

# BOB'S FARM | SHERBORNE ST JOHN



## DESIGN AND ACCESS STATEMENT

MARCH 2022

**RADLEY  
HOUSE**  
PARTNERSHIP | CHARTERED  
ARCHITECTS

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# 1.0 INTRODUCTION

## 1.1 INTRODUCTION

This Design & Access Statement (DAS) has been prepared in support of the erection of 9no. detached dwellings with associated garages and parking.

This statement has been prepared by Radley House Partnership and is to be read in conjunction with Radley House Partnership drawings and the following reports;

- A- Arboricultural Assessment by *Technical Arboriculture*
- B- Ecological Assessment by *Ecus Ltd.*
- C- Highways Report by *Nick Culhane*
- D- Landscape Strategy & Maintenance Plan by *T G D Landscape Ltd.*

## 1.2 LOCATION

The proposed site is located on the north-east outskirts of Sherborne St John, outside of the settlement boundary and Conservation Area.

It borders with the Strategic Gap to the east and Sherborne St John Conservation Area to the North, West and South.

## 1.3 INTENT

The proposed development intends to make an effective use of a large plot to address the need for high quality family homes in the area of Sherborne St John. It aims to extend the urban development without affecting the agricultural character of the area.

The scheme will reflect the local character and will maintain the leafy nature of the surrounding area to ensure that the diverse local landscape and settlements are protected.

Design solutions used in this proposal aim to create buildings with successful spaces, creating a scheme that is accessible, sustainable and that offers a high quality of enjoyment by future occupiers.

The proposal's design has been informed by the constraints associated with the site and the neighbouring properties.

## 1.4 PLANNING HISTORY

There are number of planning applications related to the site with the most relevant being:

16/00949/FUL  
Erection of 2 no. 5 bed and 2 no. 2 bed dwellings with new access, following demolition of existing buildings and restoration of the

southern part of the site to a grassed area of recreational open space. Permission granted

18/02071/FUL  
Erection of 2 no. detached 5 bed dwellings and 2 no. semi-detached 2 bed dwellings with new vehicular access, following demolition of existing buildings, concrete hardstanding and restoration of the southern part of the site to a grassed area of recreational open space. Permission granted

18/03679/FUL  
Erection of 4 no. 2 bedroom dwellings and associated landscaping and car parking following the demolition of existing buildings and hardstanding. Permission granted.

19/02740/FUL  
Erection of 4 no. 3 bed dwellings and 1 no. 4 bed dwelling with associated landscaping and car parking following the demolition of the existing agricultural buildings. Permission granted.

21/02194/FUL  
Erection of 4 no. 2 bed dwellings and associated landscaping and car parking following the demolition of existing B8, storage and distribution use building and hardstanding. Permission granted.

22/00801/ROC  
Variation of condition 1 of planning consent 21/02194/FUL (Erection of 4 no. 2 bed dwellings and associated landscaping and car parking following the demolition of existing B8, storage and distribution use building and hardstanding) to allow rooflights to plots 1-4. Permission granted.





## 2.0 SURROUNDING AREA

### 2.1 SHERBORNE ST JOHN

Sherborne St John is a historic village with a variety of building forms and styles dating from the 16<sup>th</sup> and 19<sup>th</sup> centuries. It is predominantly rural in character with a significant level of development on its southern fringes, where the village abuts the northern extreme of the urban area of Basingstoke.

### 2.2 VYNE ROAD

Vyne Road runs from the rural centre of Sherborne St John to the outskirts of Bramley located to the north-east from the village. It is mostly a countryside road with a notable grouping of historic and listed buildings at its southern end:

- Edernish House (Grade II listed) is a large, square, three-storey building dating from the late 18th century, with 19th century alterations. It includes red brick, hipped tile roof, decorative tiling and tall chimney stacks.
- Opposite Edernish House there is a group of three Grade II listed buildings dating from the 17th, 18th and 19th centuries (6, 8, 10 Vyne Road). They are two-storey cottages with red tile roofs, decorative brick elevations with glazed headers and chimney stacks. They are visible along Vyne Road for some distance and terminate the long view.
- The unlisted 16 Vyne Road, although set back, links the group together with its large, thatched roof. Its tall chimney stacks can be seen across Dancers Meadow to the south.
- 13-17 Vyne Road and adjoining barn complex at Kestrel Court define the edge of the village and are of an important value for the Conservation Area, despite being unlisted.

13 Vyne Road is a two storey red brick building with red tiled pitched roof, decorative red tiles and arched window headers. It also comprises a gable, which punctuates the long view towards the village.

15 and 17 Vyne Road is a pair of former farm workers cottages comprising red brick with arched window, half hipped roof with red clay tiles and arched window headers.

Kestrel Court is a former farm yard comprising former threshing barn clad in black timber and red brick stable blocks converted to office units. The black painted, weather boarded northern elevation is particularly visible from the north.

- 28 and 30 Vyne Road, located opposite Kestrel Court is a two-storey semi-detached dwelling comprising red brick, arched window headers, pitched roof with large chimney stacks.

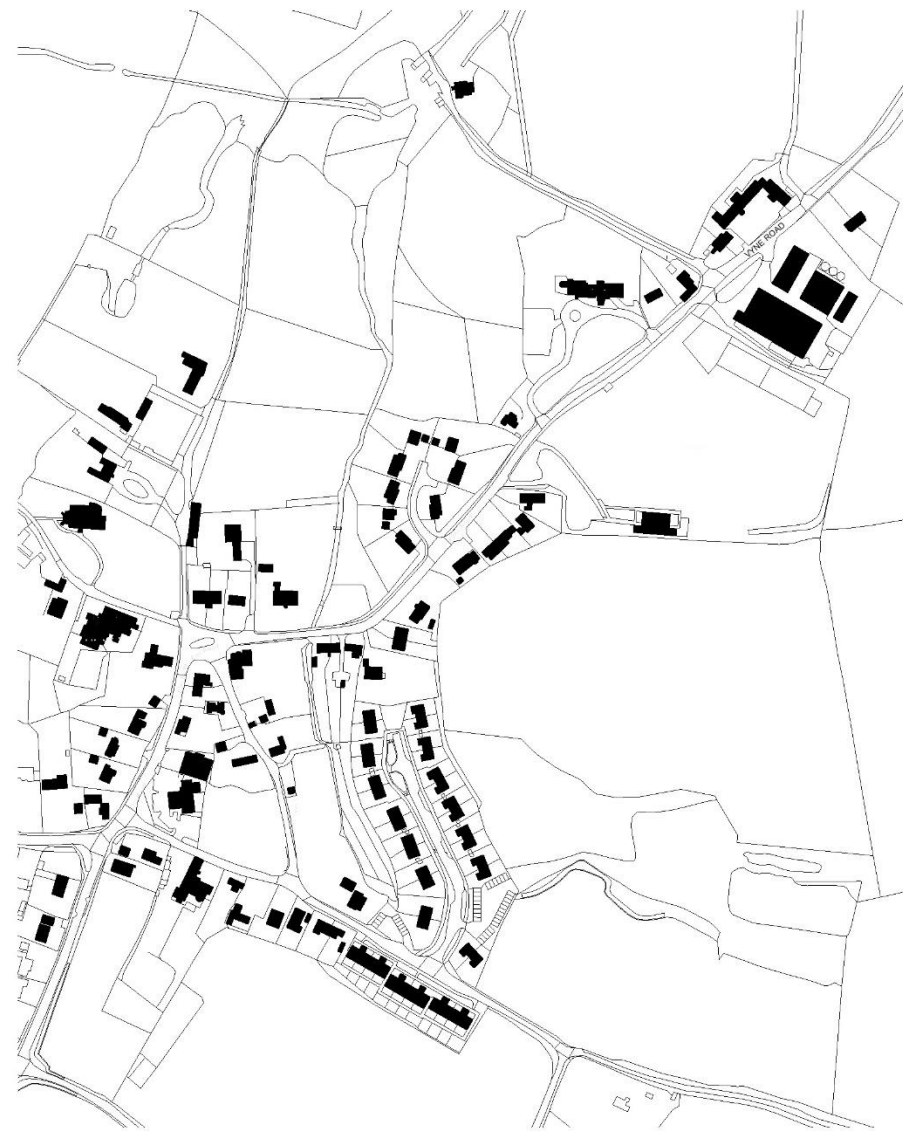


Fig. 2 Local vernacular

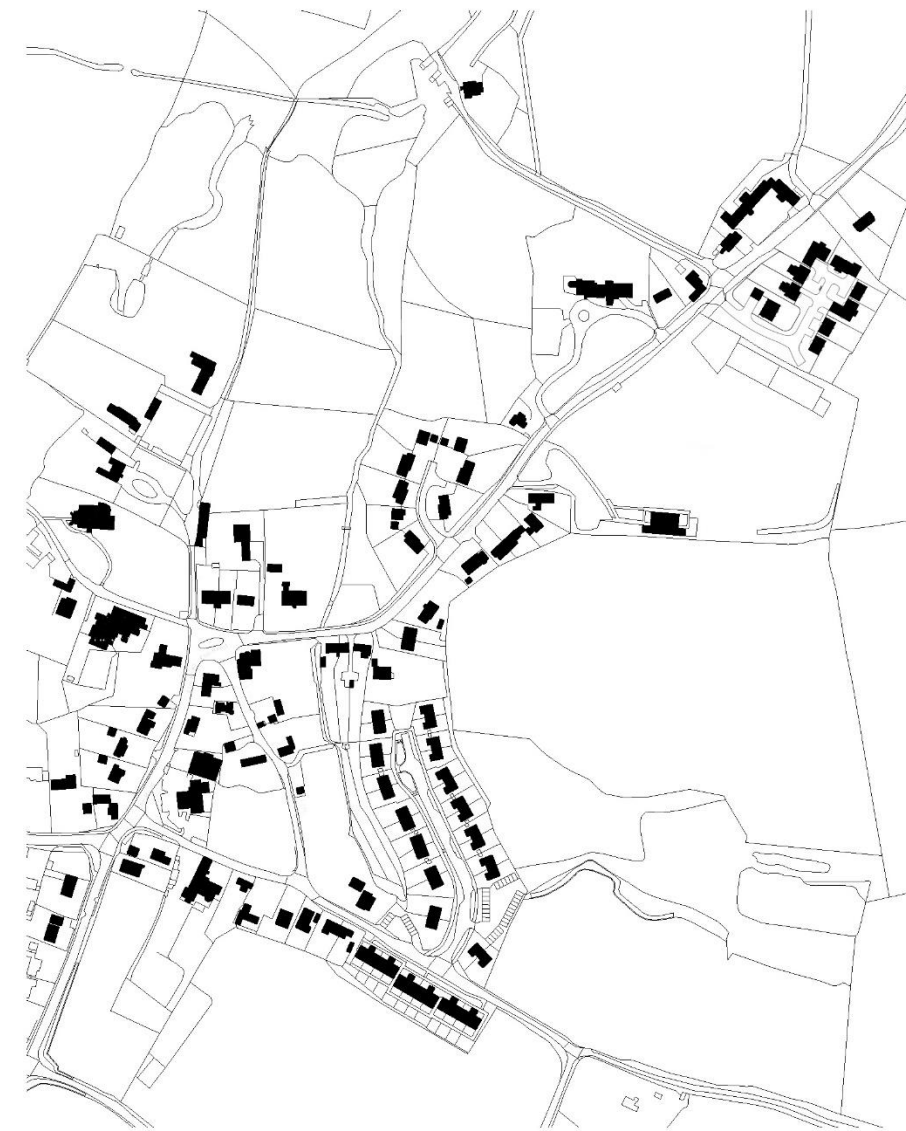


## 2.0 SURROUNDING AREA

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EXISTING



PROPOSED

Fig. 3 Urban Grain

# 4.0 DESIGN PROPOSALS

## 3.1 SITE CONSTRAINTS

### 3.1.1 TOPOGRAPHY

The site is approx. 0.83ha and gently slopes down from west to east with a change in level across the site of approximately 2m.

### 3.1.2 BOUNDARY TREATMENT

The site is screened by dense hedges along the northern and southern boundary blocking the view onto the site from the adjacent properties and playground. On the contrary, the western boundary is lined with a low post and rail fence allowing for an unobstructed view from Vyne Road with an exception to the north-west corner which is lined with tall and mature hedge blocking the view onto the site. The eastern boundary is enclosed by metal fencing.

### 3.1.3 TREES

There are few mature trees within the site and none of them are protected through tree preservation orders. Trees are located along the western and northern boundary.

### 3.1.4 OVERLOOKING

Due to distant proximity and orientation of the neighbouring buildings the overlooking from adjacent properties into the site is very limited.

### 3.1.5 NOISE

The proposed site is affected by the traffic noise from Vyne Road and potentially from the playground located to the south of the site.

### 3.1.6 FLOOD RISK

The site is located outside of the flood zone.

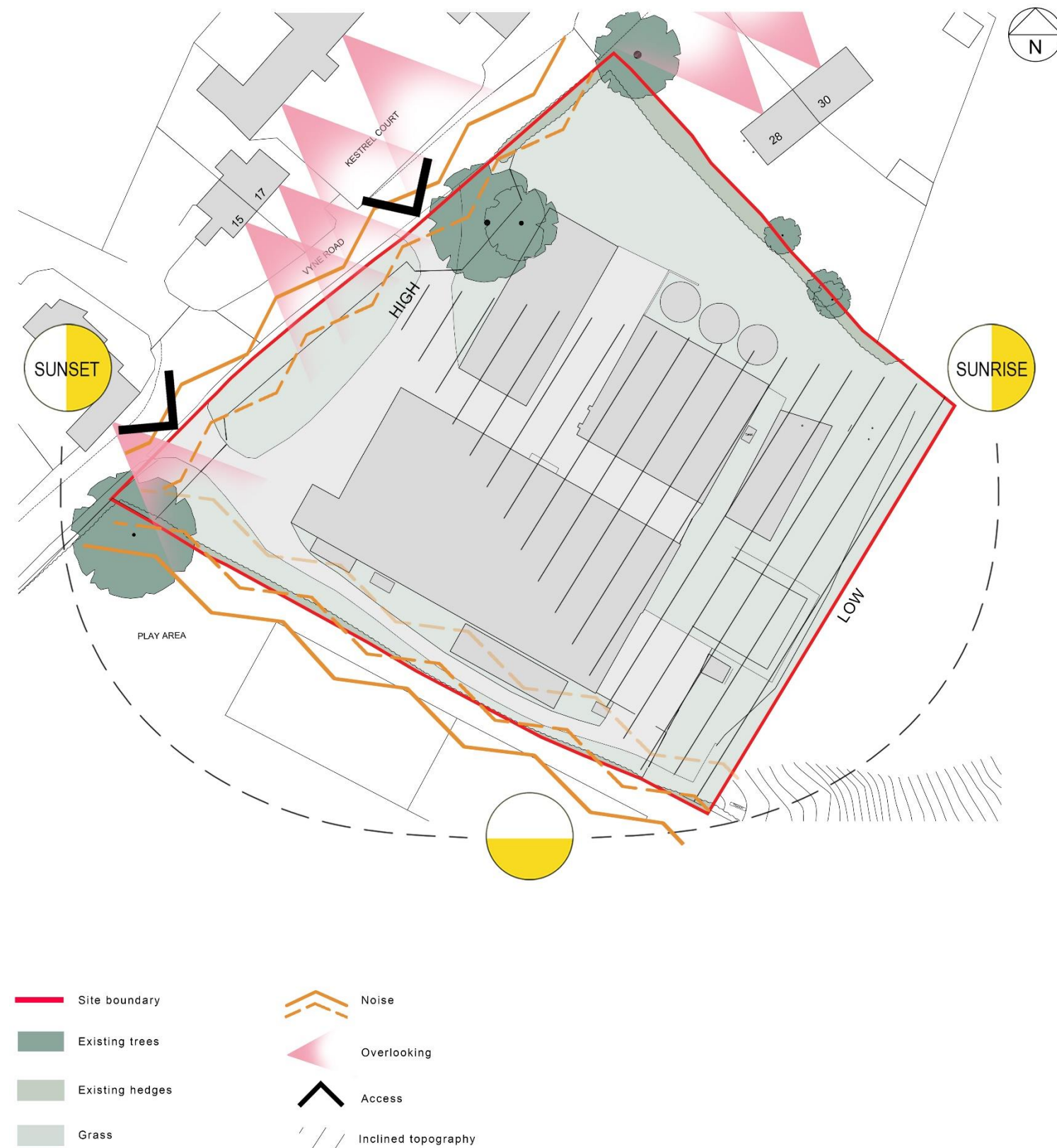


Fig. 4 Site analysis



# 4.0 DESIGN PROPOSALS

## INSIDE THE PROPOSED SITE

The site has two access points. One from the north-west corner and the second from the south-west corner, both served from Vyne Road

It is a vacant farmyard comprising:

- a dairy/ cattle building (previously used for car storage),
- barn (adapted for use as a grain store and later used for car storage),
- cattle shed,
- grain dryer and wet bins,
- three grain silos,
- silage clamp,
- dilapidated nissen hut,
- chicken hut

The site is lined with mature trees and hedgerows along the northern and southern boundary. To the west, the site is open, whereas the eastern boundary is enclosed by metal fencing and gates.

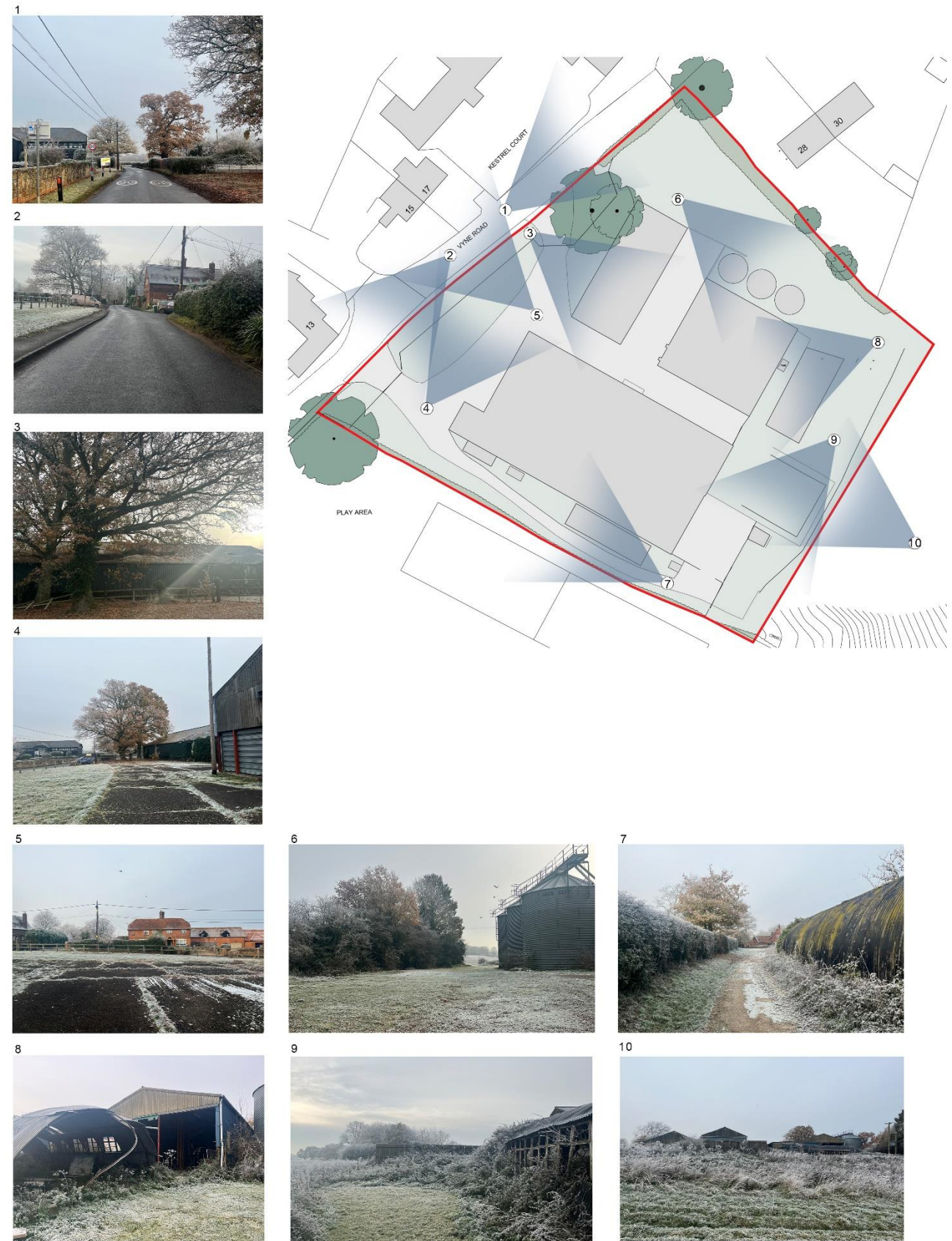


Fig. 5 Site photos



## 4.0 DESIGN PROPOSALS

### 4.1 USE AND DENSITY

The proposal is for 9no. detached dwellings with associated garages/ parking and private amenities.

With the site area of 0.84ha, the proposed development represents a site density of 11dph.

### 4.2 SITE LAYOUT AND SCALE

The proposed layout has been informed by the constraints of the site and the existing urban grain.

The scheme imitates a layout of a farmstead to address an agricultural character of the area.

All units along Vyne Road are well set back from the road allowing for an extension of a green buffer at the northwest corner.

Enclosed bin storage is to be located within the rear gardens. The proposed bin storage will meet requirements to accommodate each dwelling.

In addition, secure cycle storage is to be allowed for within the rear gardens or wall mounted within garages.

#### 4.2.1 ACCESS

The site is proposed to have one vehicular access point at the south-west corner of the site.

#### 4.2.2 AMENITIES

All nine dwellings will benefit from spacious rear gardens.

#### 4.2.3 LANDSCAPING

The proposed scheme aims to retain, enhance and/or replace existing vegetation with native planting along the perimeter of the site.

### 4.3 CAR PARKING

Each of the proposed dwellings has been provided with policy compliant parking spaces. In addition, all 3 and 4-bed units will benefit from single or double garages.



Fig. 6 Proposed Site Plan



# 4.0 DESIGN PROPOSALS

## 4.4 APPEARANCE AND MASS

The proposed buildings have been informed by the local mix of building types and aim to reflect agricultural character of the area.

The proposed scheme comprises two storey dwellings with pitched hipped roofs, gables, and dormers.

Properties across the site will share the same agricultural form and a simple palette of materials, which includes red brick, flint, slate or clay roofs and black timber cladding.

### MATERIALS KEY

- 1. Slate roof
- 2. Clay roof
- 3. Red brick
- 4. Timber cladding
- 5. Flint
- 6. Timber canopy



Fig. 7 Material Palette

# 4.0 DESIGN PROPOSALS



Fig. 8 Proposed Site Sections



# 5.0 SUSTAINABILITY

## 5.1 ENERGY STATEMENT

The development will aim to meet the requirements of current Building Regulations for energy (Part L), water usage (Part G) and Overheating (Part O). To this end, the new dwellings will have a highly insulated and airtight building fabric.

### 5.1.1 Drainage

The proposed development will connect into the mains sewers along with other necessary services.

### 5.1.2 Ecology and Bio-diversity

A thorough landscaping strategy will be developed to increase and promote bio-diversity with the enhancement of existing areas through the introduction of indigenous planting, while in turn helping to create a sensitive development that blends into the leafy surroundings of the proposed site.

Please refer to the Ecological Assessment Report by *Ecus Ltd* and Landscaping and Visual Appraisal by *T G D Landscape Ltd*.

### 5.1.3 Materials

The majority of materials will be locally sourced to help reduce the carbon footprint of the construction.



Fig. 9 Proposed Landscaping Scheme



# 6.0 TRANSPORT

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## 6.1 ACCESSIBILITY

The dwellings have been designed to fully comply with Part M of the building regulations, ensuring that each unit is part M compliant.

## 6.2 TRANSPORT STATEMENT

### 6.2.1 The site

The proposed site's main entrance connects directly with Vyne Road at the south-west corner of the site. The road is connected with Elm road and leads to Aldermaston road.

Aldermaston Road connects the site with Basingstoke to the south of the site, leading to M3. The site is therefore conveniently located within close proximity to the Strategic Road Network.

The site utilise the existing access to the south, although it is intended to improve this with the extension of the footway either side being extended into the site, which will give safe passage for pedestrians.

Please refer to Highways report by *Nick Culhane* for more details.

### 6.2.2 Cycle, bus and train routes

Basingstoke is located approximately 2.9miles and St. John centre approximately 0.4miles south of the proposed site. The village centre provides a wide variety of services including convenience store, public house and a primary school.

Currently there are no formalized cycle routs within the immediate area, however the existing wide local road network allows for a convenient cycle link between the site and the centre of St. John.

The nearest bus stop is located on Dixons Corner, approximately 11-minute walk to the north. From here regular bus services connect the area with Basingstoke centre and rail station.

Train services from Basingstoke Station provide links to wider, longer distance destinations including frequent services to Southampton, Portsmouth and London.

### 6.2.3 Parking provisions

#### Supplementary Planning Documents - Residential Parking Standards

The proposed standards require a minimum provision to meet the needs of the development except where exceptional circumstances exist. The standards are aimed at meeting the needs of occupiers and will include additional spaces to accommodate visitors.

Basingstoke and Deane's Parking Supplementary Planning Document (July 2018) suggests that in a rural area such as this, each three-bed unit should have 2.25 spaces whilst a four-bed unit would require 3.25 spaces. In addition, secure and undercover cycle parking should be provided at a rate of 1 space for the three-bed units and 2 spaces for the four-bed units.

The proposed development consists of 4 number four-bed and 5 number two and three bed units, requiring a total of 24.25 spaces. The total number of spaces provided is 28, which is more than adequate to accommodate the parking needs of residents and visitors.

The proposed development therefore incorporates parking at Local Authority standards. Through providing convenient parking, in line with the maximum standard, no parking pressure would be placed on Vyne Road.

Cycle storages can be accommodated within the garages for the dwellings that benefit from such, whilst the remaining three units will have sheds located within the rear gardens.

The car and cycle parking therefore fully accords with the adopted parking standards.

### 6.2.4 Refuse Vehicle and Proposed Access Arrangements

The proposed development is for an increase of nine dwellings, therefore on bin collection day a total of 9no bins would be expected for collection.

The refuse servicing will be undertaken from Vyne Road.

Please refer to Highways Report by *Nick Culhane* for more details.



## 7.0 CONCLUSION

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The detailed analysis carried out within this Design and Access Statement addresses matters regarding design and impact. It has been put together to evaluate these aspects and to identify the proposed development as a new, high quality and attractive scheme, which will be a positive addition to the surrounding area.

The proposed scheme has been designed to reflect the site and its constraints. It makes efficient use of a large plot, ensuring privacy of the future residents is provided. Furthermore, it respects the importance of the existing mature vegetation and enhances current boundary treatment to promote biodiversity.

The layout and mass of the proposed scheme blends well with the urban grain and character of the Sherborne St. John.

The assessment carried out within this Design and Access Statement demonstrates the proposed development's deliverability and the considered approach that has been taken towards its design, appearance and impact on parking and transport.

In considering the application submission, it is respectfully requested that this planning application is approved.