HAVANT BOROUGH COUNCIL
01 MAY 2012
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Hampshire County Council

Town and Country Planning Act 1990

Town and Country Planning General Regulations 1992

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

Application No: **APP/12/00177**

HCC Ref: HVE025

For: Hampshire County Council

Date of Application: 9 February 2012

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 10 conditions:

Development: **This application for planning permission is to provide replacement buildings and to refurbish existing accommodation**

Site address: **Park Community School, Middle Park Way, Havant, Hampshire PO9 4BU**

Plans and particulars: **P9000-100RevP1, P9000-101RevP1, P9000-105RevP2, P9000-110RevP1, P9000-111RevP1, P9000-112RevP1, P9000-115RevP1, P9000-210RevP5, P9000-211RevP5, P9000-212RevP5, P9000-213RevP5, P9000-214RevP6, P9000-300RevP1, P9000-305RevP1, P9000-306RevP1, P9000-307RevP1, P9000-330RevP1, P9000-331RevP1, P9000-L-701RevP1, P900-L-702, SKA002RevP1, SKA003RevP1, SKA004RevP1, Zoning Plan**

Reason for Approval

It is considered that the proposal would be in accordance with the development plan (summary attached) as it is a redevelopment of an existing School site. The redevelopment will improve the existing educational facility (CS7), the high quality of design will ensure that the development fits with the character of the area (CS16). The proposal is considered acceptable in terms of highways safety and convenience and will encourage alternative means of sustainable travel (CS20 and DM14). Whilst BREEAM certification is not being sought, it has been designed to ensure minimal energy consumption (CS14). Through appropriate surface water drainage it ill not increase the likelihood of flooding (CS15).

All enquiries should be referred to the Economy, Transport & Environment Department, The Castle, Winchester, SO23 8UD
Tel: (01962) 846746 Fax: (01962) 847055

Richard Read

on behalf of
Director of Economy, Transport & Environment
27 April 2012

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Planning Conditions

Time Scale

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

   Reason: To comply with the provision of Section 91 of the Town and Country Planning Act 1990.

Hours of Working

2. There shall be no access to the development site by any traffic associated with the construction/demolition (i.e. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0730 and 1845 and in the afternoon between 1330 and 1445.

   Reason: In the interests of public safety, to avoid traffic conflict at the times of pupils arriving and departing.

3. No work relating to the construction of the development approved, including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials, shall take place before 0800 or after 1800 Monday to Friday inclusive, before 0800 or after 1300 on Saturday and not at all on Sunday or recognised public holidays.

   Reason: In the interests of amenity of local residents.

Highways

4. For the duration of the construction of the development measures shall be taken to clean vehicles leaving the site to prevent mud and spoil from being deposited on the public highway. These measures shall be implemented before the development commences. Once the development has been commenced, these measures shall be used by all vehicles leaving the site and maintained in good working order for the duration of the construction of the development. No vehicle shall leave the site unless it has been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

   Reason: In the interests of highway safety.

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Planning Conditions

5. Details of provision to be made for the parking and turning on site of operatives' and construction vehicles during the contract period shall be submitted to and approved by the Local Planning Authority in writing and fully implemented before development commences. Such measures shall be retained for the duration of the construction period.

   Reason: In the interests of highway safety.

6. No development hereby permitted shall begin until full details of the on-site provision to be made for the parking of bicycles has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be constructed on-site in accordance with a programme agreed with the Local Planning Authority, and thereafter maintained for its intended use.

   Reason: To ensure adequate cycle parking facilities and to promote sustainable travel

7. The development hereby approved shall not begin until a car park management plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include measures to manage the movement of large vehicles accessing the site and turning to and from the site access onto Middle Park Way. The car park and large vehicles turning area will be managed at all times in accordance with the approved plan.

   Reason: In the interests of highway safety.

Materials and Finishes

8. No development shall take place until samples and details of the materials to be used in the construction of all external surfaces hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

   Reason: To ensure the development has a satisfactory external appearance in the interest of visual amenities in accordance with Havant Borough Core Strategy policy CS16.

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Landscaping

9. No development shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the details approved. Any plants or trees which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
The scheme should include:
1. Full details of soft and hard landscape works including planting plans; written specifications; schedules of plants, noting species, plant size and proposed numbers/densities.
2. A landscape management plan, including management responsibilities and maintenance schedules for all landscaped areas.

Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Havant Borough Core Strategy policy CS16.

Drainage

10. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include: details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system in accordance with Havant Borough Core Strategy policy CS15.

Notes to Applicant

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.

Hampshire County Council

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

HAVANT BOROUGH CORE STRATEGY (MARCH 2011)

CS7 – Community Support and Inclusion (pg53)

Planning permission will be granted for development that:

1. Has been informed and shaped by community and local stakeholder involvement in accordance with the Statement of Community Involvement.

2. Provides educational and training improvements including Building Schools for the Future.

3. Provides services for older people and other valuable groups, including Extra Care Facilities.

CS14 – Efficient Use of Resources (pg74)

Planning permission will be granted for development that:

1. Provides adequate land or funding for waste management infrastructure.

2. Locally contributes to the delivery of the PUSH target of 100MW of renewable energy by 2020 for the whole of the PUSH area. Major areas of development must ensure that their on-site renewable energy production is maximised and resource efficiency is maximised.

3. On completion, unless proven to be financially or technically unviable, meets the following standards:
   Residential development – Level 3 of the Code for Sustainable Homes;
   Multi occupation homes and non-residential development over 500sqm – BREEAM standard 'very good'.
   Improvements to these standards throughout the plan period will be encouraged. Particular attention should be paid to water efficiency measures.

4. Allowable Solutions' may be used to achieve higher levels of carbon reduction where on-site proposals are not feasible or viable.

CS15 – Flood and Coastal Erosion Risk

Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:

1. It meets the sequential and exception test (where required) in relation to PPS25.

2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.

3. A site-specific flood risk assessment demonstrates that the development will be safe including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.

5. Appropriate flood warning and evacuation plans are in place.

6. New site drainage systems are designed taking account of events which exceed the normal design standard.

All development will be required to ensure that there is no net increase in surface water run off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that area required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

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.

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 CS20 – Transport and Access Strategy

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.

4. Provides *transport* management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

DM14 – Car and Cycle Parking on Development (excluding residential)

Development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.