

Design Access and Planning statement. (Rev A)
Full Planning Application .



Single Storey Extension, Internal Alterations & Associated Landscaping
St Thomas's Church, 24 New Brighton Road,
Emsworth
PO10 7PS
Job N^o: 1093



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1.0 Introduction and Background

1.1 This design, access and planning statement has been written to accompany the planning application for a Single storey extension to the principle Elevation of St Thomas's Church, New Brighton road, Emsworth. The proposal also includes internal alterations and associated landscaping works.

1.2 The proposed development would result in an enlarged and modified building that will be able to accommodate social functions ancillary to the Acts of worship that are currently held at St Thomas's church.

1.3 The proposed extension of the Catholic Church had been necessitated because there is no social gathering space for the Church Community ; although a 'Chapel of Ease' and part of the Parish of Havant, St Thomas's is a vibrant and Independent Church Community with a distinct and separate identity.

1.4 This document should be read in conjunction with all submitted drawings and documentation.

2.0 Context/Application Site

2.1 The application site is located at the eastern side of the Junction Between New Brighton Road and Horndean Road , approximately 150m north of the Railway station in Emsworth.



Figure 1, Location of Application site and surrounding Area. C Google Earth.

2.2 The site is within a designated settlement boundary and the local area is characterised mainly by domestic dwelling houses.

2.3 Emsworth was founded as a planned village circa 1215 with a grant to hold a market given in 1239. As a very small habitation it was originally linked to the far more important area of Warblington, and in turn its Mother Church of St Thomas a Becket (dedicated 1796) ;medieval documents refer to the Church of Our Lady which

dates back to Saxon times.

Emsworth's reason for existence has historically been based around its role as a trading port. In the middle ages large quantities of wine were imported from Europe. In the eighteenth and nineteenth centuries the sheltered port had a reputation for ship/boat building and rope making (Hemp; Hampshire). Several tidal and non-tidal mills also meant that there was a large trade in flour that would have then been transported from the port to Places such as Portsmouth and London. Timber was also an export from Emsworth whilst coal was imported and distributed throughout the 18th and nineteenth centuries. Fishing has also played a significant part of the local economy and oysters from the area were of great importance until the beginning of the 20th century.

Until the beginning of the 20th century Emsworth was mainly developed to the south of the railway Line (London Brighton and south Coast railway opened in 1847.) Population of the village has expanded from approximately 1200 at the beginning of the 19th century to 2000 at the beginning of the 20th century. The 1000th house was built in 1953 and this coincides with a population of approximately 5000. Today, Emsworth has a population of approximately 9500 which is increasing as further housing is developed.

The area of Emsworth to the North of the railway was mainly developed at the end of the nineteenth century /start of the 20th century and New Brighton Road is characterised by Large Villas from this period as well a subsequent infill development.

Construction of St Thomas's church was started in May 1959 on land gifted to the Parish; services being held for the previous 10 years at the Royal British Legion Hall. The Building was finished and blessed on the 2nd of December 1959. The Church, as originally designed is quite a simple and economic form. A rectilinear steel portal framed structure with masonry and render skin, Originally there were small elements of stained glass , including vertical elements in the apse at the rear of the sanctuary and horizontal elements in the top light of the Nave. Recently all of the windows in the

nave have been treated to stained glass depicting various Biblical narratives. These later additions have been carried out in a style redolent of the original contemporary panels.

The orientation is East/west with the Alter, sanctuary, sacristy and confessional at the western end of the building. The bulk of the floorplan is occupied by the nave where the congregation worship. At the western end of the building is the narthex, this is currently a two storey element with an entrance lobby, a cry space (accessed from the nave) service spaces and a stair. The stair accesses an existing ancillary space on the first floor. This space is used for some meetings and for occasional overspill on high days and Holydays. It is of note that the church, although fairly modern and simple in form conforms to the conventional design language of a church both in form and orientation.

3.0 Proposal

The proposal scheme focuses on three areas; extension, internal alterations and landscaping/parking.

3.1 Extension

The main focus of the design proposal is to extend the building with a single storey element at the eastern end of the church. This will enable the church community to have a space to gather and socialise outside of mass and include a predominately open plan area with a kitchenette, accessible WC, WC and protected lobby. It should be noted that this facility is supplementary to and not additional to the use of the nave during masses. Current maximum attendance figures for masses are approximately 110 people, the extension and alterations will not increase the amount of people using the building at any one time. The extension will be approximately 7m in depth, 10.7m in width and 5.4m in height (at the ridge) and in all dimensions is subservient to the host building. The proposed materials will be complimentary to the existing building and are detailed on the proposal drawings.

3.2 Internal Alterations

We are proposing make alterations to the existing ground floor narthex to integrate it with the new extension. This will include the demolition of some internal walls, rebuilding of the stairs (To meet building regulations requirements) and some storage and services spaces. The first floor ancillary space will be retained and continue to be used for occasional meetings and as additional accommodation for High days and Holidays.

3.3 Landscaping/Parking

To accommodate the extension, parking and additional landscaping requirements the proposal will encompass all of the land within the Church's ownership. This will entail moving the boundary wall to the edge of the sites curtilage and rebuilding it at 750mm high.

We are proposing four additional parking spaces; one of which will be designated for accessible parking, this will also be used as a space for hearses or a wedding car when the need arises. Three Sheffield style bicycle hoop will be incorporate into the scheme giving the potential for up to six bicycles to be incorporated. The additional enclosed land will be used to ameliorate the loss of landscaping created by the extension.

4.0 Relevant Planning Policy

4.1 Policy CS7 Community support and Inclusion.

" Planning Permission will be granted for development that:

1. Has Been informed and Shaped by community and local stakeholder involvement in accordance with a statement of community Involvement.
2. Provides educational and training improvements including building schools for the future.
3. Provides services for older people and other vulnerable groups, including extra care facilities.

4.2 Policy DM2 Protection of Existing Community facilities and Shops.

"Development proposing the change of use or loss of any premises or any land currently or last used as community services and facilities, including local shops, will only be permitted where both the following criteria can be met:

1. It has been demonstrated, through an active marketing process that the premises or land are no longer viable for their authorised use or any other use which would provide a beneficial facility to the local community.
2. The facility is no longer required for a community use or that there is an easily accessible existing or new facility for the community it is intended to serve."

4.3 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 its 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 building lines, lot 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 the 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 the 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 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 developments , particularly in town and district centres; and encouraging higher densities (50+ dwellings per hectare (19/01039/LBC)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.

4.4 HBC Design Guide, Supplementary Planning document

Supplementary document to CS 16, produced to raise standards of design across the borough.

4.5 HBC Parking SPD

This document sets out the required parking standards for new development. In the case of Places of worship/church halls this is ;
Car parking; 1 space per 5 fixed seats and 1 space per 10m² of open hall.
Cycle Short stay; 1 space per 6 staff or 1 space per 40m².
Cycle long stay; 1 stand per 20m².

4.6 NPPF, National planning Policy framework.

The presumption is in favour of Sustainable development.

11.

C) Developments should be approved, without delay, that accord with an up to date development plan.....

38.

'Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permissions in principle, and work proactively with applicants to secure developments that will improve the economic , social and environmental conditions of the area. Decision makers . Decision makers at every level should seek to approve applications for sustainable development where possible.'

105' If setting local parking standards for residential and non-residential development, policies should take into account:

- a) The accessibility of the development;
- b) The type, mix and use of the development;

- c) The availability of and opportunities for public transport;
- d) Local car ownership levels; and
- e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

6.0 Consultations

The submitted proposals are the result of three rounds of Planning pre-consultation with Havant Brought Council;

6.1. Ref Gen /16/01242 19/01/2017

The Planning response, based on an indicative floor plan, supported the principle of a front extension to the building but encouraged the applicant to provide more detail.

6.2 Ref Gen /18/00923 19/10/2018

This was a more detailed proposal for a two storey extension including site layout , plans , elevations and sections. The planner's response to this expressed concerns of the scale, size and mass of the proposal. Concerns were also expressed with regard to the loss of landscaping, effect on neighbouring amenity and parking.

6.3 ref Gen /18/00923 06/06/2019

Following the previous response an amended scheme was presented. This is reduced to one storey, reduced in footprint and takes into account an increased site curtilage. It is of note that some of the assumptions in the main body of the text are factually incorrect i.e. there is not a two storey element to the proposal and the size of the extension is incorrect. The case officer was advised of these inaccuracies and commented that her conclusions remained the same; these being 'that the nature of the proposal was considered to be far more acceptable and to have mainly addressed the concerns of the previous submission.' There were still some queries over parking provision and landscaping but both the written response and subsequent conversation with the Case officer are encouraging the submission of a Planning Application. The parking concerns and landscaping issues are further explored in this document.

7.0 Access

7.1 Parking.

The current facility has 28 parking spaces , two of which are designated as accessible spaces. The proposed extension will have an open hall area (No fixed seating) of 47m², this stipulates a requirement of 4.7car parking spaces (Parking SPD). The proposal creates four new spaces one of which is designated as accessible. We are arguing that a reduced standard for parking should be considered acceptable because of the Church's sustainable location.

7.2 Public Transport/Buses.

Within approximately 100m to the north of the proposal site are two bus stops. One on New Brighton Rd and one on Horndean road . Approximately 250m to the south there is also a bus stop on North street.

Horndean Rd bus stop is served by Services 28A and 641.

New Brighton road Bus Stop is served by services 27 , 28A and 641

North Street Bus stop is served by Service 27.

Service 28A serves Southbourne , Horndean , Clanfield, Havant College, Oaklands School.

Service 641 serves Southbourne, Rowlands Castle, Denvilles , Leigh Park and Oaklands School.

Service 27 serves Rowlands castle and Havant.

7.3 Public Transport/Trains.

Approximately 150m to the south of the proposal site is Emsworth train station; this has regular services in the direction of either Portsmouth or Brighton with stopping services that serve adjacent settlements to Emsworth and beyond.

7.4 Walking.

St Thomas's church is approximately in the centre of the Emsworth settlement. The majority of the settlement is within 1km walking distance. This represents a maximum of twenty minutes of walking for most of the residents of Emsworth.

7.5 Cycling.

We are proposing three, Sheffield type, cycling stands for the proposal giving a capacity of six secure bicycle parking spaces. The standard for the extension would require a maximum of two spaces. We would propose reviewing the amount of cycle parking if additional facilities are required.

7.6 Part M accessibility.

The proposal will be accessible via ramped and level access via the car park. The single storey nature of the extension and existing nave means that it will be fully accessible to those with any mobility impairment. The existing first floor space access will be accessible to ambulant disabled people and there will be no function carried out in this existing space that cannot be moved to accommodate accessibility needs.

8.00 Landscape

8.1 Landscape proposals.

As alluded to in the description of the proposal the scheme will incorporate all of the land under the ownership of the church. This will entail moving the boundary wall to encompass this whilst maintaining the relative positions of vehicular and pedestrian access to the proposal site. To incorporate additional parking requirements portions of the existing hedge will need to be removed and replaced with similar by the new boundary wall, we are also proposing new shrub planting to replace any that is affected by the proposal. There is a non-native memorial tree that will need to be removed in order to facilitate the extension and we are proposing the replacement of this with a semi mature tree in a location as indicated on the drawings. The proposal does not represent any loss of bio-diversity and we intend to have stakeholder involvement to finalise the details of the proposed landscaping and planting scheme. Currently the landscape is looked after by both parishioners and contractors and this situation would continue in order to maintain this element of the site. We would expect a planning condition to be satisfied to finalise these details.

9.00 Neighbouring Amenity

9.1 1959 Permission.

The 1959 Permission has a planning condition to not extend past the neighbour to the south.

9.2 Context

It is of note that since the original permission for the Church the context has changed and that there had been permitted a significant garage well forward of the building line to the south. It is also of note that the development to the north carried out in the late 1980's has no relationship to a fixed building line. The aerial photograph at the beginning of this statement demonstrates this.

9.3 The proposal has no first floor windows so there will be no issues of overlooking to neighbouring properties.

9.4 The planning office has argued that the roof lights should be removed from the

two storey element of the existing building. These are an important inclusion to provide light and ventilation to this existing second storey space. To ameliorate these concerns we have repositioned them in the roof so they do not afford a view.

9.5 The Planning officer also suggested a further reduction in width to minimise the impact on neighbouring amenity. It should be noted that this proposal is very modest in scale and any further reduction in size will make the space achieved by the proposal unworkable. The proposal is well outside of a 45degree line struck from the corner of the property to the south and combined with the fact that the church is to the north of this property will have minimal impact on the light levels afforded to the neighbour. The two sites are also separated by an access road.

10.00 Conclusion

10.1 The proposal is for a single storey extension to the principle elevation to St Thomas's Church in Emsworth. The proposal also includes associated landscaping works to incorporate the full ownership curtilage. This extended curtilage will incorporate additional space for landscaping and parking.

10.2 The proposal accords with Aims of Core strategy document CS16 and the relevant criteria of The NPPF. Where the proposal does not meet the standards set out in the SPD (Parking) , justification evidence in terms of a sustainable location has been provided. I.e. the proposal site is well served by public transport and is also easily walkable or cycle able from the settlement or further afield. Where further travel is required public transport links are more than adequate.

10.3 The proposal has been subject to three separate rounds of pre-consultation and we have responded to relevant planning comments. We have now been encouraged to proceed this proposal to a full planning application.

10.4 Additional landscaping has been introduced to ameliorate the effect of the extension and there should be no negative impacts on the bio-diversity of the site.

10.5 The extension is subservient to the Host Building in both height and width; the ridge height will be significantly lower than adjacent houses.

10.6 The proposal is modest in scale and will have little impact on neighbouring amenity.

10.7 It is our view that the proposal is compliant with Local and national planning policy referred to in this document. It is respectfully requested that both officer and members of the Borough Council look favourably on this scheme and grant planning permission.