Summary of Consultee Responses and Cotswold Homes Responses (December 2023)

Consultee	Date of comment	Summary/Actions Requested	Comments/Response
Application PL/2023/05471 – Reserved Matters Application			
Urban Design	14.07.2023	1. The standard sized car bays where placed tight alongside and between the side facades of some houses ie car bays P: 3/4 10/11 and 12/13 do not allow adequate width to feasibly or conveniently draw refuse bins and cycles past and across the end of these from their rear gardens. This would be a poor level of amenity and encourage bins / vehicles to be left at the front of the property /in the street to the detriment of the street scene. It is normal for housebuilders to incorporate a margin of around 600m down the side of bays in this situation or a 1metre strip between the bays. The above plots should similarly incorporate the greater car bay widths shown for other plots, eg P14 and P15/P16.	1. Parking spaces for all plots of concern have now been amended slightly to allow for greater widths. This now allows for a car and some allowance for bins to be moved from front to back of the properties as requested. The one instance where this has not been possible is for plots 3/4. To achieve wider parking spaces would require us to encroach in to the open space to the North or to push plots 6-9 further south. Pushing to the north is not possible due to the constraints on flood risk and drainage with the drainage plans showing, in accordance with the Outline FRA, a line dissecting the site which development cannot breach. The area immediately to the north of plot 1 also incorporates the cut out for flood compensation. Pushing further to the south would mean that plots 6-9 move closer to the existing properties further to the south of the site and we believe that the harm caused to those occupants far outweighs any harm caused by the parking for plots 3/4 making it slightly more difficult to get a bin from the front to the back of the properties. On the basis that we have manage to accommodate this request for all plots other than for plots 3 and 4 and that the parking for plots 3 and 4 accords with the widths required by highways, in the balance we hope you will agree that this is acceptable.
		2. The side facades of house 1 , and house 23 side directly onto public open space and would be vulnerable to ball games etc . A defensible space at least 1 metre deep should be formed down these sides ie a low wall or railings to deter informal public approach up to the windows in these facades but maintain an attractive backdrop of these and outlook from these.	2. As per comments on point 1 above, it is helpful to review these comments alongside the drainage plans and levels. Regards plot 1, there will be no issue with the interface between open space and plot 1 on the basis of the level change between this side elevation and the open space to the north of it, including a cut out embankment for the flood compensation. See below extract from the cut and fill plan on drainage:  We therefore have proposed no changes in relation to plot 1.

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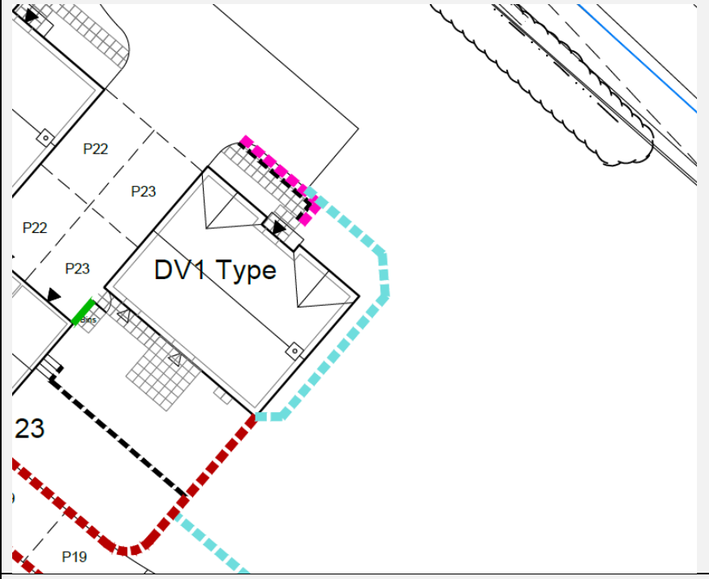
Urban Design	14.07.2023		The open space to the side of plot 23 will be flatter than that to the north of plot 1 and therefore we have amended the Boundary Treatments Plan (drawing number 897-101) to now show a knee rail giving some protection and deterrence to any issues regarding ball games and want of those in the open space to utilise this side wall of plot 23 – it will now be clear that there is some separation and the side of plot 23 is not a party wall. Extract from the Boundary Treatments Plan showing this below: 
		3. Brickwork is shown throughout on the 'Site Layout- Wall Materials' Plan for the rear garden boundary walls facing the street which would not accord with Malmsbury Neighbourhood Plan Volume II Task 8.15 ie they should be in stone almost exclusively - NP Task 8.15 *'Most of the boundary walling in the historic core of the town is constructed of coursed rubble stone. The majority of them, even retaining walls, are of dry stone constructions and contribute significantly to the character of the town'* and '*Natural rubble stone (or red brick as used locally to a limited degree) is the preferred material for new boundary walling'.*	3. It is incorrect to say that such an approach would not "accord" with the Malmesbury Neighbourhood Plan. Volume II was explicitly described as a guidance document by the Inspector examining the Neighbourhood Plan and it should be used as a material consideration. The proposals put forward seek to deliver a very high quality finish with the entirety of the homes constructed from natural stone; this is not something which is commonly seen in new build developments, with developers around Malmesbury commonly gaining approval and building out of reconstituted stone. In order to provide some variation in the streetscene we have then sought to break the mass of natural stone with brick for all walling. Garages are also proposed in brick on the basis that the designs of the houses are traditional and of course cars would not have been around when the houses would have been originally designed – any garages are now proposed in a way which mimics as though the garages are conversions of outbuildings which were subsequently built and which commonly would have been built out of brick. This approach to using a brick for garages and screen walls to break up the streetscene is something which we have delivered very successfully elsewhere including on a number of developments we have built recently and are currently building in South Gloucestershire. An example below/overleaf:

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Urban Design	14.07.2023		 We are putting a great deal of expense in to the quality of the houses and whilst we aren't proposing a substandard material for the walls, we are proposing a material which will be far less costly than natural stone. It is anticipated that a condition would be imposed securing the sample of the brick to be used and we do believe that as per the above justification, brick walling will deliver a high quality aesthetic.
		4. The 'Roof Materials Plan' key references 'Concrete interlocking tile Dark Red' which would not accord with Malmsbury Neighbourhood Plan Volume II Task 8.19 '*Design of new buildings should incorporate roofing materials and patterns that complement the houses and buildings in Malmesbury's historic core area'* It says there is a preference for natural stone to be incorporated in new development and natural clay and natural slate are listed in the alternatives, whereas Concrete roof tiles are not. There are other recent development proposals in Malmesbury that have specified a Sandtoft natural clay traditional pantile (not uncharacteristic modern 'Double Roman' Pattern) and/or a reconstituted slate but avoided 'Concrete'.	4. As per comment "3" above, it is incorrect to state that the designs put forward are not in accordance with the neighbourhood plan. Volume II us a guidance document. As explained in comment "3" above, the same applies to the roof tiles. The designs incorporate a high cost in terms of the quality of the material which will be most abundant and will be most impactful to those moving through the site in the form of natural stone walling for the houses. The roofs of the plots will not be as visible in the streetscene and the quality of man made roof tiles now makes it very hard for those on the ground to know if the tiles are natural (clay for instance) or man made. The image shown in comment "3" above is a natural stone house with a concrete tile and we believe it delivers a very high quality finish. We have plenty of other examples of developments we have built with a man made tile which have delivered a very high quality aesthetic and would hope that on balance, you would agree that the approach to putting the bulk of the cost in to the facades of the houses which will be the most impactful element of the built form is the right approach and does accord with policy. Another example below/overleaf, this time of a development in Corsham, Wiltshire using natural Cotswold style stone and a man made roof tile:

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Urban Design	14.07.2023		
Highways	25.07.2023	5. Having regard to the above, and subject to the submission of a revised plan to indicate the provision of a continuous footway to the eastern side of the access road extending to the emergency access, I would raise no highway objections	5. This has now been incorporated in to the layout and is shown consistently in the base layout across all the plans in this reserved matters application as well as the discharge of conditions applications
Other Consultee Comments	Numerous	6. There were a number of other consultee responses on this Reserved Matters application, many of which were comments requesting details which do not form part of any of the Reserved Matters (in this case, Landscaping, Layout, Appearance and Scale).	6. No response provided to these comments or any requests within them as they do not form part of the Reserved Matters considerations.

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Application PL/2023/05416 – Discharge of Condition Application in Relation to Conditions 6 (Levels), 9 (Trees) and 21 (Dark Corridor)			
Ecology	23.08.2023	7. Although the revised drawing is welcome, additional information as outlined in our previous response (dated 6/10/21) is still required to address concerns as to how the corridor will be separated from the residential gardens. No information on the boundary features to be included has been provided to ensure that the residential curtilages will be separated from the dark corridor.	7. The comment refers to the Dark Corridor plan which has been submitted in relation to condition 21. A suite of further plans showing boundary treatments as well as ownerships is submitted under the Reserved Matters application and demonstrates that the dark corridor will not only be clearly separated from private ownership through the use of boundary treatments in the form of fencing and walls, but will also fall in the ownership of the management company when the plots and open spaces are conveyed away. The approval of this plan under condition 21, together with the approval of the plans submitted under the other applications will secure this ecological buffer in perpetuity. We have therefore not sought to make any changes and believe that this condition can be discharged.
Application PL/2023/07243 – Discharge of Condition Application in Relation to Conditions 8 (CMP), 10 (Drainage), 11 (Drainage), 12 (Flood Management Plan), 16 (CEMP) and 18 (Travel Information Pack)			
Drainage	12.09.2023	8. The CEMP does not currently detail any drainage arrangements in the construction phase to ensure that surface water quality and quantity is managed throughout construction and as not to increase flood risk, or pollution of watercourses. This is required to satisfy the condition.	8. Now included in the revised CEMP at paragraph 2.5
		9. The applicant should provide detailed drainage calculations that demonstrate the following: • No flooding on the site for the 1 in 30 year rainfall event • No flooding to any building, property, utility plant or water susceptible development (including basements) in the 1 in 100 year + climate change rainfall event • A sensitivity analysis on the network considering surcharged outfall conditions to ensure any resulting flooding will not affect people or property. Within these calculations, the MADD factor must be set to zero and the margin for "flood risk" warning in hydraulic models been set to >= 300mm. If a value other than 0m3/ha is selected for the MADD value, the applicant will need to provide quantitative evidence to demonstrate that this is appropriate. It is unclear whether the applicant has accounted for urban creep in the hydraulic calculations. The applicant must demonstrate that urban creep has been accounted for in line with LASOO guidance. It is noted that a drainage strategy drawing has been provided, however, the surface water drainage layer (showing the pipe network, manholes, and attenuation basin) is not visible. The applicant should re-submit this drawing and ensure all relevant network details are visible. The applicant should provide drawings, including cross sections, of any attenuation features. These should include details on inlets/outlets, levels and proposed freeboard. No development shall commence on site until clear arrangements are in place for ownership and ongoing maintenance of SuDS over the lifetime of the development.	9. New drawings are submitted together with calculations which now accommodate these points and demonstrate they have been accommodated. Exceedance flows are intercepted by the flood compensation depressions and routed back into the SW network via a cowel pipe. Site flows are now reduced by at least 20% for all storms including the 1 in 1 year event. – we used a complex control to do this. It is the intention that both foul and storm water drainage infrastructure will be adopted and we do not therefore provide a maintenance regime for the management of the infrastructure as the water authority will have their own statutory obligations and requirements in terms of ongoing management.

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		10. It is noted that the applicant has provided a drawing of emergency access arrangements, including details on the telescopic bollards as requested. In order to satisfy the condition, the applicant would also need to produce a Flood Risk Emergency Plan document demonstrating the following: • Scope, objectives, and background • Location and proposal • Risk summary • Mitigation measures • Flood warnings and associated actions • Safe access and escape routes (including assessment of Flood Hazard Rating in accordance with EA Guidance FD2320) • Temporary refuge • Post-flood procedures • List of roles • Plan for upkeep and awareness of the plan	10. A version of this will follow as it is currently being drafted.
Ecology	23.10.2023	11. *Regards the CEMP* Information required: 1. The Construction Management Layout Plan needs to be included in Appendix 1. 2. Information on the procedure for what to do if a reptile is found on site after the translocation procedure has concluded. The translocation procedure can't guarantee the complete removal of these species from the area. 3. Depending on the circumstance the recommendations in Section 3.7 may not be appropriate and therefore we advise that unlikely event a bat or bats are discovered all works cease immediately and a suitably qualified ecologist is contacted to confirm the best procedure and if a European Protected Special Licence is required from Natural England before works can begin.	11. A revised CEMP has now been submitted addressing these points.
Highways	05.09.2023	12. Drawing number 23-329 100-161 00 00 has been submitted to detail the bollard arrangement for the proposed emergency access. The layout indicates the provision of telescopic bollards, which are not generally used for this purpose. Lockable bollards are more appropriate for this form of development. Bollards are to be provided at both ends of the emergency access route, and therefore amended details are required to be submitted.	12. The bollards are not automatic telescopic bollards but lockable telescopic bollards. The covering note with the discharge of conditions application set this detail out and perhaps that was not forwarded on to the Highways officer so the reason for the confusion. The plan has now been amended to show the bollards at both ends of the emergency accessway.
		13. The CEMP indicates the proposed hours of working to be between 7.30 to 18.00 hours, Monday to Friday. Having regard to the proximity to residential properties, I would require this to be amended to 8.00 to 18.00 hours for construction works and deliveries. There have also been no details provided of the number of contractors and deliveries associated with the development.	13. A revised CEMP has now been submitted addressing these points.
		14. The CEMP refers to a Construction Management Layout Plan being provided at Appendix 1, however there is no plan within the document. The parking provision, loading and unloading facilities, storage of materials and wheel washing facilities will need to be provided on a site set up plan.	14. This has now been provided in the revised CEMP