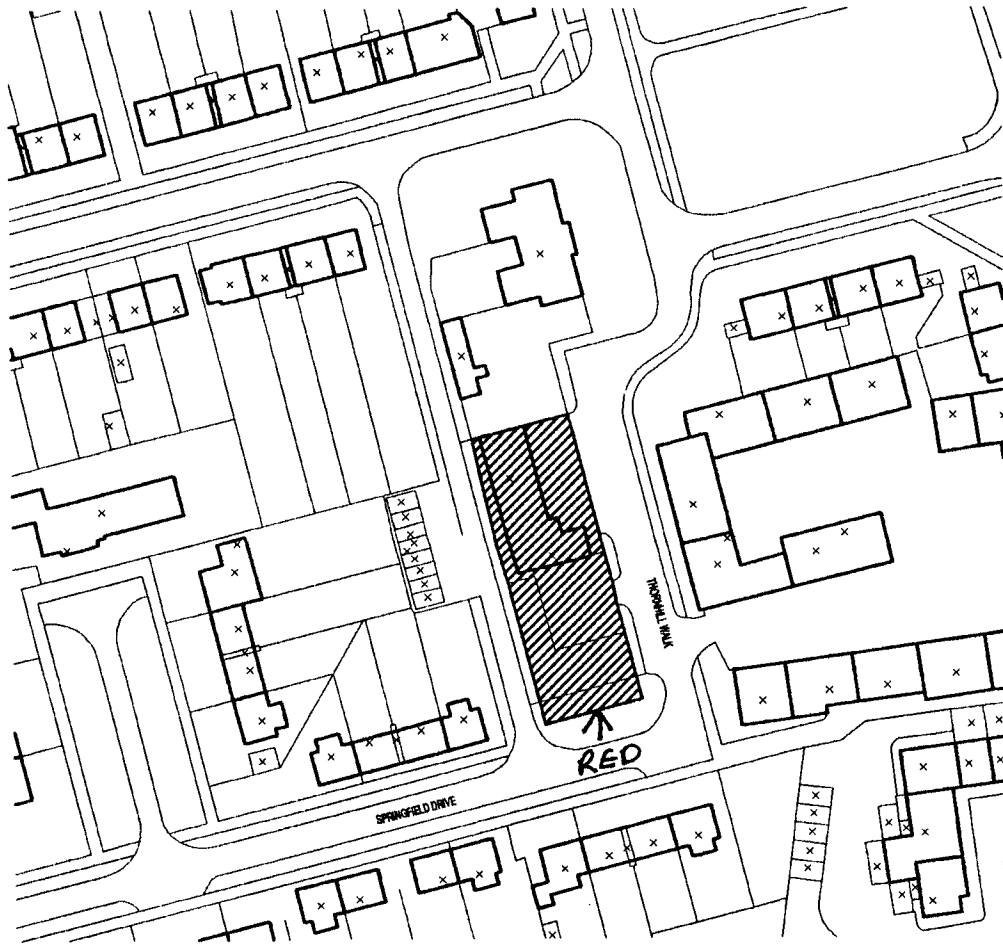


APPENDIX 1



- 1:50 = 3m
- 1:100 = 6m
- 1:200 = 12m
- 1:500 = 30m
- 1:1250 = 75m
- 1:2500 = 150m

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VALE OF WHITE HORSE DISTRICT COUNCIL
 REC'D 05 MAR 2007
CORPORATE POSTAL SERVICES - 6

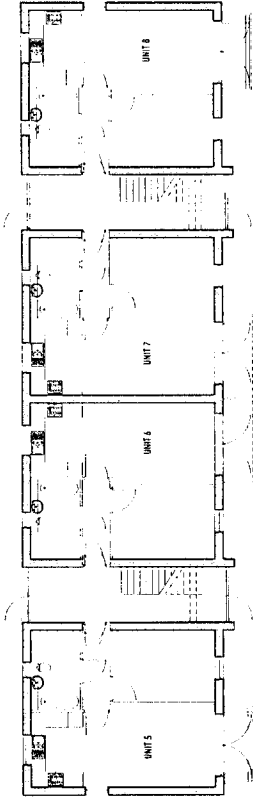
The ANDERSON ORR Partnership The Studio, 70, Church Road, Wheatley, OXON, OX33 1LZ t: 01865 873936	scale 1:1250	client CRANBOURNE HOMES LTD	
	date DEC/06	drawing LOCATION PLAN A4	
PROJECT PROPOSED RESIDENTIAL DEVELOPMENT SPRINGFIELD DRIVE, ABINGDON, OXON	drawn PJS	no. 06116-L01	
	job 06116	rev (blank)	(blank)

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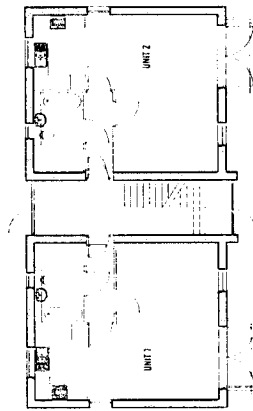
APPENDIX 1

BLOCK B

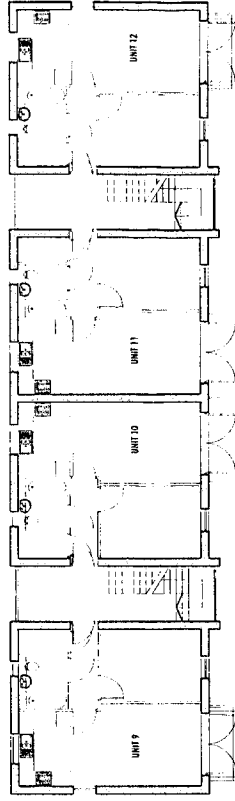


GROUND FLOOR PLAN

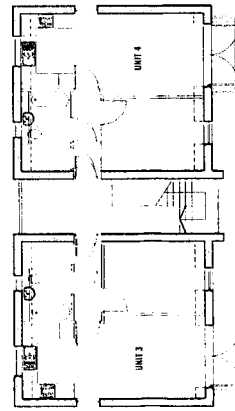
BLOCK A



GROUND FLOOR PLAN



FIRST FLOOR PLAN



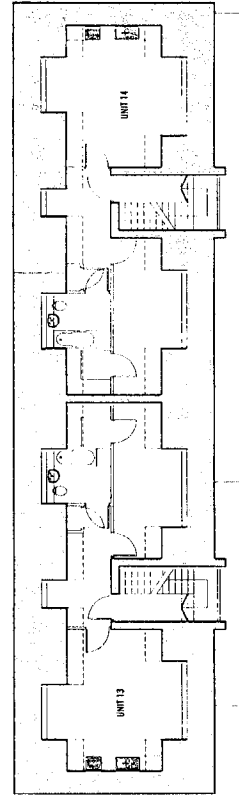
FIRST FLOOR PLAN

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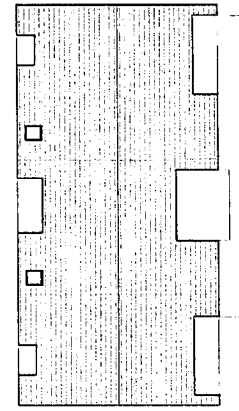
FIRST FLOOR PLAN

FIRST FLOOR PLAN

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SECOND FLOOR PLAN



ROOF PLAN

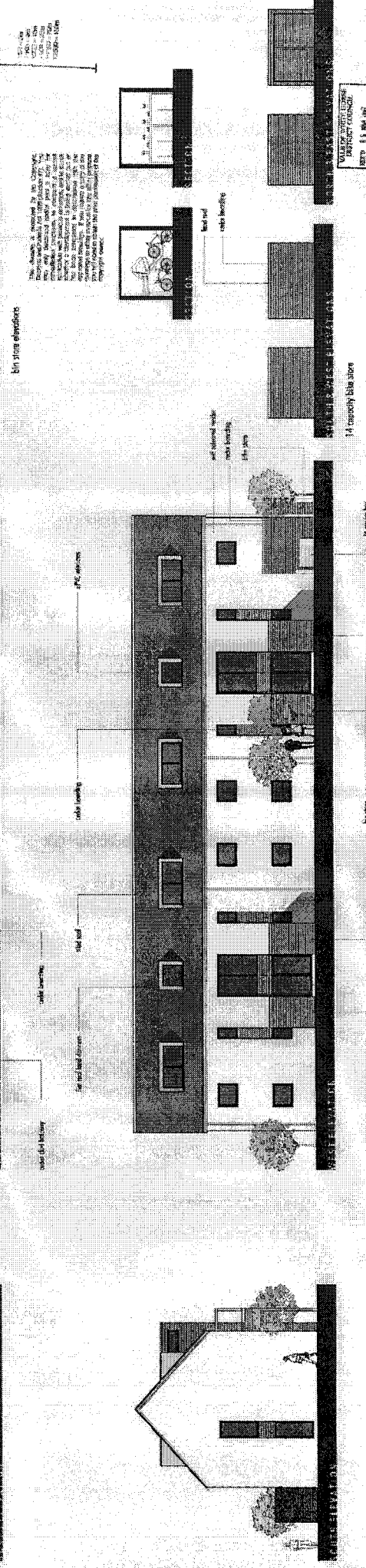
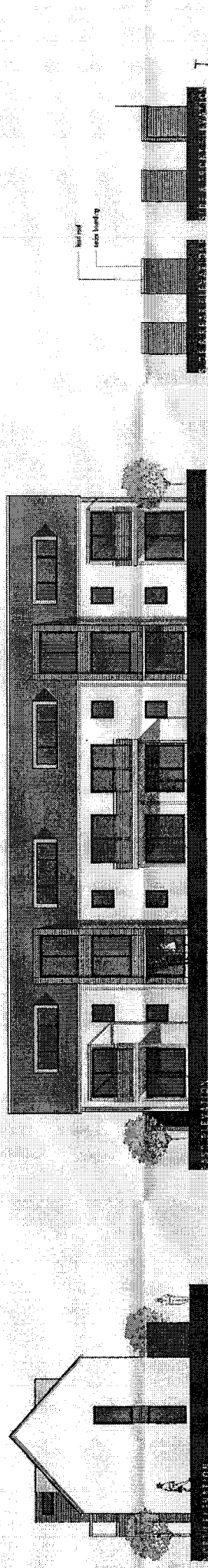
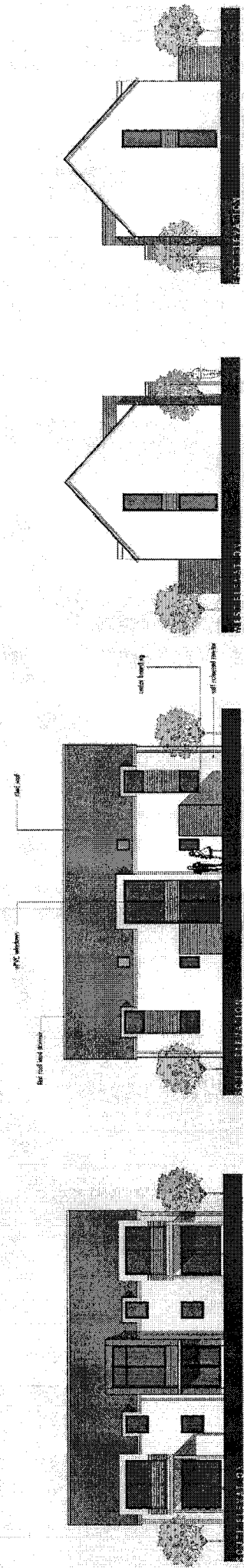
All dimensions must be checked on site and noted on drawings. The drawings are provided for information only and should be checked by a Structural Engineer before use. For use in structural design only. Check for errors.

The ANDERSON ORR Partnership The Andlers, 70, Church Road, Warwick, COVENTRY, CV3 1JF, 01916 817938		Scale: 1:100	Client: CRANBOURNE HOME
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT SPRINGFIELD DRIVE, ABINGDON, OXON	Author: NP	Drawn: REC/06	Revised: 06/16/2016
Drawn by: NP	Checked by: NP	Approved by: NP	Version: A
Drawn on: 06/16/2016	Drawn by: NP	Drawn by: NP	Drawn by: NP

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APPENDIX 1

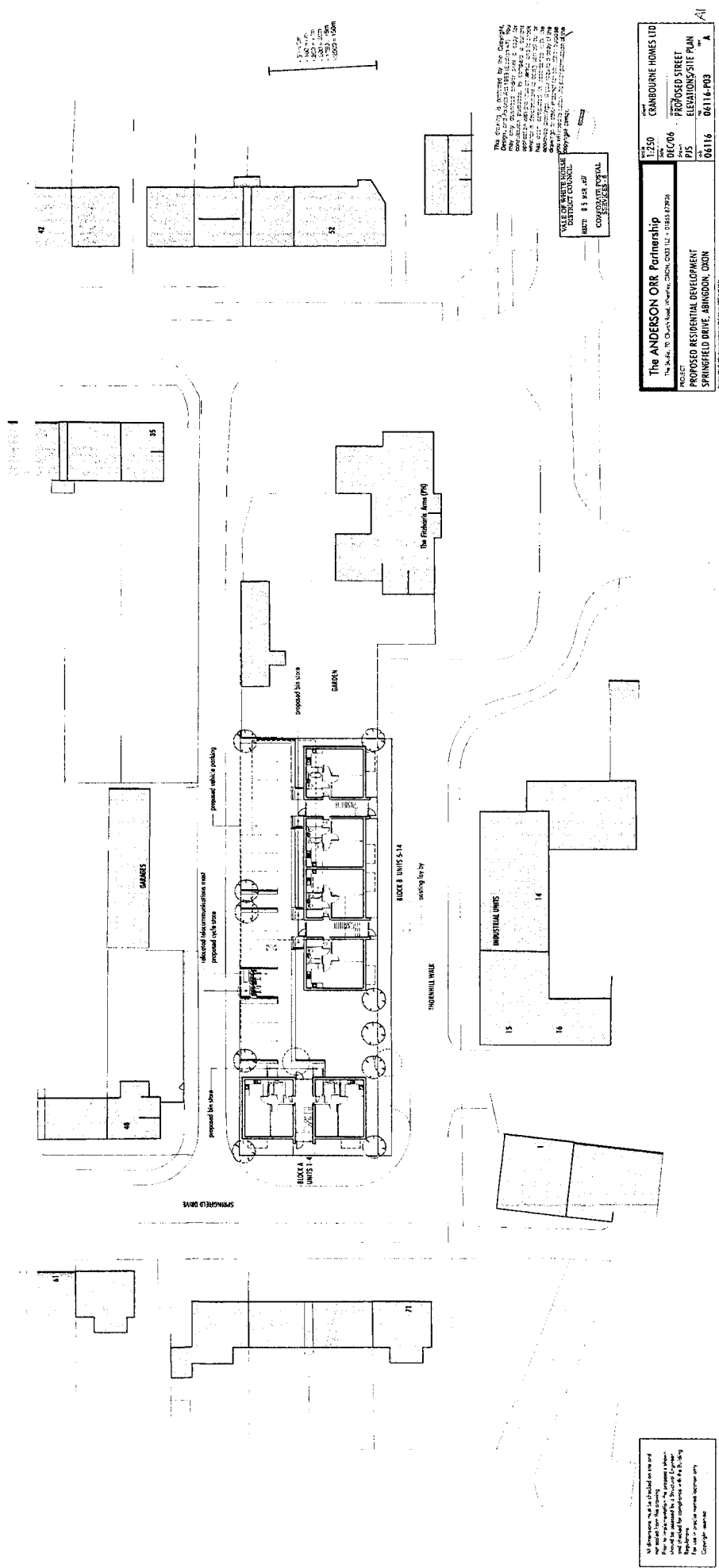
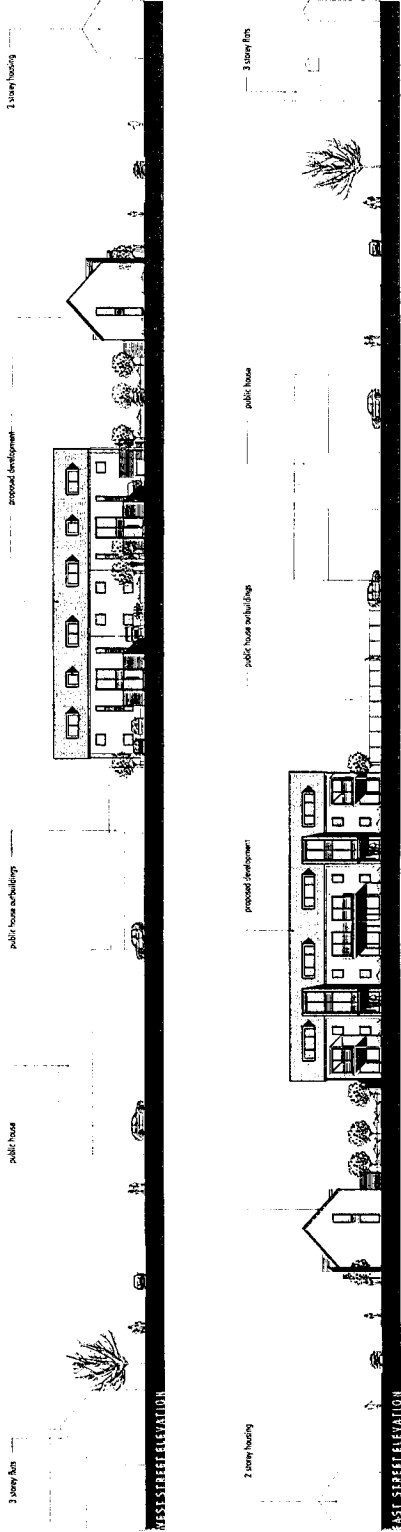


All elevations are based on the site plan. The elevations are for informational purposes only. All elevations are subject to change without notice. Copyright © 2014

The Anderson Orr Partnership		CHARLENOIR HOMES LTD	
PROJECT	PROPOSED RESIDENTIAL DEVELOPMENT SPRINGFIELD DRIVE, ARLINGTON, ONTARIO	DATE	06/11/16
DATE	06/11/16	PROJECT NO.	06/11/16-002
SCALE	AS SHOWN	DATE	06/11/16
BY	[Signature]	DATE	06/11/16
CHECKED BY	[Signature]	DATE	06/11/16
APPROVED BY	[Signature]	DATE	06/11/16

07/00 329 / 101 A80 / 10456 / 5

APPENDIX 1



This drawing is submitted by the Applicant for the purpose of obtaining planning permission for the proposed development. It is not to be construed as a contract or as a statement of fact. The Applicant is responsible for the accuracy of the information provided. The Council is not responsible for the accuracy of the information provided. The Council is not responsible for the accuracy of the information provided.

The ANDERSON ORR Partnership The Old Mill, Church Lane, Church, Chesham, Bucks, HP8 4JQ		Client: CRANBOURNE HOMES LTD	
Project: PROPOSED RESIDENTIAL DEVELOPMENT SPRINGFIELD DRIVE, ABINGDON, OXON		Site: PROPOSED STREET ELEVATIONS SITE PLAN	
Drawing No: 08116		Drawing Title: 08116-P03	
Scale: 1:250		Date: 08/11/16	
Author: JPS		Check: JPS	
Drawn: JPS		Approved: JPS	

07/00 329/191
ABE/10456/5

All dimensions shall be checked on the ground. Prior to construction, the Applicant shall ensure that the proposed development is in accordance with the approved plans. The Applicant is responsible for the accuracy of the information provided. The Council is not responsible for the accuracy of the information provided.

THE ANDERSON ORR PARTNERSHIP

DESIGN STATEMENT

This Design Statement aims to provide a brief background to the above site and surrounding context, and describe the design philosophy. It should be read in conjunction with the drawings submitted.

THE DESIGN COMPONENT

The following section will outline the design principles and concepts that have informed the proposed scheme – these can be defined in terms of the amount, layout, scale, landscaping and appearance of the development.

AMOUNT

The proposed scheme seeks to create 14 number, 1 Bed residential units contained within two blocks, arranged over two and three floors. The proposed scheme would create a total floor area of circa 9000 sq.ft., replacing the now redundant former Abingdon ambulance station building and surface parking areas.

The footprint of the buildings effectively forms a broken 'L' shape running parallel to Thornhill Walk then turning the corner into Springfield Drive. Pedestrian access is via Springfield Drive and Thornhill Walk, with vehicular and cycle access to the rear along the shared access road.

LAYOUT

As described above the layout of the proposed development follows an 'L' shaped configuration, with the two blocks running parallel to their respective roads, broken by a shared amenity space. The composition of the scheme is such that the smaller block to Springfield Drive is made up of four units, while the larger block to Thornhill Walk made up of 10 units. Apartments are arranged around a central entrance and stair, with 2 units per core per floor at the lower levels, and 1 unit at the second floor level, to the Thornhill Walk Block.

The layout seeks to respond to the surrounding built form, and is designed so as to address both street scenes equally, with main entrances to the residential apartments located directly off each pavement edge. This is further reinforced by the internal arrangement of the apartments, which whilst being dual aspect, are arranged such that their main outlook is to the street. This not only seeks to create vibrancy and activity to the street frontage but also militates against potential overlooking issues to 48 Springfield Drive.

The layout of the apartments also seeks to take maximum advantage of schemes orientation. The proposal is positioned such that the main body of the scheme sits on a north-south axis, while the smaller block sits east-west. The apartments to the Springfield Drive block are organised such that their internal arrangement makes the most of their southerly aspect, while the Thornhill Walk apartments are designed so as to take advantage of morning sun.

Vehicular parking for all units is located to the rear of the buildings, broken up by landscaping. Rear pedestrian access from the parking areas is provided to each stair core, with the communal bin / recycle stores located next to these entrances. Low level planters run along the rear pedestrian route which acts to not only define the space but create defensible areas by pushing people away from the building

APPENDIX 1

edge. A shared covered and secure cycle compound is located at the rear of the relocated telecommunication mast.

SCALE

The scale and form of the proposal has been carefully designed to enhance the site, whilst respecting the scale and massing of Springfield Drive and Thornhill Walk

The application is designed to address this difficult corner plot and the varying relationship along its facades. The current building sits out of scale with the neighbouring properties, and at odds in terms of position, orientation and mass. The new proposal seeks to address these issues, by producing a scheme, which is closer in use, form, scale and articulation to the neighbouring buildings. The scheme is designed such that the massing steps up in height as it turns the corner into Thornhill Walk, thus moving from the domestic scale of Springfield Drive, to the more elevated scale of Thornhill Walk.

Careful attention has been paid to the relationship of the proposed scheme and the neighbouring buildings, in order that the scale and mass are appropriately proportioned. The block to Springfield Drive has been design such that the eaves level of the proposed, matches as closely as possible that of the neighbouring residential terrace, as a result elements of the roof space have been utilised, within the first floor accommodation. As described previously the scale of the proposals then step up along Thornhill Walk, the main body of the building being 2 storeys, but with additional apartments contained within the roof space, facilitated through the use of flat roofed dormers. The height of the building to the Thornhill Walk frontage has been designed such that it relates more closely to that of the neighbouring Public House and flats; while the amenity space between the blocks acts as a mediating space between these differing street frontages.

These changes in scale are further reinforced by the stair tower elements, which punctuate the mass of the buildings not only creating visual markers, but breaking them up into series of more humanist components.

The mass and proportions of the scheme have therefore been carefully considered in order that the proposed scheme does not appear dominant and overbearing, but creates a sympathetic yet dynamic contemporary infill to this corner plot.

LANDSCAPING

In terms of landscaping the scheme has been designed in order to maximise the useable areas of amenity space. Each apartment is provided with a zone of defensible private amenity, complemented by the use of balconies to first floor apartments, while the remaining space has been grouped together to form one meaningful space between the blocks for all the enjoyment of all residents. Landscaped planters are used at the rear of the scheme in order to break up parking areas, and create an effective buffer between the pedestrian route and the kitchens and bathrooms of the apartments behind. Trees are proposed to mark the threshold of the amenity space to back of pavement, as opposed to a hard treatment. These are intended to define the space whilst ensuring visual connectivity through the scheme, and provide a degree of vertical interest

APPEARANCE

The architectural language of the proposed scheme seeks to take reference from that of the surrounding context, the contemporary style of the facades responds to the forms of the adjacent terraces, while openings are scaled to reflect a more modern architectural language. A restricted and controlled palette of sympathetic, yet modern materials is proposed, which takes reference from those used in the surrounding area, with render and tile, being the main materials.

APPENDIX 1

The scheme adopts a similar architectural approach to both buildings, with a simple white rendered rectilinear form beneath a tiled pitched roof. Each block is punctuated by contrasting cedar boarded central stairs and entrance enclosures to the street elevations, with cedar and glazed screens within. At the rear the alternative access points are highlighted by two-storey cedar and glazed screens, and are further complimented by cedar boarded bike and recycling stores. Living spaces encompass full height glazed doors, with projecting first floor cedar boarded balconies with steel framing creating a definable zone of defensible semi-private space. Bedrooms, kitchens and bathrooms are identified by simple punch hole windows, whilst full height glazing is introduced to the gable end dining spaces to maximise interaction to these facades. The final architectural element of the scheme is the flat roof lead dormers which facilitate the accommodation contained within the roof zones.

The architectural approach has been carefully considered, with the composition of elements designed to break up the elevation into a series of distinct components, which bring relief and layering to the elevations, creating hierarchy whilst facilitating the architectural space beyond.

We would therefore maintain that the appearance of the proposal whilst contemporary in architectural approach, carefully and respectfully responds to the surrounding context, drawing on the scale, form, rhythm, and proportion of the building elements, to create a scheme that sits harmoniously with its adjoining buildings.

APPRAISING THE CONTEXT

The next section will demonstrate the steps taken to appraise the context of the proposed development. It will explain the context in which the proposal will sit, and how this information has informed the development of the application. This appraisal has been undertaken by following a design process, which includes: assessment, involvement, evaluation, design and use

ASSESSMENT

Currently occupying the proposed development site is the dilapidated former Abingdon Ambulance Station, consisting of a two storey building, a single storey garage facility and areas of surface parking. The surrounding area is made up of numerous residential streets with a public house directly adjacent to the proposed development site and a series of single storey industrial units located opposite.

The urban fabric surrounding Thomhill Walk and Springfield Drive is dominated by typical 1970's style development. The make up of this area is mainly residential, with 2 storey pitched roof houses along Springfield Drive and 3 storey flatted developments mixed with 2 storey houses along Thomhill Walk. The neighbouring public house is all together more dominant in terms of size and scale and stands largely out of place in relation to the surrounding residential context. The styles and selection of materials are relatively consistent with pitched roofs and either brick or rendered walls.

In terms of location the site is situated in close proximity to the Abingdon town centre and its amenities. Transport links are locally available through Radley Railway Station, which is 2.3 miles away, and the M40 junction 8 is approximately 9.6 miles.

INVOLVEMENT

The proposed scheme expounds upon the principles established in outline permissions ABG/10456/2-X and ABG/10456/4-X whereby the reuse of the site for a flatted residential scheme was defined. The current proposals have been developed in consultation with Stuart Walker of Vale of White Horse District Council Planning Department, with the feedback received, carefully considered and integrated into the proposed design.

APPENDIX 1

EVALUATION

As previously noted the redevelopment site is located on the corner of Thornhill Walk and Springfield Drive. The dilapidated buildings on the site orientate onto Thornhill Walk, with a vehicular access route running to the rear of the site, parallel to Thornhill Walk.

As such the proposal has been designed in order to take advantage of the access routes and corner plot aspects. By carefully designing a two block scheme the proposed residential elements respect the street frontages onto Thornhill Walk and Springfield Drive. Such that the proposed development provides a fluid transition of the street perspective and building heights from the predominately two storey Springfield Drive through to the larger scale public house and 3 storey buildings of Thornhill Walk.

DESIGN

We would maintain that by thorough assessment of the site and the surrounding context and the considered evaluation of all the information collected we have been able to produce a scheme that is thoughtfully designed, inclusive and will positively contribute to and enhance its surroundings.

USE

As noted the use and make up of the proposed development as a flatted residential proposal has been previously defined in outline planning permissions. We would maintain that this is an appropriate use for this site given surrounding context, and furthermore will provide units of the type and size that will contribute to the diversity and demands of the local market.

THE ACCESS COMPONENT

In line with the requirements the following access component of this statement relates only to "access to the development" and therefore does not extend to internal aspects of individual buildings

Vehicular access to the site will be via the access route running parallel to Thornhill Walk to the rear of the site accessed via Springfield Drive. Pedestrian access points are proposed to both the front and rear of both blocks. Access is provided directly off the street and is conveniently located next to the off street parking provision. The location of the access points is clearly distinguishable through the change in material and canopy additions providing shelter over the entrances.

The new buildings seek to will comply with the requirements of Part M of the Building Regulations, with all the residential units accessed via a level entrance and ambulant disabled stair.

Bin and recycling storage facilities for general waste has been provided for all residential units, conveniently located beside the rear access points and parking provision. Safe and secure covered cycle storage is provided next to vehicle parking behind the maintained telephone mast.

Access for emergency and refuse vehicles will remain unaltered, and be via Thornhill Walk, Springfield Drive and the shared rear access way.

CONCLUSION

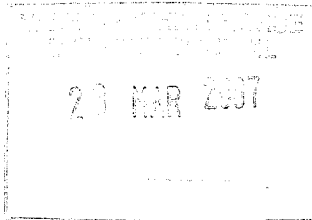
The site at Thornhill Walk provides a good development opportunity that will not only improve the immediate site but contribute to the diversity and character of street scene. This project is seen as a chance to set a precedent for high quality contemporary developments.

APPENDIX 1

The proposed residential development has evolved through careful consideration of the site and its urban context, and consultation with the Local Authority. As a result we would maintain that this is a sensitive scheme that respects its surroundings.

We would therefore conclude that the proposal in terms of its form, scale, height, language, use and materials is an appropriate development that will enhance this site.

APPENDIX 2



Stuart Close
Abingdon
Oxon
OX14 1SE

Telephone:
(01235) 530538

Email:
monicalovatt@msn.com

27 March 2007

Mr Stuart Walker
Principal Planning Officer
Development Control
Vale of White Horse District Council
Abbey House
Abingdon
Oxon
OX14 3JE

Dear Stuart,

Application no. ABG/10456/5.

Ambulance Station, Springfield Drive, Abingdon. Oxon. OX14 1JF.

I am writing to you to raise concerns that local people have about this planning application and to ask that these concerns are raised with the developer.

1. Springfield Drive where it joins with Thornhill Walk has an 'S' bend finishing outside the Fitzharris Arms. On the first corner there is the entrance to the Fitzharris Industrial Estate where approximately a dozen businesses operate. There is a narrow entrance which large lorries find difficult to access now, often having to go to the far end of Springfield Drive to turn as they find it easier to approach from that direction. Often they go up on the grass verge on the corner where one can see the groove the vehicles make. It would solve the problem and be safer if that corner was altered so the lorries can get in and out of the industrial estate more easily.
2. The industrial estate has problems with parking. Someone operates a garage workshop and MOT testing centre there which creates more pressure on the cramped car parking space. On Friday afternoon there was barely room to move with all the parked cars. Some park opposite the estate where the flats will be. Where will they park when the flats have been built? It will be a big problem. They may well park in the lay by that is designated for visitors to the flats.
3. Local residents' are worried that with the block of flats facing Springfield Drive being in line with number 48, that the corner will be difficult to see round and become a 'blind corner'. The worry also stems from the number of elderly people and schoolchildren who walk round there. There are the older peoples' bungalows in Trendell Place, the flats in Thornhill Walk as well as a walkway through to the shops in Wootton Road. There are several secondary and primary schools in the immediate area with parents waiting in their cars to pick up children after school.
4. The flats are not particularly attractive, and the existing houses were built in 1950 not 1970 and have the top halves rendered white not the whole frontage.
5. There are concerns about overlooking particularly in regard to the balconies. Will people be able to sit on them? If so, no doubt they will hang washing there as well. Could they not be Juliet balconies instead?

I am sure that there will be sufficient objections so that the application will come before the Development Control Committee, if not I would like to request as a local member that it is considered by the committee.

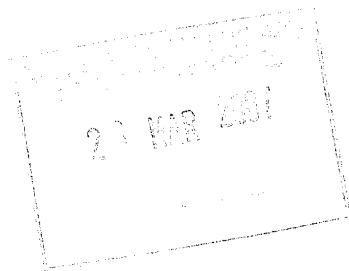
Thank you.

Yours sincerely,

A handwritten signature in cursive script that reads "Monica". A horizontal line is drawn underneath the signature.

Monica Lovatt

Councillor Fitzharris Ward.



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 April 2007
your ref **ABG/10456/5**

For the attention of Alison Blyth
Deputy Director (Planning and Community Strategy)
The Vale of White Horse District Council
PO Box 127
The Abbey House
ABINGDON OX14 3JN

email and post

Dear Sir

**re: Demolition of existing buildings. Erection of two buildings containing 14 one-bedroom flats with associated access, amenity space, car parking and landscaping
Ambulance Station, Springfield Drive, Abingdon**

Thank you for the drawings of this project received on 29 March which was discussed at the Architects Panel meeting on 4 April and on which you have requested design comments.

This application is accompanied by a persuasive Design & Access Statement whose preparation has clearly informed the design.

The result in my judgement is an aesthetically elegant contemporary proposal which would enhance the architecturally modest surroundings of the site.


With the size and form of the public house giving it a very emphatic presence I consider the three storey building will prove a satisfactory neighbour in terms of height and bulk. Its relationship with lower buildings nearby would I consider be visually interesting and so not dominant.

In short I have no hesitation commending the design of this scheme to Members.

If permission is being granted I suggest reserving for further approval fuller details of those dormers whose cheeks appear to be a continuation of the rendered wall surface. They look attractive on these drawings, but if difficult to detail could become clumsy.

Your papers and drawings are returned with the postal copy of this letter.

Yours faithfully



McCoy Associates

encs

This letter refers to drawings nos 06116-P01 to -P03 all revA, location plan, design and access statement, and planning statement

Denis F McCoy DiplArch(Oxford) ARIBA FRTPI FRIAI

Christopher R Baker Company Secretary

McCoy Associates Limited, company registered in England no 4457420
VAT No. 363 3525 59