

Design and Access Statement

Proposed Residential Development at
Land adj. Filands Farm, Filands,
Malmesbury,
Wiltshire,
SN16 9JN



Prepared by Coombes Everitt Architects Ltd
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1.0 Introduction

- 1.1 Coombes Everitt Architects have been appointed by their client Mr M Smith to develop a proposal for 4 dwellings on their site at Land adj. Filands Farm, Filands, Malmesbury, Wiltshire, as outlined in red on the location plan submitted in support of the application.
- 1.2 This application follows on from the Approved Permission in Principal, ref. No: PL/2025/02543 (decision date 03/07/2025), for the Permission in principal for the erection of up to four new dwellings on the site above.

2.0 Context

- 2.1 The application site is situated on the northern edge of Malmesbury's main built-up area and forms part of the ribbon development extending along the north side of the B4014. It is positioned between two existing residential properties—'Bluewood' to the west and 'Orchard Barn' to the east. To the south of the B4014, the surrounding land is either already developed for residential purposes or committed for such use.
- 2.2 The site is accessed via an established gated entrance from the B4014, which connects to a hard-surfaced track leading to an existing agricultural building situated on the northern portion of the land. The remainder of the plot is currently undeveloped, with its boundaries predominantly marked by post-and-rail fencing and associated vegetation. Screening along the southern and western boundaries largely limits views into the site from those directions.
- 2.3 The site benefits from strong connectivity to the full range of facilities and services available in Malmesbury. A bus stop is located approximately 300 metres from the site entrance, accessible via an existing footway along the southern side of the B4014, and is served by the 99 and X99 routes. These services provide direct connections to Swindon, Wootton Bassett, Malmesbury, and Chippenham throughout the week. In addition, the site is well connected with the existing and committed residential developments situated to the south of the road.

2.5



Neighbour immediately to the west

2.6



New development to the south

2.8

There are no listed buildings or heritage assets in close proximity to the site.

2.9

The land is not subject to any landscape designations and is located within Flood Zone 1.

Design Objectives

4.0

Following the completion of the site analysis a number of 'Design Objectives' have been established for the project.

4.1

The proposal should respect the site's location within its surroundings.

4.2

The proposal should provide development of suitable size and scale for the site and its location.

4.3

The development should enhance the character of the site.

4.4

The development should be of a high quality design and use high quality finishing materials to enhance the site and its setting.

4.5

The proposals should respect the residential amenity of neighbouring properties.

4.6

The proposals should allow for the creation of high-quality living environments in easily maintainable and sustainable homes.

4.7

The proposals will provide betterment in terms of the site's use and visual amenity.

4.8

The dwellings should positively contribute to housing supply in the locality.

4.9

The proposed new dwellings should offer flexible living and facilitate working from home.

4.10

The scheme should develop properties that are sustainable in their design considering factors such as orientation, the inclusion of appropriate renewable energy technologies etc



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5.0 Proposed Development

- 5.1 Although the site is located just outside Malmesbury's settlement framework boundary, it is well integrated with the existing built form, contributing to a ribbon of development along the northern side of the B4014. The land is also under-utilised, containing only limited built structures despite its strong relationship with the surrounding development pattern. In addition, the site benefits from convenient access to a comprehensive range of local services and facilities, reducing the need for private car use. Accordingly, it clearly represents a sustainable and appropriate location for development.
- 5.2 The proposed development of four new dwellings on the site is consistent with the density and pattern of the adjoining properties. Given its specific context and its relationship to the existing settlement, the site constitutes an appropriate and well-considered location for new development.
- 5.3 Prior to commencing the development of this proposal a thorough review of the sites planning history was undertaken. A site visit also took place to improve our understanding of the site and its setting.
- 5.4 The site is largely concealed from the public domain being set back from the road and well screened.
- 5.5 In terms of the proposed scale of development the proposal has a total GIA area of 874m² and a garage GIA of 92m² giving a total Area of 966m².

6.0 Appearance and materials

- 6.1 The proposal is for four detached, two storey, family homes which are to be constructed in a style sympathetic to the site's location and reflecting local vernacular design. The houses are of a similar internal layout but with units 1 & 2 being 4 bedroom dwellings and units 3 & 4 being 5 bedroom dwellings.
- 6.2 The houses reflect local traditions in respect of mass, scale and built form, having limited gable depths and 45deg pitched roofs. The houses are proposed to be finished in local stone under slate roofs that featuring cemented verges and eaves. Rainwater goods are to be on rise and fall brackets.
- 6.3 Modern, powder coated aluminium windows provide traditionally proportioned casements with a glazing bar detail, and openings feature recon stone heads and sills.
- 6.4 A more contemporary, lightweight addition is provided to the rear of each house to create a modern family living space and kitchen opening onto the garden space.
- 6.5 The proposal is for visually modest houses constructed in a traditional aesthetic, and which are of a very high quality.

- 6.6 The layout of the site is determined by its individual character with a shared private drive from the highway including a turning head that provides adequate space of the turning of cars, delivery and emergency vehicles, and a private drive that provides direct access to private on plot parking to each house.

7.0 Highways

- 7.1 The proposal utilises the existing established access point and we don't foresee any highways objections to this proposal.
- 7.2 Each of the dwellings will have adequate parking for the size of the dwelling and each of them will have an EV charging point as well as secure cycle storage to facilitate sustainable methods of travel.
- 7.3 There is adequate space for vehicles to turn within the site and as such they can enter and leave the site in a forwards gear.

8.0 Access

- 8.1 The proposal is accessed via an established gated entrance from the B4014.
- 8.2 The hard standing at the front of the properties/garages allow for at least three vehicles to be parked at each unit.
- 8.3 Each property is to be provided with an electric vehicle charging point. For convenience this is to be located at a position that serves various parking options.
- 8.4 The site benefits from excellent accessibility to the full range of facilities and services available in Malmesbury. A bus stop is located approximately 300 metres from the site entrance, accessible via the existing footway along the southern side of the B4014, and is served by the 99 and X99 routes. These services provide direct, frequent connections to Swindon, Wootton Bassett, Malmesbury, and Chippenham throughout the week.
- 8.5 The dwellings will comply with the requirements of the Building Regulations in respect of AD Part M, with level accessible thresholds and entry level WC facilities.
- 8.6 Each dwelling is to be fully compliant with the Nationally Described Space Standards.

9.0 Sustainability

- 9.1 The proposed development will be designed to fully comply with the requirements of the revised Building Regulations (2022) by providing a highly insulated building shell with low levels of air permeability, high levels of natural light, low water use appliances and low energy fittings. Creating a low energy demand house is a far better approach than designing a typical dwelling and providing 'bolt-on' green technologies.

- 9.2 The properties will incorporate modern heating and ventilation systems based on air source heat pumps supplemented with solar PV panels located on the roof of the house.
- 9.3 The development provides residents with the facility to keep and safely store cycles thus promoting the making of sustainable local journeys other than by car. The storage facilities do not require access through the dwelling.
- 9.4 The development is within easy walking distance of the public transport network.
- 9.5 On plot storage of waste and recycling containers is allowed for, and a 'bin muster point' is provided adjacent to the site entrance to facilitate collection in accordance with the Local Authority's regime.
- 9.6 There is provision made at the dwelling for the charging of electric vehicles.

10.0 Drainage

- 10.1 The foul drainage will be connected to the main sewer in the highway.
- 10.2 The surface water drainage will be dealt with via a SuDs scheme and soak aways.

11.0 Summary

- 11.1 The dwellings have been designed so that they will not detract from the setting of the neighbouring properties, nor will they detract from the wider setting of the existing context.
- 11.2 The proposed new dwelling are constructed in a style sympathetic to the site's location and reflecting local vernacular design.
- 11.3 We believe the proposal represents an appropriate form of development in this location. The proposal is of an appropriate scale and mass, and is of a high-quality aesthetic, and respects the residential amenity of existing neighbours.
- 11.4 We trust that Local Planning Authority is able to support this application.