

**Application No: 17/01037/FULL Full Application**

**Site:** Sway Road Garage, Sway Road, Brockenhurst, SO42 7SH

**Proposal:** Creation of car park; alterations to access; associated landscaping

**Applicant:** Mr P Sexton, Meadens SKODA

**Case Officer:** Carly Cochrane

**Parish:** BROCKENHURST

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**1. REASON FOR COMMITTEE CONSIDERATION**

Contrary to Parish Council view

**2. DEVELOPMENT PLAN DESIGNATION**

Defined New Forest Village

**3. PRINCIPAL DEVELOPMENT PLAN POLICIES**

DP1 General Development Principles

DP6 Design Principles

CP8 Local Distinctiveness

CP9 Defined Villages

CP14 Business and Employment Development

CP15 Existing Employment Sites

DP17 Extensions to Non Residential Buildings and Uses

**4. SUPPLEMENTARY PLANNING GUIDANCE**

Not applicable

**5. NATIONAL PLANNING POLICY FRAMEWORK**

Sec 7 - Requiring good design

Sec 11 - Conserving and enhancing the natural environment

Sec 2 - Ensuring the vitality of town centres

Sec 3 - Supporting a prosperous rural economy

**6. MEMBER COMMENTS**

None received

## **7. PARISH COUNCIL COMMENTS**

Brockenhurst Parish Council: Recommend refusal. The use of the site is to be intensified through an increase in the number of cars in stock, however, there is no provision for off loading vehicles from delivery lorries on site. With respect the landscaping, we note that Drawing 1539.109c suggests that the "raised highlight vehicle" has been removed but still makes reference to it. Whilst the front hedging line has been retracted from the highway, the planned use of non-native plants and galvanised fencing is inconsistent with its rural New Forest National Park village setting.

## **8. CONSULTEES**

- 8.1 Landscape Officer: No objection following amendments
- 8.2 Environmental Protection (NFDC): No objection subject to conditions
- 8.3 Highway Authority (HCC): No objection subject to conditions

## **9. REPRESENTATIONS**

- 9.1 Four letters of representation have been received in objection to the proposal. The issues raised are summarised as follows:
  - Proposal is detrimental and unsuitable for a village within the National Park.
  - Proposal gives a poor visual impression for that part of the village, particularly when approaching from the direction of Sway- better suited to a large town or trading estate.
  - Inappropriate and unsympathetic in terms of scale, appearance, siting and layout. At odds with policies DP1, DP6 and CP8.
  - Objection to the loss of the historic car showroom.
  - Concerns with regard to additional lighting and light pollution.
  - Proposed landscaping is too urban in both its design and materials; hedges should be used instead of fences.
  - Grassed area should be for grazing.
  - Metal fence to front should be timber.
  - Proposal would set an unacceptable precedent.
  - Concern with regard location of car valet area in relation to residential properties; concern with regard to noise disturbance.
  - Concerns with regard to disposal of grit and surface water.
  - Valet building will be overbearing and block views.
  - Land the subject of the application is already being used as an extension to the retail sales area of the company.
  - Significant increase in the amount of vehicle deliveries, resulting in road safety issues.
  - The current interim use of the area demonstrates that a continued use of the area as such would be detrimental to the

- character of the area.
- Inappropriate use of land.

A further letter was received in response to the amended plans, summarised as follows:

- Plant species proposed within the landscaping plan are not local to the New Forest.
- Use of hard surfaces is urbanising.
- No provision for the offloading of cars from transporters.

## **10. RELEVANT HISTORY**

- 10.1 Installation of 1no. non-illuminated Skoda projecting flag sign mounted on a 3.7m high pole (17/01038) Granted 30 January 2018
- 10.2 Creation of car park; alterations to access; associated landscaping (17/00618) Withdrawn 21 September 2017
- 10.3 Installation of 1no. internally illuminated pylon sign (Application for Advertisement Consent) (17/00619) Withdrawn 21 September 2017
- 10.4 Demolition of garage/showroom (Application for Prior Notification under Part 11 (Class B) Town and Country Planning (GPDO 2016) Details not Required (Prior) 24 May 2017
- 10.5 1no. non-illuminated fascia sign; 1no. non-illuminated hoarding sign; 1no. non-illuminated hanging sign (Application for Advertisement Consent) Granted 15 September 2015
- 10.6 Alterations to showroom; demolition of existing extensions (15/00485) Granted 04 August 2015

## **11. ASSESSMENT**

- 11.1 The application site is located to the eastern side of Sway Road, within the Defined New Forest Village of Brockenhurst. The site comprises the main garage/showroom building for Meadens Skoda, and until recently, the original car showroom/workshop buildings; these buildings have been demolished following an application for prior notification. The application site, which is to the south of the main building, is currently used in relation to the car sales and garage business. It is noted that the ground is uneven and rises towards the rear of the site.
- 11.2 This application seeks planning permission for the creation of a formalised car parking area, for the display of used vehicles, with associated landscaping. There would be alterations to the access in the form of the installation of a cattle grid, with the remainder of

the site enclosed so as to prevent forest stock from entering the site; and fully enclosed valeting areas, in the form of a triple garage, to the rear of the site. The site would provide formal parking spaces for 48 vehicles within the used car area; 10 new display cars; and 11 customer parking spaces, to include a disabled space (total of 69 vehicles). The valeting bay could hold 3 vehicles at one time.

- 11.3 It is considered pertinent at this stage to note that the proposal does not represent a change of use of the land. The current use of the land for the siting of sales vehicles and vehicles in association with the garage, was existing prior to the demolition of the original buildings; its removal has allowed space for this storage to expand; however it is essentially an extension to the showroom/garage. It is also considered pertinent to note that no further permission would be required should Meadens wish to continue to use the land in its current state, i.e. for the uncontrolled parking of vehicles. It is considered that this application represents an opportunity for the enhancement of the site.
- 11.4 The access into the site would remain in the same approximate location, however it would involve the installation of a cattle grid to formalise the entrance and to prevent forest stock from accessing the site and coming into conflict with vehicles and pedestrians moving around within the site. With regard to visibility splays, the Highway Officer has considered that the standard for a 30mph zone (2.4 metres x 43.0 metres) is attainable and acceptable given the open nature of the site.
- 11.5 Concern has been raised that the proposal would result in the urbanisation of the area, which would be inappropriate given the National Park location. The layout and landscaping of the site has been subject to analysis by the Landscape Officer, and has been the subject of discussions between the applicant, their landscape architects, and the planning agent, following the withdrawal of the previous application. It is proposed that an area measuring between approximately 2.8 metres and 8 metres, which is currently hardstanding and used for the display of vehicles, would be laid to grass and enclosed by a 1.2 metre high metal estate style fence. There would be semi-mature Whitebeam trees within this area to provide height and partially screen the area to the rear. There would be a hedgerow (hornbeam) and shrubs enclosing the rear of the grassed area. Within the used car parking area there would be hedges separating the rows of cars. There would be three raised planting beds to the ends of these rows, to delineate the used car parking area from the customer parking, containing trees and hedging.
- 11.6 The area to the front of the main showroom would be resurfaced, and would be used as the new car display area. There would be space for 10 vehicles, which is a slight reduction in comparison to

that existing as a result of the proposed cattle grid. The proposed landscaping would involve a large area of hard landscaping, with the proposed materials of permeable resin bound gravel paving, and two types of block paving. In comparison to the current expanse of tarmac and concrete, it is considered that the use of a resin bound gravel, broken up with block paving and the soft landscaping, would result in a less obtrusive appearance. Concern has been raised in representations that the species of vegetation are not suitable. This was discussed with the applicant's landscape architect; some native species were not considered suitable or appropriate given the use of the site and the propensity for causing damage to the used vehicles either through scratching (e.g. holly or hawthorn) or dropping sap. Overall, the hard and soft landscaping materials are considered acceptable, however it is considered reasonable to attach a condition requiring the submission of samples to ensure an appropriate appearance.

- 11.7 Concern has also been raised in relation to the additional lighting, in the form of low level louvre lights within the raised planters, and the potential light pollution created. The louvre lighting is considered acceptable, and it is considered reasonable and necessary to restrict the hours of these lights, as well as restrict any further additional lighting elsewhere at the site.
- 11.8 The valeting bays (1 dry and 2 wet) to the rear of the site would be within an enclosed, insulated brick built garage. The garage would measure approximately 2.5 metres in height, and have a flat roof. The garage would project above the boundary fence with The Birches and 17 Auckland Place by approximately 1 metre. By virtue of the orientation of the proposed building in relation to the main garden areas of these properties, it is not considered that there would be any significant adverse impact with regard to overshadowing to the occupiers of The Birches. It is considered reasonable to suggest that the proposal may result in a change in the levels of overshadowing experienced within the garden area to the west of the dwellinghouse of 17 Auckland Place, due to the location of the building to the south. It is proposed that a deciduous tree would be planted adjacent to the boundary to soften the impact of the building upon the occupiers of 17 Auckland Place. Overall, it is not considered that the building would result in any significant adverse overbearing or overshadowing impact upon neighbouring amenity.
- 11.9 Concern has been raised in relation to the surface water and noise generated as a result of the wet valeting bays. A Sound Impact Assessment has been submitted; concerns were raised with regard to these matters during the previously withdrawn application. Changes have been made to this element of the scheme in order to address the concerns. Elevations of the property of 'The Chalet' form the boundary of the site. This has been contested separately by the owner of this property, however

no evidence has been forthcoming to demonstrate that the proposal is not wholly upon land owned by the applicant. The elevations of The Chalet would be in close proximity to the valeting bays. The Environmental Health Officer considers that the Sound Impact Assessment is suitable to address the concerns raised by Environmental Health at the time of the previous application. However, it is acknowledged that the levels of noise generated as a result of the valeting bays is only a prediction, and the building is not in situ. Environmental Health have recommended suitable conditions in order to control noise. Importantly, it is recommended that the development should not emit more than +0dB above the background noise level of the nearest noise sensitive premises, being The Chalet. With regard to surface water, this is currently dealt with via the existing drainage system; it is proposed that the scheme would have sustainable drainage methods in addition, as shown on Drawing no. 5417 DR 01.

- 11.10 The outcomes of previous applications and appeals have been raised in a representation, specifically 94/54758 and 06/86921; 06/09920 is also noted, however, no details could be found using this reference. It is notable that the land the subject of the above applications is not that of the application site, but for a small parcel of land opposite, and part of the petrol station. It is understood that this land was conditioned for use as staff parking only, and was not, as is the case with this application, already being used for car sales. It is therefore not considered that these examples are material in the consideration of this application.
- 11.11 Overall, it is considered that the proposal would serve to enhance the site in a manner which is appropriate given the current and historic use of the site as car sales with an associated garage. Whilst it is acknowledged that this type and scale of development is not normally encouraged within the National Park it is considered that, in this particular instance, within a Defined Village location and also considering the fall-back position available to the applicant of simply 'doing nothing' and leaving the site in its current state, which is considered to be visually harmful, the proposal is acceptable.
- 11.11 It is therefore recommended that permission is granted subject to conditions, as the proposal accords with Policies DP1, DP6, DP17, CP8, CP9, CP14 and CP15 of the Core Strategy.

## 12. RECOMMENDATION

Grant Subject to Conditions

### Condition(s)

- 1        The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2        Development shall only be carried out in accordance with drawing nos: 1539.108A, 1539.109D, 1539.111, 1539.114A, 1539.115C, 1539.120, 5417 DR 01 Rev C, 2075/1G

No alterations to the approved development shall be made unless otherwise agreed in writing by the New Forest National Park Authority.

Reason: To ensure an acceptable appearance of the building in accordance with policies CP7, CP8, DP6 and DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) December 2010.
- 3        The louvre lighting hereby approved shall only be used between the hours of 08.00 and 18.00. No other external lighting, including security floodlighting, shall be installed on the site unless details of such proposals have been submitted to and approved in writing by the New Forest National Park Authority.

Reason: To protect the amenities of the area in accordance with Policies DP1 and CP6 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).
- 4        No development shall take place until samples or exact details of all materials, including those used for the valeting building and hard landscaping, have been submitted to and approved in writing by the New Forest National Park Authority.

Development shall only be carried out in accordance with the details approved.

Reason: To ensure an acceptable appearance of the building in accordance with Policy DP1 of the New Forest National Park Core Strategy and Development Management Policies (DPD) (December 2010).
- 5        The valeting of vehicles shall only take place within the dedicated valeting bays hereby approved, and shall not be used outside of

the hours of 08:30-17:30, Monday-Friday. The doors to the valeting bays shall remain closed at all times when equipment associated with valeting is in use; this shall be ensured through the use of an interlock system as per the recommendations of the Clarke Saunders Sound Impact Assessment Report AS9982.170904.NIA

Reason: In order to adequately protect the amenity of local residents and control any potential nuisance that may be caused by the activities on site

- 6 Noise from the valeting bays hereby permitted shall achieve a rating level (either calculated or measured) of no more than +0dB above the background noise level at the nearest noise sensitive premises, as advised by the Clarke Saunders Sound Impact Assessment Report AS9982.170904.NIA. All measurements shall be in accordance with British Standard 4142.2014.

Reason: In order to adequately protect the amenity of local residents and control any potential nuisance that may be caused by the activities on site.

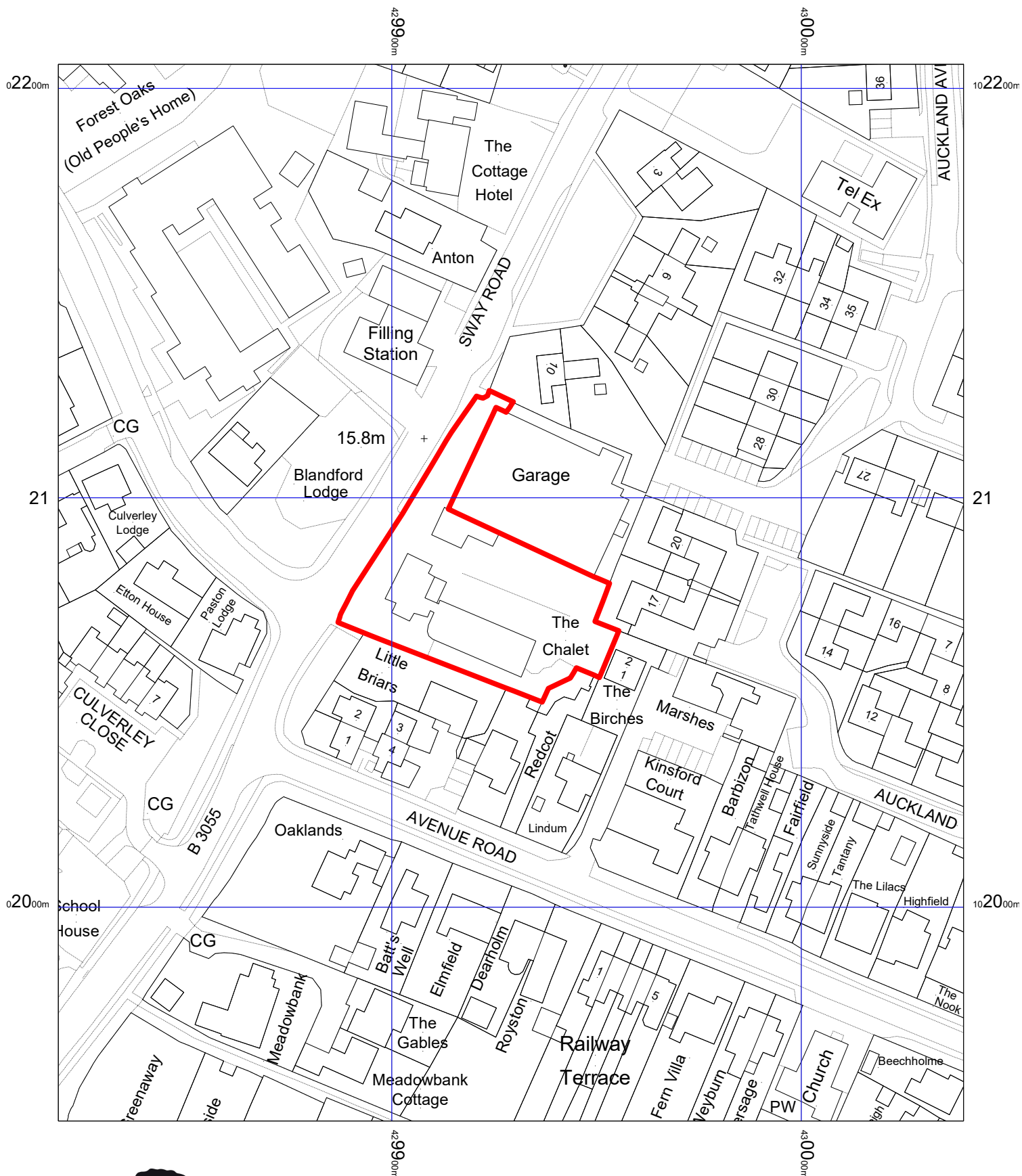
- 7 No development shall start on site until the access, including the footway and/or verge crossing shall be constructed and lines of sight 2.4 metres by 43.0 metres provided in accordance with the approved plans. The lines of sight splays shown on the approved plans shall be kept free of any obstruction exceeding 0.6 metres in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason: To provide satisfactory access and in the interests of highway safety

- 8 Before use of the development is commenced the existing access(es) from the site to Sway Road shall be permanently stopped up and effectively closed with the footway provided or verge instated, in accordance with details which have been submitted to and approved by the New Forest National Park Authority.

Reason: In the interests of highway safety





NEW FOREST  
NATIONAL PARK

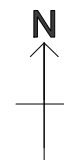
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