
Site Address:	St Thomas's Church, 24 New Brighton Road, Emsworth, PO10 7PS		
Proposal:	Single storey extension to west elevation with internal alterations and extension of church curtilage to the west to provide additional car parking and landscaping.		
Application No:	APP/19/00770	Expiry Date:	27/09/2019
Applicant:	Father Adams Catholic Parish of Havant and Emsworth		
Agent:	Mr S Winter-Rimmer SWR Architect	Case Officer:	Tina Pickup
Ward:	Emsworth		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to an existing church, located on the east side of New Brighton Road at the junction with Horndean Road. The church is 1950's style, simple rectilinear form with pitched roof, constructed of a mix of red brick and render with feature stained glass windows on its side elevation and large feature gable comprising a unique pattern of contrasting sized paned windows in the front elevation. Within its plot, the church building is sited close to the southern boundary with 28 car parking spaces to the north and east.

The front boundary wall enclosing the front memorial garden is currently set some 11m from the front facade of the church - but it is noteworthy that this is set within the church's ownership, such that a further 6m strip of land in front of the perceived boundary is in fact within the control of the church and the application site. This strip of land is currently tarmaced and has the appearance of pavement and in fact is used by pedestrians and cyclists as a short cut rather than going round the outer edge of the curved pavement of New Brighton Road. The adopted highway does meet the church's curtilage with a wide grassed verge and the curved pavement providing the setting to the site.

The site is predominantly surrounded by two storey detached residential properties, with some set in backland positions to both the north and south. The private drive serving numbers 18, 18a, 20 and 22 New Brighton Road runs along the southern boundary of the site. The users of this drive emerge into the open area in front of the church and have a crossing ahead to join the highway south of the junction.

2 Planning History

91/56884/000 - Extension of existing car park to rear (as amended by plan received 28.5.92), PERM,08/06/1992
APP/19/00441 - Single storey front extension, loft conversion with pitch to gable at one end, addition of two rear dormer windows, revised fenestration and detached brick garage., PERM,23/08/2019

3 Proposal

Single storey extension to west elevation with internal alterations and extension of church curtilage to the west to provide additional car parking and landscaping.

The proposal follows pre-application engagement that has evolved the scheme to: single storey front extension having a depth of 7m by width of 10.7m to provide a narthex/gathering entrance with new toilets including accessible wc, and new kitchen area. There is an existing small first floor ancillary space above the church and access to this would be altered, but not enlarged. The main church congregation area would remain unchanged. The front boundary wall would be brought forward (west) to enclose all the church land, enabling replacement front landscaping and 4 additional car parking spaces to be provided (3 of which are accessible spaces). Three bicycle hoops are also to be provided, for 6 bikes.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS7	()
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

The policies contained within the Havant Borough Local Plan 2036 Pre-Submission Draft 2019 and the Emsworth Neighbourhood Plan, Submission Version April 2019, are also both material considerations as emerging policy. They can be afforded limited weight.

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control

Building Regulation consent will be required for this work
No other comment

Communities Manager

None received

Crime Prevention

None received

Hampshire Highways

I note the front boundary feature is to be brought forward, and from the Highway Authority's records this does not appear to encroach on to the highway.

The amount of on site parking is a matter for the LPA and as the access is not proposed to change I confirm the Highway Authority's recommendation is no objection in this case.

Landscape Team

From a landscape perspective we have no adverse comments in relation to this application, however we do require the following for submission:

- A soft landscape scheme requiring submission of fully annotated plans at sufficient scale to identify species of individually planted trees, shrubs, hedges, marginal, bulbs and any areas of turfing / seeding. Planting areas should show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs. Other information shall include plant specification schedules, comprising plant size, number and density.
- Boundary details requiring submission of fully annotated plans at sufficient scale showing the locations of existing, retained and proposed new boundary treatments, with scaled elevation drawings to show height, design, materials, type and colour of proposed new.

Traffic Management

No adverse comment to make

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 21

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 6

Comment	Officer Comment
1 letter received on behalf of 4 residents:	
Recognise benefits to congregation of proposed changes and have no objection; but danger/safety issue : Cycle/pedestrian movement from south of New Brighton Road is marked to divert cyclists around outer pavement, but no marking from north. Cyclists travel at speed and across front of church past entrances/exits causing a danger/safety issue Line of sight to south obscured by hedge and essential that line of sight to south is kept as clear as possible. Request cycle/pedestrian route from	Noted issue and discussed with Engineering team who will consider making changes to cycle route and markings if budget allows

north be marked diverting to outer pavement and erect No Cycling sign at inner pavement putting legal onus on any cyclist should an accident occur; and erect mirrors to assist with safe exit of all vehicles for all entrances/exits	Mirrors not endorsed as a solution
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7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Impact on access and parking

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The proposed front extension would provide a social gathering space that would supplement the existing church floor space and congregation, and does not seek to enlarge the church; as such the existing maximum attendance would remain and not increase.

(ii) Impact upon the character and appearance of the area

The existing church building is of approximate 2 storey scale and harmonises with the wider residential street scene. The proposed extension, following pre-application advice, would be a subservient single storey front extension, set in and back, that would continue to respect the host building and scale of the area. The detailed design would be sympathetic to the existing building and fenestration openings of the host church, but would provide a modernised centralised feature with the use of larger window panes in aluminium frames. The extension would be render with standing seam roof. Since the existing building has some render panels then the use of render would blend and be visually preferable to bricks that don't quite match.

In terms of landscape setting the existing frontage is part grassed and part flower bed with a memorial tree that provide an attractive soft frontage. The front extension would be largely across this area but its loss is compensated for by re-siting the front boundary wall forward. As a result a 5m area is available to be landscaped and the memorial tree will be moved forward as necessary. Overall the loss of the landscaped area can be mitigated with appropriate re-provision to retain the verdant frontage and setting of the site.

Overall the scale and design of the proposed building is considered appropriate to the site and surroundings and would provide an attractive yet simple front feature that would compliment the visual character of the area. The design and appearance of the proposal is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy).

(iii) Impact upon residential amenity

Number 18 to the south has implemented a recent permission for a 1.5m deep two storey front extension (APP/16/00096 refers) which has resulted in a blank side elevation with the new front facade set in front of the church frontage. The depth of the proposed church extension, at 7m, would comply with the 45 degree code as set out in the Design Guide SPD to avoid harm to light and outlook to this enlarged closest residential dwelling. Given the separation distance with intervening private drive, then the extension would be unlikely to result in any harm to the outlook and light to Number 18. The use of render would also be lighter in colour and provide more relief to this southern side elevation and help to lessen any overbearing effect.

Some rooflights are proposed in both the new roof and inserted into the existing roofslope to serve the existing upper floor ancillary space. Following pre-application advice these have mainly been placed in the north roofslope to avoid overlooking. The only rooflight within the south roofslope would be high level and set back such that it would be unlikely to offer any views into any private amenity area of number 18.

Consequently, it is considered that the proposal will not appear overbearing or lead to overlooking and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is noted no letters of objection were received with respect to the scheme.

(iv) Impact on access and parking

The access to the church is currently taken just north of the junction with New Brighton Road and this will be unaffected by the proposal. However the bringing forward of the boundary wall will result in a greater tunneling effect of the private access drive to the south serving number 18, 18a, 20 and 22. Concern has been raised over visibility at this junction and conflict with pedestrians and cyclists that take a short cut across the front of the site rather than using the outer pavement. The proposed front boundary wall would be 750mm high, which matches the existing frontage wall and would enable vision above. Provided the landscaping scheme does not obscure vision with planting, then the highway safety of this junction with the private drive would be relocated but not changed adversely by the proposal.

This fact that pedestrians and cyclists do not use the correct route and take a short cut is an existing situation occurring outside the application site. However the matter has been discussed with the Engineering team who have noted the issue and will consider making changes to the cycle route and markings if budget allows.

In terms of parking the SPD requires 1 space per 10sqm of open hall. The proposed narthex gathering area amounts to useable floor area of about 47 sqm which would equate to the need to provide 5 additional on site spaces. Four are proposed and given the fact that the development would be providing ancillary space to an existing church and maximum congregation numbers would not be altered, and the site is close to bus stops and on a cycle route, then the minor shortfall of one space is considered acceptable.

8 Conclusion

The scale, siting and design of the proposed front extension is considered suitably subservient to the host building and provides adequate parking and landscaping to

serve the development. It would have limited and acceptable impact on the neighbours and is therefore considered to be appropriate and recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/19/00770 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:
Design Access and Planning statement (Rev A) by swr architect
Location Plan Drawing number 1093/100 Rev D
Site Plan Proposed Drawing number 1093/104 Rev K
Elevations Proposed Drawing number 1093/106 Rev K
Plans Proposed Drawing number 1093/105 Rev K
Reason: - To ensure provision of a satisfactory development.
- 3 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the hereby approved extension and the front boundary wall have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 4 No above ground development shall commence on the site until a soft landscaping scheme with fully annotated plans at sufficient scale to identify proposed species of individually planted trees, shrubs, hedges, marginal, bulbs and any areas of turfing / seeding, has been submitted to and approved in writing by the Local Planning Authority. Planting areas should respect the highway visibility required with the private drive to the south and show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs with plant size and height, number and density.
Such approved planting shall be completed prior to the extension hereby approved being first used. All such planting shall be maintained to encourage its establishment for a minimum of five years following contractual practical completion of the development. Any trees or significant areas of planting which are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective within this period shall be replaced before the end of the next planting season.
Reason: To ensure an appropriate standard of visual amenity in the local area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2018.

- 5 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.