

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

Applicant: Hampshire County Council

Provision for 1 single temporary modular building (Ref: 711401) on site for a further seven years until 31st August 2018 at St Francis School, Oldbury Way, Fareham, Hampshire PO14 3BN (Application No. P/11/0430/CC)

(Received: 23 May 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

Fareham Borough Council	Have been consulted but no response received to the consultation.
Local County Councillor Hockley	Has no objection.

Commentary

The temporary classroom (as permitted under 09/01058/HCS) is still required to facilitate additional teaching spaces not currently available within the context of the main building. This building was placed in an alternative position to that approved, and so needs a new permission. There are no significant adverse impacts associated with this proposal, so temporary planning permission is recommended.

Recommendation

That permission be granted subject to the 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 (Policy T5: Transport and Development).

Condition

Time Limits

1. The development hereby permitted shall be for a limited period only, expiring on 31st 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 711401) 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 (as amended) 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

..... **Richard Read**

Date.....

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

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 Guid 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.