



DESIGN AND ACCESS STATEMENT

New Barn to replace open storage
Upper Studley Farm, Swindon Road, Royal Wootton Bassett, SN4 8ET

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The purpose of this report is to accompany a planning or Listed Building application. A DAS provides a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users

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Upper Studley Farm, Swindon Road, Royal Wootton Bassett, SN4 8ET

1. INTRODUCTION

Project Address: Upper Studley Farm, Swindon Road, Royal Wootton Bassett, SN4 8ET

Local Authority: Wiltshire Council

Conservation Area: None

Current Land Use: Agricultural and Commercial

Listing Status: Not listed

Green Belt Status: None

Project Overview:

There is a large area of hardstanding to the front of the existing barns and Curtilage Listed Dairy Barn that is currently used for the storage of vehicles. This was previously the location of a large barn (refer to historic google earth images and mapping). This application is remove the cars being stored, reduce the amount of hardstanding introducing some green landscaping to improve biodiversity and improve the setting of the Listed Buildings and to provide a reduced size timber clad barn for the storage of vehicles (20m x 9.5m) more reflective of the older farmyard setting.



2. SITE LOCATION AND DESCRIPTION

The site comprises a series of connected barns running east-west, situated within the farmstead of Upper Studley Farm, approximately 3km east of the market town of Royal Wootton Bassett, and 5.5km south west of Swindon. Neighbouring the farm to the west is North Wiltshire Crematorium and to the south lies the Great Western Main line railway connecting London Paddington to Bristol and South Wales (The South Wales Main Line branches off the main line at Wootton Bassett Junction, on the south west edge of Royal Wootton Bassett). North of the site lies M4 Junction 16 (Spittleborough Roundabout). The site, as with the rest of the farm, is accessed from a 375m access road connecting to Swindon Road (A3102) as the A road exits the roundabout westbound. The other side of the road, directly opposite the farm entrance, is split into 3 lanes in readiness for the junction. On the other side of the junction, industrial estates and business parks on the edge of Swindon's sub-urban sprawl, abut the motorway. Excepting this, the area surrounding the farm is sparsely populated rural land.

The A3102 connects Melksham to Swindon, passing through the centre of each town and village on route, and forming the high street in Royal Wootton Bassett. Between the towns and villages, the road is lined on both sides with mid height hedges.

The barns in question are mostly clad in horizontal grey weatherboarding over deep stone plinths. The roofline is a mixture of dual-pitched, mono-pitched shed style, and a curved roof, all with gable ends addressing a hard landscaped courtyard used as parking for the commercial gym housed in the centre barns. The valleys between these roofs creates a visual break between the barns.

The barns are modern steel frame construction and are not curtilage Listed.



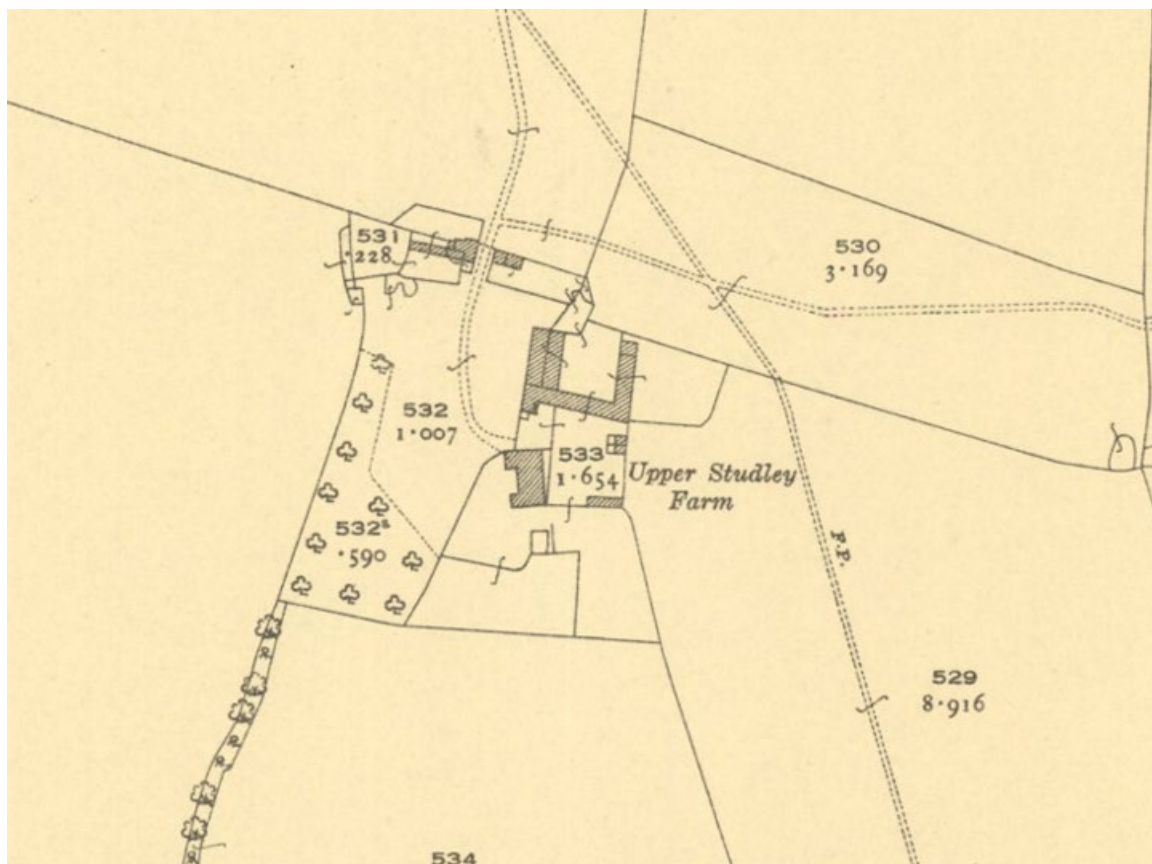
Image taken from Google Earth 2002 illustrating former barn structure

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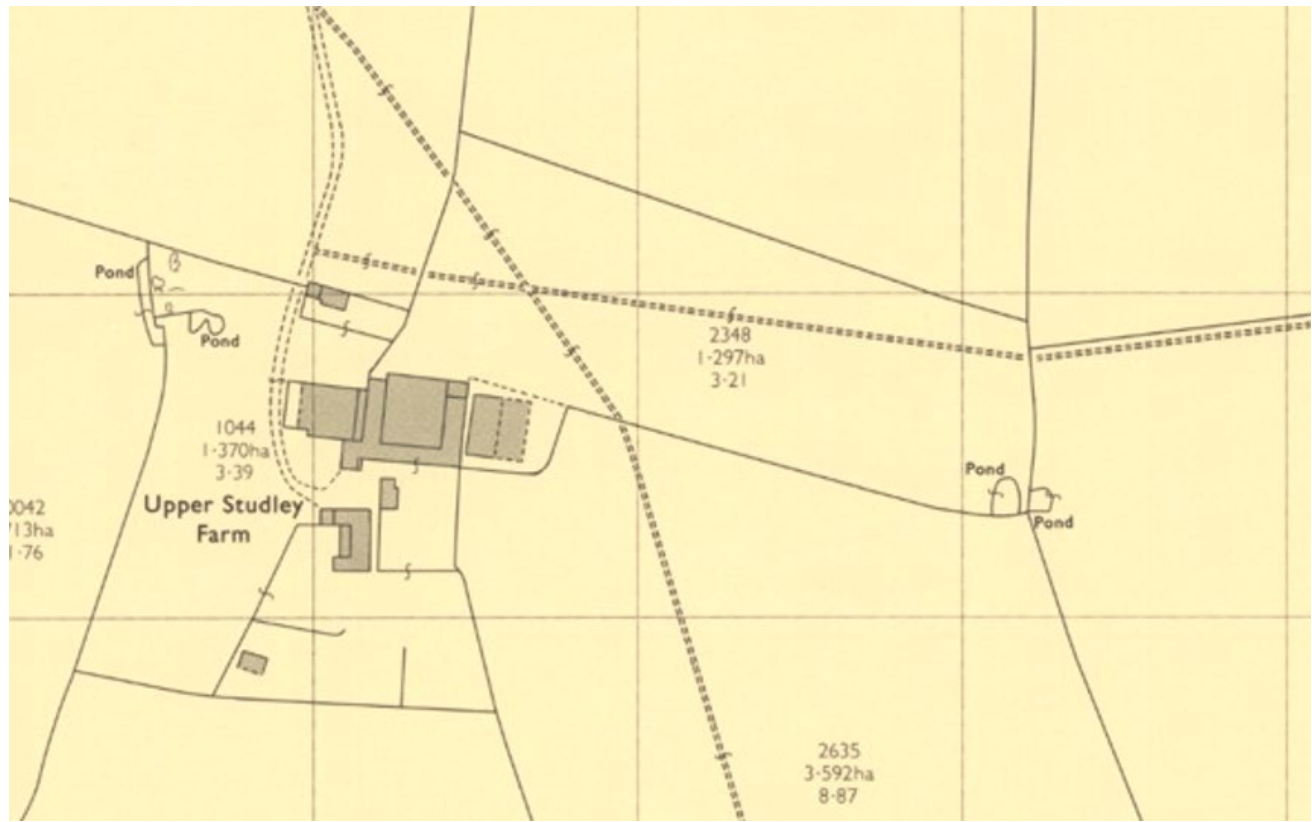
Image taken from Google Earth 2015 illustrating former barn structure



Extract from 1923 OS Mapping

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Extract from 1970 OS Mapping

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3. PLANNING HISTORY

PL/2024/09273 - Change of use of an existing agricultural building to a gym (Use Class E(d)).

Validation: 14/10/2024

Decision: 01/05/2025

Decision: Approve with Conditions

19/04283/FUL - Change of use of agricultural buildings to commercial and retention of building operations

Validation: 01/05/2019

Decision: 10/04/2025

Decision: Disposed

N/12/03540/FUL - Change of Use of Dairy Parlour Building to Form 2 x 2 Bedroom Holiday Lets.

Reinstatement of Part of The Garden Wall. Extension to Farmhouse.

Validation: 25/10/2012

Decision: 02/02/2013

Decision: Approve with Conditions

19/06082/DOC - Discharge of condition 18 of planning application 17/04117/FUL (Proposed Crematorium with Access Road, Car Parking, Garden of Remembrance, Landscaping, Ecological Enhancement, Sustainable Drainage System and Associated Works)

Validation: 14/06/2019

Decision: 20/08/2019

Decision: Approved

17/04117/FUL - Proposed Crematorium with Access Road, Car Parking, Garden of Remembrance, Landscaping, Ecological Enhancement, Sustainable Drainage System and Associated Works

Validation: 20/04/2017

Decision: 19/07/2017

Decision: Approve with Conditions

N/12/03551/LBC - Internal & External Alterations Plus Extension to The Farmhouse, Internal & External Alterations to The Former Dairy in Association With Conversion to 2 x 2 Bed Holiday Lets. Reinstatement of Part of The Garden Wall

Validation: 25/10/2012

Decision: 06/02/2013

Decision: Approve with Conditions

17/03930/SCR - Request for Screening Opinion for the Proposed Development of a Proposed Crematorium with Access Road, Car Parking, Garden of Remembrance, Landscaping, Ecological Enhancement, Sustainable Drainage System and Associated Works

Validation: 20/04/2017

Decision: 09/05/2017

Decision: OPIN- Screening Opinion

N/96/01081/FRC - WOODLAND GRANT SCHEME

Validation: 04/06/1996

Decision: 24/06/1996

Decision: Unknown

N/91/01121/FUL - ALTERATIONS TO EXISTING ACCESS

Validation: 20/05/1991

Decision: 22/07/1991

Decision: Refused

N/89/02316/OUT - OUTLINE- GARAGE/RESTAURANT/ MOTEL/SEWAGE TREATMENT PLANT AND ASSOCIATED FACILITIES

Validation: 17/08/1989

Decision: 09/10/1989

Decision: Refused

4. DEVELOPMENT PROPOSALS

Use and Amount:

The original storage barns were for agricultural purpose. The site was purchased in November 2016 by the current owner and ceased its agricultural purpose at that point becoming used as a mix of commercial and residential from that point onwards. The barns have since collapsed and been removed however the hardstanding remains in place and is currently used unofficially for car storage.

We wish to change the use of the area of land from agricultural purpose to class B8 – storage and reinstate a much smaller building. This regularises existing use that has been in place since November 2016.

Layout and Scale:

There is a reduction in scale of the proposed building from that which previous existed on the site. The new building has a footprint of 190m². The previous one had a footprint of approximately 450m² (1960s) and the 1923 one was approximately 250m². The building position is reflective of the more traditional farm layout and retains visibility of the Dairy Barn.

Scale Height and Mass:

The scale and mass is greatly reduced from that of the former barn evidenced on the historic google maps. The proposed ridge height is reflective of the existing commercial barns on site, therefore leaving the existing scale and massing unchanged.

Landscaping and Trees:

The nearest trees are within the property of Upper Studley Cottage. There are no proposals to add, remove or impact any of the trees.

The landscaping around the barns is hard landscape/concrete and gravel. The space to the north of the barns serves as car parking for the barn. This proposal reduces the amount of hard landscaping and introduce green landscaping and native hedgerow to enhance the aesthetics of the approach to the farmhouse.

Appearance:

The barns are for the most part horizontal grey weatherboard. The new barn is to retain this farmyard materiality with black feather edge boarding over a brickwork plinth.

The appearance of the area would be greatly improved by the enclosure of the car storage and the introduction of the green landscaping.

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Access and Parking:

The barns are single storey/double height spaces with level thresholds off hard landscaped courtyards/parking area to the north and south.

The farmstead is accessed from a 375m access road suitable for vehicles. There is no proposed change to access or parking arrangements. There is no intensification of usage as a result of the proposals.

The building is already served by adequate access and infrastructure.

The site has reasonable access to local services.

Flood Risk:

The site is outside of flood zones 2 and 3 and is at very low flood risk from rivers and the sea. Part of the farm, including this barn range are at medium and high risk of flooding from surface water

There is reduction in hardstanding in the proposals which will reduce the risk of flooding from surface water.

Heritage:

Within the farm and surroundings, a number of archaeological features have been found over relatively few archaeological investigations. However this project does not involve any ground disturbance since the new building will utilise the existing hardstanding.

The proposed barn does not require alteration to a Listed structure.

5. POLICY ASSESSMENT

Character and Appearance of the Area:

The proposals reflect the appearance of the existing barns, so has no impact on the character or appearance of the site or local area. Unlike the previous barn in this location the new proposed barn retains the views of the Dairy Barn on approach and enhances its setting through landscaping. The area is enhanced greatly by concealing the storage of the vehicles.

Amenity – Impact on Site Users:

The proposals are a regularisation of a use that has been in place since 2016. It has no impact upon any existing site users.

Amenity – Impact on Neighbours:

There is no impact upon neighbouring properties. The proposals do not result in the generation of noise or dust.

Drainage and SuDS:

There is no change to the existing buildings as a result of the proposals. The existing site sewage is dealt with via a sewage treatment plant. Rainwater is dealt with using a soakaway as existing.

Contamination:

There is no known ground contamination on site. The proposed use does not generate ground contamination risk and uses an existing area of hardstanding.

Ecology:

The proposals reduce the amount of hardstanding on the site and introduce greenery and native hedges which will have a positive impact upon site ecological habitat.

6. CONCLUSION

The proposals are a regularisation of existing use which has been in place since 2016 and rebuild a former structure on a much reduced scale in order to remove the current open air car storage.

There is an enhancement in the visuals of the approach to the neighbouring Listed Buildings as a result of the proposals.

There is no change to the existing site access and parking. The site has adequate access and infrastructure.

The proposals do not require the conversion or reuse of a heritage asset and do not involve work to a Listed structure.

The proposals have no impact on adjoining land uses nor impact on highways.

The proposed development is considered to be a site enhancement and act in accordance with local and national planning policy.