



Hampshire
County Council

Town and Country Planning Act 1990

Town and Country Planning General Regulations 1992

To: Property Services
Three Minsters House
76 High Street
Winchester
Hampshire
SO23 8UL

Application No: **APP/13/00364**

HCC Ref: HVR002

For: Hampshire County Council

Date of Application: 3 April 2013

Hampshire County Council, as Local Planning Authority, **grants permission** for the following development in respect of the plans and particulars and subject to the attached schedule of 2 conditions:

Development: **Provision of lambing shed at Staunton Country Park as a visitor attraction**

Site address: **Sir George Staunton Country Park, South of Middle Park Rd, Havant Hampshire PO9 5ET**

Plans and particulars: **Establishment Building Plan, P09748-P1RevC**

Reason for Approval

It is considered that the proposal would be in accordance with the Havant Borough Council Core Strategy Local Development Framework (Adopted March 2011) as it would not materially harm the character of the area or the amenity of local residents in accordance with policies CS16 (High Quality Design) and CS19 (Effective Provision of Infrastructure). It would be acceptable in terms of highway safety and convenience. The development would not diminish the following defined strategic gap physically or visually, as required by UF1 (Undeveloped Gaps between settlements and Strategic Gaps), a saved policy in Havant Borough district-wide local plan (adopted September 2005).

All enquiries should be referred to the Economy, Transport & Environment

Department, The Castle, Winchester, SO23 8UD

Tel: (01962) 846746 Fax: (01962) 847055

**Director of Economy, Transport
& Environment**

17 May 2013



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Planning Conditions

Time Limits

1. The development hereby permitted shall be begun before the expiration of three years from the date on which this planning permission was granted.

Reason: To comply with Section 91(as amended) of the Town and Country Planning Act 1990.

Highways

2. Measures shall be taken to prevent mud and spoil from vehicles leaving the site during the building works being deposited on the public highway. These measures shall be implemented before the development commences.

Reason: In the interests of highway safety.

Advice Note

1. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts.
2. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012.



Annexe to Reasons for Conditions
(as required by Article 31 of the Town and Country Planning
(Development Management Procedure) (England) Order 2010)

Havant Borough Council Core Strategy Local Development Framework (Adopted March 2011)

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
 - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.



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5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

Policy CS19 (Effective Provision of Infrastructure)

Development will be permitted where:

1. It ensures that it makes the most effective use of existing infrastructure, including opportunities for co-location of facilities.
2. It ensures that if there is a proven need for additional infrastructure, a programme of delivery has been agreed with the relevant infrastructure provider that coordinates contributions from the development with other investment streams before development begins.
3. A programme of delivery of improved or new infrastructure needs to be agreed; the nature, scale and phasing of any infrastructure will be commensurate with the form of the development and its potential impact upon the surrounding area.
4. A programme of delivery of improved or new infrastructure is agreed so that the facilities being provided are accessible by a range of transport modes and meet the needs of the borough's community.
5. It promotes the creative multifunctional use of existing and proposed facilities.
6. It ensures that new infrastructure supports the local economy.
7. It ensures that decisions on the provision of infrastructure are taken on the basis of whole-life costing.
8. It safeguards the requirements of infrastructure providers, in particular relating to bus corridor enhancements, telecommunications equipment (particularly high speed broadband), electricity power lines, high pressure gas mains, educational facilities, particularly those due for improvement under Building Schools for the Future, health facilities at Oak Park*, flood protection measures, aquifer protection areas, a winter storage reservoir at Havant Thicket*, additional water treatment infrastructure at Kingscroft Farm* and Bedhampton Springs* in Bedhampton and waste water treatment works at Budds Farm*.
9. It does not result in the loss of flood protection, education, health, social and other publicly-provided community buildings, structures or services, except where it is part of a service provider's plans to provide improved local services in equally accessible locations.

* as shown on the Proposals Map



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**Annexe to Reasons for Conditions
(as required by Article 31 of the Town and Country Planning
(Development Management Procedure) (England) Order 2010)**

Havant Borough district-wide local plan (adopted September 2005)- saved policy

Policy UF1 (Strategic Gaps)

Development will not be permitted which would diminish the following defined strategic gap physically or visually:

- (i) Havant Gap – Havant, Leigh Park/Cowplain, Waterlooville, Purbrook, Portsmouth.