



LANDMARK
ESTATES

Hatch Motors, Sway

Planning, Design and Access Statement



HURRELL
ARCHITECTURE



1. Introduction

1.1 The proposed development and supporting information

This Statement accompanies the full planning application for development described as:

- Demolition of the existing garage showroom with integral residential accommodation (two storey) and car-repair buildings (single storey) and erection of a replacement three storey building:
 - Ground floor to accommodate a retail convenience store (use class A1) with ATM.
 - First and second floors to accommodate 6 flats (5 x 2 bedroom & 1 x 1 bedroom units).
- External servicing, refuse / plant areas and dedicated customer and residential car parking; and
- Erection 4 x 3 storey townhouse-style dwellings, to the rear of the site, with associated parking.

It aims to aid the consideration and appreciation of the proposed development for both Officers from New Forest National Park Authority (NFNPA) and other interested stakeholders / members of the public. It should be read in conjunction with the following submitted plans (prepared by Hurrell Architecture Limited) and technical reports which, together, form this application:

Drawing description	Dwg ref
• Site Plan	D-300
• Upper Floor Plans	D-301
• Plans Elevations.	D-302
• Elevations Sheet 01	D-303
• Elevations Sheet 02	D-304
• Block Plan	D-305
• Streetscene Visual	D-306
• Site Location Plan	no ref

Reports

- Tree Survey
- Contamination Report
- Biodiversity Survey

Author

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Forum Heritage Services
Abbots Ecology

1.2 Scheme rationale – a brownfield development opportunity

Established over 15 years ago, Hatch Motors has been a successful garage, offering servicing, MOT, car and petrol sales. The site has evolved on a piecemeal basis, converting the original building for showroom purposes and erecting a new service building to the rear. Its extensive rear curtilage has been utilised for car parking purposes.

However, given the location and size of the site Hatch Motors have identified an alternative, smaller existing commercial premises to relocate to (within the confines of the National Park boundary), freeing up this site for an alternative development opportunity.

Landmark Estates, a locally based developer, has secured the site's ownership. A scheme to redevelop the site, for mixed use purposes, which sensitivity addresses issues of character and appearance is considered the optimum use of the land.

1.3 The need

The proposal would result in a modern standalone retail unit at this accessible location, with on-site parking provision.

It would serve a local catchment area providing primarily 'top-up' shopping facilities for local households, reduce travel demands and meeting day-to-day needs.

It would compliment the existing store and offer a different variety of goods, with an emphasis on fresh produce, including fresh fruit, vegetables, bread and bakery products.

1.4 About the Co-op



We're one of the world's largest consumer co-operatives, owned by millions of members. We're the UK's fifth biggest food retailer with more than 2,500 local, convenience and medium-sized stores. We're a community retailer that's proud to champion a better way of doing business for you and your community. Key facts:-

- **No.1** - We're the largest global convenience seller of Fairtrade products.
- **Environment and resource use** - We sourced 99% of our electricity from renewables (2014: 98%). 95% of our waste was reused or recycled.
- **Our People** - 90% of Co-op staff are members. 8.5% pay rise for our frontline colleagues in Food, above the initial level set by the government's national living wage.

- **Community** - We've recently launched our new membership scheme which will make contributions to three local charities selected by staff and customers. Every time members choose Co-op branded products we put 5% of what they spend into their Co-op Membership account to spend whenever they want and we also give another 1% to their community. Members can choose where this goes to from a number of local causes.
- **Award Winning** - We are delighted to have won many prestigious awards for our operations, among them the Retail Industry Awards 2016 for Convenience Retailer of the Year and Food-to-go Retailer of the Year, and the IGD (Institute of Grocery Distribution) award for food-to-go operator of the year 2016.

1.5 Methodology

The Statement will explain and address planning, design and access issues and demonstrate how the proposed development responds to Local Plan policies and other material planning considerations. In particular, that the design of the scheme has been influenced by a thorough understanding of:

- The planning policy framework;
- Important contextual considerations including: the site's National Park context; Sway's Village Design Statement (2013) and wider character and amenity considerations (including relationships with adjacent buildings and neighbours etc); and
- Pre-application discussions.

2. Site analysis

2.1 The surroundings

Sway is located within the boundaries of the New Forest National Park and is positioned north-west of Lymington and north-east of Christchurch. The village benefits from a primary school, shops, two pubs, a restaurant and range of leisure amenities. Significantly, Sway has a railway station on the main line from Weymouth to London Waterloo (including-Bournemouth – Southampton etc).

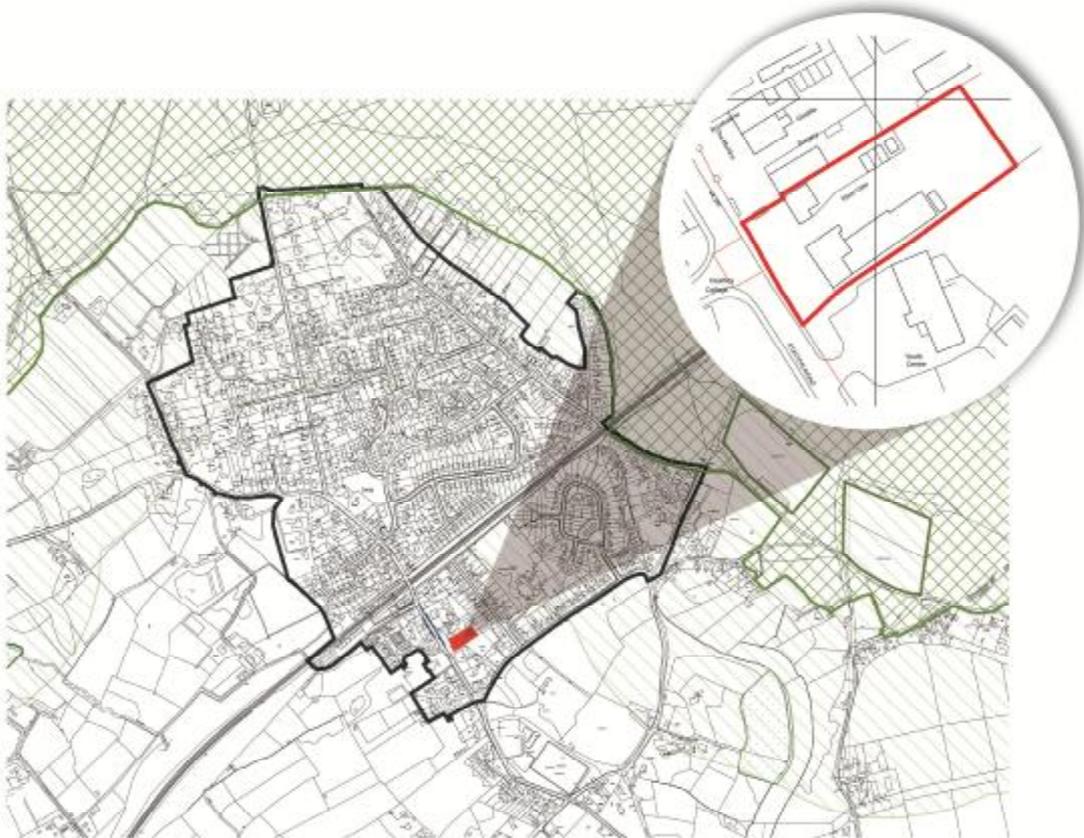


Figure 1 – Site Location plan

2.2 Development site and surroundings

The development site extends to 0.19ha and lies off Station Road (Figure 1). It occupies a generally level location. The site comprises:-

- A two-storey building is set back from Station Road. It is characterised by a projecting bay window and gabled roof design (atypical of its Edwardian origins). The building has however been significantly altered and amended to accommodate a garage showroom / office area. A one bedroom flat and storage area occupies the first floor level.
- A car forecourt / parking area which benefits from two access openings onto Station Road (way in / way out).

- A predominantly open, rear courtyard used for parking. Positioned along the site's south-eastern boundary, is an extended single-storey car repair building. Further along this boundary are a number of mature trees which straddle the boundary with the neighbouring St Luke's Church yard. Along the opposing north-eastern boundary is an evergreen hedge. Similarly a fence and hedge define the site's eastern boundary.

In terms of surrounding and neighbouring uses:-

- An existing building, 'West View', adjoins the site to the north. This building, previously offices, is now owned by Hatch Motors but is a separate planning unit and does not form part of the planning application.
- Other existing non-residential uses bound the site to the north. Adjoining West View is the Day Lewis Pharmacy and then other retail facilities positioned along Station Road.
- Sway Youth Centre (accommodating a range of facilities) is positioned immediately south of the site, considerably set back from Station Road. To the south east is St Luke's Churchyard, characterised by its aforementioned mature boundary vegetation.
- Visually, the street scene consists of a mixture of semi-detached, terraced and detached buildings adopting a variety of architectural styles.
- The rear gardens of those dwellings fronting Westbeams Road are immediately to the east.
- Opposite the site, to the south-west, is The Manor at Sway, an Edwardian hotel. Other village facilities (shops, a public house) are to be found to the north-west, in particular Sway Train Station is less than 300m away. Recreational and leisure / community facilities (e.g. recreation ground / hall / cricket pitch) are all within walking distance.

In conclusion, Sway benefits from a number of established facilities, services and leisure amenities. Hatch Motors, Station Road is centrally positioned within the village, within walking distance of a number of the aforementioned services.

The development site itself is notable for its plot size, in particular, plot depth. Given the presence of neighbouring boundary trees and building separation distances, the rear courtyard has a discreet outlook. It is not directly overlooked from those residents at Westbeams Road. Hence, the amenities of both church attendees and residents' are appropriately safeguarded.

The site presents an opportunity to better maximise this plot whilst balancing neighbouring amenity interests.

3.Planning policy

3.1 The development plan

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) states that the 'development plan' is the principal consideration in determining planning applications and that consequently:

'...determination must be made in accordance with the plan, unless material considerations indicate otherwise.'

The 'development plan' for the application site consists of the adopted New Forest National Park Local Development Framework Core Strategy and Development Management Policies document (adopted 2010).

3.2.1 Policy designations and assessment

The proposed development site is within the defined settlement boundary of Sway. These and other detailed planning policy considerations are set out in the table below.

Table 1 – Policy assessment

Policy Ref	Policy Title	Policy Summary	Policy Compliance
CP7	The Built Environment	<i>'Proposals should protect, maintain or enhance nationally, regionally and locally important sites and features of the built environment, including local vernacular buildings, archaeological sites and designed landscapes'.</i>	Hatch Motors is a building with no specific architectural or historic merit which contributes to the New Forest's distinctive character. Its loss would not adversely affect the qualities and local distinctiveness of Sway.
CP8	Local Distinctiveness	Built development which would erode the local character will not be permitted.	These considerations are fundamental and are examined, in detail, in the Design Proposal section.
DP6	Design Principles	Sets out detailed criteria of expected standards for new development (criteria a – e) including design enhancement; how best to design out crime, accessibility, sustainability / environmental performance credential .	These considerations are fundamental and are examined, in detail, in the Design Proposal section.
CP9	Defined Villages	Seeks to direct development towards key four defined villages – including Sway	The site is within a village considered appropriate for further development.

CP11	Affordable Housing	If open market housing is proposed, affordable housing will also be sought at a 50% contribution.	<p>The NFNPA chose to implement the lower threshold of 5 units for seeking affordable housing contributions, based on national planning policy guidance. With regard to this threshold, the NPPG states, "...local planning authorities should only seek affordable housing contributions from developments between 6 and 10 units as financial contributions and not affordable housing units on site."</p> <p>Hatch Motors includes a first floor apartment which will be demolished. The proposed scheme is for 10 additional units, reflecting a net gain of 9 dwellings. An off-site financial contribution is acknowledged as being required for the scheme.</p>
CP12	New Residential Development	Permits additional residential development subject to criteria (design, access etc).	The site lies within the defined village of Sway, and therefore the principle of redeveloping the land for residential purposes would not be in conflict with Policy CP12.
CP15	Existing employment sites	States that existing employment sites will be retained throughout the National Park where they contribute to the sustainability of local communities.	<p>The proposal is a mixed use development and has a significant employment generating use.</p> <p>The loss of the cars sales / garage repair business would however be balanced by the job creation of the retail store. The intended operator the Co-operative suggest the site will create 2 x full-time (Store / Team Managers) and 18 part-time jobs (Team Leader / Team Members), more than the existing garage</p>
DP16	Redevelopment of Existing Employment Sites	<p>Following Policy CP15, the policy supports the re-use / redevelopment of existing employment sites for other (employment) uses, subject to detailed business and employment related criteria a – e:</p> <ul style="list-style-type: none"> a) there would be environmental benefits; b) comprehensively deals with the site; c) would not increase the level of impact in terms of employment visitors and traffic; d) the replacement building would be appropriate to their surroundings in terms of scale, 	<p>In response:</p> <p><u>Criteria a and b</u>– The application is accompanied by a Phase 1 Contamination Desk Study, identifying a number of potential contamination sources that could, in principle, migrate to surrounding areas. A Phase II site investigation is a recommendation to qualify this risk. Redevelopment provides the opportunity to mitigate any such contamination.</p> <p><u>Criteria c</u> - The store will have a rectangular footprint measuring approximately 300sqm. This is greater than the present garage arrangement.. Future access activities would be centred on its forecourt entrance, off Station Road (adjacent to the existing retail facilities) which is already in-situ. Any increase in visitors and traffic is not expected to impinge on the site's</p>

DP1	General Design Principles	<p>e) design Redevelopment would be self contained.</p> <p>Policy DP1 sets out the required development standards (criteria a – h). This includes sympathetic design (criteria a); development does not have significant adverse effects on the amenity of occupiers (criteria d); new development must comply with the Code for Sustainable Homes (criteria h)</p>	<p>surroundings, given that the forecourt already exists which will be modified to improve parking / shop front accessibility, explained in Section 6.</p> <p><u>Criteria d and e</u> - The building’s design considerations are examined, in detail, in the Design Proposal – Section 6.</p> <p>The Code for Sustainable Homes has now been withdrawn has been replaced by new national technical standards. The Council’s Development Standards SPG explains these requirements in more detail.</p> <p>In response, these considerations are fundamental and are examined, in detail (below), in the Other Material Planning Considerations.</p>
DP4	Flood Risk	<p>Flood risk is to be taken into account and mitigation for development on areas at risk of flooding may be allowed, subject to criteria a –c</p>	<p>The site lies within Zone 1 and is therefore <u>not</u> subject to flood risk.</p>
DP15	Infrastructure Provision and Developer Contributions	<p>Seeks a financial contribution</p>	<p>To date, the Council’s emerging Community Infrastructure Levy (CIL) has not been adopted. However, Section 7 has regard to the Council’s Development Contributions SPD and clarifies the financial contribution necessary, subject to viability considerations.</p>

3.2 Other material planning considerations

In addition to the above ‘development plan’ policies the following documents are also considered material planning considerations:

3.2.1 Development Standards Supplementary Planning Document (adopted 2012)

The SPD sets out more detail on the requirements for car parking provision associated with new development, sustainable construction and open space provision / level of contribution.

All new dwellings would comply with current requirements for renewable energy and thermal standards. It is intended that the scheme would meet a minimum of Code 4 of the Code for Sustainable Homes and provide 10% renewable energy as required by current policy. This will be achieved by either in line PV panels within the tiled roof or air source heat pumps.

A full Energy Assessment will be prepared during detailed the construction design stages. The main principles of Renewable energy to be adopted are:

- High levels of insulation (to exceed the requirements of the Building Regulations Part L);
- Prefabrication to be used where possible;
- Management of Internal/external water use;
- Maximum Potable water consumption to meet Code 4;
- Materials sourcing from local suppliers where possible;
- All timber to be sourced from FSC approved suppliers;
- Pre fabrication of internal fittings etc;
- Construction waste, timing of construction to limit transport;
- Lighting controls to all rooms and energy efficient fittings;
- Boiler to comply with the latest Sedbuk ratings;
- Porous paving to parking areas;
- Room for home office use; and
- Cycle Storage

All the above systems will give substantial renewable energy and achieve minimum thermal well above the current building regulation requirements

In response, with regard to Annex 1: *Car parking and Cycle Standards:-*

- The scheme provides 12 spaces for users of the convenience store. This exceeds the required standard.
- To the rear of the site, 18 car parking spaces are provided which would comply with residential standard requirements.

3.2.2 Sway Village Design Statement

The document describes the character of the parish, drawing out those aspects that make it special and distinctive. As an adopted Supplementary Planning Document (SPD), the Design Guide receives planning weight.

In response Hatch Motors is not highlighted as a building of local interest or in aiding any specific key view.

The document provides a useful source of reference on settlement character and appropriate materials which have been noted.

3.2.2 National Planning Policy Framework (NPPF)

The National Planning Policy Framework provides a summary of national planning policies. It includes a overarching presumption in favour of 'sustainable development' and states that permission should be granted, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The NPPF sets out twelve core planning principles (para 17), including:

- a) Encouraging the effective use of land by reusing land that has already been previously developed;
- b) Promoting mixed use development; and

- c) Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling,

Furthermore, Section 1 – ‘Building a strong competitive economy’, states that:

‘The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system’ (para 19).

In terms of Section 2 – ‘Ensuring the Vitality of Town Centres’ emphasis for new retail development is attached to a ‘Town Centre’ first approach. Paragraphs 24 and 26 of the NPPF require the application of a sequential test and an assessment of impact for planning applications for retail developments which are not in an existing centre and are not in accordance with an up-to-date development plan.

Paragraph 56 (Section 7 – ‘Requiring Good Design’) confirms that the Government attaches great importance to the design of the built environment and that it forms a key aspect of sustainable development. Local planning authorities are required to plan positively for the achievement of high quality design and weight should be attached to outstanding and innovative designs in the determination of applications. Conversely, applications which are of a poor design and which fail to improve the character and quality of an area should be refused planning permission. This matter being addressed in the subsequent report chapters.

In response, the floor area of the scheme is significantly below the national set threshold and no local set threshold applies. A sequential test or retail impact assessment are not applicable. Notwithstanding, Sway is one of the four key settlements within NFNPA’s Core Strategy, appropriate for further development.

In terms of NPPF issue-specific objectives, a mixed-use scheme would make best use of an existing but largely underused site, within the heart of Sway’s local community. It would contribute significantly to the local economy, creating jobs and attracting investment as well as increasing consumer choice, adhering to the Government’s key aspiration of delivering sustainable development. It will also help to retain additional expenditure within Sway and reduce travel demand, as customers will be able to undertake daily tasks in one trip due to the co-location of services and facilities in the immediate vicinity. Having regard to Para 197 ‘LPAs should apply the presumption in favour of sustainable development’.

The above illustrates the scheme’s compliance with the fundamental policies of the adopted Core Strategy and other ‘material’ planning policy considerations including the NPPF.

A sensitive design and layout approach would not: adversely affect the appearance and character of the surroundings or prejudice the amenity of neighbouring residents.

These detailed design related matters are considered later in this Statement.

4. Pre-application discussions and design evolution

Before submitting this application, pre-application consultation has been undertaken with Council Officers and other interested parties. Appropriate suggestions have been considered and where relevant, design changes have been made. These comments and suggestions are summarised below:

- **7th February. Pre-application letter with preliminary proposal plans to New Forest National Park Authority (NFNPA)**

A covering letter requesting a pre-application meeting was submitted to the Council together with preliminary proposal plans. The letter explained the scheme rationale for a new mixed-use development and set out background, key design and contextual considerations.

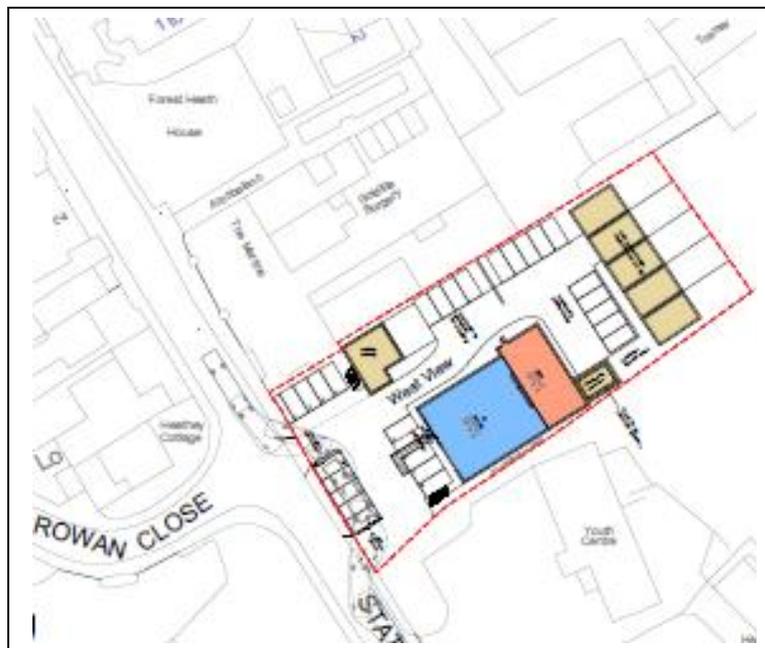


Figure 2 – Preliminary layout ideas

- **23rd February. Pre-application meeting with NFNPA**

In response to the letter, a site meeting was held with the Council's Planning Officer, together with the client and their design team. The meeting was positive and key planning policy issues were discussed together with contextual considerations.

Design clarification.

A meeting note, highlighting actions, was circulated to the Officer and design team. This noted that:-

1. The principle of the development is considered acceptable, subject to detailed design. The planning application would also clarify that the current owners are selling the site to finance a new garage development elsewhere within the National Park boundaries;

2. Forecourt parking for the retail store visitors and utilising the existing vehicular in/out access arrangement is likely to be considered acceptable from a highway perspective (subject to their consultation);
3. Consider the amenity / private space interests of future residents within the apartment building. There could be an opportunity for first/second floor balconies, subject to overlooking / disturbance / design considerations etc;
4. Arboricultural issues / root protection zones of the neighbouring trees to be clarified via a Tree Report;
5. In principle, the design / scale of the scheme was considered acceptable. In particular, the rear elevation separation distances between the proposed town houses and those existing properties off Westbeams Road was considered acceptable;
6. However, window-to-window separation distances between the existing flats within the Day Lewis Pharmacy and the proposed town houses building were to be assessed. For clarification, these are measured at approximately 28m. **Given this distance, in our opinion, amenity interests would not be adversely affected;**
7. Clarification will be sought on the financial amount required to meet an off-site financial contribution to affordable housing;
8. An opportunity for ecological enhancement to be considered; and
9. An opportunity to undertake pre-application discussions with Sway Parish Council. **In response, we arranged to undertake an informal presentation to the Parish Council on Thursday 9th March.**

- **8th March. Pre-application response letter from NFNPA**

The Council responded by setting out relevant planning policies and design advice. This included that '*Policy CP9 supports small scale development proposals to meet local needs with the defined villages (including Sway), and would include employment and community needs*'. It confirmed that the affordable housing contribution could be met by a financial contribution and clarified other relevant contributions. Finally design queries and suggestions were raised.



Figure 3 – Preliminary South-East elevation which was agreed to be amended

Design response.

- Consultants were instructed to prepare the necessary technical reports (contaminated land, ecology, arboricultural issues).
- The roof profile for the mixed use building was reviewed (Figure 2).

- **9th March. Pre-application presentation to Sway Parish Council (SPC)**
An informal presentation to Parish Council Members was organised. This allowed the design team and client to present the preliminary proposal plans and explain the key planning and design issues.

The final design submission is summarised in the Section 6.

5. Supporting information

The proposed development has also been informed by a number of specialist reports which accompany the application:

5.1 Arboricultural report

John Shutler Tree Services was commissioned to prepare an Arboricultural Report to assess the development's potential impact on the neighbouring boundary trees and a method statement (addressing means of mitigation where necessary and a tree protection plan identifying the location of all assessed trees, and their relevant category based on their quality and their associated protective measures).

There are no trees on-site but a number of trees in neighbouring sites are in close proximity. None of those neighbouring trees benefit from a Tree Preservation Order (TPO), nor are they within a Conservation Area. Therefore, there is no legislative protection afforded to these trees.

The report states that there are no high quality (category A) trees within the proposed development. All moderate (category B) trees will be retained:

'T1, T2, T3, T4, T8, T10, T11 and T12 are to be retained so there is no detrimental effect to their amenity value. If recommendations within this report are met, then there will be no negative affect on the trees during the construction process'.

The report also identifies that the site layout allows for space for some limited additional tree planting and that the planting of new trees would significantly enhance the contribution of the site to local amenity and compensate for the loss of the existing trees.

5.2 Contaminated land

A Phase 1 Contamination Desk Study, was prepared by Soils Limited and dated April 2017. The report followed a site visit and an analysis of historical data. It identifies that, in principle, a number of potential contamination sources could be present. Drawing attention to the site's past uses as a garage with petrol filling station. However, remedial work has taken place on-site, with removal of the former petrol tanks in 2015.

Hydrogeological data suggests that the area has a high leaching soil potential. It recommends a Phase II site investigation to qualify this risk (which can be subject on an appropriately worded planning condition).

5.3 Biodiversity

Prior to the scheme's submission Abbott Ecology surveyed the buildings. His report, April 2017, found no evidence of bats ever being present:

'There is no evidence that bats are roosting anywhere in these buildings, and they have not done so in the recent past.'

Accordingly his report made no mitigation recommendations.

6. Design approach

This section explains the design principles and concepts which have been applied to the design approach.

6.1 Use and Amount

The demolished car showroom building would be replaced by a 2½ storey building. This would accommodate a ground floor convenience store, with the intended operator being the Co-op and residential flats above. To the rear is a terrace of 4 x 2 ½ storey tall townhouses. Key features:

- The convenience store will have a rectangular footprint measuring approximately 300sqm. This is greater than the present garage arrangement.
- The Co-operative suggest the use would create 2 x full-time (Store / Team Managers) and 18 part-time jobs (Team Leader / Team Members), more than the existing garage (6 full time and 2 part time).

The site is located within the settlement boundary of Sway and its settlement centre. For Sway to remain as a strong and vibrant village and community, optimising the use of sites like Hatch Motors is key.

The loss of the cars sales / garage repair business is to be balanced by the job creation opportunity of the retail store. On this basis, the proposed scheme would not give rise to an unacceptable loss of jobs and is in accordance with Policy CP15.

Allied to its job creation, the proposed mix of house types ensures that Sway has a wide choice of housing types, at a sustainable location, in accordance with Policy CP12.

6.2 Siting and Layout

The scheme's building and spatial arrangements are based on the following key considerations:

- **Frontage to Station Road and parking provision.** The replacement mixed-use building would be set back, slightly, from where the existing building. This maximises its forecourt parking provision. Given that Station Road has no uniform building line, the replacement building's position would have no noticeable change to the street scene character.
- **An appropriate development to the rear.** Passing the replacement building, an internal access road arrives at a parking 'courtyard'. This space is framed by the terrace of 4 x 2 ½ storey

tall townhouses. From Station Road public glimpses of these dwellings would be a positive street scene addition. The positioning of these dwellings has balanced vehicle tracking movements of a pantechnicon vehicle (e.g. emergency vehicle) and protecting the root protection zone of those neighbouring boundary trees (along the sites southern boundary).

- **Signage.** The design of the Co-op's advertisement board would be subject to a future application for advertisement consent. It is likely to consist of a totem-style signage, positioned at the site frontage and associated illuminated signage on the building's fascia.

6.3 Appearance and Scale

Although of Edwardian origins, the existing building has been subject to significant alteration. With regard to the Sway Village Design Statement (VDS) the building has not been noted to be a building of character.

The design of the proposed streetscene building adopts a gable fronted, brick design, clay-tile roof, picking up on historical design cues as set out in Sway's Village Design Statement 2013.

Rear and side elevations have been amended to take account of Officer's concerns regarding the massing of the side elevation. Key design elements include:

- The apartment stairwell remains set back into the site but a half-hipped roof design is considered a positive amendment.
- The building's previously proposed uniform roof line has also been replaced with a stepped approach to reduces its overall massing and scale. When viewed from the neighbouring south-east and north-west boundaries, the building overall appearance would be overbearing or prominent.
- An ATM will be provided adjacent to the store entrance in a visible, well-lit location.
- The existing macadam surface, at the front, is to be redressed prior to new car park markings, including clearly identified disabled parking facilities.
- Bollards in front of the shop front/windows.
- The associated plant and machinery will be located on the building's rear elevation and thereby concealed from street scene views.

The townhouses to the rear reflect a more contemporary architectural response. This is considered the most suitable design response.

6.4 Access, Parking and Deliveries

The existing vehicular access off Station Road is utilised, without the need for any alteration. This leads to the rear parking courtyard and has been designed to accommodate the turning requirements of pantechnicons (emergency vehicles / refuse vehicles). With regard to parking provision and traffic:-

- The scheme provides 12 parking spaces for users of the convenience store. One of these spaces will be for disabled parking. This exceeds the required standard and is considered appropriate given the site's central location. Also Station Road represents the 'village core' where other facilities are located, within walking distance of local residents.
- To the rear of the site, 18 car parking spaces are provided which would comply with residential standard requirements.
- Cycle parking is also provided for the use of both customers and residents. Sheffield-style cycle stands are located in front of the convenience store and in front of the entrance to the flats, appropriately overlooked provided for future residents.
- The store is intended to serve as a 'top-up' facility for local residents and as such it is unlikely to generate significant amounts of traffic.
- The new store will be serviced at the front of the site. Prior to arrival of the delivery vehicle, the site management will temporarily bollard the front parking bays. Delivery vehicles can then unload/load without any impact on the residents to the rear. No delivery vehicles will park on site with motors running.

Parking provision adheres to the Council's Development Standards document and furthermore the site is located in the centre of Sway. Two existing access opening (in / out) are utilised without any changes and there would be no detrimental harm to highway safety.

6.5 Opening hours / Residential amenity interests

The proposed opening times of the retail unit will be 6:00 to 11:00 daily. Delivery times are proposed to between 7:00am to 7:00 pm Mondays to Sundays but, with no deliveries on Public Holidays.

Crucially, the site's extensive plot depth allows the site layout to:

- provide adequate separation distances with neighbouring buildings. Window-to-window separation distances between the existing flat within the Day Lewis Pharmacy and the proposed town houses would be approximately 28m. The rear elevation separation distances between the town houses and dwellings of Westbeams Road is even greater. Whilst the Council's Local Plan does not set out minimum spatial separation distance, actual built form separation is more than sufficient to ensure that there would be no adverse impact on surrounding residents;

- provide private amenity spaces for future residents; and
- maintain existing boundary vegetation.

Given the site's location within the heart of the community adjacent to existing non-residential uses, it is not considered that the proposed opening hours of the retail store would cause an unacceptable degree of noise and disturbance to neighbouring dwellings.

With regard to the town house units to the rear, the plots dimensions ensures that these dwellings are able to successfully integrate into their 'backland' surroundings and are sufficient to prevent the proposal from having an undue impact on the amenities of neighbouring properties in terms of overshadowing / over dominance and overlooking / loss of privacy.

6.5 Services, Refuse and Recycling

Both the retail store and residential units will have sufficient space to accommodate waste storage facilitate and recycling. The flats will have access to communal, external waste bin stores, adjacent to the stairwell, whilst each townhouse would have its own individual refuse area.

7. Draft Heads of Terms

The scheme is for both residential and non residential development.

The Council's emerging Community Infrastructure Levy (CIL) is neither adopted nor relevant.

However, having regard to the Council's Development Contributions SPD and as set out in the Council's pre-application response, the scheme will be subject to the following financial contributions, which takes account of the existing dwelling:-

- Affordable housing
£50,400 from the 3 x 2 bed flats; £33,600 from the 2 x 1 bed flat; and £165,800 from the 4 x 3 bed houses. This amounts to a total affordable housing contribution of **£249,800** from the proposed development.
- Off site highways
£1,980 per each 1 bed dwelling x 2 = **£3,960**
£3,745 per each 2-3 bed dwelling x 7 = **£26,215**
- Public open space.
Based on the net increase in the number of bedrooms (20) at £1,168, per additional bedroom = **£23,360**

Subject to on-going viability considerations, a Section 106 agreement will be discussed with the Council's Legal Officers.

8. Conclusions

Hatch Motors is located within the settlement boundary of Sway. After 15 successful years of business the owner is now looking to relocate his business to a smaller site.

Planning policy, contextual and site specific factors have been assessed:-

- The Core Strategy and associated SPD/SPGs have no site-specific policies or other 'in principle' policy reasons to restrict the redevelopment of the site to mixed uses (retail and residential) purposes;
- The proposed mixed-use development makes effective use of an under-used car park. The site meets the definition of previously developed land whilst occupying a sustainable location, within walking distance of the village centre facilities and public transport opportunities; and
- Its plot depth creates an extensive rear courtyard which, as a car parking area, is arguably an underused area and should be more effectively reused.

Therefore, in principle, the site's redevelopment is considered entirely appropriate. In terms of the proposed design response:-

- The development would provide a modern local grocery shop, providing the local community (conveniently located and accessible) with an increasing range of goods and reduce travel demand as customers will be able to undertake daily tasks in one trip due to the co-location of services and facilities in the immediate vicinity;
- It would also deliver a mix of starter and family orientated homes. This would help to ensure the National Park's housing needs can be met without any loss of valuable countryside land;
- At the same time, the character of the area and amenities of existing neighbouring residents would not be adversely affected:
 - The building has a prominent gable front and selects an appropriate palette of materials, drawing cues from the area's historical origins to reinforce local distinctiveness;
 - At the same time its architectural appearance is modern to purposely create a positive addition to the village and it will adopt excellent green credentials; and
 - Building separation distances ensure that there would be no adverse overlooking, overbearing, loss of lights concerns. Existing and future residents' amenity interests would be safeguarded.

- In terms of net energy requirements, the proposed development represents a substantial improvement upon the existing buildings on the site, both in general aesthetic terms, but particularly in terms of energy efficiency.

With regard to other material planning considerations:

- Appropriate protection measures for the neighbouring trees are proposed.
- Developer contributions – subject to on-going viability concerns an appropriate worded legal agreement will be prepared.

It is therefore concluded that the proposals represent a sustainable and appropriate development in accordance with the objectives and policies of the adopted Core Strategy and NFNPA objectives. Planning permission should therefore be granted.

Should you require any further information, please do not hesitate to contact me:

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