

**Hampshire County Council  
Director of Economy, Transport & Environment**

**Applicant: Hampshire County Council**

**Continued siting for 1 single temporary modular building (Ref: 710445) on site for a further seven years until 31st August 2018 at Anne Dale County Junior & Infant School, Cuckoo Lane, Fareham Hampshire PO14 3PH  
Application No. P/11/0363/CC)**

**(Received: 13 April 2011)**

**General**

See supporting statement submitted with the application.

**Development Plan**

Fareham Borough Local Plan Review: June 2000 shows this site to be within an existing school in the built up area of Fareham. This proposal accords with DG3 (Impact on the Surrounding Area) and DG5 (Design).

**Consultations**

Councillor Knight has no objection.  
Fareham Borough Council has no objection.

**Commentary**

The temporary classroom is required on site to facilitate additional teaching spaces not currently available within the context of the main building. There are no significant adverse amenity or environmental impact associated with the development, therefore temporary planning permission subject to condition is recommended.

**Recommendation**

That permission be granted subject to following reason for approval and condition:

**Reason for Approval**

1. It is considered that the proposal would be in accordance with the development plan (summary attached) and would not materially harm the character of the area (DG5:Design) or the amenity of local residents (DG3:Impact on the Surrounding Area) and would be acceptable in terms of highway safety and convenience (Policy T5: Transport and Development).

**Conditions**

Time Limits

1. The development hereby permitted shall be for a limited period only, expiring on 31 August 2018 or when the education use ceases, whichever is the sooner. At the expiration of this period the building (as identified by reference number 710445) shall be removed and the land reinstated to its former condition as soon as possible.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 and to secure the visual amenity of the locality, as the building is not considered suitable for permanent retention.

**Case Officer** .....

**Katherine Snell**

**Date**.....

**Authorised on behalf of the Director of the Economy, Transport & Environment**

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**Richard Read**

**Date**.....

**Annexe to Reason for Conditions**  
**(as required by Article 22 of the Town and Country Planning**  
**(General Procedure) Order 1995 – as amended)**

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**Fareham Borough Local Plan Review: June 2000**

**Policy DG3: Impact on the Surrounding Area**

Development will be permitted provided that it:

- (A) does not detract from the existing landscape, streetscene, skyline and building line;
- (B) is in keeping with the character of the surrounding area in terms of scale, layout, density, form, height, mass and space around and between buildings;
- (C) does not conflict with adjoining land uses or result in a volume of traffic which would adversely affect the amenity of the surrounding area.

**Policy DG5: Design**

Development will be permitted provided that it:

- (A) is of a high standard of design and, where appropriate, incorporates materials and design elements sympathetic to local character;
- (B) respects privacy, outlook and sunlight;
- (C) provides safe access for pedestrians and cyclists and vehicular traffic including, where appropriate, footpaths, cycleways and greenways;
- (D) provides satisfactory servicing, cycle and car parking or garaging;
- (E) where appropriate in the case of residential development, a useable garden or open area is provided outside the canopy of any retained trees; and where appropriate, the Council is satisfied that it has regard to:
  - (i) the Residential Development Guidelines in Appendix 6 and the Council's Extension Design Guide;
  - (ii) the needs of people with disabilities and other people with impaired mobility;
  - (iii) crime prevention measures; and
  - (iv) the conservation of energy.

**Policy T5: Transport and Development**

Development will be permitted provided that:

- (A) it allows the potential for walking and cycling opportunities to be optimised;
- (B) it ensures a choice of transport modes and maximises the use of existing public transport services and infrastructure;
- (C) it makes appropriate provision for highway safety, access, internal layout, and parking (including cycle parking), landscaping and environmental measures; and
- (D) it does not adversely affect existing pedestrian, cycling and other transport facilities.