ELEVATIONS



ELEVATION TO LIMBOROUGH ROAD



ELEVATION TO GROVE STREET



SIDE ELEVATION LOOKING TOWARDS GROVE STREET

AMENDED PLAN  
20/09/06/06



BHP HARWOOD ARCHITECTS

<b>BHP HARWOOD ARCHITECTS</b> Piccadilly House, London Road, Bath BA1 5PW Tel: 01225 488103 Fax: 01225 488011 20 Mill Street, Wantage Oxon OX12 8AQ Tel: 01225 704166 Fax: 01225 760588	<b>CLIENT:</b> SOHA	<b>PROJECT:</b> FORMER BUS DEPOT SITE, CORNER OF GROVE STREET & LIMBOROUGH ROAD WANTAGE	<b>DATE:</b> Sept 2005	<b>SCALE:</b> 1/100	<small>NOTE:</small> ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.	<b>REVISION:</b>	<b>DWG NUMBER:</b> WY1338, SK101
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TITLE:  
COLOURED ELEVATIONS

## APPENDIX 2

### WANTAGE TOWN COUNCIL COMMENTS (ORIGINAL SCHEME)

Strongly object. This is over-development of the site. The building is too tall given that it stands on land that rises up as approached from the north, making it stand above other buildings in the vicinity. The vernacular is inappropriate and of little architectural merit. The building looks like an institution or a workhouse. It would contribute to the erosion of the historic feel of this market town. If this were to be approved, the property should be named "Bleak House". We applaud the intention to provide social housing, and trust that it will be of a suitable proportion. We would request the opportunity of a representative of the Council to speak concerning this application at the meeting at which it is considered by the Development Committee.

### WANTAGE TOWN COUNCIL COMMENTS (AMENDED SCHEME)

Object. The proposals represent a considerable improvement on the previous submission. We remain concerned about the height of the building relative to those around given that the site stands towards the top of an incline travelling southwards from Grove Road. Would it be possible to reduce the building height by use of dormer windows and lowering the roof height? The materials used should be sensitive to the area, and we would like to be consulted on the suitability of these.

copied for  
ACB

# McCoy Associates Chartered Town Planners

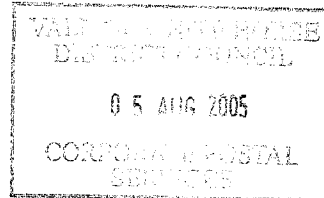
54 New Street • Henley-on-Thames • Oxon RG9 2BT • Tel: 01491 579113  
Fax: 01491 410852 www.mccoyassociates.co.uk email: denis@mccoyassoc.co.uk

4 August 2005

Your ref WAN/906/6

For the attention of Alison Blyth

Assistant Director (Planning)  
The Vale of White Horse District Council  
PO Box 127  
The Abbey House  
ABINGDON OX14 3JN



Dear Sir

**re: Residential development of 33 flats together with associated parking and landscaping at the former Bus Depot, corner Grove Street and Limborough Road, Wantage**

Thank you for the drawings of the above project received on 28 July which was discussed at the Architects Panel meeting on 3 August and on which you have requested design comments.

This proposal is very different from the one on which I commented by letter dated 7 March 2005. In my judgement it is superior in urban design terms, as regards its relationship to its setting. The massing I believe would relate satisfactorily to the recent road works, establishing a gateway feature.

The panel commented on the apparently generous storey heights. Assuming that cill heights are constant on each floor the drawings (stated as being 1:125) indicate a "piano nobile" ceiling height of more than 3m. I think it desirable to request one or two sections to clarify this aspect of the proposal. They would have the added benefit of confirming the bold eaves projections illustrated on the rendered images. I consider them important to the success of the scheme, and they are not so obvious on the other drawings.

The hierarchy of fenestration is a striking characteristic of the proposal. If it is considered a valid design approach where the living rooms are generally identical in plan on all floors might it be even more attractive with 3 pane sashes over 6 on the top floor? This would be more traditional, and would ensure the panes there retain vertical proportions.


I offer that comment more as a contribution if any further refinements are being considered than as a recommendation. The doorways to Limborough Road are of much more importance: I do recommend resisting the deeply recessed panelled

doors shown on these drawings. They would I think be very much at odds with the aesthetic of the buildings.

If these caveats receive appropriate attention I consider the design of the proposal can be supported.

I suggest requiring by condition future approval of the uPVC window details (especially glazing bars) and the reveal details.

Yours faithfully

A handwritten signature in black ink, appearing to read "Denis J. McCoy". The signature is fluid and cursive, with a large, sweeping flourish at the end.

**McCOY ASSOCIATES**

encs

**This letter refers to drawings nos W1343.300-305 and GS250228/100**





**RD Hampshire**  
Crime Prevention Design  
Advisor for Oxfordshire

Witney Police Station  
Welch Way  
Witney  
Oxfordshire  
OX28 6JN  
Tel. 01993 893875  
Fax. 01993 893894

To Miss L Hudson  
Vale of White Horse District Council  
Environmental Services Directorate  
PO Box 127, The Abbey House  
Abingdon  
Oxfordshire  
OX14 3JN

Date 15 August, 2005  
For 'Secured by Design' standards  
and application forms, visit  
[www.securedbydesign.com](http://www.securedbydesign.com)

Your ref: WAN/906/6  
My ref: VALE/25/05-15.8

Dear Madam

**Re: Bus Depot, Wantage**

Thank you for your letter informing me of this planning application, my comments are as follows: -

- 1.1. Unfortunately I was only sent a copy of the site layout; therefore I have not seen the elevations and some of my comments may already have been addressed.
- 1.2. This is quite a large development on the one site and does mean that it has one large car park at the rear. National guidelines and policies require car parks to be smaller, however I appreciate that might be difficult. Therefore I would recommend that the entrance to the area is actually controlled with a set of gates. I appreciate they may have to be more within the development as they cannot impede the highway. However if the car park was redesigned I feel sure they could be accommodated, especially if the isolated cycle store was removed/relocated. In reality I doubt if cyclists will use this facility as it is so far away from their dwelling.
- 1.3. By having a private rear area to the site it will dramatically reduce the risk of crime, because it contains a large number of cars parked in the one location, which could make it a crime hot spot. It will also reduce unwanted parking by inconsiderate motorists and also anti-social behaviour by late night revellers who will pass this area returning to their own homes and use the car park as a toilet.

**APPENDIX 4**

**Vehicle - Courtyard Parking (1) - 'Safer Places - the Planning System and Crime Prevention' states:-**

Courtyard parking that is not adequately overlooked by capable guardians should be avoided. Courtyard parking should be small in size and close to the owners' homes. Notwithstanding the need for natural surveillance, a single, gated narrow entrance will make car crime more difficult.

**Vehicle - Courtyard Parking (2) - 'By Design better places to live' states:-**

Communal parking in courtyards has gained a bad reputation because of inadequately designed parking courts from the 1960's and 1970's, usually located away from housing and therefore lacking surveillance. But more recently it has been shown that secure rear courtyards can be a useful addition to dedicated spaces in front of dwellings. Courtyards that work well exhibit three main characteristics:

They are not car parks but places which have parking in them;

They are overlooked by adjoining houses, or by buildings entered from the parking area; They normally include at most ten parking spaces. If there are more spaces the courtyard layout should be broken up.

- 1.4. I also recommend that all the front elevation on Grove Street and Limborough Road has some ornamental metal railings in front of the dwellings to define the area within as private and that there is sufficient 'set back' to the Limborough Road elevation to ensure that residents there do not suffer anti-social behaviour of persons being able to get immediately in front of the windows.

**Setbacks - 'By Design better places to live' states:-**

The setback of dwellings from the street is a key consideration in terms of: defining the character of the street; determining the degree of privacy given to ground floor windows; accommodating storage and service requirements at the front of the dwelling. It is no exaggeration to say that the success or failure of a street can often depend on the design of a one or two meter setback between the dwelling and the footway.

- 1.5. Crime is higher in towns than rural areas, especially the risk of burglary. To reduce the risk I would ask for a planning condition that the dwellings meet the Secured By Design Award. This will ensure that each unit has good physical security of British Standard doors and windows with approved locks. This condition would meet local and national policies.

- 1.6. I feel my comments are in line with local and national policies.

**Policies**

**Local Plan**

Aim 2 of Local Plan states: - 2:15 'Well designed and laid out new buildings can help to reinforce local distinctiveness and sense of place, and reduce energy consumption and crime.

Section 2.17 states: - 'promoting design which helps to reduce crime and encourage community identity and pride'.

Section 4.12 states: - 'Local Planning authorities have a duty under section the Crime and Disorder Act 1998 to promote community safety. In designing new development, architects and developers should take the opportunity to introduce environmentally sensitive measures that will assist in reducing the likelihood of crime. The principles of natural surveillance and territoriality are considered fundamental in designing against crime. Territoriality is concerned with ensuring that private space is clearly defined from public space, so that the public do not unwittingly intrude upon private property. The Council will require developers to consider measures which will assist in designing against crime.

Policy DC3 The design and layout of new buildings and the spaces around and between them should be arranged to increase security and deter crime.

#### National Guidelines

***As you are aware, crime prevention can be a material planning consideration. DETR guide Safer Places- The Planning System and Crime Prevention (a companion guide to PPS1) states: "All planning applications should demonstrate how crime prevention measures have been considered. This should be part of the applicants design statement and could usefully reflect each of the attributes of safe, sustainable places introduced in the document." Safer Places is a companion guide to Planning Policy Statement 1". The policy advice on planning and crime prevention is now contained within PPS1 - with the need for safe communities referenced. PPS1 has put crime prevention at the heart of the planning process.***

'Safer Places The Planning System and Crime Prevention' lists the seven attributes of designing out crime, they are:-

**Access & movement** - places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.

**Structure** - places that are structured so that different uses do not cause conflict.

**Surveillance** - places where all publicly accessible spaces are overlooked.

**Ownership** - places that promote a sense of ownership, respect, territorial responsibility and community.

**Physical protection** - places that include necessary, well-designed security features.

**Activity** - places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.

**Management and maintenance** - places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

**Secured by Design Award** On pages 49-51 of 'Safer Places - The Planning System and Crime Prevention' it recommends planning conditions and suggest ensuring British Standard Door Sets and windows. The Secured by Design Award requires these same standards and I would ask for a planning condition for all the dwellings and not just for the affordable/social dwellings which they are required to obtain.

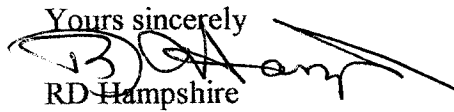
The following is an extract of the suggested wording for a condition that the development achieves the 'Secured By Design' Award.

'The Development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secured by Design' accreditation awarded by the Thames Valley Police. Written confirmation of those measures are to be provided to the Council, as the local planning authority.

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

Thank you for consulting me and as requested your plan is now returned.

Yours sincerely



RD Hampshire

Crime Prevention Design Advisor for Oxfordshire

**APPENDIX 4**

This letter has been copied to the applicant or their agent who is asked to note that the above comments may be a material consideration in the determination of the application but may not necessarily be acceptable to the Local Planning Authority. It is recommended therefore that the applicant or their agent first discuss these comments with the Local Planning Authority.

“Crime prevention advice is given free without the intention of creating a contract. Neither do the Home Office nor the Police Service take any legal responsibility for the advice given.”

This survey/advice is based on information supplied by yourself and current crime trends in the area concerned. I can only give a view on what measures might reduce the risk of crime and there can be no guarantee that the measures will prevent crime.