

Item No 02:-

22/02119/REM

**Land West Of Davies Road/Mosedale
Moreton-In-Marsh
Gloucestershire**

Item No 02:-

Erection of 15 dwellings with associated access arrangements and ancillary works (Reserved Matters application) at Land West Of Davies Road/Mosedale Moreton-in-Marsh Gloucestershire

Approval of Reserved Matters 22/02119/REM	
Applicant:	Helix Partnership Homes Ltd
Agent:	Hester Architects Ltd
Case Officer:	Martin Perks
Ward Member(s):	Councillor Rachel Coxcoon
Committee Date:	12th October 2022
RECOMMENDATION:	PERMIT

1. Main Issues:

- (a) Scale and Appearance
- (b) Layout
- (c) Landscaping

2. Reason for Referral:

2.1 This application has been referred to Planning and Licensing Committee as this Council has resolved to offer financial assistance to a Registered Provider to deliver the site as 100% social rented dwellings with enhanced environmental and sustainability measures, which could include air-source heat pumps, solar panels and increased insulation above the levels required for Building Regulations.

3. Site Description:

3.1 This application relates to an area of grassland located on the western edge of a post war residential estate. The site measures approximately 0.52 hectares in size and is located within Moreton-in-Marsh Development Boundary. The site is located in the eastern part of the settlement.

3.2 The application site forms part of a post war housing development that was originally constructed in connection with the Fire Service College development to its east. The existing properties are now occupied as open market housing. The site extends in a roughly south-west to north-east direction and currently consists of an area of mown grass, a tarmac pedestrian footpath, grassed bunds and a number of boundary trees and shrubs. The existing footpath provides a pedestrian link between the western ends of two residential cul-de-sacs, namely Mosedale in the north and Davies Road to the south.

3.3 The southern, eastern and north-eastern boundaries of the site adjoin residential gardens. The north-western boundary of the site is defined by a hedgerow, shrubs and a number of trees, beyond which is a mix of residential gardens and landscaped amenity land

forming part of the recently constructed Cotswold Gate housing development. The western boundary of the site lies adjacent to a Public Right of Way (HMM4) and a drainage ditch. A line of trees, hedging and close boarded fencing form the western site boundary.

3.4 The site appears relatively flat, although land levels do drop gently in a westerly direction from a height of 128.38m AOD in the east of the site to 127.55 AOD adjacent to the drainage ditch lying along the site's western boundary. A grassed bund measuring approximately 1-1.5m in height extends through the centre of the site.

3.5 The site is located outside of the Cotswolds Area of Outstanding Natural Beauty and Moreton-in-Marsh Conservation Area.

3.6 A number of roadside trees located along Mosedale and Davies Road are covered by Tree Preservation Orders (TPOs). The protected trees are primarily silver birches. One protected birch tree is located at the western end of Mosedale approximately 8m from the application site. A further birch tree is located at the western end of Davies Road approximately 8m from the southern boundary of the application site.

3.7 The site is located within Flood Zone 1. A Flood Zone 2 is located approximately 10m to the south-west of the site within Artisan Close.

4. Relevant Planning History:

4.1 19/04749/OUT Demolition of 17 and 19 Mosedale and development of up to 15 dwellings with associated access arrangements and ancillary works (Outline application). Permitted 2022

5. Planning Policies:

DS2 Dev within Development Boundaries
H1 Housing Mix & Tenure to meet local needs
EN2 Design of Built & Natural Environment
EN7 Trees, Hedgerows & Woodlands
EN8 Bio & Geo: Features Habitats & Species
EN14 Managing Flood Risk
EN15 Pollution & Contaminated Land
INF3 Sustainable Transport
INF4 Highway Safety
INF5 Parking Provision

6. Observations of Consultees:

6.1 Gloucestershire County Council Highways: No objection

6.2 Tree Officer: No objection

6.3 Housing Officer: No objection

6.4 Thames Water: No objection

7. View of Town/Parish Council:

7.1 Response dated the 27th July 2022:

'The Moreton-in-Marsh Town Council (MiMTC) wish to object to this application.

1. SuDS

- 1.1 The reason given in the decision notice dated 31st March 2022 for condition 13 was "To ensure the development is provided with a satisfactory means of drainage and thereby preventing the risk of flooding in accordance with Local Plan Policy EN14". The Council raised their concerns about the risk of flooding in their objection to Planning Application 19/04749/OUT.*
- 1.2 The newly submitted plans remove the raised earth bund and build housing on this feature thus removing some of the protection provided for existing properties in Davies Road and Mosedale. This proposed redesign appears to channel run-off water towards the lower ground in Davies Road and Mosedale rather than directing it away from them.*
- 1.3 Excess surface water from this development will further put at risk properties in the east of Moreton as per MiMTC's objection, dated 26 May 2022, to 22/01372/COMPLY for the Stockwells development, 21/03283/FUL. This is already a high-risk area for flooding and any additional surface water will only exacerbate the situation. Any development needs to mitigate its effects. This development puts existing properties at additional risk during times of high rain fall.*
- 1.4 Both the above points need to be reviewed by the Lead Local Flood Authority.*

2. Highways

- 2.1 The reduction of the road width from 6.2m to 4.8m is of concern for safety in a residential area especially due to the inadequate provision of parking. The Swept Path Analysis shows a clear street with no parked cars. This is unlikely to be reality which will necessitate larger vehicles having to mount pavements. Changing a cul-de-sac to a through road also increases the safety risk and should be reassessed.*

3. Footpaths Paths

- 3.1 Both the NPPF 2021 paragraph 100 and the CDC Local Plan 2011-2031 Policy INF2 refer to accessibility and linking to existing footpaths. The proposal does not provide for a path linking the development to the existing footpath to the northwest and therefore is not compliant with these policies. '*

7.2 Response dated the 2nd September 2022:

Having reviewed the details including the drainage catchment area (MORE ICS 01 XX DR C 0205 P02) and drainage design (MORE ICS 01 XX DR C 0201 P08) the Council repeats the objection points raised eloquently by Mr Allen already submitted regarding:

- 1. The drainage of water into the watercourse at the same point of additional water from the Stockwells development (22/01372/COMPLY q.v.) which should be avoided to reduce flood risk at Croft Holm and surrounding area as outlined further with that objection. (In the absence of any plan to mitigate the additional water into the watercourse at this point by way of steps to enable the flow to leave the residential area quicker to the floodplain to the south of the Town this drainage plan will only increase flooding to other properties. These steps can be taken in partnership with the Environment Agency to consider the river flow at this point to the floodplain and Thames Water who have riparian responsibility for the river at the joining of the ditch and have two pipes, one of which appears to be defunct and the pair causing erosion to the river bank that requires urgent work.)*
- 2. Major concerns over the calculated assessment of surface water per catchment area.*
- 3. Uncertainty of highway design and effect on drainage and flood risk to some properties on Davies Road.*
- 4. Again, as with the Stockwells objection, it is noted that advice provided by local authorities on Waterside Living states that the Environment Agency will assess whether any works are likely to affect the local environment and cause adverse effect upstream or downstream - have the EA (and LLFA) assessed the situation and effect of both developments on this part of the watercourse? '*

7.3 Response dated the 26th September 2022:

'The council would like to OBJECT to the application with the following comment:

- 1. The recently posted drawings fail to address the previous submitted objections from members of the public and the Town Council.'*

8. Other Representations:

13 Objections received to plans submitted originally. 8 objections received to amended plans.

8.1 Main grounds of objection to original plans were:

- i) Design and layout.*
- ii) The proposed exterior design of the new housing is markedly different from the existing housing. All the houses on these roads were identical. While there have been extensions and new builds these have all had to be in keeping with the existing design features. With the proposed development, as you turn into Davies Road, there will be a block of 7 houses directly in front of you: 2 new builds that are nearly completed*

and very much in the existing style, No 7 and No 8 and then 3 houses from the new development, in a completely different style. This will be, at best, aesthetically jarring.

- iii) Proposed materials do not match existing dwellings.
- iv) Adverse drainage impact. New housing will be raised above existing levels to alleviate flood risk with the new road level being highest in the middle of the development. Any excess surface water from both the road and gardens will therefore flow towards existing properties in both Davies Road and Mosedale with increased risk to the existing properties.
- v) While there is an 'attenuation' pond this has been moved from being a barrier between the new and No 8 and is now in the centre of the development. Once this is full, all water will flow towards existing homes. We are also losing the flood defence bund currently in the space.
- vi) Highway safety. As a cul-de-sac with 14 houses there is very little traffic. In creating a through road with 15 additional dwellings the traffic will be greatly increased with upwards of 30 cars plus delivery vans and service vehicles regularly passing through. These additional vehicles plus the heat pumps will be busy and noisy.
- vii) This development, while seen as quite small, will add up to 60 people to the NHS service providers and up to 20 children to the school. 60% of a class in a school that hasn't expanded in at least the last 15 years is surly stretching services that are already stretched.
- viii) Increase in noise pollution.
- ix) Increase in on street parking.
- x) The tight corner leading into the new road from Davies Rd will make access difficult for refuse collection vehicles and any other large vehicles or fire engines. Linking both roads will make them less safe for residents and their children as well as making them noisier and busier due to the additional traffic and people.
- xi) Adverse impact of outdoor bin storage.
- xii) Impact of noise from heat pumps.
- xiii) No provisions made for a path feeding straight from the new development onto the footpath to the west, cutting out the existing 3 dangerous corners.
- xiv) Adverse impact on wildlife including bats and hedgehogs.
- xv) Lack of parking.
- xvi) The properties proposed for demolition with very reasonable improvement costs are perfectly viable accommodation.
- xvii) Loss of green space.

- xviii) Increase in traffic.
- xix) The proposed building design is not in keeping with the current properties linked to the proposed build. The roof line & roof tiles are completely different as is the brickwork, this will have a negative affect the overall aesthetics of all properties new & current.
- xx) The proposed sewer design removes the foul water sewer outside of regulated specified limits by increasing length. The expectation for all family accommodation creates greater risk of blockages occurring within the sewer thereby creating foul smells and leakage of sewer effluent into the locality.
- xxi) The diverted sewer route changes the existing gradient from an acceptable fall of 1:130 to 1:160 outside defined specifications of modern construction.
- xxii) Existing storm water flows down Mosedale and Davies Road into the corner where the development is located. The existing bund on the site is designed to corral excess waters allowing time for them to drain slowly through the underground pipes. The removal of the bund will have unknown consequences.
- xxiii) The new development pushes storm waters away from the site and towards Davies Road and Mosedale
- xxiv) The original road width of 6.2m has been reduced to 4.809m.
- xxv) The road does not provide enough clearance for the Standard Design Vehicle and the refuse truck.
- xxvi) There is a bus stop at the junction of Davies Road and Mosedale. Increase in vehicles along Davies Road will increase potential for accidents
- xxvii) Plot 15 is too close to 10 Davies Road.
- xxviii) The Outline permission was for a mix of affordable and open market housing. The current mix of housing is now completely Rented Social Housing. The mix of housing has been altered without consultation with residents.

8.2 Main grounds of objection to amended plans are:

- i) The elevation drawings have been changed to reflect a colour change to the brickwork, however no specification has been provided, so it is difficult for anyone to have a definitive opinion on the colour of brickwork.
- ii) The windows to the upper front still go down to 1st floor level, they are not only inefficient, they are approximately 8ft away from a public footpath viewing into bedrooms. Would the designers feel comfortable with people walking past windows 8ft away behind a curtain to a bedroom?

- iii) The width of the highway has been increased to 5.5M but less than the previous 6M, again no supporting information has been provided with regards to vehicle tracking data for refuse/large vehicles passing smaller vehicles, there is not enough detail until tracking information is provided, therefore my previous objection still stands.
- iv) Plot 15 has now been added with a measurement of 14.088M from the rear of the existing property 10 Davies Road. This is 7.912M (26ft) too close as defined by the Cotswold District Council Design Code (D67) of 22M. The new plot of No.15 is still far too close regardless of angle as explained in my previous objection, 2M (6ft) Maybe, but 26ft makes them far too close, therefore my previous objection still stands.
- v) There is no reason why the bins or the bin store cannot be located to the rear of the property, behind the rear partition fencing or wherever the nearest accessible location is that is actually to the rear of the properties. The only exception to this are the bins for the flats, however they could use internal storage with bags provided by the council. With regards to the bin stores, How long are they expected to last? They do not appear to be very sturdy. They provide an ideal opportunity for children to trap their fingers, Is the applicant accepting of compensation claims? Where will excess rubbish be stored, such as at Christmas? What happens if CDC decide to increase the period between collections? The bin store should be at the rear of the property. The overall character of the properties conflicts with Local Plan EN2 and Section 12 of NPPF 2021. There are no refuse storage point designed to the front of any local property.
- vi) With regards to the updated Section 106 Agreement Affordable Housing, could someone explain to all residents the publicly announced fact that all 15 residences will be affordable. Maybe not defined within the 60/40 Section 106 agreement, but they will all be Affordable Rented accommodation. If the true intentions of the application were to be considered, they would not be accepted as they do not comply with Cotswold district Plan 2011-2031 (Adopted 2018) Section 8 Policy H2 No. 5.
- vii) Cotswold District Plan 2011-2031 Section 8 Policy H2 No.5 states "the type and mix, including the tenure split, of affordable housing will be expected to address the identified and prioritised housing needs of the District and designed to be tenure blind and distributed clusters across the development to be agreed with the Council." The online statement clearly highlights that it is CDC that has worked to change this from a mixed to affordable development, which is against CDC's own local plan.
- viii) From the Council meeting held 6th July 2021, the following statements were identified; 9. ALTERNATIVE OPTIONS 9.1. To not provide the loan financing to Cottsway 2 Ltd. This will mean that Solar PV is not financially viable and will not be provided on the development. As the applicant has included the installation of solar panels, it can be presumed that the loan facility from CDC to Cottsway has been agreed in principle at least and therefore 15 Affordable dwellings. In a recent report from the Police Foundation they state: "both social and private renting (separately and combined) were associated with a higher incidence of offender residences" and "crime in general tends to happen in deprived areas with high levels of renting". CDC Council Members are delighted at putting 15 socially rented properties together, in one of the most remote areas of the North Cotswolds where we don't even have a police station.

- ix) I have spoken with Thames Water (19/08/2022) with regards to the Foul Drain that runs directly under my property, they were completely unaware that the sewer in question is actually built directly underneath a property and therefore cannot be upgraded in the future. During the discussion; the Thames Water engineer could not find any pre-application request regarding Foul Water, only clean water provision with regards to the development. Thames Water has confirmed that a different route could be considered and Thames Water may contribute towards the cost of routing. Within the original planning application, 19/04749/OUT was the following statement: 4.2.9. The road running through the site will be constructed of HGV grade permeable asphalt, underlain by a 350mm layer of granular, lined sub-base. This approach has been adopted to convey runoff around the site due to the shallow depth of the existing private drains on site and the level of the outfall into the culvert. Sufficient fall and cover levels would not be achieved with a piped system. The current application seems to ignore this statement.
- x) The development has changed significantly. The mix of housing is no longer 60/40 as per the original outline planning application there are no open market properties.
- xi) Tree report is out of date.
- xii) Major flood risk to existing homes. The new link road will in effect act as a kind of dam. Flood water, unable to get across it (because it is higher) will flow down beside it and into Davies and Mosedale roads to flood existing houses because they are lower. The new development design will therefore result in diverting any flood waters down towards 7 and 8 Davies Road and 15 and 21 Mosedale Road while protecting the new houses.
- xiii) Inadequate parking. Only 22 full time spaces are provided for 15 dwellings.
- xiv) Inadequate road width. Not wide enough for 2 lorries to pass one another.
- xv) Unsightly Bin Stores in front of houses won't house the 6 CDC rubbish containers. This will be an eye sore and attract vermin because rubbish will be on the street all the time.
- xvi) Adverse impact on privacy.
- xvii) The design of the highway is critical to the surface water drainage flow of water. The levels, the camber, kerbs and vehicle access all have a part to play, however, none of these details are known and therefore drainage determination should not conclude without insight of specific highway construction.
- xviii) With the build out of Davies Road, this vehicular access will potentially provide an escape route for the "Exceedance Event" flood waters by flooding 7 & 8 Davies Road. The escape route will be solely determined by the highway construction design.
- xix) There are two existing developments 14/04503/REM and 11/00940/REM that provide information that shows the developments have in fact provided affordable housing directly adjacent to the existing development of Davies Road and Mosedale. It is my

belief that there is a large concentration of affordable housing in very close proximity to the existing developments and will not provide a balanced community.

- xx) Use of pavement to front of property as a cut through causing a nuisance.
- xxi) Loss of green space. It would be a lovely area for the residents of Mosedale, Davies road & wider area to have as a communal mini park / area of nature & or play area.
- xxii) Impact on privacy, more noise/light pollution.
- xxiii) The revision that will affect this property is the proposed footway that will lead to the rear of the properties, adjacent to the boundary of my property, instead of running between Plots 5 & 6, as shown on the original scheme. The drawings now show a 1.8m high boundary fence to enclose the garden of Plot and another fence is shown running parallel to it, with the drawing showing that the existing fence is to be retained along the boundary with my house. However, there is no fence to the front of the existing garage door and wall and the sense of openness that I thought was going to be retained will be lost as a result of the proposed fences, details of which I have not seen in the revised drawings
- xxiv) The strong likelihood of increased flooding continues to be a major concern, not only for existing, neighbouring properties but also those some distance away. I understand those such as Artisan Close already experience a rise in the water table due to inadequate drainage provision from this area and beyond which the proposed development will significantly add to.
- xxv) I note in the Detailed Arboricultural Report the following on page 2: 2.1.4 'Soils may be liable to seasonal flooding and are also likely to have a fluctuating water table.' 2.1.5 '...the potential for seasonal flooding....' Without doubt there is inadequate drainage provision for the introduction of significant housing, roadways and areas of impervious hard-standing. Any remaining natural areas of exposed, unsealed land is stated as being liable to flooding. Should any development be permitted, whatever its scale, there must be legally binding insurance in place should any householders be disadvantaged by such a development in perpetuity.
- xxvi) I am pleased to see that affordable housing for the local community has once again been included into the development plans. However, the small number proposed does not support the long term residents of Moreton looking to buy, or those wishing to move here. This appears to be more of a token gesture, rather than addressing the actual needs of the local area.
- xxvii) The updated details from the arboricultural report show at least 20 trees being removed from this site to make way for new houses. What does the developer plan to do in order to counter this and the wildlife that live and use this area? A limited number of bird boxes don't seem to be sufficient compared to the habitat that is supported by the current site.

9. Applicant's Supporting Information:

Affordable Housing Statement
Drainage Statement
Design and Access Statement
Planning Statement
Detailed Arboricultural Report

10. Officer's Assessment:

Background and Proposed Development

10.1 Outline planning permission was granted in March 2022 (19/04749/OUT) for the demolition of 2 existing dwellings and the erection of 15 dwellings on this site. The aforementioned permission established the principle of development. Detailed matters relating to Access were agreed as part of the Outline application. However, matters relating to Appearance, Layout, Landscaping and Scale were reserved for subsequent approval. This application seeks approval of the aforementioned reserved matters.

10.2 The proposed dwellings will be 2 storey in height and will comprise 2 one bed, 2 two bed and 11 three bed dwellings. The dwellings will be a mix of terraced and semi-detached properties. They will face onto a new road which will link the cul-de-sacs located at the western end of Mosedale and Davies Road to one another. The proposed dwellings will have a maximum height of approximately 7.8m.

10.3 The external walls of the proposed dwellings will be faced in brick. The roofs will be covered in plain tiles.

10.4 Each dwelling will be provided with its own private garden space.

10.5 An attenuation basin will be created as part of the proposed surface water drainage scheme. It will be located between the proposed road and the western boundary of the application site.

10.6 A total of 31 car parking spaces are proposed. Of these, 29 spaces will serve the new dwellings and 2 spaces will be allocated to 9 Davies Road which is located adjacent to the southern boundary of the application site. Of the 29 spaces proposed for the new dwellings, 22 spaces will be allocated to specific dwellings, 5 spaces will be unallocated and 2 spaces will be assigned as visitor parking spaces.

10.7 This application initially sought to address 2 surface water drainage conditions (13 and 14) attached to the Outline permission as part of this application. However, following discussions, the applicant has opted to submit a separate details reserved by condition application to address the requirements of the aforementioned conditions. The details reserved by condition process is the standard process for dealing with conditions (other than those requiring the submission of reserved matters) attached to an Outline permission.

Housing Mix

10.8 The Outline planning permission is subject to a S106 legal agreement which requires 6 of the proposed dwellings to be occupied as social rented units. The S106 specifies the following mix of social rented units - 2 one bed (2 person flats), 2 two bed (4 person) houses and 2 three bed (5 person) houses. The submitted plans indicate that Plots 6 -11 will meet the requirements of the aforementioned legal agreement. Notwithstanding this, it is noted that the development is expected to be taken on by a registered affordable housing provider (Cottsway Housing Association), which intends to let out 100% of the dwellings as social rented units.

10.9 The following response from the Housing Officer sets out the current position:

'We welcome the proposal for the scheme to be delivered as 100% social rent with enhanced environmental and sustainability measures as it meets the Council's stated priorities of:

- responding to the challenges presented by the climate crisis*
- providing good quality social rented homes*

Requirements under the S106 agreement for planning application 19/04223/FUL are the provision of 2 one bed (2 person flats), 2 two bed (4 person) houses and 2 three bed (5 person) houses as affordable provision. The proposed scheme of '15 new homes including 11 x 3 bed houses, 2x 2 bed houses and 2x 1 bed maisonettes' at 100% social rent meets those requirements as the 9 homes not covered by the S106 can be sold or let unrestricted on the open market including sale to a Registered Provider for subsequent letting.

Separate to the planning process, the Council has resolved to offer financial assistance to a Registered Provider to deliver the site as 100% social rent with enhanced environmental and sustainability measures, which could include air-source heat pumps, solar panels and increased insulation above the levels required for Building Regs. Such measures will be covered by separately negotiated grant/loan agreements with the Council.

We note that the 9 units not subject to the S106 agreement are now proposed as 3 bedroom 5 person units. Moreton-in-Marsh is a principal settlement under the District's Local Plan 2011-2031 and as such, affordable housing, whilst prioritised for people with a local connection, is required to meet district-wide need. A current snapshot from the Council's housing register shows there are 18 households with a local connection to Cotswold District in need of 3 bedroom affordable housing, who have stated a parish preference for accommodation in Moreton-in-Marsh. Whilst we would usually look to provide a greater proportion of smaller affordable housing units on a site than proposed here, we have another affordable housing site at Stockwells in Moreton in Marsh (21/03283/FUL) delivering mostly 2 bedroom social rented homes which will balance need from smaller households. We are therefore satisfied that 9 additional three bedroom homes proposed for social rent at Davies Rd are appropriate in terms of meeting affordable housing need. In particular, with the current cost of living challenges, we welcome the contribution additional homes at social rent would make to the affordable housing stock and the contribution any enhanced environmental and sustainability measures would make to help address the climate crisis.'

10.10 The concerns of local residents regarding the mix of housing are noted. However, the S106 agreement simply places a restriction on the occupancy of 6 of the 15 approved

dwelling. The remaining dwellings are not subject to restriction. As such, a developer could place them for sale on the open market, let them out for private or social rent or let them out as individual holiday lets without the need for planning permission. In this respect, the proposed development does not breach the requirements of the S106 legal agreement attached to the Outline permission. Moreover, if a separate agreement is not reached between this Council and the affordable housing provider in respect of the grant assistance referred to previously by the Housing Officer, the developer will be able to place the 9 dwellings not covered by the S106 agreement on the market for general sale or rent.

10.11 The Housing Officer has identified that there is a local need for the 11 three bed units being proposed, in addition to the one and two bed units. It is therefore considered that the mix of housing reflects local need.

10.12 If the development were to proceed as a 100% social rented scheme, it is considered that the scheme is not of a size that would have a material impact on the character of the area in terms of housing mix. It will be integrated with existing housing development, which consists of a mix of rented and owner occupied properties. It will not result in an over-supply of social rented units in the area.

10.13 Overall, it is considered that the proposal accords with the aspirations of Local Plan Policy H1: Housing Mix and Tenure to Meet Local Needs and Local Plan Policy H2: Affordable Housing. The provision of a 100% social rented scheme would also address one of the Council's stated priorities of *'providing good quality social rented homes'*. If the proposal is not developed as a 100% social rented scheme, it would still accord with the requirements of the S106 agreement attached to the Outline permission and the requirements of Local Plan Policy H2.

(a) Scale and Appearance

10.14 The proposed dwellings will be 2 storey in height and will be of a similar height to existing dwellings on Davies Road and Mosedale. Following discussions with Officers, the proportions of the dwellings have been changed to better reflect existing development in the area. The dwellings originally proposed had a gable depth of 10m and a roof pitch of approximately 30 degrees. The aforementioned proportions were considered to be out of character with the locality. In response, the applicant has reduced the gable depths to approximately 7m, added 2 storey rear gable elements and increased the roof pitches to approximately 40 degrees. As a consequence, the proportions of the dwellings are now more reflective of existing housing on Davies Road and Mosedale. It is considered that the scale of the proposed dwellings is acceptable.

10.15 With regard to Appearance, the proposed dwellings will be constructed in brick, which is the predominant material in the Mosedale development. It is proposed that the brick will be similar in colour to that used in existing houses. A condition is proposed which will require final details of the brick type and colour to be agreed prior to the construction of any external walls of the development. In addition, an element of render has been introduced to the front of each dwelling together with a flat cantilevered porch in reference to a design feature evident in existing dwellings in the area.

10.16 The proposed dwellings will have relatively plain frontages and a linear form which is considered to be reflective of existing development. The front elevations of the dwellings will also face directly onto the highway which is considered to be consistent with existing

development. It is noted that the windows in the proposed dwellings will have a vertical emphasis, which is different to the windows in existing properties on Mosedale and Davies Road which have a horizontal form. However, in light of the relatively discreet location of the development and the fact that windows in the District traditionally have a vertical form, it is considered that the proposed fenestration is acceptable and will not have an adverse impact on the character or appearance of the area.

10.17 In terms of energy efficiency, the proposed dwellings will, at a minimum, meet the uplift in Building Regulations that came into force in June 2022. The new Building Regulations require CO2 emissions from new build homes to be 30% lower than previous standards. The applicant has advised the following:

The following measures shall be provided, notwithstanding grant support from Cotswold District Council;

- *Compliance with current building regulations, including meeting the current Part L Thermal Efficiency requirements and the June 2022 introduced Part S Infrastructure for Electric Vehicles. This will include interface charging units for each of the 15 new homes.*
- *High performance glazing and low energy LED lighting.*
- *Water efficient sanitary ware to reduce water consumption.*
- *High recycle content.*
- *FSC sourced timber.*
- *Locally extracted and manufactured materials wherever possible.*
- *Low embodied energy during construction.*
- *Paints and sealant with low or zero organic compounds.*

The following measure is standard for all Helix Partnership Homes' new Homes, but has been made affordable on this site by the support of CDC grant;

- *The use of Air Source Heat Pumps as the primary heating source, as we do not embrace the use of fossil fuels on our developments.*

The following measures provide further enhanced performance and made possible by the support of CDC grant;

- *Installation of photo-voltaic solar panels to all roofs.*
- *Enhanced thermal efficiency by increasing 'U' Values as follows;*
- *Walls from 0.20 to 0.16 W/m²K*
- *Floors from 0.13 to 0.11 W/m²K*

- Vaulted Roof (where applicable) from 0.15 to 0.12 W/m²K
- Ceiling from 0.13 to 0.11 W/m²K
- This will deliver an outcome of a Minimum of 39% reduction in CO₂ emissions above building regulations and a minimum EPC rating of 84B. '

10.18 It is considered that the proposed development will introduce measures to address the impact of climate change in accordance with the requirements of paragraph 154 and 155 of the National Planning Policy Framework (NPPF) and this Council's priority of 'responding to the challenges presented by the climate crisis.'

10.19 It is proposed to introduce timber bin stores to the front of each dwelling in order to provide a covered area for the storage of refuse bins and containers. The proposed stores are modest in size and are considered to represent relatively discreet structures that will not undermine the overall appearance of the development. It is considered reasonable for the stores to be located at the front of dwellings in order to reduce the visual presence of refuse containers should property occupiers opt to store such items to the front of their dwellings.

10.20 The Scale and Appearance of the development are considered to accord with Local Plan Policy EN2.

(b) Layout

10.21 The proposed development will have a linear form with lines of dwellings facing onto a new estate road. In this respect, the proposal is reflective of the existing linear arrangement of dwellings seen within the Mosedale development. It is noted that the proposed dwellings will be located closer to the highway than existing dwellings. Existing dwellings tend to be separated from the highway by areas of grass. Notwithstanding this, the proposed dwellings will be located at an angle to existing development on Mosedale and Davies Road and will not therefore materially affect the existing building line present along the aforementioned roads. The site is in a relatively discreet location and it is considered that the positioning of the dwellings will not detract from the overall character or appearance of the area. Moreover, the current proposal will not result in a loss of the grassed areas lying to the north and south of Mosedale and Davies Road.

10.22 The submitted layout also shows a degree of separation between the proposed blocks of housing thereby ensuring that space is retained around the proposed dwellings. The density of development is considered to respect the character and appearance of the area.

10.23 Concerns regarding the creation of a 1.8m high close boarded fence between Plot 11 and 21 Mosedale are noted. In response, it is evident that a brick boundary wall and garage lie to the side of 19 Mosedale (which is to be demolished). Historically, the existing wall joined onto a wall lying to the side of 21 Mosedale. The existing wall and buildings enclosed the western end of Mosedale. In recent times, the wall to the side of 21 Mosedale has been replaced by a hedge and access drive. The proposed boundary fence will be located approximately 5m forward of the existing brick wall/garage and 2.5m forward of the existing dwelling thereby extending the enclosure further forward than at present. However, it is noted that 2 parking spaces will be located between the proposed fence and the existing pavement/turning head lying forward of 21 Mosedale, thereby avoiding the creation of a new

fence immediately adjacent to the aforementioned dwelling. In light of the position of the existing boundary wall and the sense of enclosure originally evident on this part of the estate, it is considered that the position of the new fence will not have an unacceptable impact on the character and appearance of the area.

10.24 The principle of introducing a link road between the cul-de-sacs serving Mosedale and Davies Road was established at the Outline stage when permission was granted for the creation of access points at the end of each respective road. The applicant has increased the carriageway width of the link road from 4.8m to 5.5m in order to provide more room for vehicles to manoeuvre. The carriageway width is consistent with existing roads serving the application site.

10.25 With regard to car parking, 29 spaces are proposed for the new dwellings. A further 2 spaces will be provided for 9 Davies Road which is located adjacent to the southern boundary of the application site. The 3 bed dwellings will each be provided with 2 car parking spaces, which is considered appropriate for family sized homes. The remaining spaces are shown as unallocated or visitor spaces. The 1 and 2 bed units will have access to these spaces. The parking demand for such units is typically less than larger 3 bed units. The new road also has capacity to accommodate on street parking. It is considered that the proposed car parking arrangements are acceptable.

10.26 Electric vehicle charging points are now required as part of the Building Regulations process. Notwithstanding this, the submitted plans show the provision of electric charging points across the development.

10.27 The creation of a footpath connection from the site to the footpath running adjacent to the western boundary of the site has been considered. However, the presence of vegetation and a culvert raise practical and maintenance issues about such a connection. The current proposal is considered to provide good connectivity with the existing footpath network.

10.28 Gloucestershire County Council Highway Officers have assessed the application and raise no objection to the proposal with regard to access or parking. The proposal is considered to accord with Local Plan Policies INF4 and INF5.

10.29 With regard to privacy and amenity, each of the proposed dwellings will be provided with a garden. The size of the proposed garden areas is considered to be commensurate with the size of the respective dwellings. In addition, the proposed dwellings will be positioned and orientated so as to avoid an unacceptable loss of light to future or existing residents. With regard to privacy, the general arrangement of dwellings accords with guidance in the Cotswold Design Code in relation to the distance between facing windows serving habitable rooms (22m minimum distance). It is noted that the rear elevation of Plot 15 is located approximately 14m from the rear elevation of 10 Davies Road to its south. However, the rear elevation of Plot 15 will lie at an oblique angle to 10 Davies Road thereby mitigating the impact of the proposal and limiting the potential for overlooking. In light of the angle of the windows, it is considered that the position of Plot 15 will not have an unacceptable impact on the privacy of the occupiers of 10 Davies Road or future occupiers of the new dwelling.

10.30 The submitted plans show obscure glazing in the first floor bedroom windows in the side elevations of Plots 12 and 15. A condition is proposed which will ensure that such glazing

is provided prior to the occupation of each dwelling. The windows in question are secondary single light openings rather than the principal openings serving the respective bedrooms.

10.31 It is considered that the layout of the proposed development is acceptable.

(c) Landscaping

10.32 The proposed development will introduce new tree, hedgerow and shrub planting within the development. New tree species will include field maple, hornbeam and alder. Hedges will be introduced to the front of the proposed dwellings to soften the appearance of the buildings and to add green infrastructure to the road frontage. It is considered that the proposed level and type of planting is acceptable and in keeping with the character and appearance of the area and the requirements of paragraph 131 of the NPPF which seek to secure new tree planting.

10.33 With regard to trees, an arboricultural method statement and tree protection plan has been submitted which set out measures for tree protection during the course of development. The tree protection plan shows the retention of an oak tree in the northern part of the site and a number of cherry trees along the western boundaries. The Council's Tree Officer has assessed the current proposal against the recommendations and tree protection measures set out in the aforementioned documents and raises no objection to the application. It is considered that the current proposal is acceptable in arboricultural terms and in accordance with Local Plan Policy EN7.

10.34 Details relating to ecological mitigation and enhancement will be addressed via the details reserved by condition process. Conditions were attached to the Outline permission requiring the submission of a Construction Environmental Management Plan and a Landscape and Ecological Management Plan.

11. Conclusion:

11.1 Overall, it is considered that the proposed development is in accordance with policy and guidance. It is therefore recommended that the application is approved.

12. Proposed conditions:

1. The development hereby approved shall be carried out in accordance with the following drawing number(s): 100 M, 101 G, 102 F, 103 B, 104 B, 200 B, 201 B, 202 B, 203 B, 204 A, 205 A, 206, 400 B, 401 B, 402 C, 403 C, 404 B, 405 B,

Reason: For purposes of clarity and for the avoidance of doubt, in accordance with the National Planning Policy Framework.

2. Prior to the construction of any external wall of the development hereby approved, samples of the proposed walling and roofing materials shall be approved in writing by the Local Planning Authority and only the approved materials shall be used.

Reason: To ensure that, in accordance with Cotswold District Local Plan Policy EN2, the development will be constructed of materials of a type, colour, texture and quality that will be appropriate to the site and its surroundings.

3. Prior to the construction of any external wall of the development hereby approved, a sample panel of walling of at least one metre square in size showing the proposed brick colour, coursing, bonding, treatment of corners, method of pointing and mix and colour of mortar shall be erected on the site and subsequently approved in writing by the Local Planning Authority and the walls shall be constructed only in the same way as the approved panel. The panel shall be retained on site until the completion of the development.

Reason: To ensure that in accordance with Cotswold District Local Plan Policy EN2, the development will be constructed of materials of a type, colour, texture and quality and in a manner appropriate to the site and its surroundings. Retention of the sample panel on site during the work will help to ensure consistency.

4. Prior to the first occupation of any dwelling hereby permitted the necessary carriageway and footway tie-in works to Mosedale and Davies Road shall have been constructed and completed in accordance with detailed proposals that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with Local Plan Policy INF4.

5. Prior to the first occupation of any dwelling hereby permitted secure and sheltered cycle storage shall be provided in accordance with the approved drawings. Thereafter, the storage areas shall be retained for this purpose.

Reason: To promote sustainable travel and healthy communities in accordance with Local Plan Policy INF3.

6. No works on site that would have any impact on the use of the existing footway (that is public highway) that runs through the site shall be commenced until a diversion route has been constructed and completed in accordance with a detailed scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the footway diversion shall be made available for safe public use in accordance with the approved details and suitably retained thereafter.

Reason: To ensure the continued safe and convenient use of the public highway in accordance with Local Plan Policy INF4. It is important that these details are agreed prior to the commencement of development as any on-site works could have implications for highway safety.

7. Prior to the first occupation of any dwelling hereby permitted the access and parking facilities shall be provided fully in accordance with the approved plans.

Reason: To ensure that adequate access and parking is provided in accordance with Local Plan Policies INF4 and INF5.

8. Prior to commencement of the development hereby permitted details of a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition/construction periods. The plan shall include but not be restricted to:

- i) Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- ii) Routes for construction traffic;
- iii) Any temporary access to the site;
- iv) Locations for loading/unloading and storage of plant, waste and construction materials;
- v) Method of preventing mud and dust being carried onto the highway;
- vi) Arrangements for turning vehicles;
- vii) Arrangements to receive abnormal loads or unusually large vehicles; and
- viii) Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents.

Reason: In the interests of the safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development in accordance with Local Plan Policy INF4. It is important that these details are agreed prior to the commencement of development as any on-site works could have implications for highway safety.

9. The entire landscaping scheme shall be completed by the end of the first full planting season (1st October to the 31st March the following year) following the first occupation of the development hereby permitted.

Reason: To ensure that the landscaping is carried out and to enable the planting to begin to become established at the earliest stage practical and thereby achieving the objective of Cotswold District Local Plan Policy EN2.

10. Any trees or plants shown on the approved landscaping scheme to be planted or retained which die, are removed, are damaged or become diseased, or grassed areas which become eroded or damaged, within 5 years of the completion of the approved landscaping scheme, shall be replaced by the end of the next planting season. Replacement trees and plants shall be of the same size and species as those lost, unless the Local Planning Authority approves alternatives in writing.

Reason: To ensure that the planting becomes established and thereby achieves the objective of Cotswold District Local Plan Policy EN2.

11. The works shall be completed in accordance with the arboricultural recommendations laid out in the consultancy report Detailed Arboricultural Report Rev I REF. NO. 70051052-302. All of the recommendations shall be implemented in full according to any timescales laid out in the recommendations, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the retained/protected tree/s in accordance with Cotswold District Local Plan Policy EN7.

12. Prior to the commencement of any works on site (including demolition and site clearance), the tree protection as detailed on Tree Protection Plan 70051052-TPP-EV-001 P02, shall be installed in accordance with the specifications set out within the plan and BS5837:2012 'Trees in relation to design, demolition and construction - recommendations' and shall remain in place until the completion of the construction process. No part of the protection shall be removed or altered without prior written approval of the Local Planning Authority.

Fires on site should be avoided if possible. Where they are unavoidable, they should not be lit in a position where heat could affect foliage or branches. The potential size of the fire and the wind direction should be taken into account when determining its location, and it should be attended at all times until safe enough to leave. Materials that would contaminate the soil such as cement or diesel must not be discharged within 10m of the tree stem. Existing ground levels shall remain the same within the Construction Exclusion Zone and no building materials or surplus soil shall be stored therein. All service runs shall fall outside the Construction Exclusion Zone unless otherwise approved in writing by the Local Planning Authority.

Reason: To safeguard the retained/protected tree/s in accordance with Cotswold District Local Plan Policy EN7. It is important that these details are agreed prior to the commencement of development as works undertaken during the course of construction could have an adverse impact on the well-being of existing trees.

13. Prior to the first occupation of each of Plot 12 and Plot 15, the first floor bedroom window in the side elevation of each respective plot shall be fitted with obscure glazing and the aforementioned windows shall be permanently retained as such thereafter.

Reason: To protect the privacy of the occupants of neighbouring dwellings in accordance with Cotswold District Local Plan EN2.

14. The development hereby permitted shall be undertaken fully in accordance with the measures set out in Section 4.6 Sustainability of the Design and Access Statement April 2022 Rev E with the aforementioned measures installed into each dwelling prior to the first occupation of each respective dwelling, unless an alternative timeframe and measures are first agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the development addresses the impact of climate change in accordance with Local Plan Policy EN1 and Section 14 of the National Planning Policy Framework.

Informatives:

1 The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- A Monitoring Fee
- Approving the highway details
- Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

2 The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's standards and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

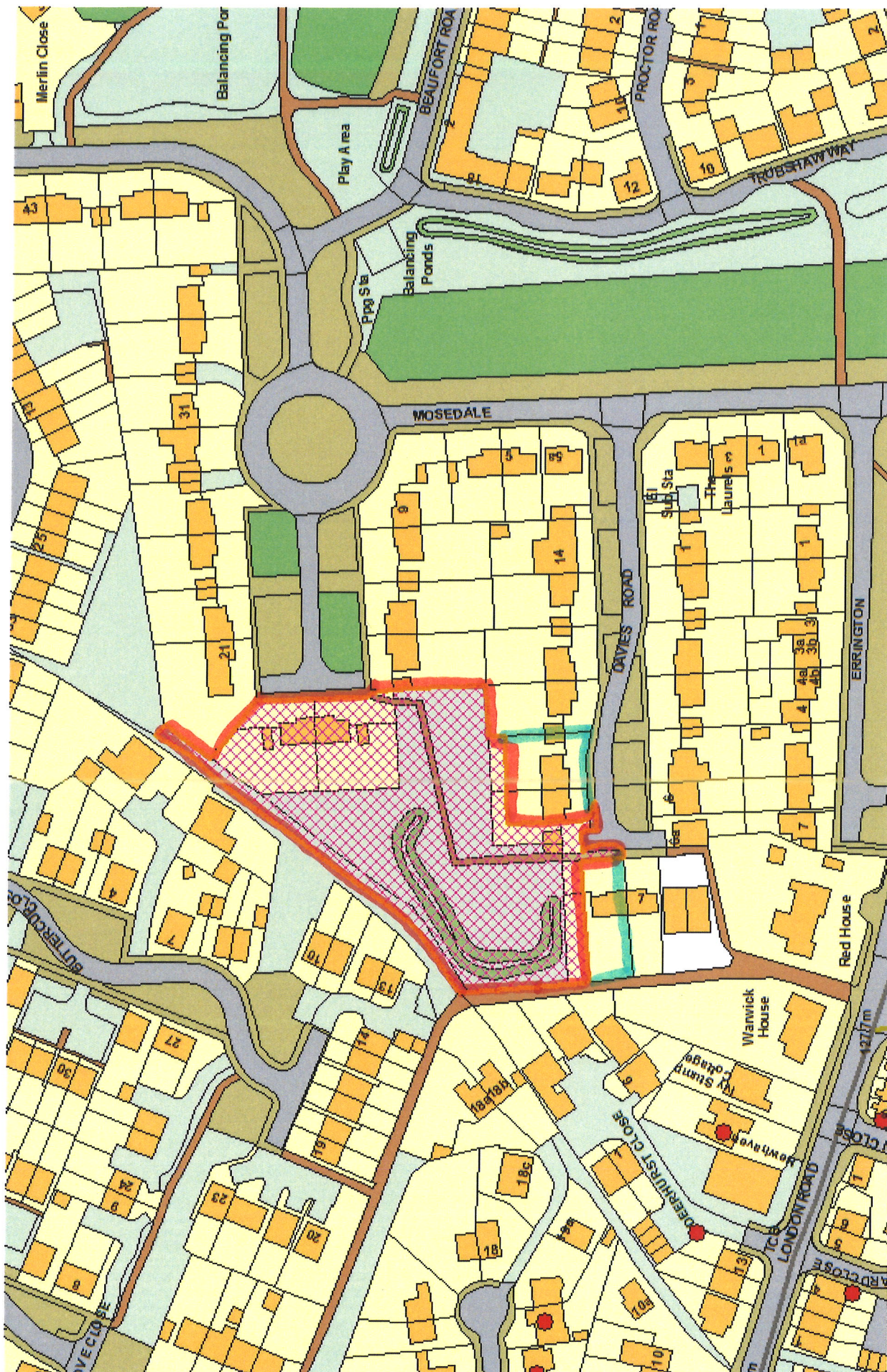
Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- Drafting the Agreement
- Set up costs
- Approving the highway details
- Inspecting the highway works

You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

3 There is a public right of way running adjacent to the site and the developer will be required to contact the PROW team (on 08000 514514 or highways@gloucestershire.gov.uk) if the safety of the path users during the construction phase cannot be guaranteed.





G	1	09-22	Titles in No. 1: Masodade amended, General Amendments
F	26.08.22		Ownership Lien amended, General Amendments
E	15.08.22		Roof's Amendment, Road widening to 5.5m, Plat 14 and 15 adjusted, Landscaping amended
D	26.05.22		Rear Path's Added
C	17.05.22		Drawing Status changed to Planning
B	12.05.22		Public, Gas/pipes, then amended General Amendments
A	04.05.22		General Amendments
			Notes

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PLANNING

Project

at Davies Rd.,
ton-in-Marsh

For  Helix Partnership
helix Homes

Drawing Title
Proposed Roof Plan


Scale	As indicated @ A1		Checked PT
Drawn by MP	Date	05/04/22	
Job No. 21022	Drawing No.	101	Rev. G

1 Site Plan - Roof Plan
1 : 200


CDM NOTES:
CDM REGULATION 2015 : DESIGNERS NOTES ON
SIGNIFICANT RESIDUAL RISKS

In preparing this design Hester Architects have attempted to avoid using materials and techniques which could cause future hazards whilst constructing, using, maintaining or decommissioning the building.

The following risks could not be designed out and should be carefully monitored on site during the construction period and during any future maintenance of the structure.

Particularly hazardous areas are highlighted with  on the drawing and noted below.



Particularly hazardous areas are highlighted with  on the drawing and noted below.

Job No.	Drawing No.	Rev.
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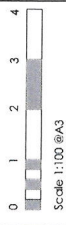
Job No.	Drawing No.	Rev.
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NOTES:
COM 2015: DESIGNER NOTES ON SIGNIFICANT
RESIDUAL RISKS

In preparing this design Hester Architects have
attempted to avoid using materials and
components which could cause future hazards
whatsoever when considering a design
commencing the building.

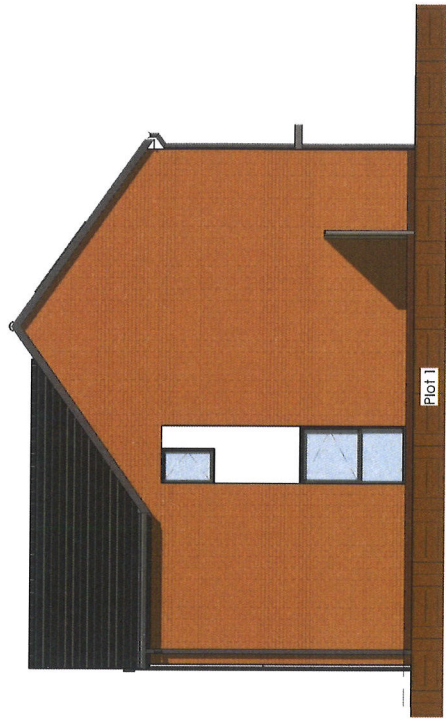
The following risks could not be designed out
and should be carefully monitored on site
during the construction period and during any
future use of the building. These risks relate
to the building's use and are not related to
this drawing. Only significant risks which are
considered to be a material or safety risk to
the building are highlighted. This information
is provided to the client for their information
subject to revision as the design develops.

Particularly noticeable areas are highlighted
with
as shown on the drawing and noted.



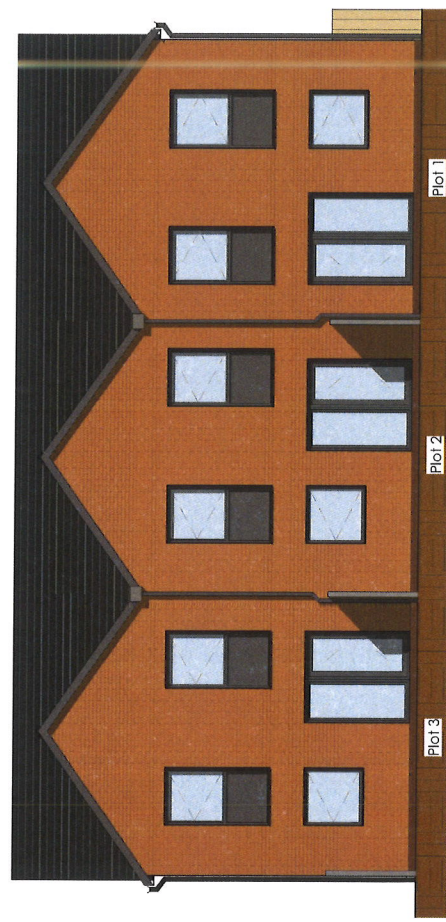
Plots 1-3 Front Elevation

1 : 100



Plots 1-3 Side Elevation (Plot 1)

1 : 100



Plots 1-3 Rear Elevation

1 : 100



Plots 1-3 Side Elevation (Plot 3)

1 : 100

Revision	Date	Comments	Notes
A	04/03/22	Client's Comments	
B	15/08/22	Final Approved, Block Colour	

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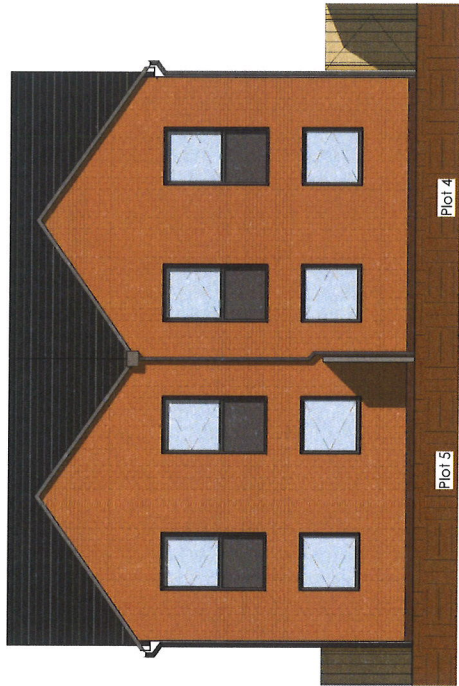
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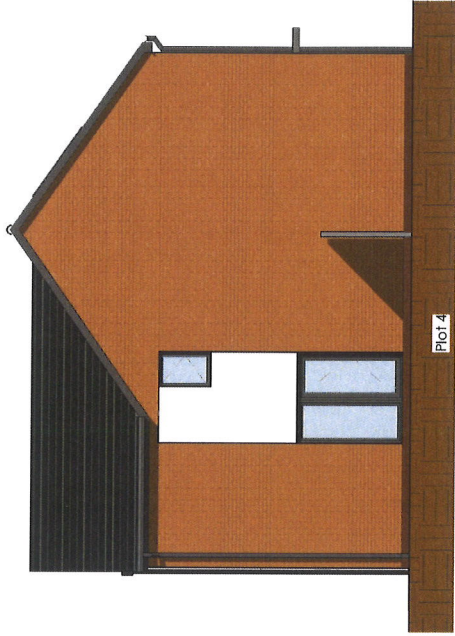
Project	-
Land at Davies Rd., Moreton-in-Marsh	
For	Helix Partnership helix Homes
Drawing Title	Proposed Elevations - Plots 1-3
Scale	1 : 100 @ A3
Drawn by	MP
Checkd	PT
Date	28/03/22
Drawing No.	400
Rev.	B



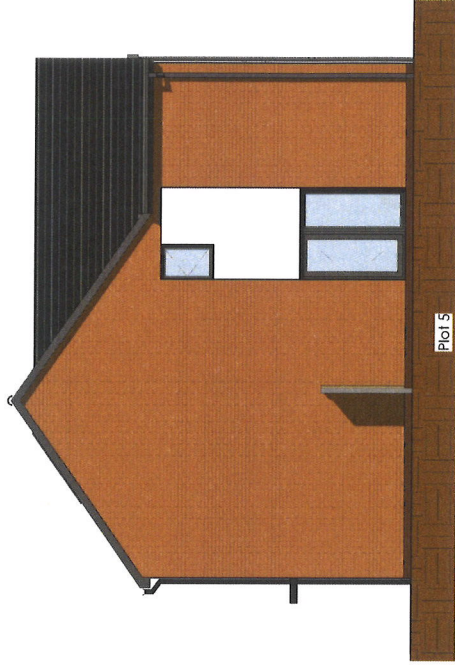
Plots 4-5- Front Elevation
1 : 100



Plots 4-5- Rear Elevation
1 : 100

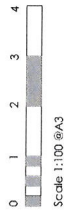


Plots 4-5- Side Elevation (Plot 4)
1 : 100



Plots 4-5- Side Elevation (Plot 5)
1 : 100

NOTES:
COM 2015: DESIGNER NOTES ON SIGNIFICANT
RESIDUAL RISKS
In preparing this design Hester Architects have
attempted to avoid using materials and
components which could cause future hazards
when used in the intended manner or during
the construction of the building.
The following risks could not be designed out
and should be carefully monitored on site
during the construction period and during any
future use of the building.
These risks relate solely to information shown
on this drawing. Only significant risks which are
considered to be a hazard to the public or to
the environment are shown. It is the duty of the
designer to a competent contractor. The
designer will be highlighted. This information is
subject to revision on the design development
with
Particularly hazardous areas are highlighted
with
is typical of the drawing and noted.

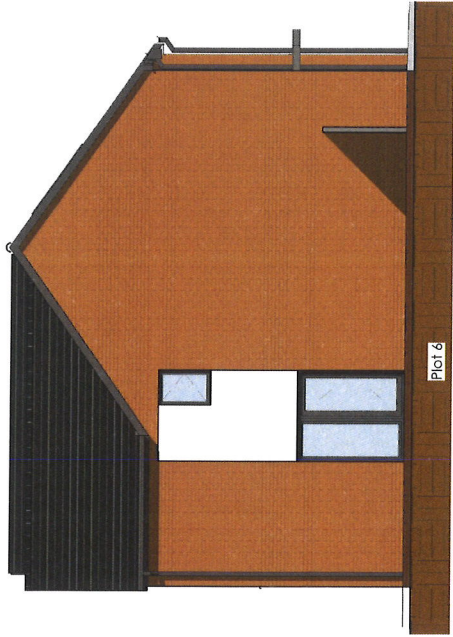


Revision	Date	Description	Notes
A	15.08.22	Initial Approval	provided
B	15.08.22	Initial Approval	provided

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PLANNING

Project	-
Land at Davies Rd., Moreton-in-Marsh	
For	Helix Partnership helix Homes
Drawing Title	Proposed Elevations - Plots 4-5
Scale	1 : 100 @ A3
Drawn/Date	JP/28/03/22
Check/Date	PT/28/03/22
Issue No	210224
Drawing No	401
Rev	B



Plots 6-11- Side Elevation (Plot 6)

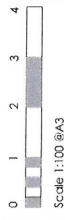
1 : 100



Plots 6-11- Front Elevation

1 : 100

NOTES:
COM 2015: DESIGNER NOTE ON SIGNIFICANT RESIDUAL RISKS
In preparing this design Hester Architects have attempted to avoid using materials and construction methods that could lead to significant residual risks, including those associated with constructing using, maintaining or demolishing the building.
The following list could not be designed out and should be carefully monitored on site during the construction period and during any future use of the building.
These notes relate solely to information shown on this drawing. Only significant risks which are identified on this drawing are shown. It is the client's responsibility to ensure that the design is subject to a competent contractor or other design team to review the design details.
Particularity, hazardous areas are highlighted as symbol on the drawing and noted.



C	15.08.22	Arch. amended, Block Colour
B	14.05.22	Client Approval
A	29.04.22	General Approval
Revision	Date	Notes

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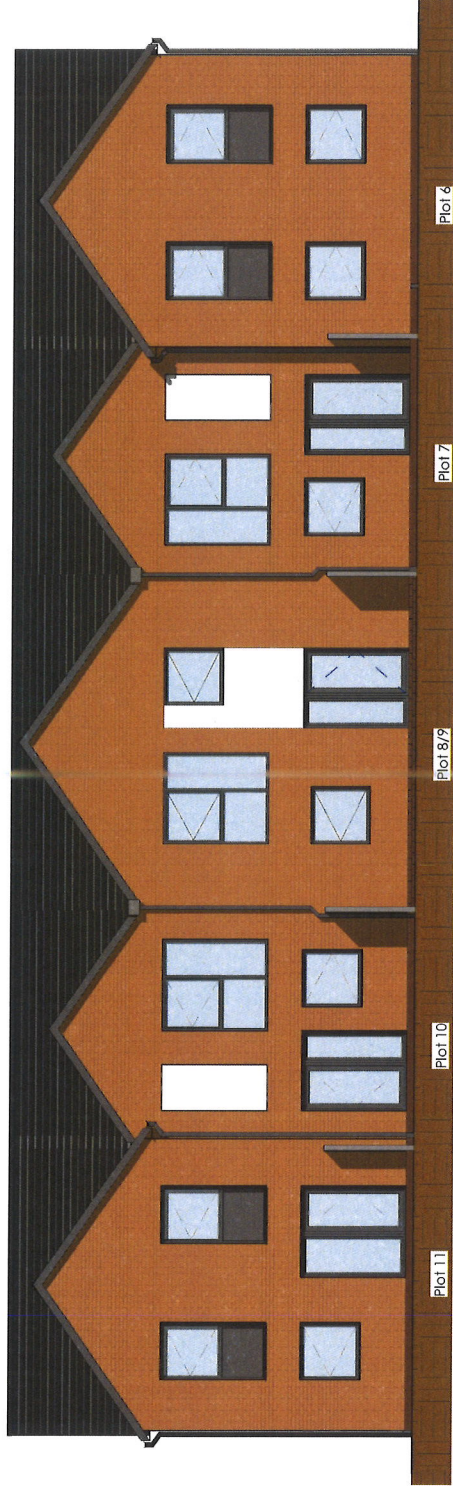
PLANNING

Project	-
Land at Davies Rd., Moreton-in-Marsh	
For	Helix Partnership helix Homes
Drawing Title	Proposed Elevations- Plots 6-11
Scale	1 : 100 @ A3
Drawn/Date	MP 28/03/22
Checked	PT
Job No./Drawing No.	21022
Rev	C



Plots 6-11- Side Elevation (Plot 11)

1 : 100



Plots 6-11- Rear Elevation

1 : 100

NOTES:

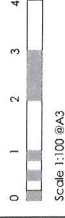
CDM 2015 : DESIGNER'S NOTES ON SIGNIFICANT RESIDUAL RISKS

In preparing this design Hester Architects have attempted to avoid using materials and construction methods which are likely to cause significant risks to the health and safety of those who will be constructing, using, maintaining or demolishing the building.

The following risks could not be designed out and should be carefully monitored on site during construction. These risks are likely to be significant risks to the health and safety of those who will be constructing, using, maintaining or demolishing the building.

These risks relate solely to information shown on this drawing. Only significant risks which are considered to be significant risks to the health and safety of those who will be constructing, using, maintaining or demolishing the building will be highlighted. The information shown on this drawing is for information only.

Particularly hazardous areas are highlighted with a symbol on the drawing and noted.



Scale 1:100 @A3

Revision	Date	Notes
C	15.08.22	Revised drawing, Bred Colour
B	14.08.22	Revised drawing, Bred Colour
A	29.04.22	General Arrangements

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PLANNING

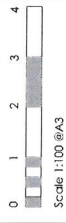
Project	Land at Davies Rd., Moreton-in-Marsh
For	Helix Partnership helix Homes
Drawing the	Proposed Elevations- Plots 6-11
Scale	1 : 100 @ A3
Drawn by	MP
Checked	PT
Date	28/03/22
Job No	21022
Drawing No.	403
Rev.	C

NOTES:
CDM 2015: DESIGNER'S NOTES ON SIGNIFICANT RESIDUAL RISKS

In preparing this design Hester Architects have attempted to avoid using materials and construction methods which are known to be associated with significant risks to the health and safety of those who would construct, use, maintain or demolish the building.

The following risks could not be designed out and should be carefully monitored on site during the construction period and during any future use of the building. These risks relate solely to information shown on this drawing. Only significant risks which are not designed out are shown. Designers should refer to a competent contractor or other specialist for advice on the design of any other aspects of the building.

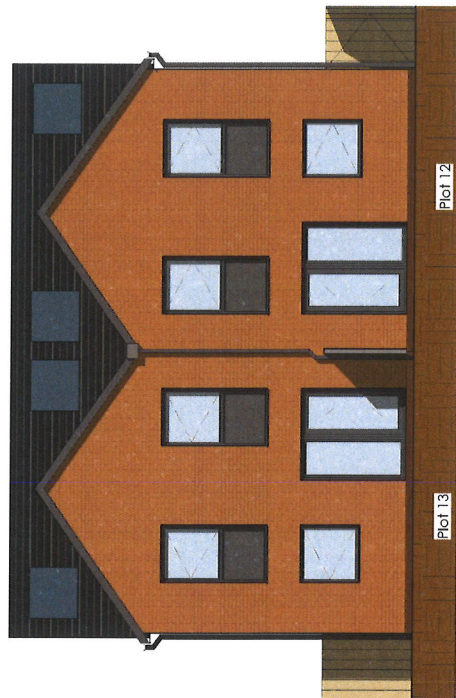
Particularly hazardous areas are highlighted in red. A symbol on the drawing and noted.



Plots 12-13- Front Elevation
1 : 100



Plots 12-13- Side Elevation (Plot 12)
1 : 100



Plots 12-13- Rear Elevation
1 : 100



Plots 12-13- Side Elevation (Plot 13)
1 : 100

Revision	Date	Notes
B	15.09.22	Plot 13 amended, Brick Colour
A	04.05.22	General Amendments

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PLANNING

Project

Land at Davies Rd., Moreton-in-Marsh

For
helix
Helix Partnership
Homes

Drawing title
Proposed Elevations- Plots
12-13

Scale 1 : 100 @ A3

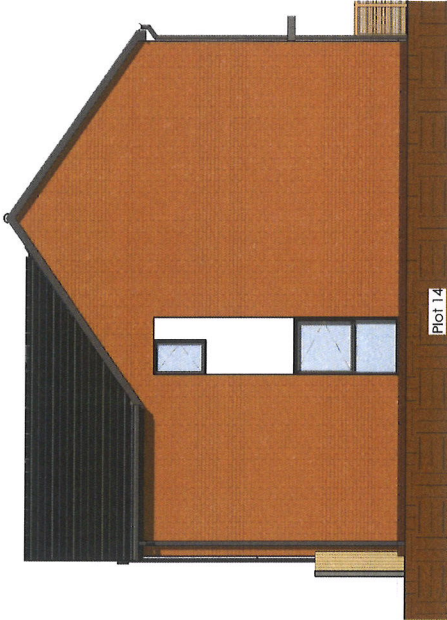
Drawn/Date	MP	28/03/22	Checked
Rev	PT		
Rev	B		



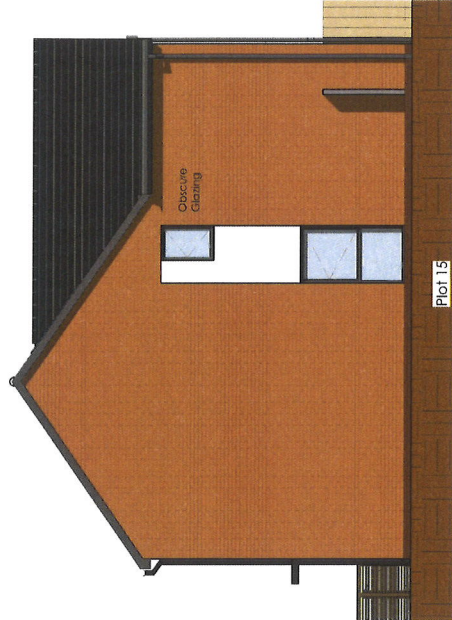
Plots 14-15- Front Elevation
1 : 100



Plots 14-15- Rear Elevation
1 : 100

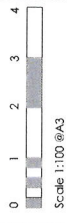


Plots 14-15- Side Elevation (Plot 14)
1 : 100



Plots 14-15- Side Elevation (Plot 15)
1 : 100

NOTES:
CDM 2015: DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS
In preparing this design Hester Architects have attempted to avoid using materials and construction methods that are likely to cause significant harm to the environment or the health and safety of the building occupants during its construction, use, maintenance or demolition.
The following risks could not be designed out and should be carefully monitored on site during the construction and during any future maintenance of the building.
These risks relate solely to information shown on this drawing. Only significant risks which are likely to cause significant harm to the environment or the health and safety of the building occupants will be highlighted. The information is subject to revision to the design as required.
Particularly hazardous risks are highlighted with a symbol on the drawing and ruled.

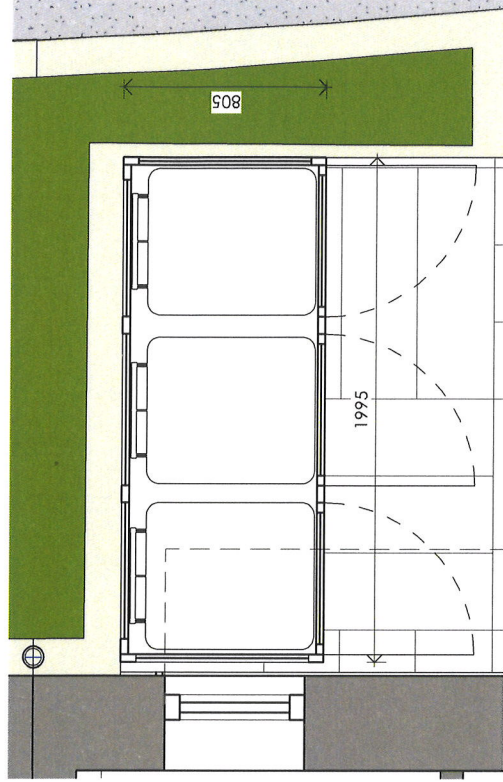


Revision	Date	Notes
B	15/08/22	Revised dimensions, Brick Colour
A	04/05/22	General Amendments

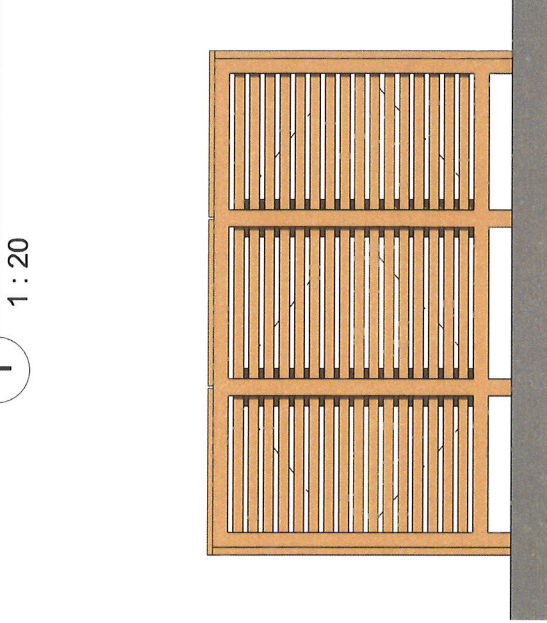
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PLANNING

Project	Land at Davies Rd., Moreton-in-Marsh
For	Helix Partnership Helix Homes
Drawing title	Proposed Elevations- Plots 14-15
Scale	1 : 100 @ A3
Drawn by	MP
Checked by	PT
Job No./Drawing No.	21022
Rev.	B



Bin Store - Plan

1:20

Front Elevation

1:20

Side Elevation

1:20

Rear Elevation

1.20

In preparing the design, master architects have a responsibility to ensure that the design team's technical work could cause future problems while constructing, using, maintaining or decommissioning the building.

The following text could not be degraded and should be carefully monitored on site during the construction period and during any future maintenance work.

These rules rely solely on information shown on the drawing. Q1 significant risks which are considered to be unusual or unlikely to be discovered or highlighted by inspection or other means are highlighted in the drawing. A1 subject to revision at the design developer's discretion.

Particularly noticeable areas are highlighted by a symbol on the drawing and noted.

Exhibition	Date	Notes
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PLANNING

Project

Land at Davies Rd., Moreton-in-Marsh

For  **helix** Helix Partnership Homes

Drawing Title	Proposed Bin Store
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Scale 1.20 @ A3

Drawn by MP	Date 08/16/22	Checked PT
Job No.	Drawing No.	Rev.

Foul Sewer

Even though I have previously provided details of potential issues to the designers and raised comments to CDC it appears no one listens. I have contacted Thames Water directly regarding the Thames Water Consultee letter uploaded on 5th September dated 2nd September 2022. I asked them to confirm to me whether they had considered the information I had sent to them previously regarding the implications of my small development's alteration to the existing foul sewers and for them to confirm to me in writing. A person from Thames Water Developer Services has actually discussed this with me (an actual conversation, remember those?) and confirmed that they have received the application for a connection to the foul sewer and in light of the information I supplied, they have put the application on hold as they have now established that some infrastructure strengthening is required. Thames Water stated that they were appreciative of the information, as they can now be proactive rather than reactive after the fact. At the time of writing this comment, I am awaiting the details of the strengthening works.

I would like to hope the LLFA take a similar proactive inclusive approach and actually discuss our concerns with us. If any CDC councillor or any other representative would like to take the opportunity, I shall gladly give them a guided tour.

Latest proposals

The Highways officer approved the road width of 4.8 Metres, the applicant has chosen to keep the 5.5 M road width. No tracking data for the sharp bend at the Davies Road/ link Road connection has been supplied to support any of these widths since the original outline application.

The latest submission in my opinion is a complete waste of time, "shed shuffle" has done nothing to improve the situation.

The cycle storage for plots 8 and 9 is remote and out of sight to each residence, the security is nil. Our local ward councillor will be able to confirm that there are a number of posts on "Next Door" for "lost and found" bicycles. I for one would not put anything in a remote shed, let alone an expensive cycle. Plot 9 has a garden, what about lawn mower storage? Simple thing I know, but where? The walking distance for plot 7 has lengthened and instead of plot 10 having a distance to walk, it's now plot 7. If the designer were to think about who is residing in these dwellings, most likely, none of them will buy insurance. A loss to the resident will be significant.

Here is a radical idea, what about splitting off plots 6 & 7 from 8,9,10 and putting access between them? There is enough space. The advantages of this are that no one needs to walk far for storage, the longest walk would be for plot 10, but much reduced to what is being proposed. The sheds can be placed within sight of every associated dwelling greatly improving security; plot 8 could even have a private garden, some outside amenity space. Refuse bins could all go to the rear gardens with no reason for them to be placed at the front.

I realise splitting off the two dwelling means an additional wall, Concrete foundation, and insulation, but some of the costs will be recovered by less fencing, less paving, less landscaping. I believe this is a much better, more secure solution.

I also note that the highways officer "Consultee" states that the Drainage Report is a Non Highways matter, which surprises me, as the reason for the drainage redesign, was supposed to be because Highways would not adopt the original solution. If highways do not consider drainage, what is the issue with the original outline permission drainage submission?

If these latest submissions are the final submissions, then most of my original objections have not been addressed and therefore I still strongly object to this application in its current form.

The Storm Water drainage is still a major issue, the water catchment areas do not account for the removal of a gully at the Davies Road/Link Road junction.

The Exceedance Event Waters are still directed towards low-lying properties without seemingly providing a water escape route out to the lowest part of the whole estate.

The facades of the proposed properties are considerably different to the existing ones.

The Refuse areas are still to the front elevation, completely different to all other properties.

No PROW link has been provided.

A police commissioned report states that rented properties, both social and private increase crime and ASB, as residents, we will now have 15 rented dwellings on our doorstep.

As this is a CDC partnership development, I would like to believe that the Council would consider the existing residents by at least providing the much need link to the PROW. It does appear the designer and Developer does not.

As this application is going to Committee and in the hope the committee actually read these comments rather than just relying upon the planning officer's report, I have provided some points to ponder.

I understand the committee put a lot of store in EXPERT opinion;

Homes England; is a Government body of housing experts with years of experience and you would hope that they use consultants that know about highway design to meet adoption criteria however it appears not, but surprisingly **Gloucestershire Highways** Consultee say drainage is not their remit?

It can be shown the highway drainage was being redesigned before outline permission was granted but after the LLFA response. Why was it only raised after approval? Or was it?

The CDC Tree Officer; Consultee. A resident raised the fact the Officer was referring to a document outside of its validation date. Has a "new" arboricultural report been conducted, or just reviewed, re-dated with amendments?

Gloucestershire Highways; Consultees, one stated the highway should be 6 Metres and another approved a highway width of 4.8 Metres after a design resubmission already at 5.5 Metres.
The Highway EXPERTS haven't reviewed the latest documentation and they don't agree.

Gloucestershire (Lead Local Flood Authority); Consultees, Approved the outline application without confirming whether the drainage route was definitely correct or indeed if it was in a condition capable of accepting addition waters. And now we find the expected output has been further increased by an additional development at Stockwells thereby adding to the submerged outflow chamber. Has anyone considered this?

WSP UK Ltd.; Project Consultants whose outline drainage proposal stated a piped design was not a practical solution due to the shallow depths.

Infrastruct CS Ltd. Drainage Experts have designed a piped solution that does not meet building control expectations and I strongly believe has potential for flooding.
The drainage EXPERTS don't agree.

Thames Water; Consultees: they didn't even recognise there is a house built directly over the main foul sewer. The sewer cannot be upgraded in the future. How can they make any decisions from Nottingham or London. The EXPERTS don't update information. I've provided information, now they want to do upgrades.

CDC has spent time, resource and tax payer money on the local plan, the applicant admits it doesn't meet the plan on separations. Why break your own agreed plan? The facades of the buildings are of a completely different character. This is the Cotswolds not a city suburb.

This process has not been transparent, the experts don't agree, they've made mistakes. **DO YOU REALLY TRUST THESE EXPERTS?**

I believe you have already made your decision because and I quote:

"If the Council is successful, then they will have achieved their ambition to deliver 15 affordable, low carbon housing units."

It seems political ambition is more important than consideration of neighbouring residents.

As our elected representatives, prove me wrong and say;

MAYBE, JUST MAYBE THESE LOCAL PEOPLE, MIGHT JUST BE RIGHT,

We need to look again at this application before we agree.

I give my permission to anyone who may want to discuss our concerns, to telephone or knock on my door. I will give you a guided tour if you wish.