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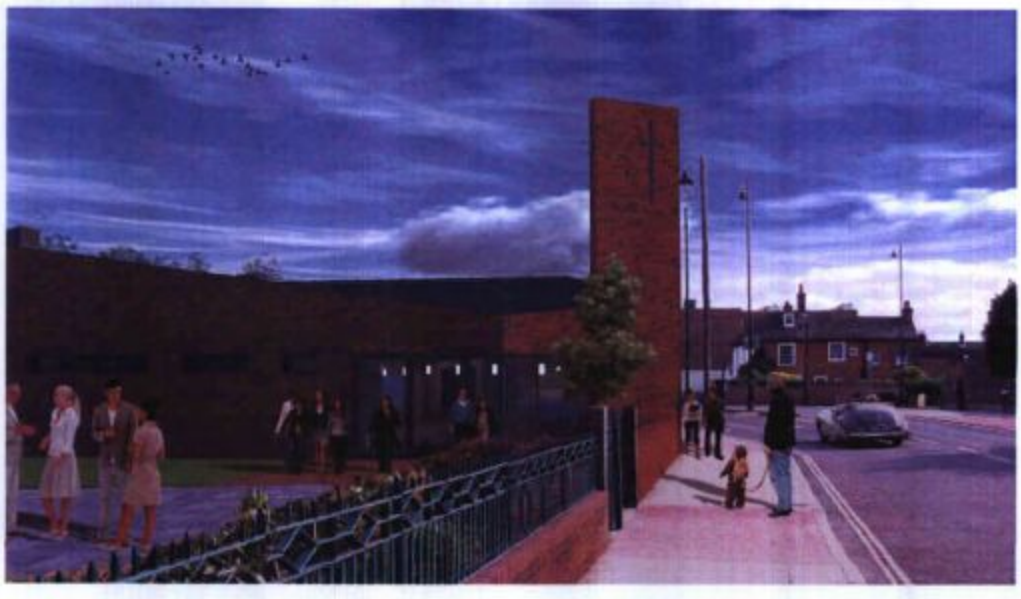
Appendix 1:	**Energy Statement** *4123-01/023a11*
Appendix 2:	**Transport Statement** *842-SWH-TA*
Appendix 3:	**Arboricultural Statement & Tree Constraints Plan** *9185-Constraints-PB*
Appendix 4:	**Noise Impact Assessment** *REP-1002983*
Appendix 5:	**Consultation Statement** *842-101*



emsworth baptist church

energy statement

CBG Consultants

4123-01/023a11

07.06.10

EMSWORTH BAPTIST CHURCH

ENERGY STATEMENT

Consultant: CBG Consultants Ltd
Winchester House
259-269 Old Marylebone Road
London
NW1 5RA

Architect: Haverstock Associates LLP
Studio 10
Cliff Road Studios
Cliff Road
London
NW1 9AN

Document Approval	Name	Signature	Date
Prepared by	Fergus Davidson	*F.Davidson*	03/06/2010
Approved by	John Bryant	*J Bryant*	04/06/2010

4123-01/023a11/FD
June 2010

CONSULTANTS

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CBG CONSULTANTS

1 SUMMARY

This report details the design developments and implemented strategies undertaken to reduce the Carbon Dioxide emissions in line with the requirements of *The Building Regulations, Approved Document Part L2A Conservation of fuel and power in new buildings other than dwellings.*

It is proposed that the environmental performance of the new church development is improved by the specification of high performing building fabrics and air tightness to reduce the building energy demand. The use of Natural and Mixed Mode Ventilation techniques, supplemented with high efficiency heating plant will provide a low carbon mechanical services solution to the internal environment.

2 INTRODUCTION

Emsworth Baptist Church is located in the borough of Havant in the South of England. The existing Church Hall will be demolished and a new building shall be built on the existing site.

The new building will have a floor area of approximately 560m^2 providing a circulation Foyer, Commercial Kitchen, Main Auditorium (including a partitionable Hall space) and washroom facilities.

This report reviews the predicted energy consumption of the church and details the methodology applied during the design development with a view to reducing energy consumption, improving the efficiency of the building and the provision of low carbon heat sources.

As the building is primarily used as a place of worship, the building is exempt from Part L2A compliance under Regulation 9 of *The Building Regulations, Approved Document Part L2A.* Nevertheless, the design of the building form and its services has been considered with the view to minimise the carbon emissions of the church.

The building's energy performance has been analysed utilising IES Virtual Environment software, with a dynamic model of the building assessed using the VE Compliance module, which is accredited for Part L calculations.

In order to improve the energy performance of the building three tiered design methodology has been adopted:

1. Reducing the buildings energy demand
2. Supplying the energy demand efficiently
3. Using Low and Zero Carbon technologies

The impact of each of these measures is then assessed to allow the comparison of the performance of each measure. In order to establish a base line for comparison of the measures the Notional 2002 building in Part L2 will be used:

Energy Consumption	Carbon Abatement Method
Baseline: Notional Building (Part L2 2002)	
	Reduction of the building's energy demand
Building Emission Rate (BER) 1	
	Efficient supply of energy
Building Emission Rate 2	
	Using Low and Zero Carbon technologies
Building Emission Rate (Actual Building)	

3 ENERGY PERFORMANCE

3.1 REDUCTION OF ENERGY DEMAND

In order to reduce the energy demand of the building various passive design measures have been adopted:

- Foyer
  The use of solar control glass on the south, south west and west facade in the Foyer area reduces the requirement for comfort cooling in the space and therefore ensures a reduction in CO_2 from the building operation.
- Auditorium
  The need for any cooling is eliminated from the ventilation strategy by the following design implementations:
  Supplying outside air into a floor plenum, constructed with exposed thermal mass, the floor plenum shall be used to reduce the supply air temperature within the occupied space; this is coupled with an automated night time ventilation control strategy to ensure heat from the day time is purged via the cooler night air during the summer.
  Relaxation in the internal design temperatures (during periods of high occupancy combined with prolonged periods where the external dry bulb temperature is above 30°C) by the client has eliminated the need for cooling in the Auditorium.
- Mixed Mode Ventilation
  The ventilation strategy will be complimented by sophisticated automatic control thus allowing the Auditorium to be ventilated by natural means during the mid season and during periods of low occupancy. Upon sensing increased CO_2 concentration and dry resultant temperatures within the occupied space the mechanical ventilation system will vary the supply air volume to control the internal environment. The Auditorium will exhaust stale, warm air naturally during all system modes via acoustically attenuated roof terminals.
- Day lighting
  The design of the facade has been informed by the requirement to achieve an average daylight factor of 3.6% with a uniformity of 0.17; by ensuring the natural light levels are uniform across the occupied area the requirement for electric lighting is reduced. This strategy is made more effective by the use automatically dimming light fittings and presence detection: these ensure the room is not over lit when occupied and that the lights are automatically switched off when the room is un occupied.

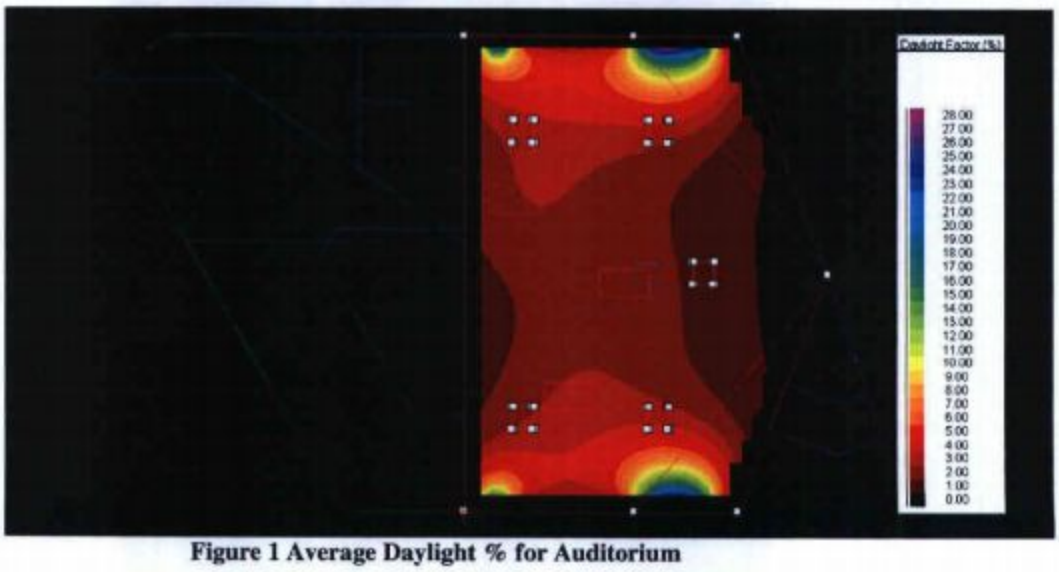

Figure 1 Average Daylight % for Auditorium

- Thermal Performance
  The thermal performance of the building has been improved by reducing the U values and infiltration rates of the building as shown below:

Thermal Element	Limiting U Value – W/m^2K	Actual U Value – W/m^2K
Wall	0.35	0.35
Window	2.2	1.8
Ground Floor	0.25	0.25
Roof	0.25	0.25
Door	2.2	1.8

	Limiting Value – $m^3/hr/m^2$	Proposed Value – $m^3/hr/m^2$
Air tightness	10	8

Figure 2 Summary of U-Values (Limiting U-Values referenced from The Approved Doc L2A)

3.2 EFFICIENT SUPPLY OF ENERGY

Two areas are addressed to increase the efficiency of energy supply:

- Use of condensing gas fired boilers – condensing boilers recover the latent heat of flue gases, increasing the efficiency of heating and hot water generation. In order for this to be effective the heating system has been designed to operate at low temperatures (maximum LTHW flow temperature is 55°C)
- Effective use of automatic controls ensures that the Auditorium will operate via natural means for as long as possible, therefore reducing the energy consumption of the mechanical ventilation fans.

3.3 USE OF LOW OR ZERO CARBON TECHNOLOGIES

Due to the financial constraints acting on the project, the opportunity to introduce low or zero carbon technologies into the design is limited. The design approach has been to undertake a load assessment of the building and improve the thermal performance of the building and its services and eliminate the requirement for mechanical cooling within the Auditorium.

It is a requirement of Havant to identify and incorporate water conservation facilities within the project. This has been achieved through the design of a rainwater recycling system which will reduce the water consumption of the building through using recycled water to flush WC's.

3.4 MECHANICAL SERVICES STRATEGY

Proposed Strategy:
The design development of the building form and the proposed systems has enabled the annual CO_2 emissions from the Church to be calculated following the approved calculation methodology. The carbon abatement methods have been introduced into the design in three stages, which allows the annual CO_2 reduction to be identified in accordance with the significant design iterations (refer to *figure 2*).

- Scenario 1: Standard double glazing in the Foyer area. Heating to all areas via conventional boiler plant and Foyer and Auditorium provided with mechanical ventilation including cooling.
- Scenario 2: Solar control glazing in the Foyer area eliminates the need for mechanical ventilation and cooling. Introduction of high efficiency condensing boiler plant for space heating. Auditorium as per scenario 1.
- Scenario 3: Relaxation of the design criteria in Auditorium, utilising thermal mass and night time ventilation strategies eliminate the need for mechanical cooling in the Auditorium in favour of the mixed mode alternative.

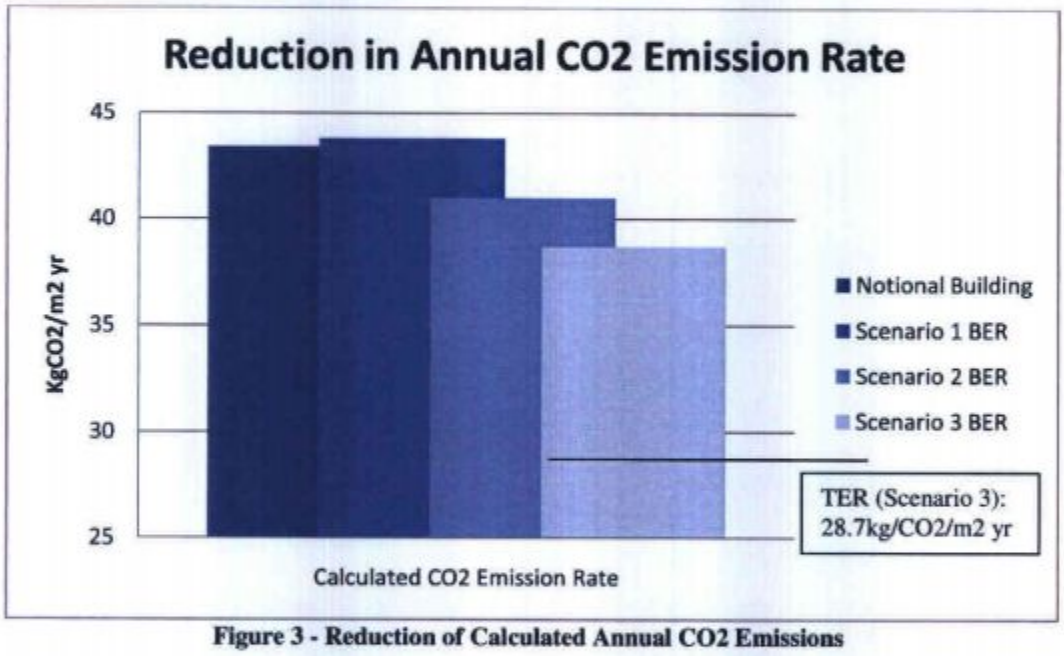

Figure 3 - Reduction of Calculated Annual CO2 Emissions

The introduction of the carbon abatement methods provides a calculated CO_2 emission reduction of 11.64% compared to the standard construction (i.e. CO_2 emission reduction based on scenario 3 to scenario 1.

	Scenario 1	Scenario 2	Scenario 3
Notional Building	43.4 kg/CO_2/m2 yr	41.0 kg/CO_2/m2 yr	38.3 kg/CO_2/m2 yr
TER	31.5 kg/CO_2/m2 yr	30.6 kg/CO_2/m2 yr	28.7 kg/CO_2/m2 yr
BER	43.8 kg/CO_2/m2 yr	41.0 kg/CO_2/m2 yr	38.7 kg/CO_2/m2 yr
Reduction		6.39%	11.64%

Figure 4 CO2 Emission Reduction Results

emsworth baptist church
transport statement

Scott, White and Hookins

842-SWH-TA

07.06.10

Scott White and Hookins

Civil/Structural Engineers | Health and Safety | Approved Inspectors

Harman House
Andover Road
Winchester
SO23 7BS

T +44 (0)1962 844 855
F +44 (0)1962 841 328
win@swh.co.uk
www.swh.co.uk

Transport Statement

Emsworth Baptist Church

Emsworth, Havant

Prepared By: .....
Simon Garner FCIHT

Approved By: .....
Gordon Lockhart BScEng CEng FICE MIStructE FConsE

SG/lh/L953
May 2010

FS1HR3 Quality Assured to ISO9001:2000

Locations
Bedford
Carshalton
London
Winchester

INVESTOR IN PEOPLE

Partners
Gordon Lockhart
Nigel Westwood
Michael Weaver
John O'Gorman
Douglas Alcock
Martin Boyce
Jason Daniels
Richard Hemming

Partnership Director
Ann Raybould

Principal Associates
Kevan Carter
Neil Dodds

Associates
Tom Stewart
Simon Garner
Jonathan Baker

Consultants
Douglas Clasby
Graham Wilkins
Peter Blackmore

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Appendix E 2	Intermediate Accident Reports
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1.0 Introduction

1.1 This Transport Statement has been produced to assess the impact of a proposal to redevelop Emsworth Baptist Church in the area of Emsworth, Havant, Hampshire. The aim of the development scheme is to provide improved facilities for the existing Church and to enable future expansion.

1.2 The Statement addresses the policy implications of the proposal against national, regional and local transport plans and guidance notes. It assesses the existing transport conditions around the site including traffic generation, public transport services, accessibility, parking and road safety issues. The report goes on to set out the likely impact that the proposal will have on the local transport network. It includes a draft Travel Plan which is being developed by the Church management group.

1.3 This Statement has been prepared in accordance with current Department for Transport guidance. Preliminary consultations with Havant Borough Council Planning Department indicated that there were no special issues beyond the normal scope of a Transport Statement which would require analysis, although we were asked to address the issue of on-site parking provision and to assess the likely impact that it might have.

1.4 The Statement concludes that the proposal will have no significant adverse impact on the local transport network and that it raises no significant concerns regarding traffic flow or road safety.

2.0 Development Proposal and Planning Policy Framework

2.1 Policy Context

2.1.1 Current government policy emphasises a spatial strategy which recognises the importance of travel planning and requires local authorities and developers to work together to reduce the adverse impact of motorised travel on the environment. Policy Guidance encourages new developments to be located on Brownfield sites and promotes careful choice of location so that the number and length of journeys can be reduced to the minimum necessary level. Sustainable transport, particularly travel by bus, cycle and on foot is to be promoted and private car journeys, especially single-occupancy and short trips, are to be discouraged. New developments should take into account accessibility in its widest context and should not add unduly to congestion or pollution levels. The importance of travel planning is emphasised as a valuable travel reduction tool.

2.1.2 The SEERA 'South East Plan 2006 – 26' sets out a series of objectives and requirements which includes the following;

- Comprehensive travel planning advice
- Allocation and management of highway space used by individual modes of transport
- Improvements in the extent and quality of pedestrian and cycle routes
- Sufficient cycle parking at new developments
- Establishment of maximum permitted parking standards for non-residential land use development sites.

The Plan lays down three key principles;

a) To reduce the need to travel, then;
b) To improve management of existing transport infrastructure, and where necessary;
c) To invest in new schemes where appropriate.

2.1.3 The Hampshire County Council 'Local Transport Plan 2006 – 11' (LTP) adopts an overall vision for a transport strategy that: "Enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities."

The main objectives of the LTP are:

1. To increase accessibility
2. To promote safety
3. To reduce the impact and effect of congestion
4. To widen travel choice
5. To improve air quality
6. To support wider quality of life objectives
7. To encourage value for money and efficient asset management

2.1.4 The Plan sets out the importance of balancing the sometimes conflicting needs to protect the environment from the impact of motorised transport with the need to develop an efficient transport network to promote social and economic wellbeing.

2.1.5 The Havant Borough Council Local Development Framework (LDF) retains core policies which have been 'saved' from the original structure plan. The Emsworth town centre area has benefited from public sector investment. The designation of much of the centre as a Conservation Area limits opportunities for expansion or redevelopment and the Plan contains no major site specific proposals for retail development in this centre. The main issue for the future of the centre is to support the core retail and service sector function and to enhance vitality and viability by accommodating other appropriate uses, particularly where this will help protect the historic character and urban fabric of the centre.

2.1.6 Development will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking. New development likely to attract a large number of trips should be located to minimise travel demand and provide a choice of transport modes.

2.1.7 Development requiring new or improved access will be permitted provided it does not:

i. interfere with the safety, function and standard of service of the road network; and
ii. have adverse environmental implications and meets the Highway Authority's standards for adoption as public highway.

2.1.8 Direct access onto the Strategic Road Network will only be permitted if the Highway Authority is satisfied that no alternative access is available or appropriate and that the proposal would not adversely affect the function, operation and character of the Strategic Road Network.

2.1.9 Development will be permitted provided that the site layout is designed to encourage low vehicle speeds and incorporates safe and convenient links and access to existing or proposed cycle or pedestrian routes.

2.1.10 Development will be permitted where it provides parking for cars, motor cycles, and pedal cycles and turning facilities as appropriate in accordance with the relevant standards.

2.2 Policy Implication

2.2.1 The development proposal will retain the current land use of the site and seeks to improve the facilities and services and to accommodate a modest expansion of the capacity of the Church over the long term. Effectively this will make more efficient use of the site by intensifying the existing activities. The current advantages of the accessible town centre site will be maintained. The Church will be able to continue to offer valuable services to the local community from a highly accessible site close to the centre of the local transport network.

2.2.2 The proposal will retain the current access arrangements so there will be no adverse safety or highway capacity issues. Car parking will be set at a very low level to deter private car travel. The Church has already commenced development of a detailed Travel Plan to promote and encourage sustainable transport, including provision of new cycle storage facilities.

2.2.3 The proposal conforms to the broad aims of national, regional and local transport policies and has no significant adverse impact on the local transport network. It is concluded that there are no concerns regarding the proposal in the context of land use and transport policy.

3.0 Existing Conditions

3.1 Existing site information

3.1.1 The Church is located in the town centre of Emsworth (Appendix A Site Location Map). It occupies a site on the junction of the A259 (Havant Road), High Street and North Street. The junction consists of a 4-arm roundabout with two entry lanes at each approach. Havant Road connects Havant and Chichester but through traffic uses the A27 to the north of the town, allowing the road through Emsworth to function as a Local Access Road. The main road was constructed through the centre of Emsworth between 1974 and 1980. While it severs the Church from the coastal side of the town it has given the building a more prominent position (Appendix B Highway Network Map). The roads are subject to a 30 mph speed limit. There is a zebra crossing on North Street between the site and the railway station and a signal controlled crossing on Havant Road west of the site. On-street parking is prohibited in the vicinity by a combination of 'No Waiting at any Time' and Controlled Zone restrictions. There is a part-time 5 tonne weight restriction through the town centre.

3.1.2 The Church plays an active role in the community and provides facilities including youth groups, parent and toddler activities, art and craft groups and a range of activities for older people. The venue also hosts the weekly Country Market. There are also the normal religious services as with any place of worship.

3.1.3 The Local Plan states that Emsworth provides a district shopping and service centre function. It retains a high residential component and is a location for employment uses associated with leisure and tourism, all set within an intimate and attractive historic environment. This has helped Emsworth maintain its role as a small shopping centre with a pleasant village atmosphere. The Church occupies a permeable site with pedestrian access across the grounds connecting the main road to the car park and the lanes at the rear.

3.1.4 The Local Transport Plan 2006-11 (LTP2) identified the need for a scheme to improve access to and within the town. Measures included improved pedestrian links from the north of the town into the town centre to address severance and safety issues. The scheme also aimed to improve access to bus stops, complete the final section of the A259 Warblington to Emsworth cycle route, provide a new Toucan crossing and cycle parking facilities.

3.1.5 Vehicular access to the site is achieved from the rear through a network of side roads. There is no direct vehicular access from the main road network. All servicing and parking takes place from the rear. Parking is very limited and is restricted to those who need it most; i.e. the disabled, people making deliveries/collections and staff members. There are no formal cycle storage facilities. There is ample off-street parking available within walking distance of the site. The Church has very little impact on the local transport network.

3.2 Baseline transport data

3.2.1 The Church employs 3 people and is served by around 60 volunteers. The peak period in terms of traffic generation is Sunday morning, when approximately 150 people attend the site. Community activities all take place during the working day between the a.m. and p.m. peak traffic flows or during the evening after the p.m. peak. Numbers of people in attendance vary from between 15 to 100.

3.2.2 It is conventional to use TRICS analysis to generate a typical travel profile for a site but in this instance TRICS is not deemed the most appropriate method. There are only 3 places of worship in the TRICS database and only one of these is for a town centre location. It is considered that the data sample is too small to provide a meaningful comparison. The Church has undertaken a very detailed travel profile survey, which shows the number of people who attend each of its activities. This is a far more reliable source of data than any computer generated prediction and the results are shown on table 1.(Next page).

Table 1. Current Weekly Travel Generation Profile

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
9.30am-11.45am 40-45 adults (most with babies/ toddlers)	**9.30am-1pm** 20 adults	**9.30am-1pm** 20 adults	**9.00am-12.30pm** 20 adults (country market stall holders), 100 + visitors to market	**9.00am-11.45am** 4 adults (staff)		**9.00am** 5-8 adults 10.15am 150 adults & children to 12.30/1pm
			1.30pm-3.30pm Up to 30 adults (elderly)		Occasional parties – 3-5 adults 20-30 children dropped off/picked up	
	5pm-9.30pm 50 children and young people dropped off/picked up 8 adults	**8pm-9pm** 20 adults	Quarterly meetings up to 100 adults 7.30pm-9.40pm	**6pm-9.30pm** Up to 70 youth and 8 adult helpers		**6pm-8pm** 30-50 adults and young people

3.2.3 The travel profile demonstrates that nearly all trips to and from the Church are made outside of the a.m. and p.m. peaks. The A259 is not identified as a high traffic route in the Local Transport Plan. The traffic volume generated by Church users is relatively low and does not form a significant proportion of total traffic flow through the town. It is concluded that the site has a low traffic impact profile and does not generate any problems on the local transport network.

3.2.4 The current modal split varies according to the nature of the activities undertaken. A travel survey conducted in March 2010 revealed the following major issues;

- Up to 82% visitors (150 people) travel by car
- 18% (32 people) visitors walk to the site
- 9% of car users (14 people) car share.
- No-one cycles to the site.
- Currently no-one uses public transport to travel to the site.

For some activities, such as the Youth Groups, most visitors are dropped off by parents. Since the survey was undertaken the travel profile has changed slightly and it is known that at least 5 people have started to make some of their trips by bicycle.

3.2.5 Parking provision is extremely limited. The on-site car park can accommodate up to 10 vehicles. These are reserved for staff and the disabled. There are Pay & Display car parks close to the site. These car parks are free during the evenings and on Sundays, when most of the main Church activities take place, reflecting the low demand for parking at these times. This confirms that most of the parking demand generated by the Church takes place when the car parks (and the local road network) have ample capacity.

3.3 Existing Public Transport facilities

3.3.1 The site is on the route of 5 bus services (numbers 11,27,36,300,700). Bus stops are located directly outside the building and directly opposite the building, outside the Cottage Hospital (Appendix C Bus Stops and Figure 1 Bus Routes).

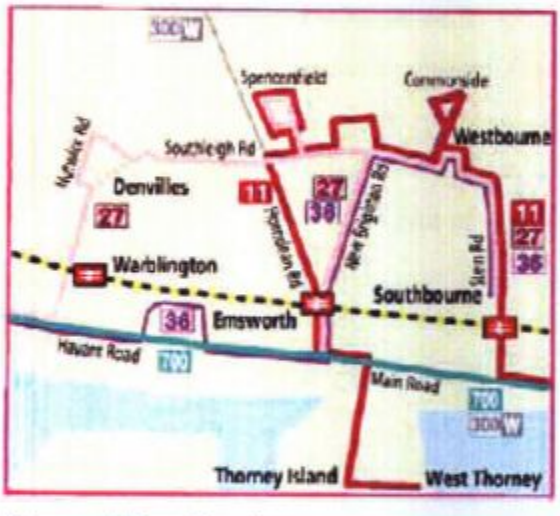


Figure 1 Bus Routes

Number 11 Thorney - Westbourne – Chichester
Chichester - Westbourne - Thorney

Mon-Sat Service runs once every 2 hours from 7.27am to 17.46. No service on Sundays or Public holidays.

Number 27 Emsworth - Havant - Rowlands Castle CV027
Havant - Westbourne – Southbourne CV027A
Southbourne - Westbourne - Havant CV027A
Rowlands Castle - Havant – Emsworth CV027B

Mon-Fri Service runs every half hour from 7.40 to 17.22. Sat service runs every half hour from 08.00 to 17.22. No service on Sundays or Public holidays.

Number 36 Southbourne - Havant – ASDA
ASDA - Havant - Southbourne

3 buses a day each way between 09.21 and 13.53. No service on Sundays or Public holidays.

Number 300 Denmead - Rowlands Castle – Chichester
Chichester - Rowlands Castle - Denmead

Wednesdays only one bus a day each way. No service on Sundays or Public holidays

Number 700 Brighton - Worthing - Chichester - Portsmouth – Southsea DT700
Brighton - Worthing – Arundel DT700A
Brighton - Worthing – Littlehampton DT700B
Yapton – Chichester DT700C
Brighton - Worthing - Chichester - Portsmouth – Southsea DT700S
Brighton - Worthing - Chichester - Portsmouth – Southsea DT700X

Mon-Fri service runs every 20 or 30 mins from 06.34 to 21.40. Hourly service Sundays.

It is noted that public transport services on Sundays, when the Church attracts most of its weekly visitors, are limited. This affects the ability of worshippers to get to and from the site without a car.

School Buses: Buses serving all of the local secondary schools (12 in total) stop opposite the site.

Train Station

This is located 0.2miles from the site (around 5 minutes walk)

Trains run regularly to Chichester in the east and Havant and Portsmouth in the West on all days.

3.4 Car Parking Provision

The closest local car parks (Palmers Road and North Street) have a capacity of 139 spaces in total including 5 disabled spaces. Car park spaces are available at the South Street Car Park (0.3 miles away, 100 spaces plus 5 disabled bays) and Bridge Rd Emsworth (0.3 miles away, 52 spaces)

Total car Parking spaces within a radius of 0.3 miles of the site = 292 spaces plus a further 10 disabled bays.

3.5 **Cycling**

The site is adjacent to cycle routes P5, F9 and L3. (Appendix D Cycle Routes)

3.6 Accident Analysis

3.6.1 A 3-year accident analysis was undertaken for the Emsworth town centre area using data supplied by Hampshire Police for the period 01/01/2007 to 28/02/2010 (Appendix E1 accident plot location plan and E2 Intermediate Accident Reports).

3.6.2 The reports show 8 Personal Injury Accidents occurred at the roundabout junction of North Street and the A259 Havant Road. These resulted in a total of 1 serious and 8 slight injuries. Five of the accidents involved cyclists, including the serious injury accident. A common feature of these accidents seems to be that cyclists already within the roundabout circulatory area were struck by car drivers who appeared not to have seen them.

3.6.3 Nationally 10% of all reported accidents involving pedal cycles occur at roundabouts and of that proportion, 11% involve fatal or serious injury to a cyclist. Research suggests that roundabouts with two or more entry lanes are particularly hazardous for cyclists, and that roundabouts with a radius of 10m or less are also significantly more hazardous. Traffic and volume and speed also have a significant bearing on cycle accidents; the higher they are the more likely cycle accidents are to occur. (Nordic Road and Transport Research No 2 – 2000; Swedish National Road and Transport Research Institute (VTI)).

3.6.4 Site observations suggest that the road layout at the roundabout may contribute to the cyclist accidents. The roundabout itself is fairly small compared to the wide circulatory area. It is easy for drivers approaching the junction to see through it because the roundabout is not visually intrusive due to its small area and its relatively flat profile. There is limited deflection on some approaches and drivers can enter the roundabout at reasonably fast speeds and maintain a flat entry trajectory. One accident occurred because the driver was not aware he was approaching a roundabout.

3.6.5 It is suggested that the highway authority might want to consider looking at the layout of the roundabout to determine if it can be made more conspicuous to alert drivers as they approach it to take special care. It might be beneficial to consider increasing the size of the roundabout itself or laying down circulatory lane markings to prevent drivers making a 'straight ahead' manoeuvre from being able to drive through at relatively high speed on a straight course. It is understood that these measures could reduce the capacity of the roundabout. It is stressed that this analysis has been undertaken using only Intermediate Accident Reports and without the benefit of detailed traffic surveys or highway design processes. The comments are intended to highlight potential concern and to suggest

possible areas for further detailed investigation. They do not constitute a criticism of the design.

3.6.6 The remaining accidents do not cause any undue concern. While every accident is a matter for regret there is nothing to suggest that the number, severity or location of any other accidents is above what would normally be expected in this location.

3.6.7 It is concluded that while the accident rate at the roundabout does warrant further consideration, particularly given the number of cyclists involved, there is nothing in the development proposal which causes special concern. The proposal will not affect the existing road layout and will have no significant traffic generation impact. While it is considered that the accident record at the roundabout may deter cyclists the proposal itself raises no traffic safety issues.

4.0 Proposed Development

4.1 The development brief has several key specifications relevant to the travel impact of the proposal. An auditorium capable of accepting growth in attendance within the Church is required. This is shown as 217 persons in the auditorium and a further 88 in a partitionable hall (Appendix F Development Plan Drawings). This will in future be referred to as the partitionable auditorium. If the full seating is not possible within budget the design should allow for easy extension in future. The folding partition should not impinge on the kitchen area but if possible fold flat against the back wall of the auditorium.

4.2 A Kitchen capable of providing substantial hot meals for over 100 persons, light meals for 150 persons and tea/coffee/biscuits for the auditorium capacity is required.

4.3 The new build should be located as far as possible into the southern boundary of the site allowing and facilitating future expansion which might include increase to the auditorium.

4.4 The development replaces an existing church hall and includes a 310 seat auditorium. The current church attendance is 150 people, most of whom drive to the site and park in the Palmers Road Car Park to the East of the site. There is space for 8 cars to park currently on site with plans to include a total of 5 spaces (including 2 disabled spaces) in the future development. Cycle storage for 10 cycles will be provided (see drawing Appendix F).

4.5 A Travel Plan indicates how the church intends to encourage reduction in car use by all those using the building.

4.6 Currently around 100 young people are dropped off and picked up for youth groups on site at various times during the week. The future plans for use of the existing church adjacent to the new building, which will be refurbished and converted to a hall, include provision of a preschool on site meaning provision must be made for safe drop off and pick up for children during weekdays.

4.7 In summary the Church is planning to improve the facilities the site offers and to allow a modest incremental growth. The proposal is to increase the size of its congregation by up to 5% per year over the next ten years. A similar rate of expansion is planned for its community activities. The new development will provide a main auditorium, a partitionable hall, central kitchen, foyer area and washrooms.

4.8 The proposal will retain the current access arrangements. Direct vehicle access will continue to be via the rear entrance so there will be no direct access to the main highway network.

4.9 The traffic generation profile for the Church as a result of the development proposal is shown in table 2. (next page).

Proposed Weekly Travel Generation Profile

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
8-9am 5 adult preschool staff on site 20 preschool children dropped off **12-1pm** 10-15 children picked up **5-6pm** 10-15 children picked up, 5 staff leave 3-5 adults (office and youthworkers) **9.30am-11.45am** 40 adults (with babies/ toddlers)	**8-9am** 5 adult preschool staff on site 20 preschool children dropped off/picked up **12-1pm** 10-15 children picked up **5-6pm** 10-15 children picked up, 5 staff leave 3-5 adults (office and youthworkers) **9.30am-1pm** 20 adults (art and craft)	**8-9am** 5 adult preschool staff on site 20 preschool children dropped off/picked up **12-1pm** 10-15 children picked up **5-6pm** 10-15 children picked up, 5 staff leave 3-5 adults (office and youthworkers) **9.30am-1pm** 20 adults (art and craft)	**8-9am** 5 adult preschool staff on site 20 preschool children dropped off/picked up **12-1pm** 10-15 children picked up **5-6pm** 10-15 children picked up, 5 staff leave 3-5 adults (office and youthworkers) **9.00am-12.30pm** 20 adults (country market stall holders) on site, up to 100 visitors to market	**8-9am** 5 adult preschool staff on site 20 preschool children dropped off/picked up **12-1pm** 10-15 children picked up **5-6pm** 10-15 children picked up, 5 staff leave 3-5 adults (office and youthworkers) **9.00am-1pm** 10-30 elderly adults dropped off then collected, 4-5 staff		**9.00am** 5-12 adults **10.15am** 150-300 adults & children Till **12.30/1pm**
			1.30pm-3.30pm Up to 50 adults (elderly)		Occasional parties – 20-30 children dropped off/picked up, 3 adults	
	5pm-9.30pm 50 children and young people dropped off/picked up 8 adults	**8pm-9pm** 20 adults	**7.30pm-9.40pm** Quarterly meetings- 100-150 adults	**6pm-9.30pm** Up to 70 youth (dropped off/collected) and 5-8 adult helpers		**6pm-8pm** 50-100 adults and young people

The main impact of the development on the existing traffic generation profile of the site can be summarised as follows;

- There is a theoretical increase in attendance at Church services from 150 to 300 people on Sunday mornings over the next 10 years,
- There is a theoretical increase in attendance at Church services from 50 to 100 people on Sunday evenings over the next 10 years,
- The number of small group activities during the working day and weekday evenings will increase resulting in a modest growth in attendance spread throughout the day.

4.10 Parking Strategy

Havant Borough Council has a formal Parking Strategy, the main points relevant to this development proposal being as follows;

1. Manage Parking Provision

a) Manage on and off-street public parking efficiently to support use by the intended categories of user and to minimise the effect of parking on the environment.

b) Work with private and public owners of public off-street car parks to assist in achieving the objectives of the Area Transport Strategy, recognising the need to achieve and maintain the balance of supply and demand in the total number of spaces as important factors in providing for local transport needs.

c) Recognise the need to maintain the vitality and viability of Town Centres and therefore favour short-term parking for shoppers and visitors at the expense of long stay parking.

d) Set parking charges at appropriate levels for the local area to balance parking supply and demand, taking account of transport strategies and the economic viability of commercial centres.

e) Consider the need for the Council to continue to have the ability to influence parking and transport strategies when considering the disposal of land currently used for parking purposes.

f) Enforce parking regulations effectively and introduce measures to assist, such as residents' parking and additional opportunities likely to emerge from the Traffic Management Act and other national initiatives.

2. Reduce the demand for parking

a) Be consistent with national and County Council guidelines and apply the maximum car parking standards to developments in accordance with Hampshire Parking Strategy and Standards.

b) Encourage employers, schools, colleges and similar establishments to introduce travel plans, school workplace parking charges and other initiatives to reduce the need for parking. Develop a travel plan for Havant Borough Council, to encourage staff to use alternative means of transport.

c) Introduce more cycle parking for public use.

4.11 Hampshire County Council parking standards for places of worship set out the following;

4.11.1 Car parking is set at a maximum of 1 space per 5 fixed seats and 1 space per 10sqm open hall. Parking in highly accessible locations (50% of maximum permitted standard) is set at 1 space per 7.5 seats/1space per 15 sqm of open Hall.

4.11.2 Government guidance encourages parking provision *below* maximum level as the DfT recognises that restricted parking provision is a very effective means of deterring car travel, particularly for short and single-occupancy journeys. The parking provision for this development is significantly below the maximum standard and therefore is not a significant issue.

4.11.3 The minimum provision for Cycle storage for places of worship is 1 space per 6 staff or 1 space per 40 sqm. For periods of between a few minutes and a few hours, parking stands may be the most appropriate facility. Whatever form the stands take, they should aim to meet the following objectives:

- be able to secure the frame and both wheels,
- be high enough to hold the cycle upright and securely fixed, even in high winds,
- avoid damage to the cycle while attached or when being secured,
- be clearly visible and in contrast with their surroundings, so that they are more likely to be used and to help local pedestrians with visual impairments,
- have low ongoing maintenance requirements and avoid the need for staffed management of the parking (there can be practical difficulties with public sites, if

integral locking mechanisms or coin-operated devices are used),

- enable cycles to be readily secured using the popular 'D' locks carried by many cyclists.

The Church is developing a parking management strategy based on a permit system. Permits will be restricted to staff and key volunteers and Disabled spaces are also being provided. Storage for up to 10 cycles is included in the proposal. The Church already encourage members to cycle to and from the site and since the travel survey was undertaken, which showed no cycling, 5 people have begun to make at least some trips by bike. The Travel Plan includes measures to monitor cycling levels and encourage more people to use this mode and if additional cycle storage is required in future it can be provided.

5.0 Appraising the Impact of the Proposed Development

5.1 It is clear that the existing travel profile of the Church has a very low impact on the local highway network. Peak activities are on Sundays. Other activities take place on weekday evenings and during the working day between the a.m. and p.m. peaks. The development will theoretically increase the travel profile but the only significant increase will be on Sundays and will occur over a 10-year period.

5.2 Service and Delivery arrangements will remain as they are now and will take place at the rear of the Church away from the main network, albeit with a slight increase in traffic volume. Construction traffic will use the rear access of the Church.

5.3 The anticipated increases in traffic volume will not be significant. Most of the additional car trips will be made to and from the adjacent public car parks and there will be no discernable increase in traffic to and from the site itself. The increased traffic flows will occur mainly on Sundays, evenings and between the peak periods. There will be no significant impact on existing traffic flows and no congestion implications.

5.4 The Church is developing a comprehensive and thorough Travel Plan which contains measures to promote car-sharing, walking and cycling and to reduce single-occupancy and short car trips.

5.5 It is concluded that the proposal will have no adverse impact on local transport and traffic conditions.

6.0 Promoting Smarter Choices Via Travel Plans.

6.1 Smarter Choices are techniques for influencing people's travel behaviour towards more sustainable options, such as encouraging travel planning. They also include measures such as individualised marketing, personalised journey plans, public transport information and marketing initiatives, car sharing schemes and car clubs, plus measures that reduce the need to travel, such as video conferencing and teleworking.

6.2 A travel plan (TP) is a package of site-specific initiatives aimed at improving the availability and choice of travel modes to and from a development. It may also promote practices or policies that reduce the need for travel. TPs are becoming an increasingly important tool in the delivery of sustainable outcomes. They provide, together with transport assessments, the mechanism for assessing and managing access to sites. In addition, they can help improve accessibility, both to and from the site, and to local amenities and services.

6.3 PPG13 states the Government considers that a travel plan should be submitted alongside planning applications that are likely to have significant transport implications. Local authorities can help facilitate the development of effective travel plans by ensuring that measures in support of them are incorporated in local planning policies, including the LDF and LTP, and clarified through supplementary planning advice

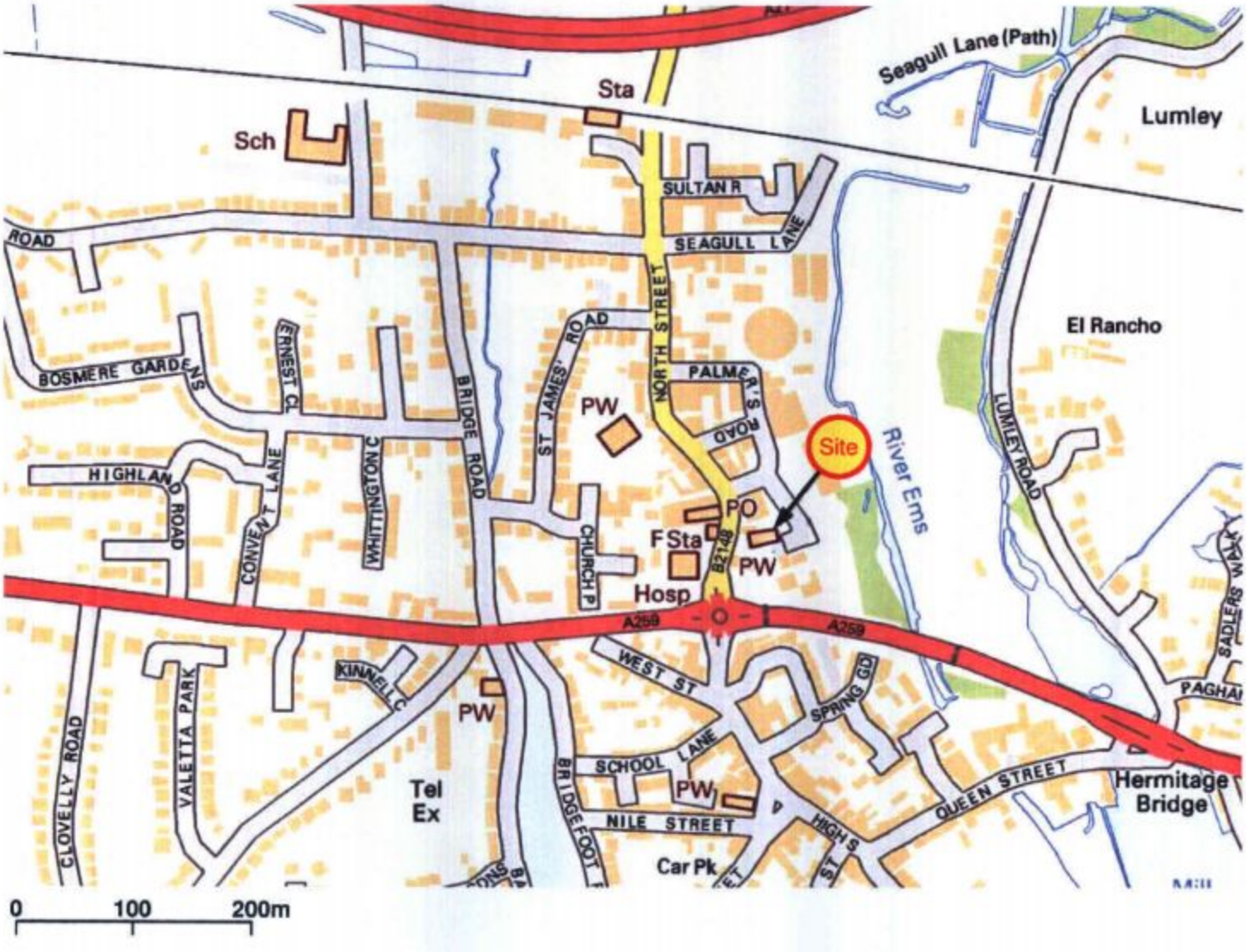
6.4 The Church has already begun to develop a Travel Plan which is very comprehensive (Appendix G). The Plan aims to promote car-sharing, walking and cycling. It includes measures to promote public transport and improve travel choices by providing information and incentives. The Church has already undertaken travel surveys and has a management system in place to monitor and develop the Plan over time. The Plan has not yet completed its first draft but it is already clear that the Church has made significant progress and some of the measures are already in place. Some of its provisions have been used to inform the design of the development proposal to ensure that sustainable travel is addressed from the outset. As with any good Travel Plan it is subject to continuous review and it must be stressed that the Plan attached in Appendix G will already have been subject to minor improvements and updates by the time this draft is reviewed by the planning and highway authority,

6.5 It is concluded that the Travel Plan presents a significant opportunity to reduce the travel impact of the site.

Simon Garner
Associate for Traffic and Transport
May 2010

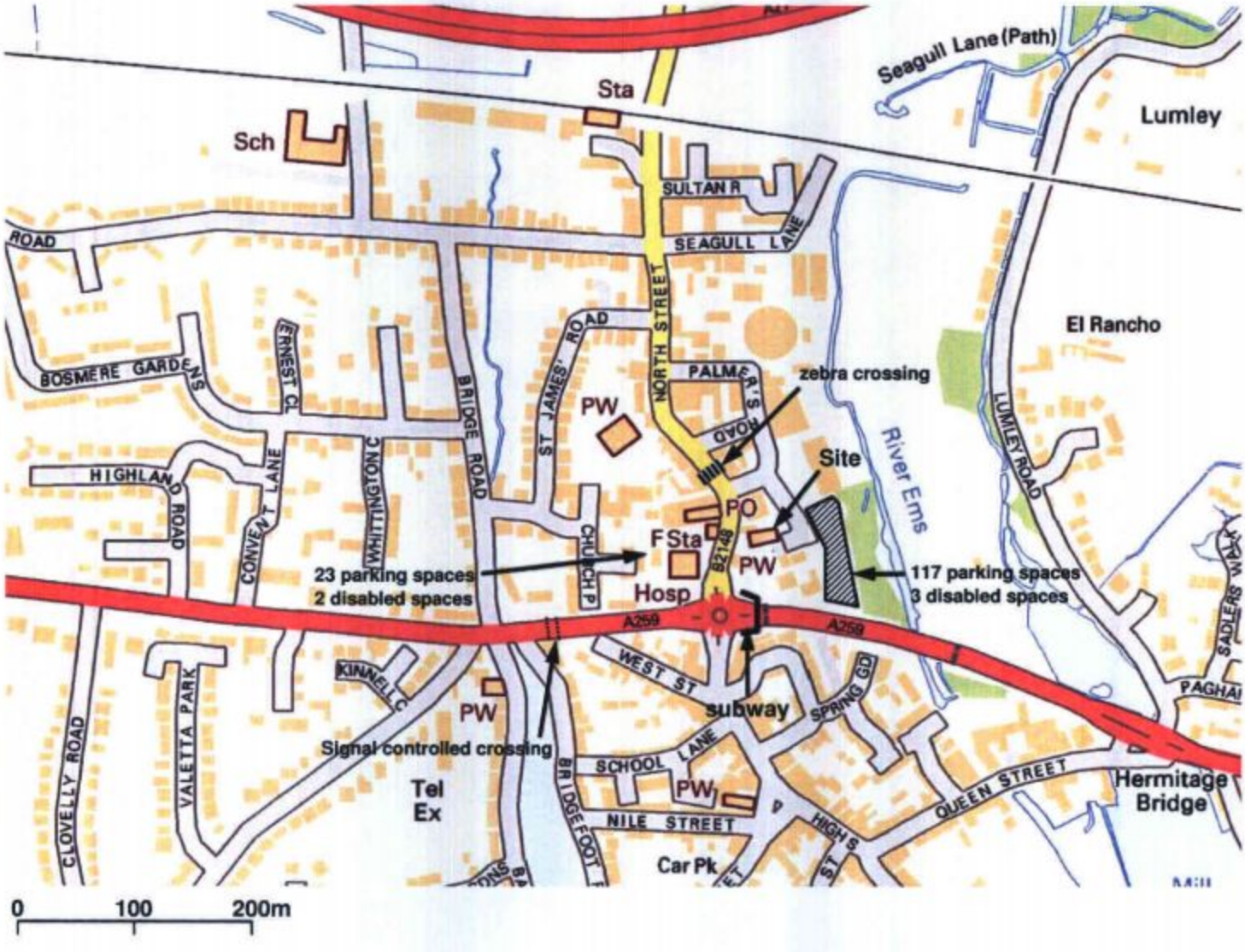
Appendix A

Scott White and Hookins



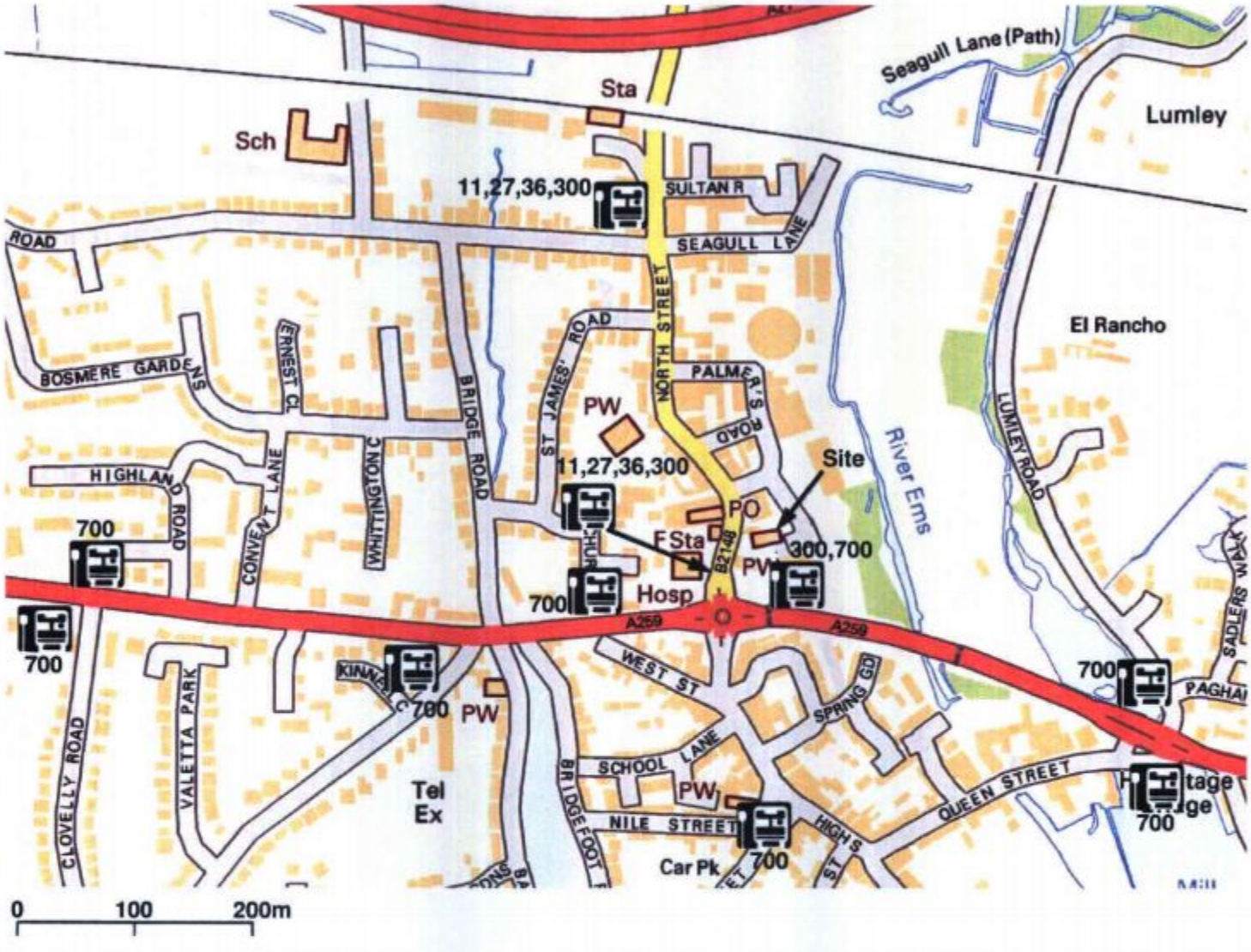
Appendix B

Scott White and Hookins



Appendix C

Scott White and Hookins



Appendix D

Scott White and Hookins



Sign and Lines

- Not on-road Cycle lane
- On-road Cycle lane
- Bus and Cycle lane
- Link road convenient for cyclists (these routes contain no dedicated cycle facilities and should be used with discretion)
- Pedestrianised roads NO CYCLING
- One way traffic INCLUDING CYCLISTS
- Controlled crossing
- Pedestrian crossing
- Cyclists beware - Difficult junction, barriers or steps
- Cycle Parking NB - All Stations and most public buildings have cycle parking facilities
- Cycle Shop (see list on reverse)

Buildings and Places of interest

- Public toilets
- Visitor Information Centre
- Museum
- Cathedral/Church
- Caravan Site
- Other places of interest
- Station
- Bus Interchange
- Ferry terminal
- School or college
- Shopping area/Retail park

Scott White and Hookins

Cycling

- Advisory cycle route
- Bus and cycle only
- Contra flow cycle route
- Cycle lane on road
- Cycle track off road - segregated
- Cycle track off road - shared
- Pedestrian area



Cycle Route Leaflets

Cycle Routes West Sussex

Coastal Cycle Route

Centurion Way Railway Path

Downs Link

Worth Way

Ride the Big Weald

Working With West Sussex Highways

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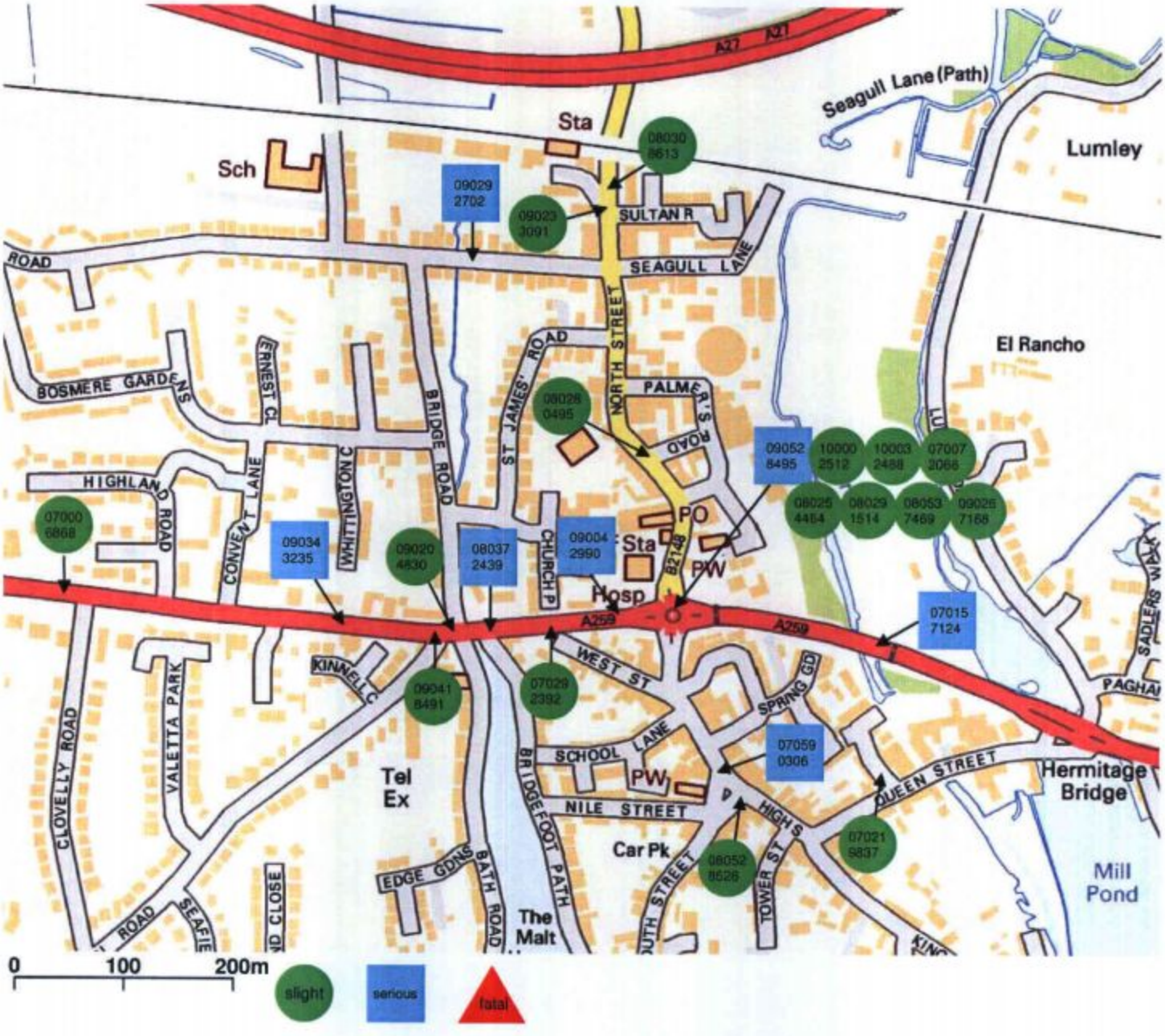
Appendix E[1]

Scott White and Hookins



Appendix E2

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **28/02/2010** (38) months

Selection:

Selected using Build Query : ; Refined using Accidents within
~~selected Polygons -RPU Statistics Request ("EM-EMSWORTH")~~

Notes:

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev

Selected Polygon:EM EMSWORTH

070006868
A 259
E 474,364
N 105,915

Friday 05/01/2007 1545 hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

A259 HAVANT ROAD OUTSIDE EMSWORTH SPORT AND SOCIAL CLUB, EMSWORTH, HAMPSHIRE

Veh 1 M/C < 50 cc Going ahead W to E Dri M 16 Slight
Veh 2 Car Wait go ahead held W to E

VEH1 (MOPED) TRAVELLING EAST ALONG A259 HAVANT ROAD FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH2 (CAR) TRAVELLING EAST ALONG A259 HAVANT ROAD, WAITING TO GO AGEAD BUT HELD UP.

070072066
B 2148
E 474,893
N 105,888

Thursday 15/02/2007 0748 hrs
Daylight: no street lighting
Wet/Damp
Fine without high winds
30 mph

B2148 NORTH STREET AT JUNCTION WITH A259, EMSWORTH, HAMPSHIRE

Veh 1 Car Starting N to S
Veh 2 Pedal cycle Going ahead N to S Dri M 24 Slight

VEH 1 (CAR) TRAVELLING SOUTH ON B2148 ENTERING ROUNDABOUT COLLIDES WITH VEH 2 (PEDALCYCLE) ALREADY ON ROUNDABOUT HEADING SOUTH.

070157124
A 259
E 475,140
N 105,885

Friday 06/04/2007 0307 hrs
Darkness: street lights present a
Dry
Fine without high winds
30 mph

A259 MAIN ROAD 171 METRES WEST OF HERMITAGE BRIDGE, EMSWORTH, HAMPSHIRE

Veh 1 Car Going ahead E to W Dri F 22 Serious
Veh 1 Car Going ahead E to W FSP M 21 Slight
Veh 1 Car Going ahead E to W RSP F 19 Slight

VEH 1 (CAR) TRAVELLING WEST ALONG A259, LOST CONTROL OF VEHICLE LEFT CARRIAGEWAY INTO DITCH.

070219837
U
E 475,107
N 105,753

Friday 11/05/2007 1445 hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

FRANKLAND TERRACE 21 METRES NORTH OF QUEEN STREET, EMSWORTH, HAMPSHIRE

Veh 1 Car Reversing E to NW Ped F 77 Slight

VEH 1 (CAR) REVERSING ON FRANKLIN TERRACE INTENDING TO MOVE INTO SPACE OUTSIDE HOUSE NUMBER 1. HITS PEDESTRIAN CROSSING ROAD SOUTHBOUND.

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **28/02/2010** (38) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
~~selected Polygons -RPU Statistics Request ("EM-EMSWORTH")~~

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
070292392	Sunday 24/06/2007 1700 hrs	A259 HAVANT ROAD, EMSWORTH, HAMPSHIRE	Veh 1 Car Going ahead E to W Veh 2 Car Going ahead W to E Veh 3 Car Going ahead E to W Dri M 28 Slight Veh 4 Car Going ahead W to E				
A 259	Daylight:street lights present						
E 474,836	Wet/Damp						
N 105,892	Raining without high winds						
	60 mph						
	VEHICLE 1 (4X4) TRAVELLING WEST ALONG HAVANT ROAD SWERVED DUE TO RAIN CONDITIONS. VEHICLE 2 (CAR) TRAVELLING EAST ALONG HAVANT ROAD COLLIDES WITH VEHICLE 1. VEHICLE 3 (CAR) TRAVELLING WEST ALONG HAVANT ROAD LOSES CONTROL AND COLLIDES WITH VEHICLE 4 (CAR)						
070590306	Saturday 29/12/2007 1445 hrs	ST PETER'S SQUARE AT JUNCTION WITH HIGH STREET, EMSWORTH, HAMPSHIRE	Veh 1 Car Reversing N to S Ped F 83 Serious				
U	Daylight:street lights present						
E 474,963	Dry						
105,738	Fine without high winds						
	30 mph						
	VEHICLE 1 (CAR) PARKED FACING NORTH ON ST PETER'S SQUARE, REVERSES AND COLLIDES WITH PEDESTRIAN CROSSING BEHIND VEHICLE 1 FROM NEARSIDE.						
080254464	Monday 09/06/2008 1930 hrs	B2148 EMSWORTH ROAD AT JUNCTION WITH A259 NORTH ROAD, EMSWORTH, HAMPSHIRE	Veh 1 Car Going ahead N to S Veh 2 Pedal cycle Going ahead RH bend S to E Dri M 50 Slight				
B 2148	Daylight: no street lighting						
E 474,930	Dry						
105,903	Fine without high winds						
	30 mph						
	VEH 2 (PEDAL CYCLE) APPROACHED ROUNDABOUT FROM SOUTH, WANTING TO TAKE THE THE EAST EXIT ON TO A259. VEH 2 (CAR) APPROACHED ROUNDABOUT FROM THE NORTH, AS VEH 2 PASSED NORTH EXIT VEH 1PULLED OUT AND COLLIDED WITH VEH 2.						
080280495	Thursday 26/06/2008 0928 hrs	NORTH STREET, EMSWORTH, HAMPSHIRE	Veh 1 Car Going ahead N to S Veh 2 Car Going ahead N to S Dri F 25 Slight				
474,910	Daylight:street lights present						
N 106,021	Dry						
	Fine without high winds						
	30 mph						
	VEH 1 (CAR) TRAVELLING SOUTH ALONG NORTH STREET FOLLOWING BEHIND VEH 2 (CAR), VEH 2 BRAKED TO ALLOW PEDESTRIAN TO CROSS ROAD,VEH 1 COLLIDED WITH REAR OF VEH 2.						

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **28/02/2010** (38) months

Selection:

Selected using Build Query : ; Refined using Accidents within ~~selected Polygons -RPU Statistics Request ("EM EMSWORTH")~~

Notes:

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class					Casualties: Sex / Age / Sev			
080291514	Wednesday 02/07/2008 1950 hrs	A259 HAVANT ROAD AT JUNCTION WITH B2148 NORTH STREET, EMSWORTH, HAMPSHIRE	Veh 1	Car	Going ahead	N to S					
			Veh 2	Pedal cycle	Going ahead	W to E	Dri	M	43	Slight
A 259	Daylight: no street lighting										
E 474,915	Dry										
N 105,893	Fine without high winds										
	30 mph										
	VEHICLE 2 (PEDAL CYCLE) TRAVELLING EAST ON THE ROUNDABOUT WITH THE A259 HAVANT ROAD AND B2148 NORTH STREET. VEHICLE 1 (CAR) TRAVELLING SOUTH ON THE B2148 NORTH STREET ENTERED ROUNDABOUT AND FAILED TO SEE THE CYCLIST ALREADY ON THE ROUNDABOUT. RIDER OF VE										
080308613	Sunday 13/07/2008 1430 hrs	B2148 NORTH STREET METRES U, EMSWORTH, HAMPSHIRE	Veh 1	Car	Going ahead	N to S	Ped	M	7	Slight
B 2148	Daylight:street lights present										
E 474,865	Dry										
N 106,264	Fine without high winds										
	30 mph										
	VEH 1 (CAR) TRAVELLING SOUTHWARDS ON NORTH STREET, A YOUTH RAN ACROSS THE FRONT OF HIS CAR, CAS 1, WHO WAS FOLLOWING THE FIRST YOUTH, RAN INTO THE OFFSIDE OF VEH 1 CAUSING IT TO RUN OVER CAS 1 FOOT.										
080372439	Thursday 21/08/2008 1117 hrs	A259 HAVANT ROAD AT JUNCTION WITH BRIDGEFOOT PATH, EMSWORTH, HAMPSHIRE	Veh 1	Pedal cycle	Going ahead	W to E	Dri	M	61	Serious
			Veh 2	Car	O/take m/veh o/side	W to E				
A 259	Daylight:street lights present										
E 474,763	Dry										
N 105,882	Fine with high winds										
	30 mph										
	VEHICLE 1 (PEDAL CYCLE) TRAVELLING EAST ON A259 HAVANT ROAD. VEHICLE 2 (CAR TOWING CARAVAN) TRAVELLING SAME DIRECTION. VEH 2 OVERTOOK VEH 1 BUT MISJUDGED THE MANOUEVRE KNOCKING CYCLIST ONTO THE PAVEMENT.										
080528526	Wednesday 26/11/2008 1200 hrs	HIGH STREET, OUTSIDE THE SPICE VILLAGE, EMSWORTH, HAMPSHIRE	Veh 1	Bus/coach	Parked	0 to 0	Board	F	60	Slight
U	Daylight:street lights present										
E 475,008	Dry										
N 105,718	Fine without high winds										
	30 mph										
	VEH 1 (BUS) WAS PARKED AT A BUS STOP ALONG HIGH STREET. A PASSENGER ATTEMPTED BOARDING VEH 1 BUT TRIPPED UP AND FELL.										

Details of Personal Injury Accidents for Period - 01/01/2007 to 28/02/2010 (38) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
~~selected Polygons -RPU Statistics Request ("EM EMSWORTH")~~

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
080537469 A 259 E 474,918 N 105,913	Wednesday 03/12/2008 1630 hrs Darkness: street lights present a Dry Fine without high winds 30 mph	HAVANT ROAD AT THE JUNCTION WITH NORTH STREET, EMSWORTH, HAMPSHIRE	Veh 1 Car Turning right E to N Veh 2 Other M/veh Going ahead W to E Dri	M 83 Slight
	VEH 1 (CAR), HEADING WEST ALONG HAVANT ROAD, TURNED RIGHT INTO NORTH STREET AND COLLIDED WITH VEH 2 (MOBILITY SCOOTER) WHICH CROSSED NORTH STREET FROM WEST TO EAST WITHOUT LOOKING.			
090042990 A 259 E 474,904 N 105,887	Thursday 29/01/2009 2340 hrs Darkness: street lights present a Dry Fine without high winds 30 mph	A259 HAVANT ROAD APPROXIMATELY 25 METRES WEST OF ROUNDABOUT JUNCTION WITH	Veh 1 Car Going ahead E to W RSP Veh 1 Car Going ahead E to W RSP Veh 1 Car Going ahead E to W FSP	M 23 Serious F 17 Serious F 19 Serious
	VEHICLE 1 (CAR) TRAVELLING WEST ON A259 HAVANT ROAD. VEH 1 OVERTAKES VEH IN FRONT AND WAS UNAWARE THAT THEY WERE APPROACHING A ROUNDABOUT WITH NORTH STREET. DRIVER MANAGES TO NEGIOTIATE ROUNDABOUT BUT LOSES CONTROL MOUNTING NEARSIDE PAVEMENT AND COLL IDES WITH LAMP POST, WHICH CAUSED THE VEH TO OVERTURN.			
090204830 259 474,726 N 105,884	Wednesday 13/05/2009 0758 hrs Daylight:street lights present Wet/Damp Raining without high winds 30 mph	HAVANT ROAD AT JUNCTION WITH BRIDGE ROAD, HAVANT, HAMPSHIRE	Veh 1 Car Going ahead W to E Dri Veh 2 Car Wait to turn left N to E Veh 3 Car Starting S to E	M 40 Slight
	VEHICLE 1 (CAR) TRAVELLING EAST ALONG A259 HAVANT ROAD SWERVES TO AVOID U/K CAR EXITING JUNCTION. VEHICLE 1 LEAVES CARRIAGEWAY TO NEARSIDE. FRONT OF VEHICLE 1 HITS FRONT OF STATIONARY VEHICLE 2 (CAR) WAITING TO EXIT BRIDGE ROAD ONTO A259 HAVANT ROAD.			
090233091 U E 474,860 106,271	Saturday 30/05/2009 2321 hrs Darkness: street lights present a Dry Fine without high winds 30 mph	EMSWORTH TRAIN STATION CAR PARK AT JUNCTION WITH NORTH STREET, EMSWORTH, HAMPSHIRE	Veh 1 Car Wait go ahead held NW to SE Dri Veh 2 Car Stopping NW to SE FSP	M 38 Slight M 25 Slight
	VEH 1 (POLICE CAR) WAITING TO EXIT CAR PARK OF EMSWORTH RAILWAY STATION ONTO NORTH STREET WHEN VEH 2 (CAR) BEHIND BRAKES SHARPLY AND SOUNDS HORN FOR LONG TIME. OFFICER IN VEH 1 GET OUT TO SPEAK TO DRIVER VEH 2. ON SEEING OFFICER, DRIVER VEH 2 ATTEMP TS TO DRIVE OFF AND AS A RESULT HITS OPEN DOOR OF VEH 1, CAUSING DOOR TO MAKE CONTACT WITH OFFICER AND THEN RAN OVER OFFICER FOOT.			

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **28/02/2010** (38) months

Selection:

Selected using Build Query : ; Refined using Accidents within
~~selected Polygons "RPU Statistics Request ("EM EMSWORTH")~~

Notes:

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class					Casualties: Sex / Age / Sev		
090267168	Saturday	MAIN ROAD AT THE JUNCTION	Veh 1	Car	Starting	E to W				
	20/06/2009	WITH NORTH STREET, EMSWORTH,	Veh 2	Pedal cycle	Going ahead	N to S	Dri	F	40	Slight
A 259	0900 hrs	HAMPSHIRE								
	Daylight:street lights present									
E 474,930	Dry									
N 105,887	Fine without high winds									
	30 mph									

VEH 1 (CAR), HEADING WEST ALONG THE A259, ENTERED THE ROUNDABOUT AT NORTH STREET, AND GENTLY STRUCK VEH 2 (PEDAL CYCLE) WHICH WAS APPROACHING FROM THE RIGHT.

090292702	Sunday	VICTORIA ROAD OUTSIDE NUMBER	Veh 1	Car	Turning left	N to E				
	05/07/2009	17, EMSWORTH, HAMPSHIRE	Veh 2	Pedal cycle	Going ahead	W to E	Dri	M	54	Serious
U	1920 hrs									
	Daylight:street lights present									
E 474,748	Dry									
N 106,218	Fine without high winds									
	30 mph									

VEHICLE 1 (CAR) ENTERING VICTORIA ROAD FROM EITHER NUMBER 17 OR 19 TO HEAD EAST COLLIDED WITH VEHICLE 2 (PEDAL CYCLE) WHICH WAS TRAVELLING EAST ON VICTORIA ROAD. VEH 1 FAILED TO STOP.

090343235	Friday	A259 HAVANT ROAD OUTSIDE	Veh 1	Car	Turning left	W to N				
	07/08/2009	OUTSIDE EMSWORTH SERVICE	Veh 2	Pedal cycle	Going ahead	NW to SE	Dri	M	54	Serious
A 259	1300 hrs	STATION, HAVANT, HAMPSHIRE								
	Daylight:street lights present									
E 474,648	Dry									
N 105,883	Fine without high winds									
	30 mph									

VEHICLE 2 (PEDAL CYCLE) TRAVELLING SOUTHEAST ALONG A259 HAVANT (IN CYCLE LANE). AS RIDER APPROACHES EMSWORTH SERVICE STATION, VEHICLE 2 (CAR) OVERTAKES VEHICLE 2., AND TURNS RIGHT INTO EMSWORTH SERVICE STATION. NEARSIDE OF VEHICLE 1 CLIPS RIDERS RIG
HT ARM/SHOULDER, CAUSING RIDER TO FALL FROM VEHICLE 2.

090418491	Friday	A259 HAVANT ROAD, AT JUNCTION	Veh 1	Car	Starting	E to W	Dri	M	59	Slight
	25/09/2009	WITH WARBLINGTON ROAD,	Veh 2	Car	Stopping	S to W				
A 259	1251 hrs	EMSWORTH, HAMPSHIRE								
	Daylight:street lights present									
E 474,715	Dry									
N 105,873	Fine without high winds									
	30 mph									

VEH 1 (CAR) WAS TRAVELLING WEST ALONG HAVANT ROAD, EMSWORTH WHEN VEH 2 (CAR) WAS STATIC AT THE JUNCTION OF WARBLINGTON ROADAND HAVANT ROAD,FACING NORTH. VEH 2 BELIEVED THAT VEH 1 WAS ALLOWING HIM TO PULL OUT OF JUNCTION AND AS VEH 1 APPROACHED VEH 2
PULLED OUT INTO HAVANT ROAD, TURNING WEST AT WHICH POINT VEH 1 COLLIDED WITH VEH 2.

Details of Personal Injury Accidents for Period - **01/01/2007** **to** **28/02/2010** (38) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM EMSWORTH")

Notes:

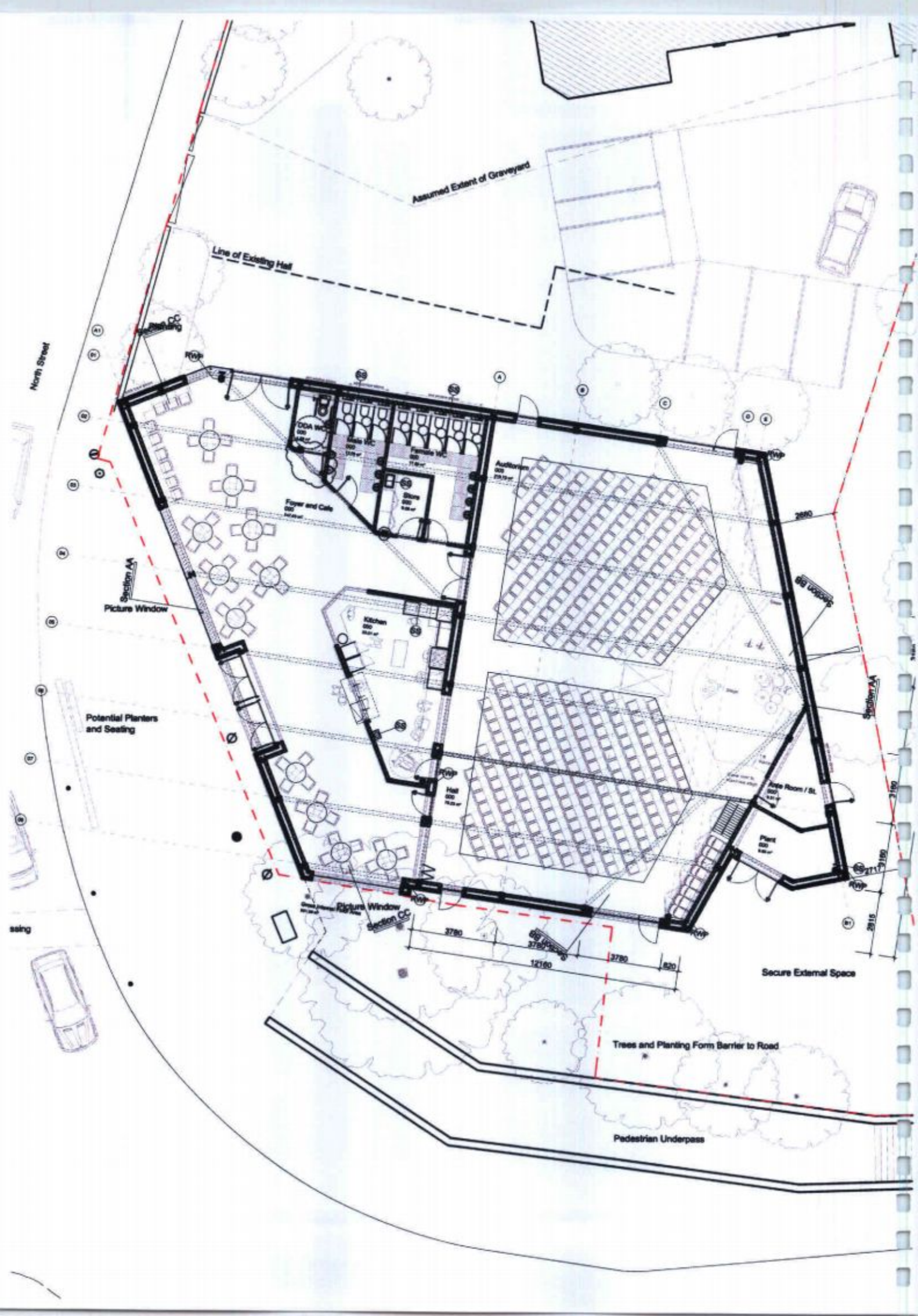
Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class				Casualties: Sex / Age / Sev
090528495 A 259 E 474,912 105,901	Tuesday 08/12/2009 2115 hrs Darkness: street lights present a Wet/Damp Raining without high winds 30 mph	HAVANT ROAD AT THE JUNCTION WITH NORTH STREET, EMSWORTH, HAMPSHIRE	Veh 1 Car Veh 2 Pedal cycle	Going ahead Going ahead	W to E Dri S to N Dri	M 18 Slight F 33 Serious	
100002512 A 259 E 474,931 105,882	Saturday 02/01/2010 1615 hrs Darkness: street lights present a Wet/Damp Other 30 mph	A259 HAVANT ROAD AT JUNCTION WITH HIGH STREET, EMSWORTH, HAMPSHIRE	Veh 1 Car Veh 2 Car	Wait go ahead held Going ahead	N to S E to W Dri	F 43 Slight	
00032488 259 474,931 105,910	Monday 25/01/2010 1745 hrs Darkness: street lights present a Dry Fine without high winds 30 mph	A259 HAVANT ROAD AT JUNCTION WITH B2148 NORTH STREET, EMSWORTH, HAMPSHIRE	Veh 1 Car Veh 2 Car	Starting Starting	N to S N to S Dri	F 58 Slight	

VEH 1 (CAR), HEADING EAST ALONG HAVANT ROAD, ENTERED THE ROUNDABOUT AT NORTH STREET AND WAS STRUCK ON THE OFFSIDE BY VEH 2 (PEDAL CYCLE) WHICH WAS APPROACHING FROM THE RIGHT.

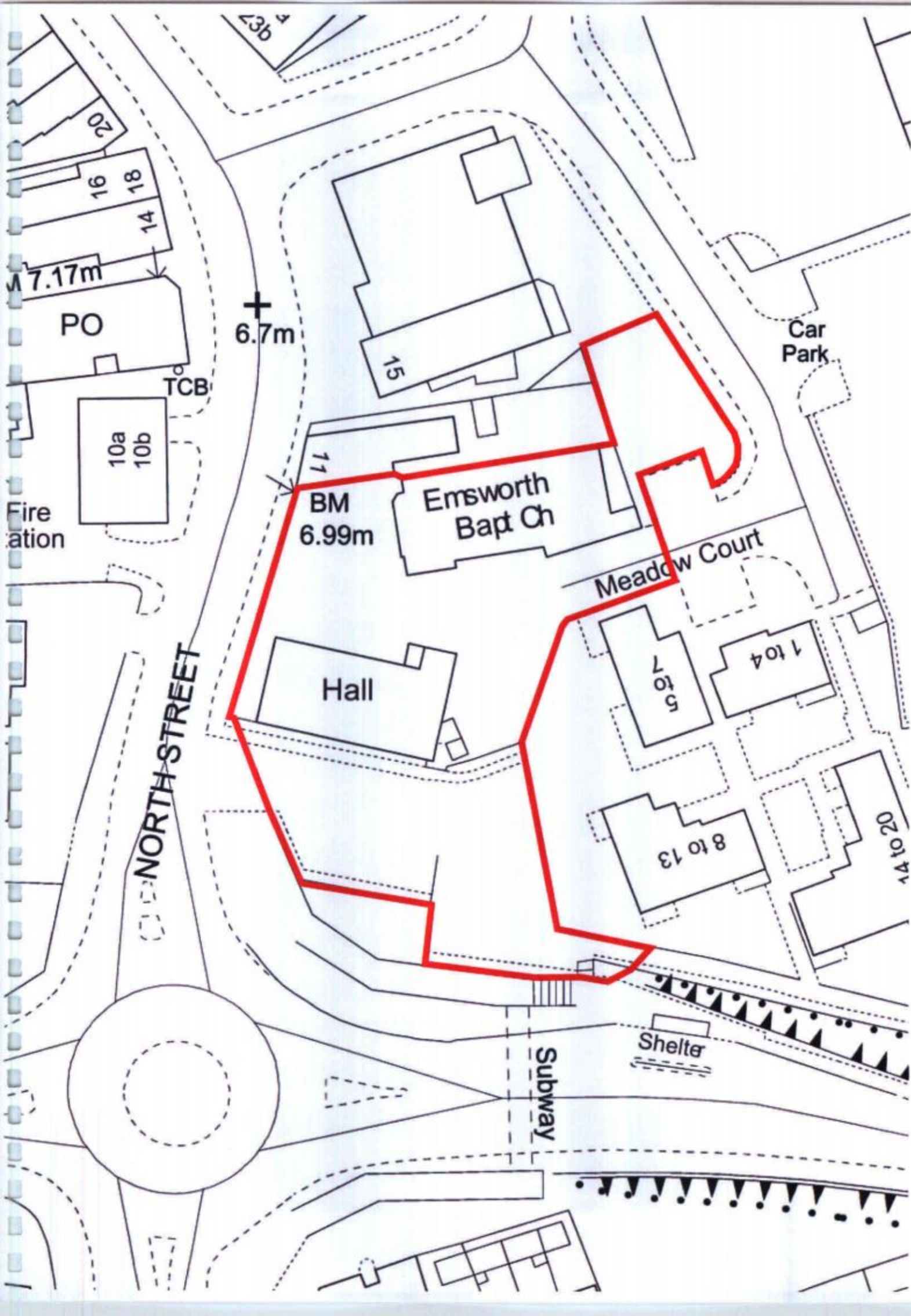
VEH 1 (CAR) TRAVELLING S ALONG NORTH STREET STATIONARY ON RBT WITH A259 HAVANT ROAD INTENDING TO EXIT ONTO HIGH STREET BUT TEMPORARILY BLOCKED. VEH 2 (CAR) ENTERS RBT FROM A259 HAVANT ROAD AND COLLIDES INTO REAR FO VEH 1 THEN FAILED TO STOP.

VEH 1 (CAR) TRAVELLING S ALONG B2148 NORTH STREET WAITING TO JOIN RBT, MOVES FORWARD THINKING VEH 2 (CAR) IN FRONT WOULD HAVE MOVED AND COLLIDES INTO REAR OF VEH 2.

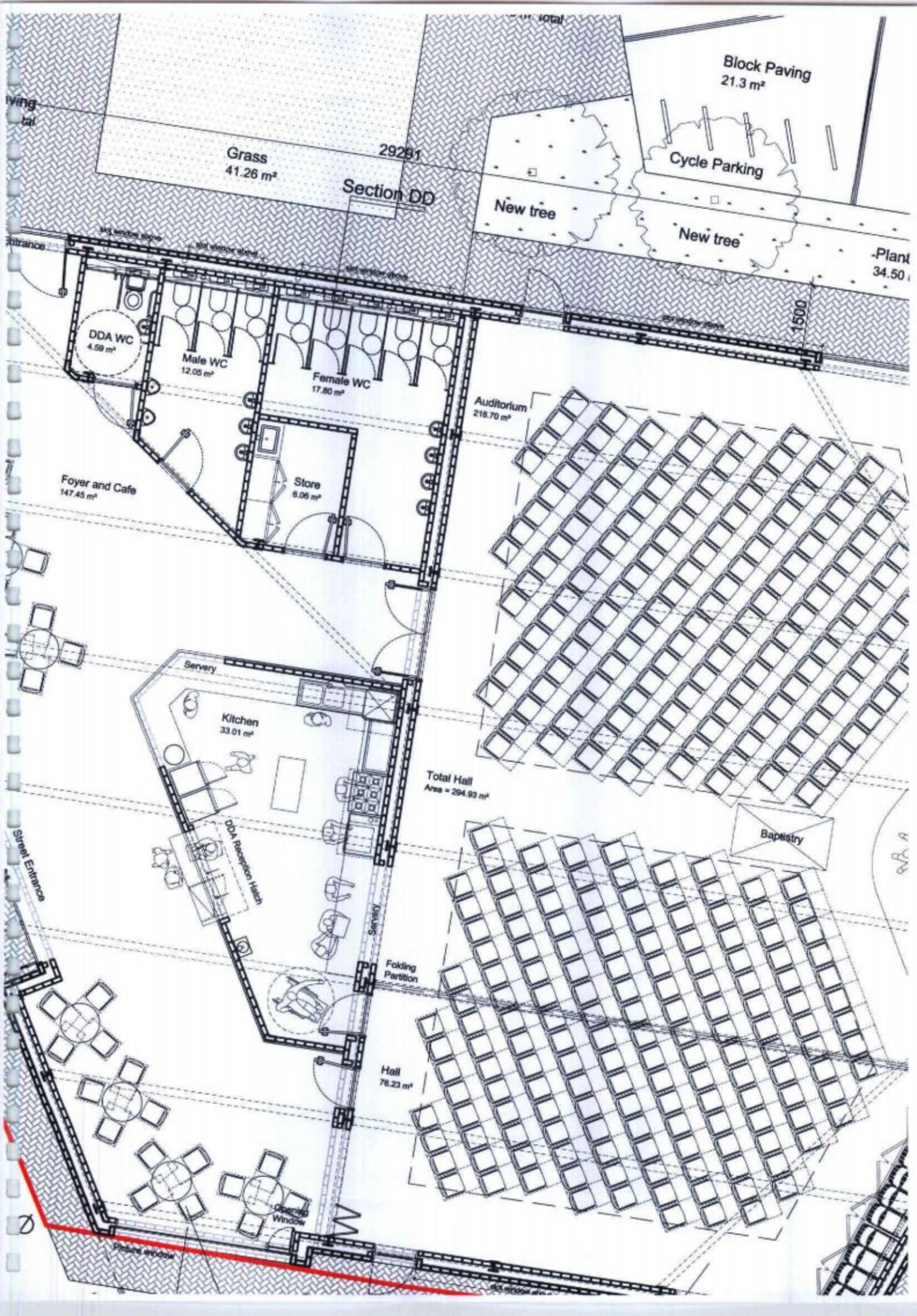
Appendix F1


Assumed Extent of Graveyard
Line of Existing Hall
North Street
Section AA
Picture Window
Potential Planters and Seating
Section CC
Picture Window
Secure External Space
Trees and Planting Form Barrier to Road
Pedestrian Underpass
Auditorium
Foyer and Cafe
Kitchen
Male WC
Female WC
DDA WC
Store
Hall
Play Room / St
Big Upstairs
3780
12160
820
2680
2160
2915

Appendix F2


20
16
18
14
7.17m
PO
TCB
6.7m
10a
10b
Fire
ation
15
11
BM
6.99m
Emsworth
Bapt Ch
Car
Park
Meadow Court
Hall
NORTH STREET
5 to 7
1 to 4
8 to 13
14 to 20
Shelter
Subway

Appendix F3


Block Paving
21.3 m²
Grass
41.26 m²
29291
Section DD
Cycle Parking
New tree
New tree
Plant
34.50
Entrance
1500
DDA WC
4.59 m²
Male WC
12.05 m²
Female WC
17.80 m²
Store
6.06 m²
Foyer and Cafe
147.45 m²
Auditorium
218.70 m²
Servery
Kitchen
33.01 m²
Total Hall
Area = 294.93 m²
Baptistry
Street Entrance
DDA Reception Hatch
Sensory
Folding Partition
Hall
76.23 m²
Opening Window
Picture window

Appendix G

Emsworth Baptist Church

Travel Plan

Contents		Page
i	Brief Summary	
ii	Executive Policy Statement.	
1	Introduction	
2	Roles and Responsibilities	
3	Current Travel Patterns, Travel Issues and Site Assessment	
4	Objectives	
5	Targets	
6	Actions	
7	Monitoring and Evaluation	
8	Financial Issues	
Appendices		
A	Plan of site	
B	Location of site	
C	Travel Survey form	

i Brief Summary

It has become necessary for the church to have a Travel Plan as we intend to grow and develop our work and encourage other users to let space in a larger more multi purpose building. At full capacity the building would have over 300 people travelling to the site. The new building is currently planned to include only 10 parking spaces on site. The local car parks have plenty of capacity but we need to encourage all users of the building to carefully consider their mode of transport to the building.

This Travel Plan is written in order to ensure that the users of the Emsworth Baptist Church building are continually aware of the impact their travel arrangements have on the environment and to encourage all users to either consider lift sharing or to travel to the church on foot or by cycling wherever possible.

A summary of the significant measures to be carried out as part of the travel plan:

- A travel survey to be carried out twice a year
- Ongoing encouragement for people who live close to each other to lift share
- Plans for purpose built cycle racks/storage in the new building
- Information (including maps) available about public transport, cycle routes and footpaths leading to the building

ii Executive Policy Statement

Emsworth Baptist Church is committed to reducing the impact on the environment of the users of its building and to reduce the burden on the local car parks.

Lift sharing among people travelling to the building will be actively encouraged.

Walking or cycling to the building will be actively encouraged.

Information about alternative routes and modes of transport will be made freely available.

1 Introduction

2 Roles & Responsibilities

Policy Context:

- A travel plan is a package of measures aimed at promoting walking and cycling, and reducing car use. It has several benefits including the health and fitness of the workforce, increasing capacity of the car park, as well as environmental benefits through reducing congestion and pollution. It will allow our church to make positive steps towards reducing our environmental impact.

Organisational Context:

- The Emsworth Baptist Church site close to the centre of Emsworth welcomes around 600 people in total onto its premises each week. Our congregation is growing and our vision includes providing better facilities for the local community such as a large meeting space, a youth venue and a space for a preschool for 20 children.

1.2 Reason for Travel Plan

- *Our motivations :*
  - Parking issues : With only 10 spaces planned for the new building and limited Pay and Display parking locally we need to encourage lift sharing, cycling and walking
  - Health and fitness of staff and users of the building : cycling and walking are beneficial
  - Environmental concerns : Cycling, walking and lift sharing reduce pollution
  - Planning permission : We are planning to apply for Permission from Havant Borough council in the next few months

- *Travel Plan benefits :*
  - Improved employee and service user health fitness through increased levels of walking and cycling
  - saving travel costs
  - reduced illegal car parking
  - improved local air quality and reduced CO_2 emissions
  - potential for reduced congestion and traffic within and around the area (assisting the local economy)

Who will benefit?

- Staff
- Users of the buildings
- Local economy
- Environment

Travel Plan co-ordinator

Katherine Labedz, a Director and trustee of the Emsworth Baptist Church Trust and part of the building Project Steering Group

Steering Group

The Building Project Steering Group are also the Travel Plan Steering Group. Two of its members are also part of the church Leadership Team who are the Emsworth Baptist Church charity Trustees.

The steering group will :

- Oversee the direction, and funding of the travel plan
- Provide access to support (eg. IT and admin support)
- Consider setting up ***working groups*** to look at particular initiatives (e.g. car park management; promoting cycling etc.).
- Consider setting up ***networks*** with local organisations and employers.

3 Organisation Assessment and Current Travel Patterns

3.1 Site Assessment

3.1.1 Location and Facilities

- See Appendix A for an annotated plan of the site and Appendix B for a map showing the location of the site.
    - There are excellent links with public transport : there is a train station 200yards from the entrance to the building. There are bus stops directly outside and opposite the entrance to the building. There are footpaths and cycle paths nearby in Brook Meadows and cycle lanes marked along the nearby Havant Road.
    - There are 5 bus services which stop at the nearby bus stops which connect Emsworth with Rowlands Castle, Denmead Havant, Chichester and Portsmouth.
    - Currently our own private car park has 10 spaces and is mainly used by those volunteers or staff who are involved in providing regular events such as Sunday services, toddler group, youthwork etc. Other users use the local pay and display car parks.
    - The closest local car parks (Palmers Road and North Street) have a capacity of 139 spaces in total including 5 disabled spaces
    - There are two further car parks in Emsworth providing a further 150 spaces plus 7 disabled bays and in addition an estimated further 50 free on street car parking spaces with time restrictions.
    - In the new building a shower and changing space will be provided in the disabled toilet, for cyclists to use if needed.

3.1.2 Size of Organisation

Our church employs 3 people and is served by around 60 dedicated volunteers. We serve around 200 people from the local community each week from babies and toddlers through to frail elderly people.

3.1.3 Activity of Organisation

- Who uses the site? On a Sunday morning around 150 people use the site, on Sunday evening around 40 people. On Monday morning around 25 adults use the site, on Tuesday evening around 50 young people are dropped off and collected later and around 8 adults are on site. On a Tuesday morning around 15 people use the buildings and on a Wednesday morning around 30 people are on site. On a Wednesday evening around 20 young people are dropped off and collected later and around 4 adults are on site. On a Thursday morning around 100 people use the site for the local 'Country Market'. On Thursday afternoon around 30 adults are on site (mainly elderly) On a Friday evening around 50 young people are dropped off and collected and around 6 adults are on site.

- Are there any activities before and after standard opening hours? On a Wednesday morning a small group of around 10 adults meets from 7am to 9am.
- **Visitors:**
  Visitors and those coming along to groups we run etc are currently expected to use the local Pay and Display car parks.

3.1.4 Development Plans

- We are planning to increase the size of our congregation on a Sunday to 300 people, however this will take at least 10 years. A conservative estimate will be an increase in numbers of 5 % per year (from 150 currently on a Sunday morning, 60 in the evening).
- We are also planning to increase the numbers of people we serve though our weekly activities. Again a conservative estimate is 5% per year.
- Should we decide to let one of the larger spaces to a local preschool, this will mean between 4 and 6 staff will need to be allowed to park on site each day and around 20 children will be dropped off an picked up.
- It is possible that the local car parks will in the near future be chargeable on a Sunday. Currently the charging period is Mon-Sat 8am-6pm.

3.2 Travel Survey

Please see Appendix C for a copy of this survey. We plan to continue to monitor church congregation travel twice a year (summer and winter)

3.2.1 Method

Travel surveys were handed out to all those in the morning congregation. In the future they will also be handed to all users of the building. The current results (March 2010) are shown below :

3.2.2 Current Modes of Transport

How people currently travel

Mode of travel	Percentage	Number of people
Walk	18%	32
Cycle	0	0
Car	82%	150
Car Share	9% of car users	14
Public transport	0	0
Other	<1%	1

In addition we surveyed the reasons for not using public transport or walking/cycling. These results are shown below (percentages relate to the total number of people who did not travel by foot, cycle or use public transport) :

Live too far away : _____ %
Mobility problems : _____ %
Public Transport not available at right times : _____ %
Public Transport not convenient for journey : _____ %
Public Transport too expensive for journey : _____ %

How people would prefer to travel

Mode of travel	Percentage	Number of people
Walk		
Cycle		
Car		
Car Share		
Public transport		
Other (eg motor bike)		

3.2.3 Home location of staff

The results for the distance people live from the building are shown below :

Less than 1 mile : _____ %
1-2 miles : _____ %
2-4 mile : _____ %
5 miles or more : _____ %

3.2.4 Analysis

- The majority of those who travel by car do so without car sharing. This issue needs to be addressed as it is a simple way of reducing traffic to and parking near the building.
- Less than 20% travel by foot, cycle or use public transport. This percentage could increase.
- Although public transport links are good with the building, the timing, convenience and cost of public transport deters people from using it.

5 Targets

- To improve choice of transport modes available to all users of the buildings
- To decrease the total greenhouse gas emissions generated by the users of the buildings
- To encourage good health in all users of the building

Objective	Targets	Timescale			
		October 2010 baseline	October 2011 target	October 2012 target	October 2013 target
Reduce drive alone journeys	Church congregation size (estimate)	150	160	170	180
	Increase car sharing	9% of car users	14% of car users	22% of car users	30% of car users
	Increase journeys to site by walking, cycling or public transport	18%	23%	29%	35%
	Reduce drive alone car journeys	82%	77%	69%	61%

- The TfW Annual Travel Survey takes place in early October – it is useful therefore to use this month for monitoring purposes

6 Actions

1. **Publicity**

- **Internal**
  1a. Presentations in church services, at church meetings and to users of the buildings
  1b. Church Newsletter
  1c. Staff/Volunteer Induction packs

- **External**
  1d. Press releases for significant measures or if meet targets
  1e. Invite the press to launch events and eg Bike Week events
  1f. Local publications eg the Ems
  1g. Promotion of travel plan on website

Actions to promote travel choice

2. **Walking**	2a. Walk/cycle to church campaign 2b. Providing lockers for staff and volunteers to keep a change of clothes and walking shoes. (in the new building) 2c. Promoting the health and social advantages of walking
3. **Cycling**	3a. Provide good quality cycle storage if possible near the entrance – not round the back of the building near the bins! 3b. Produce map of cycle routes to site 3c. Promote safe cycling through events and publicity 3d. Provide lockers for keeping a change of clothes
4. **Bus and train**	4a. Information and publicity on services 4b. Private minibuses for some events 4c. Links to travel websites on church website
5. **Car**	5a. Car-share scheme 5b. Providing incentives for users of the building not to drive to the site
6. **Car Park Management**	6a. Car park management – passes for staff and key volunteers

Objective: Increase publicity about travel choices									
Target: Building users will encounter some publicity at least once a month									
Action		**Responsible Person(s)**	**Timescale**	**Success Criteria**	**Monitoring and Evaluation**			**Resources Required**	
No.	**Description**				**Method**	**Timescale**	**Responsible Person(s)**	**Requirement**	**Funding**
1a.	Presentations in church services, at church meetings and to users of the buildings	Premises Deacon	Present at 2 church services and 2 church meetings a year for next 5 years	Input will be minuted at church meetings	Review annually at Steering Group or leadership team	Continue for next 5 years, review annually	Premises Deacon	Person to give input	none
1b.	Church Newsletter	Office	Include in weekly newsletter 4 times a year	Newsletters kept as record	Review annually at Steering Group or leadership team	Continue for next 5 years, review annually	Office	Office staff to include notice in weekly and print copies for all congregation	Cost of newsletter printing (already budgeted for)

1c.	Staff/Volunteer Induction packs	KL	Packs ready by July 2011	Induction meetings gather feedback from all volunteers by July 2011	Volunteers manager Meet with volunteer line managers each year	Annual evaluation for next 5 years	KL	Printing costs and volunteers to collate	£120 for paper and printing
1d	Press releases for significant measures or if meet targets eg in Local publications eg the Ems	KL	First release in May 2010, at least one press release a year	Keep scrapbook of all press releases	Review press releases annually @Steering group	Annual evaluation for next 5 years	KL or Volunteer Manager	No cost	-
1e	Invite the press to launch events and eg Bike Week events	KL/Office	Launch event (sponsored cycle) and Bike Week June 2011	Positive report in press release	Review press releases annually @Steering group	Annual evaluation for next 5 years	KL	Cost of launch event and Bike week = £100 for publicity materials	£100 for publicity materials including sponsorship forms
1f	Promotion of travel plan on website	Dave Page	May 2010	Monitor number of hits on website	Review content monthly	Continue to update for next 5 year	Dave Page	none	-

Objective: Promote walking									
Target: Increase numbers walking to Sunday services by 5% a year									
Action		**Responsible Person(s)**	**Timescale**	**Success Criteria**	**Monitoring and Evaluation**			**Resources Required**	
No.	**Description**				**Method**	**Timescale**	**Responsible Person(s)**	**Requirement**	**Funding**
2a	Walk/cycle to church campaign	KL	Launch June 2010	Increasing numbers taking part - survey	Monitor numbers taking part	Evaluate as annual event	Heather B	£50 for publicity materials, volunteers to print and collate	£50
2b	Providing lockers for staff and volunteers to keep a change of clothes and walking shoes. (in the new building)	BS and design team	Raise at April design meeting, include in new building	New building equipped with lockers	Numbers using lockers counted 6 times a year	Finish monitoring 2 years after new building opens	Premises team	Architects to advise cost	
2c	Promoting the health and social advantages of walking	Daphne Laycock	Leafelts and posters on notice boards in buildings	Posters on display in existing and new buildings, leaflets available	At least 50 leaflets taken each year	Monitor annually at steering group meeting	Steering Group	Cost of posters and leaflets - £30	£30

Objective: Promote cycling									
Target: Increase numbers cycling to Sunday services by 5% a year									
Action		**Responsible Person(s)**	**Timescale**	**Success Criteria**	**Monitoring and Evaluation**			**Resources Required**	
No.	**Description**				**Method**	**Timescale**	**Responsible Person(s)**	**Requirement**	**Funding**
3a	Provide good quality cycle storage	BS and design team	Raise at April design meeting, include in new building	New building equipped with cycle storage	Number s of bikes stored counted 6 times each year	Finish monitoring 2 years after new building opens	Premises team	Architects to advise cost	
3b	Produce map of cycle routes to site	Graham Vosper	May 2010 and review annually	Cycle routes map available as leaflet, poster and on website	At least 50 leaflets taken each year	Monitor annually at steering group meeting	Steering group	Cost of posters and leaflets - £30	£30
3c	Promote safe cycling through events and publicity	Graham Vosper	May 2010 and review annually	Include with cycling routes info	At least 50 leaflets taken each year	Monitor annually at steering group meeting	Steering group	See 3b	
3d	Provide lockers for keeping a change of clothes	BS and design team	See 2b						

Objective: Promote public transport									
Target: Increase numbers using public transport to travel to building by 2% a year									
Action		**Responsible Person(s)**	**Timescale**	**Success Criteria**	**Monitoring and Evaluation**			**Resources Required**	
No.	**Description**				**Method**	**Timescale**	**Responsible Person(s)**	**Requirement**	**Funding**
4a	Information and publicity on services	Norma Page	Get regular info sent from public transport bodies	Make info available in church buildings for all	At least 50 timetables taken each year	Monitor annually at steering group meeting	Steering group	No cost (public transport companies provide)	
4b	Private minibuses for some events	Giles T, Brian B	Friday Tribe youth group, Church Day out May	Arrange as and when required or eg holiday at home	At least one use of minibus each year	Monitor annually at steering group meeting	Steering group	Cost of minibus hire = £90	£90
4c	Links to travel websites on church website	Dave Page	April 2010	Check website	Check link 4 times a year	Monitor annually at steering group meeting	Steering group	No cost	No cost

Objective: Reduce travel alone car journeys									
Target: Increase numbers car sharing to Sunday services by between 5% and 8% a year									
Action		**Responsible Person(s)**	**Timescale**	**Success Criteria**	**Monitoring and Evaluation**			**Resources Required**	
No.	**Description**				**Method**	**Timescale**	**Responsible Person(s)**	**Requirement**	**Funding**
5a	Car-share scheme	KL, DL and Office	Launch April 2010	Monitor responses from travel survey	Monitor responses twice a year for 5 years	Monitor at steering group meeting	Steering group	Cost of leaflets printing = £30	£30
5b	Providing incentives for users of the building not to drive to the site	KI, DL and office	Start April 2010	Monitor responses from travel survey	Monitor responses twice a year for 5 years	Monitor at steering group meeting	Steering group	Budget for incentives = £200 per year	£200
6a	Car park management – passes for staff and key volunteers	Premises team	Start when new building opens	Count number of cars in church car park on different days/times	Monitor car park use 4 times a year	Monitor results at steering group meeting	Steering group	Cost of printing passes = £100 per year	£100

7 Monitoring and Evaluation

Monitoring
We aim to monitor progress at least every 12 months.

Indicators of success will be an overall reduction in the number of people driving to use the building, an increase in the use of the bike storage spaces and most importantly an increase in the numbers car sharing.

The information needed to assess progress will be collected via the travel survey and processed by a small team delegated by the Steering group.

Action	When	Achieved	Responsibility
Count number of cars in car park regularly	Quarterly		Working group
Collect data – use survey	January and June		
Publish transport survey results on web site	November annually		Webmaster
Review travel plan	December annually		Travel Plan coordinator
Add to - depending on objectives/ targets			

8 Financial Issues

The cost of bike storage is included in the build cost of the new building, as is the cost for 10 car parking spaces and 2 disabled bays. Also covered areas have been requested for storage of pushchairs, mobility vehicles etc. The church will budget annually for the cost of printing the travel surveys etc according to the action plan..

Appendix A Annotated Plan of the Site

Appendix B Map showing Location of the site

Appendix C : Travel Survey currently in use with the church congregation

Emsworth Baptist Church Travel Survey Spring 2010

Date : _____ Your name : _____

Your postcode : _____ Approximate distance of home from church : _____

Who did you travel here with today ? _____

How did you travel here ? Car € Motorbike € Bicycle € Walked €

Did you share a lift ? (two or more people from different houses sharing a car) Yes € No€

If you did not walk or cycle or use public transport, please could you give us a reason :

I live too far away € Public transport is not available at the right time for my journey €

I was short of time € Public transport is not convenient for my journey €

Too far for my children to walk € Public Transport is too expensive for my journey €

I have (or someone I travel with has) mobility problems € I am registered disabled €

Another reason (please state) : _____

emsworth baptist church

arboricultural statement & tree constraints plan

Barrell Tree Consultancy

9185-Constraints-PB

07.06.10



barrell
TREE CONSULTANCY

Arboricultural Constraints Report

Emsworth Baptist Church

Prepared by:
Phillip Brophy BTEC ND Arb (M) ArborA Cert
Date: 30 July 2020
Ref: 9185-CON-Emsworth-PB

Architect's checklist

The purpose of this report is to provide sufficient tree information for the architects to prepare a preliminary layout, taking proper account of the tree constraints. In our experience, careful consideration of the following list of checks may reduce delays in getting a final decision from the council:

- Read section 3.1 carefully to understand how the constraints zones are established and the implications they have on the layout
- Do not design any disturbance in zone 1 without telling us and checking on the implications on trees
- Carefully consider the specific points that apply to this site as set out in 3.2
- If the time it takes to get a decision on this application is important, the points in 3.3 must be considered
- We must review any layout produced as a result of this report before it is submitted
- This report is confidential to the developer's team and must not be released to any other parties without proper authorisation
- All future drawings that relate to tree issues must have all the trees shown and numbered as set out in this report

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1 INTRODUCTION

1.1 **Instruction:** I am instructed by Emsworth Baptist Church Trust to inspect the significant trees at Emsworth Baptist Church trust, and advise on the constraints they pose to the development of the site.

1.2 **Purpose and limitations of this report:** This report is specifically for the architect to prepare a preliminary design for further internal consultation within the design team before any layout is finalised and submitted to the council as a planning application. The following limitations apply to its use:

1. **It is only draft:** This information is strictly draft in nature to provide preliminary guidance. The report is based on a brief site inspection and it may be necessary to make adjustments to any initial designs before they are suitable for final submission.
2. **Plans:** All plans are based on provided information and are illustrative for planning purposes. They should only be used relating to tree issues and are not suitable for any other purpose.
3. **Confidentiality:** This report is confidential to the Client and should not be released to any Third Party without prior consultation with Barrell Tree Consultancy and consent from the Client.
4. **Notification of proposed disturbance within RPAs:** We must be clearly notified of any disturbance proposed in RPAs so that we can advise on the implications before plans are finalised.
5. **Further consultation on tree issues:** Under no circumstances should any design based on this information be submitted to the council without the tree issues being reviewed by Barrell Tree Consultancy.

1.3 **Further explanations:** To make this report easier to use, its emphasis is on keeping the main text concise with minimal background explanations. Where appropriate, further explanations and information are included as appendices.

1.4 **Provided plan:** Plan BT1 is derived from the land survey, drawing number 842-113, received by email on 17 July 2009.

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2 SITE VISIT AND COLLECTION OF DATA

2.1 **Site visit:** I visited the site on 21 July 2009. All my observations were from ground level without detailed investigations and I estimated all dimensions unless otherwise indicated. I did not have access to trees on other private properties and have confined observations of them to what was visible from within the property. The weather at the time of inspection was dull and damp, with average visibility.

2.2 **Collection of basic data:** I inspected each tree and have indicated the numbering on the site plan extract enclosed as plan BT1 in Appendix 1. I identified obvious groups where appropriate. For each individual tree and group, I collected information on species, height, diameter, maturity and potential for contribution to amenity in a development context. As advocated in BS 5837, each tree was then allocated to one of four categories (A, B, C or R), which reflected its suitability as a material constraint on development. This information is recorded in the tree schedule included as Appendix 2, with further explanatory notes. I stress that my inspection was of a preliminary nature and did not involve any climbing or detailed investigation beyond what was visible from accessible points at ground level.

2.3 **Trees that may be protected by a tree preservation order (TPO):** TPOs cannot always be reliably interpreted to identify which trees are protected, especially as time passes and site conditions change from when they were originally made. Our experience is that TPO plans are often inaccurate and schedules become out of date as trees die or are removed. Frequently, trees deteriorate and, although they may be technically protected by the TPO, they are in such poor condition or causing such unreasonable inconvenience that an application to fell them would be successful. Such trees are clearly unsuitable for retention and it would be inappropriate to show them as a material constraint in development planning. For these reasons, although we are mindful of any TPO protection we are aware of, it does not form the primary basis for our tree categorisation. Poor quality trees that are not worthy of retention will be shown as such irrespective of whether they are protected by a TPO.

2.4 **Plan updates:** During my site visit, I noted that two groups (G2 and G5), and several trees within groups 1 and 3 that were not shown on the site survey. I have illustrated their approximate locations and canopy extents on plan BT1 but stress that these positions have not been accurately surveyed. I do not consider that this has affected the conclusions of this report but if either their locations or canopy extents are considered important, then they should be accurately surveyed.

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3 USING THE TREE DATA TO ASSIST THE LAYOUT DESIGN

3.1 General background

3.1.1 **Tree assessment:** In line with the BS 5837 recommendations, all the C and R trees are discounted as a material constraint in layout design. All the A and B trees are potentially important and they dictate the design constraints. In the tree schedule and on the plan, the A and B trees have been highlighted in green and the C and R trees in blue.

3.1.2 **Estimating the preliminary tree constraints:** The purpose of categorising the trees is to focus attention on those worth retaining. As set out in paragraph 3.1.1 above, the C and R category trees are discounted and only the A and B trees are design considerations. I have estimated the constraints these trees impose on the use of the site and identified them as two zones:

- **Zone 1 (where ground disturbance must be carefully controlled):** This is called the root protection area (RPA) and is established for each tree according to the recommendations set out in Table 2 and section 5 of BS 5837. These recommendations quantify the RPA based on trunk diameter but do not specifically identify a minimum distance for protective barriers. For the purposes of this initial design guidance, we have shown the RPA as a circle centred on the trunk with the appropriate area within it. Within the BS recommendations, it may be acceptable to come closer to trees than the RPA radius provided the total area available meets the RPA figure. If encroachment is planned within the RPA radius, then this would have to be assessed on a tree-by-tree basis depending on the specific circumstances. No significant disturbance should occur within the RPA and a high level of care is needed during any activities that are authorised within it if important trees are to be successfully retained.

- **Zone 2 (where shading/dominance/future growth may be an issue):** The second constraint is an assessment of how much space a tree needs to be successfully retained after the development activity when the pressures of residential occupation come to bear. It is established for each tree taking account of the recommendations set out in subsection 5.3 of BS 5837. Excessive shading and dominance can create pressure to remove or severely prune trees after development. Factors such as crown density, future growth potential, orientation

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in relation to the sun and the number of trees in groups are considered to arrive at this second, less restrictive, constraints zone. It is more subjective than the RPA constraint and takes account of the available guidance on sunlight issues in the context of the specific circumstances for each tree. Zone 2 is not normally suitable for occupied buildings, but uninhabited structures and hard surfacing may be acceptable within it. The zone 2 illustration is an estimate of what realistically may be possible. However, if the council requests that the BRE guidance on daylighting is strictly observed, then it is likely that zone 2 may be significantly greater than that shown on the plan.

3.1.3 **Plan BT1:** Plan BT1 illustrates a preliminary indication of the tree constraints and may need to be updated in the context of further discussions. It is based entirely on provided information and can only be used for dealing with the tree issues. All scaled measurements must be checked against the original documents we were provided with. The number of each relevant tree feature is highlighted in colour on the plan to enable quick identification of tree categories. The numbers of category A and B tree features are shown in green and category C and R are shown in blue. These colours are also used as highlighting in the tree schedule. To further help rapid visual identification of tree categories, the number of all A and B trees is set within a green triangle and the number of all C and R trees is set within a blue rectangle. A trees are denoted with double triangles, one inside the other, and R trees are denoted with double rectangles, one inside the other. Zone 1 indicating the RPA where no ground disturbance should occur is annotated with black diagonal hatching inside black dashed lines. Zone 2 indicating where shading, dominance and/or future growth may be an issue is annotated with orange diagonal cross-hatching inside a continuous orange line.

3.1.4 **Using this information in the layout design:** This information is preliminary and only suitable for drawing up initial design proposals. Further arboricultural consultation is essential before finalising any layout. Only category A and B trees should influence the layout. Designers should try to avoid the loss of these trees because the council will consider them important in determining the full impact of the proposal. Category C trees can be considered for retention if there is scope within the scheme. However, their loss should not be a material constraint and layouts do not have to be designed around keeping them. As a starting point in the design process, no significant disturbance should occur within the RPA of any category A and B trees shown as zone 1 on the plan. As set out in 3.1.2, there is sometimes scope to reduce this slightly in some directions if a corresponding increase can be achieved in other directions that

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results in the RPA remaining the same. However, such changes should be the exception rather than the rule and would need to be assessed on a tree-by-tree basis. Under some circumstances, it may be acceptable to place footpaths, roads and unoccupied buildings within zone 1 but special precautions will be required and should be detailed after consultation with an arboriculturist. However, designers should always remember that the more encroachment there is into the RPA, the more likely the council are to object to the layout. Further consideration is required for occupied buildings; areas within the existing or future crown spread of retained trees or in areas of excessive shade should be avoided. This is the zone 2 illustrated on the plan. Exceptionally, non-inhabited buildings such as garages may be acceptable within zone 2, but this would not normally apply to residential occupied buildings. Pruning overhanging branches may also be an option, but often prompts objections from councils. If such pruning is proposed, an arboriculturist would need to advise on the implications.

3.2 **Specific issues on this site**

3.2.1 **Comments on individual trees:** In the context of the above general points, I wish to specifically draw your attention to the following issues:

- **Trees 13 and group 14:** There are existing areas of hard standing, and in the case of group 14, a small retaining wall within the RPAs of these trees and it is likely that their roots extend beneath. It is likely to be acceptable to continue this use but any changes may raise objections from the council unless they are done with great care and do not result in any significant disturbance to roots.

- **Group 14:** These B category trees are not outstanding individuals but they are not so bad that they can reliably discounted as C trees. It is unclear as to whether or not their location lies with the site extents. Due to their relative poor structural condition and general form I may be able to argue the case that they are not that important and could be removed. If this is successful, it is likely that the council to want some significant replacements around the site boundaries, so you should be mindful of this. I believe we could put a robust case for this but you will have to allow sufficient space for sustainable new planting.

- **Tree 12:** I have categorised this tree as C due to its small size and the relative ease by which it could be replaced. During my site inspection I noted that this tree

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appeared to have been situated within a tree planting pit, as such and having accounted for its small size your attention is draw to the fact that there is potential for this tree to be transplanted to an alternative location and thus retained within the context of the site redevelopment. This is purely an option for consideration and irrespective to this potential I would be confident in making a strong case against a council contention that this tree is a material constraint on a development proposal.

- **Trees 6, 7, 8 and group 5:** Although I have categorised these trees as C because of their small size and general poor structural condition, the council may not agree and may wish either all or selected individuals retained. I believe we could present a strong case to remove them if there was adequate space for replacements in the scheme. Consequently, if they do have to be removed, I advise that sustainable space for new planting is left available elsewhere on the site.

3.2.2 **Drainage and other services:** Drainage runs, soakaways and the installation of other services can cause disruption to RPAs and result in important trees being damaged. It is preferable to keep all such services out of RPAs because the more encroachment there is, the less likely the council is to find proposals acceptable. I advise that these matters are considered at an early stage to avoid a justifiable reason for refusal further into the design process. My experience is that demonstrating services will not encroach into RPAs often saves delays in processing planning applications and can sometimes be the difference between a consent and a refusal.

3.2.3 **Essential checks before carrying out any tree works:** I have not confirmed whether the trees on this site are covered by a tree preservation order or located in a conservation area. You must check this before carrying out any works. If there is any statutory protection, it will be necessary to consult with the council before any works other than certain exemptions can be carried out.

3.2.4 **Ecological constraints:** The Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way Act 2000, provides statutory protection to birds, bats and other species that inhabit trees. These could impose significant constraints on the use and timing of access to the site in addition to any of the tree constraints set out in this report. These issues are beyond my area of expertise and I advise that you seek the advice from an ecologist on whether any such constraints apply to this site.

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3.2.5 **New structures and/or surfacing within RPAs:** If it is proposed to place any new structures and/or hard surfacing within RPAs, it is likely that the council will require detailed cross-sections to reassure them that what is proposed can be implemented without excavating into existing soil levels. These must be at a scale that allows the relationship between existing and proposed to be easily seen so that it clearly demonstrates there will be no excessive disturbance of RPAs. There must be a separate cross-section for each significant tree that may be affected. My experience is that providing this level of information at an early stage often saves delays in processing planning applications and can sometimes be the difference between a consent and a refusal.

3.3 Progressing towards a decision

3.3.1 **Factors that can affect the length of time to get a decision:** It is our overwhelming experience that, where the council consider trees an important constraint on development, two factors can significantly reduce the time it takes to progress planning applications to a decision:

- **Good communication:** It is essential that the various experts in the developer's team communicate effectively. All the experts advising on an application must meet at least once before the submission to ensure that the implications of all the constraints are properly explored and accounted for in the design. Delays frequently arise because architects and engineers do not fully appreciate the tree issues. Face to face meetings are the best way to ensure that everyone understands the tree implications, which is an effective way to accelerate progress towards a decision.

- **Early submission of supplementary tree information:** Councils are becoming increasingly demanding in their requirement for detailed tree information to be provided at the submission stage rather than leaving it to be conditioned. Our experience is that development teams who understand this get quicker and more favourable decisions than those that do not think it is worth the effort. This is particularly important on marginal sites where the tree officer is not convinced the proposals can be implemented in practice. Providing details of implementation at an early stage often provides the comfort zone the tree officer is looking for to switch from an objection to support.

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3.3.2 **Further arboricultural consultation:** This report is the first stage of arboricultural consultation to allow a draft layout to be produced. Invariably, all preliminary layouts need further review by an arboriculturist to confirm they have fully accounted for the tree constraints. Once this has happened and a final layout has been agreed, we will prepare an arboricultural impact appraisal report as supporting information for the final submission. If appropriate, this will include a detailed arboricultural method statement to set out the tree protection and implementation details, demonstrating that all the tree issues have been properly considered. Once the council has considered the submissions, their team may not agree with our assessment and it may be necessary to enter into further discussions with them to address any areas of concern. If this results in any design changes, we will update our report to produce a formal agreed document suitable for reference in a planning condition.

3.3.3 **Architect's summary checklist:** In the context of our experience, we have drawn up the list of checks that we have found beneficial for architects to consider. Early review of the following points may reduce delays in getting a final decision from the council:

- **Constraints:** Read section 3.1 carefully to understand how the constraints zones are established and the implications they have on the layout.
- **Disturbance in zone 1:** Do not design any disturbance in zone 1 without telling us and checking on the implications on trees.
- **Site-specific issues:** Carefully consider the specific points that apply to this site as set out in 3.2.
- **Communication:** Effective communication between all the development team members is an essential element of a successful application.
- **Supplementary information:** Although traditionally, detailed information has not always been submitted with the application, it can speed up the processing of applications and should be considered where tree issues are of importance.
- **Arboricultural review:** We must review any layout produced as a result of this report before it is submitted.
- **Confidentiality:** This report is confidential to the developer's team and must not be released to any other parties without proper authorisation.
- **Tree numbering on drawings:** All future drawings that relate to tree issues must have all the trees shown and numbered as set out in this report.

Phillip Brophy **BTEC HNDArb MArborA CEnv**

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Appendix 1: Plan BT1 illustrating tree numbering, categorisation and the zones 1 and 2 constraints

Content: 1 A3 plan

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Appendix 2: Tree schedule and explanatory notes

NOTE: Colour annotation is A & B trees with green background; C & R trees with blue background.

Tree No	Species	Height (m)	Diameter (cm) @1.5m	Diameter (cm) Base	Maturity	Low branches	Category	Notes	RPA radius (m)
G1	Hawthorn	3		20	Mature		C		2.0
G2	Ash	4		10	Young		C	Small self sown tree	1.0
G3	Ash	6	12*		Young		C	Small trees growing close to subway wall	1.4
G4	Ash	7	10		Maturing		C	Multiple stems at ground level	1.2
G5	Cherry	4	10		Young		C	Small ornamental planting with poor structural form set within soft landscape area	1.2
6	Cherry	8		70	Mature		C	History of pruning for subway clearance	7.0
7	Cherry	8	38*		Mature		C	Secondary stem at base of tree	4.6
8	Cherry	8	20		Maturing		C	Small tree, signs of canker on stem	2.4
9	Apple	6		20	Mature		C	Causing damage to car park surfacing	2.0
10	Crab apple	7	20		Mature		B	Located within adjacent communal garden	2.4
11	Lilac	2		10	Maturing		C	Located on adjacent land	1.0
12	Sweet gum	5	12*		Young		C	Small specimen tree likely to be within tree pit – possible to transplant	1.4
13	Birch	13	39*		Mature		B		4.7
G14	Crab apple	10		35	Mature		B	Marginal category B trees, ivy clad	3.5

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Appendix 2: Tree schedule and explanatory notes

Explanatory Notes

- **Abbreviations:**

G	: Group
RPA	: Root protection area

- **Botanical tree names:**

Ash	: *Fraxinus excelsior*
Birch	: *Betula pendula*
Cherry	: *Prunus avium*
Crab sp	: *Malus* sp
Hawthorn	: *Crataegus monogyna*
Lilac	: *Syringa vulgaris*
Liquidambar	: *Liquidambar styraciflua*

- **BS 5837 (2005) compliance:** All data has been collected based on the recommendations set out in subsection 4.2 of BS 5837.

- **NHBC limitations:** All data has been collected for the sole use of identifying the development constraints in the planning process. It is not intended for use in conjunction with the NHBC guidance for calculating foundation depths and should not be used for that purpose without authorisation from Barrell Tree Consultancy.

- **Site limitations:** Where there is restricted access to the base of a tree, its attributes are assessed from the nearest point of access. Climbing inspections are not carried out during a walkover tree survey and, if heavy ivy is present, tree condition is assessed from what can be seen from the ground. A separate note is recorded if further investigation may be required to clarify its status.

- **Crown spreads:** Crown spread dimensions are not listed in the tree schedule because they are illustrated on the land survey base to all the plans in this document. Where crown spreads of significant trees on site are found to deviate from those shown on the provided land survey, we have noted it in the text of the report and annotated it on our plans.

- **Dimensions:** All dimensions are estimated unless annotated with a '*'.

- **Species:** Species identification is based on visual observations. Where there is some doubt over tree identity, sp is noted after the genus name to indicate that the species cannot be reliably identified at the time of the survey. Where there is more than one species in a group, only the most frequent are noted and not all the species present may be listed.

- **Height:** Height is estimated to provide a broad indication of the size of the tree.

- **Trunk diameter:** Trunk diameter is estimated or measured and recorded in centimetres. It is measured with a diameter tape unless access is restricted, direct measurement is not possible because of ivy on the trunk or the tree is assessed as poor quality. Where diameter is estimated, it is recorded in 5cm increments. For trees with a single trunk, it is taken at 1.5m above ground level. Where trees have multiple stems, it is taken immediately above the root flare.

- **Maturity:** Tree maturity provides a quick indication of the life stage of the tree. It is assessed as young, maturing, mature, over-mature and veteran. These definitions are simplistic and only relate to the life expectancy, without any consideration of safety or nuisance issues.

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Appendix 2: Tree schedule and explanatory notes

- **Low branches:** Any low branches that would not be feasible for removal during normal management and should be considered as a design constraint are noted here and explained in the notes.

- **Category:** Our assessment automatically considered tree physiological condition (BS 5837 4.2.6h) and structural condition (BS 5837 4.2.6i), so these are not listed separately in the schedule. Additionally, the category accounts for the remaining contribution (BS 5837 4.2.6k) as greater than 10 years for A and B trees and less than 10 years for C and R trees, so this is also not listed separately in the schedule.

- **Notes:** Only relevant features relating to physiological or structural condition and low branches that may help clarify the categorisation are recorded. If there are no notes, then the presumption should be that no relevant features were observed.

- **RPA radius:** The RPA for each tree has been assessed according to the recommendations set out in Table 2 and section 5 of BS 5837. For the purposes of providing preliminary constraints, this has been interpreted as a circle enclosing the RPA, with its radius centred on the trunk for all the important A trees. Distances that have been further adjusted as a matter of arboricultural judgement in line with the BS recommendations have a brief explanation noted in brackets after the distance.

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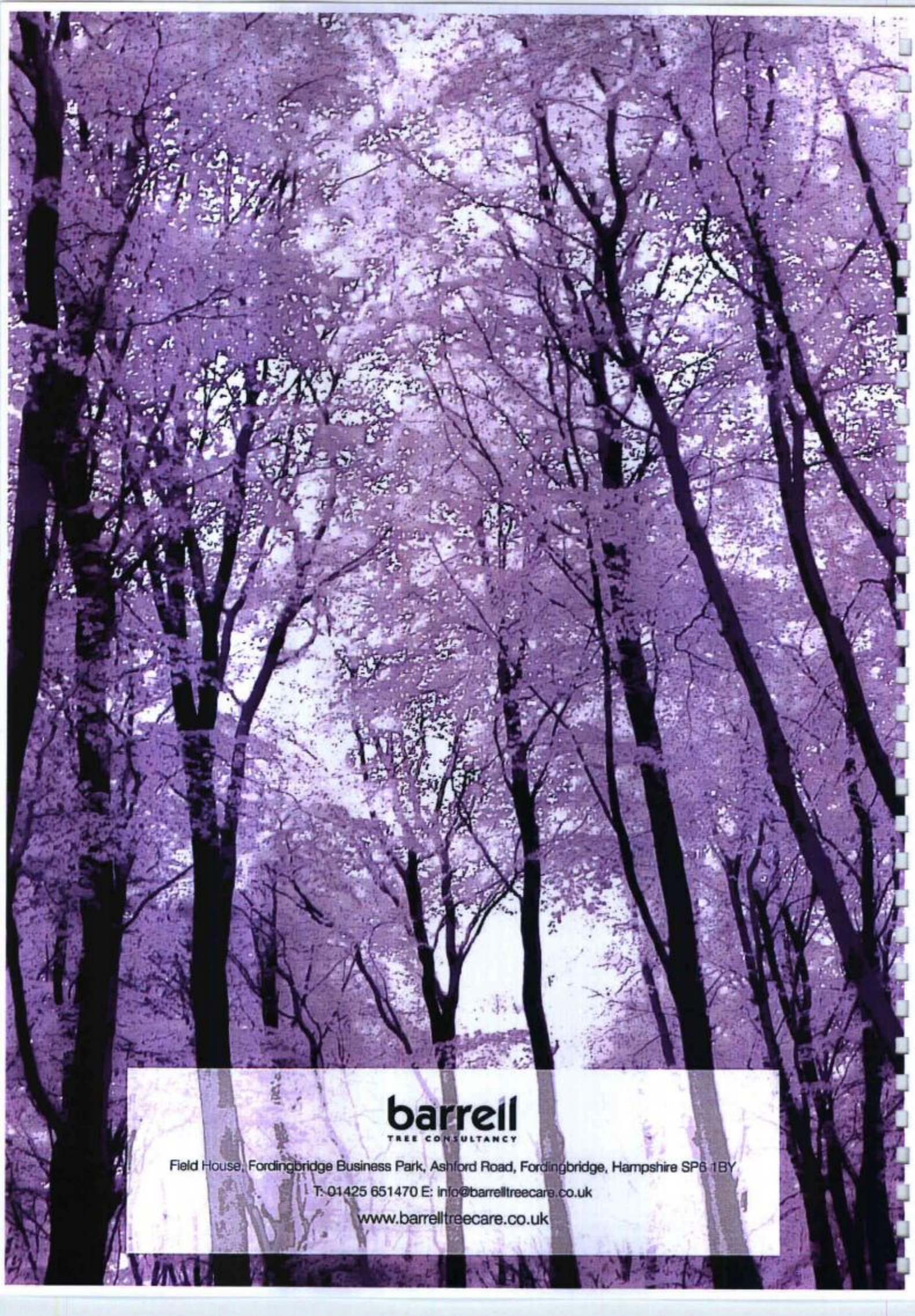

barrell
TREE CONSULTANCY

Field House, Fordingbridge Business Park, Ashford Road, Fordingbridge, Hampshire SP6 1BY

T: 01425 651470 E: info@barrelltreecare.co.uk

www.barrelltreecare.co.uk

emsworth baptist church

noise impact assessment

Hoare Lea Acoustics

REP-1002983

07.06.10

AUDIT SHEET

REVISION	DESCRIPTION	DATE	ISSUED BY	REVIEWED BY
0	Report to support planning application – issue to Client & design team for coordination	04 June 2010	GB	BJ

This report is provided for the stated purposes and for the sole use of the named Client. It will be confidential to the Client and the client's professional advisers. Hoare Lea accepts responsibility to the Client alone that the report has been prepared with the skill, care and diligence of a competent engineer, but accepts no responsibility whatsoever to any parties other than the Client. Any such parties rely upon the report at their own risk. Neither the whole nor any part of the report nor reference to it may be included in any published document, circular or statement nor published in any way without Hoare Lea's written approval of the form and content in which it may appear.

EXECUTIVE SUMMARY

- The potential impacts of noise have been considered at an early stage of the design process. Reference has been made to other well established and recognised guidance for noise assessment.
- A noise survey was carried out and it was observed that the ambient noise climate consisted primarily of local road traffic noise, which occasionally included heavy good vehicles and buses which present low frequency noise.
- Noise generated by new mechanical plant serving the building will need to be controlled to achieve acceptable levels of environmental noise to surrounding areas. It is anticipated that the Local Authority would require plant noise emission to the surroundings to be limited in accordance with Guidelines in BS 4142. Based on the measured levels of background noise obtained for the area, plant noise rating limits have been proposed. Precise details of the final selection of equipment are unknown at this stage so a detailed assessment with respect to the proposed limit criteria cannot be undertaken. However, on the basis of experience of addressing noise control for similar plant schemes, it is anticipated that the limits can be achieved by selection of suitably rated equipment and implementing, where necessary, noise control measures to externally located mechanical equipment, including atmospheric attenuators to air handling units, enclosures, acoustically rated louvres, and screens.
- It has been identified that music events to be held within the church poses a noise source with the potential to impact on the amenity of the surrounding area. An assessment has been carried out and accordingly recommendations has been made regarding the acoustic requirements of the building's external envelope. This will ensure that criteria are achieved to the nearest residential premises and therefore minimize noise disturbance during the music events.
- Overall, it is concluded that with appropriately specified building envelopes, noise intrusion can be limited to provide suitable conditions for worship within the church. Emission of noise generated by future operation of the church can be controlled by design and specification to protect the existing amenity for the community in noise sensitive areas neighbouring the site.
- On this basis noise should not pose an obstacle to granting planning permission for the redevelopment of Emsworth Baptist church.

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1. INTRODUCTION

Proposals are in place for the development of a new building for Emsworth Baptist Church. The potential impacts of noise have been considered at an early stage of the design process, under two broad categories;

i. Plant noise; and

ii. Music noise break out.

This report presents an assessment of noise impacts and where necessary, outlines proposals for noise mitigation. The purpose is to highlight the acoustic design issues for the scheme and offer indicative noise control concepts to demonstrate compliance in principle so as to support the application for planning permission.

A glossary of acoustical terms used throughout the report has been provided in Annex A. Details of the baseline noise survey are presented in Annex B. Extract from stage D acoustic report regarding the acoustic design requirements of the building's external envelop is presented in Annex C.

2. APPROPRIATE GUIDANCE & STANDARDS

This section considers relevant guidance on the assessment of noise for the church and where appropriate sets out suitable objective noise criteria.

Reference is made to well established and recognised guidance including:

- British Standard 4142:1997 *'Rating industrial noise affecting mixed residential and industrial areas'.*
- *Guidelines for Community Noise - World Health Organization*
- British Standard 8233:1999 *'Sound insulation and noise reduction for buildings – Code of Practice'.*

2.1 Building services plant noise emissions

Noise generated by new mechanical plant serving the building will need to be controlled to achieve acceptable levels of environmental noise to all nearest residential premises.

Local Authority policies on protecting communities from noise are generally guided by the advice contained in Planning Policy Guidance Note 24 (PPG24). Where a potential 'new' noise source, which is industrial or commercial in nature, is introduced to a mixed commercial and residential area, PPG 24 suggests that the likelihood of noise complaints be assessed using BS 4142: 1997 *"Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas*

The general principle of the BS 4142 assessment criteria is that noise nuisance can be avoided provided there is no significant change in the prevailing background noise conditions at any surrounding noise sensitive premises once the new equipment is operational.

The BS4142 assessment criteria explicitly state that where the specific noise level of any new plant is 10 dB above the background noise level, complaints are likely. Where the new noise is 5 dB above the background noise level, it is considered to be of marginal significance according to BS 4142. The standard concludes than where the noise level of the plant is 10 dB below background noise, it is considered a positive indication that complaints about noise should not occur. To avoid noise complaints, Local Authorities throughout the UK generally stipulate that new plant be controlled to 5 dB or more below prevailing background noise levels.

2.2 Music break out

There are no specific regulatory or standards documents which define appropriate levels of activity noise emission from a church. The aim ultimately is to avoid nuisance to surrounding residential areas. Reference can be made to residential noise criteria recommended by the World Health Organisation and in BS8233. In specific respect to music noise, guidance can be taken from the Noise Act. Section 5 proposes objective noise targets to be achieved to enable both assessment and design of the building.

3. BASELINE NOISE SURVEY

An acoustic survey was carried out at the site to establish the prevailing environmental noise conditions local to the site so as to enable assessment of the impact that the new plant installation could potentially have. Both qualitative observations and objective measurement data were recorded.

3.1 Local noise conditions

It was observed that the ambient noise climate consisted primarily of local road traffic noise, which occasionally included heavy good vehicles and buses which present low frequency noise.

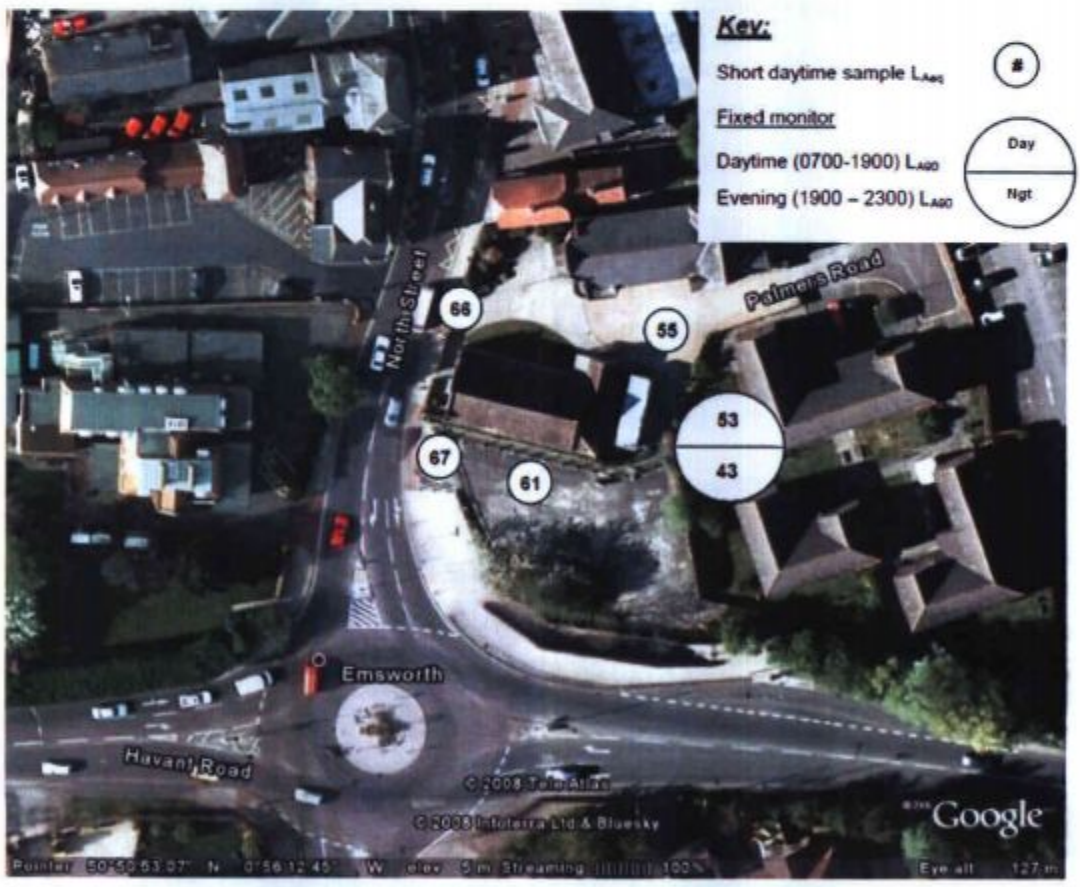
3.2 Results Summary

3.2.1 *External noise*

Baseline noise measurements were taken at the site to establish the prevailing environmental noise conditions during both day and night. Additionally, attended supplementary measurements were made at a series of location around the site during daytime hours.

The full survey results are provided in Appendix B. For ease of reference, a summary of the results are presented in Figure 2.

Figure 1. Summary of measured noise levels



4. CONTROL OF NOISE EMISSION FROM SCHEME

The following presents an assessment and outline of mitigation measures likely to be needed for the control of noise from the scheme to the surrounding environs.

4.1 Noise sensitive locations

Noise sensitive property has been identified at the following locations;

- Residential premises to the east of the building's eastern facade at a distance of approximately 11m.

4.2 Building services noise emissions

4.2.1 Proposed mechanical services plant

The building services systems have been developed during stage D and will include:

- **Air Handling Unit.** An air handling unit will be enclosed in a plantroom within the church to serve the auditorium, and other areas requiring enhanced rates of air change.
- **Extract fans.** Toilets and kitchen will be provided with extract ventilation to each space to remove smells etc.
- **Condensing boiler plant**. This will provide heating for the Auditorium, hot water calorifer and space heating.

That plant will operate at night only during the summer for cooling purposes. However its operation will be limited to only when the temperature inside the building is above 19 °C and the external temperature is greater than 16 °C.

4.2.2 Proposed plant noise rating limits

After liaison with Laurn Read of Havant Borough Council (HBC) on the 21st May 2010 it was established that the local council requires plant noise emissions to the nearest residential premises to be limited in accordance with guidance in BS 4142: "*1990 Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas*".

Based on the noise data measured on site, the typical minimum L_{A90} background level during daytime was found to be 43 dB(A). It is proposed that rating noise level from new plant be limited to 33 L_{Aeq} dB(A) at 1m from the nearest residential facade. A control level of less than this would overly onerous and is beyond the scope of BS 4142. A plant noise rating limit of less than 33 dB(A) is deemed to be "very low" according to the standard.

The proposed limit above will also apply during night time at times when the plant will be operational. As it has been mentioned above this will be limited only during the summer time and under certain conditions.

4.2.3 Practical control measures

The above criteria could be readily achieved provided the following noise control measures which have been recommend during stage D design are met;

1. Low noise equipment (e.g. Air Handling Units, DX cooling condensers) will be selected where practically possible.
2. AHU's and extract fans to incorporate ducted splitter attenuators (or "silencers") to fresh air intakes and exhaust ducts.

   The fresh air inlets and exhaust air outlets will need to be attenuated with conventional ducted silencers. The unit casing can be manufactured to provide sound reduction properties, typically incorporating double skins and mineral fibre based insulation. It is recommended that noise emissions from the AHU to be limited to NR 60 inside the plantroom.
3. AHU enclosures to be sound insulated to limit fan noise breakout from casing
4. All equipment to be vibration isolated.
5. Boilers would be selected to ensure their noise emissions achieve the proposed noise criteria.

The precise specification of attenuators and any of the proposed measures above is subject to detailed design.

4.3 Music noise

It is anticipated that Havant Borough Council would require that neighbouring residents are protected from unnecessary noise from church activities including music events to be held within the auditorium.

4.3.1 Music noise breakout

As mentioned in Section 2, there are guidance references on the subject but there is no UK standardised limit for this type of situation. To enable both assessment and design of the buildings, it is useful to set an objective noise level target.

It is considered for this situation that protection is given to occupants not only in their dwelling but also in their garden.

The World Health Organisation (WHO) indicate from research findings that an environmental noise level of 50 to 55 dB(A) or less is desirable for outdoor amenity space. This provides a useful base reference but this is on the basis of what is commonly referred to as anonymous noise; noise from a variety of urban sources, rather than specific individual source. It would not be an appropriate criterion for music noise. Generally a specific noise source should be controlled to a lower level than to overall ambient noise such that it is masked and less

noticeable. The Noise Act 1996 deals with music noise and suggests a noise level of less than 34 dB(A) inside dwellings is unlikely to lead to complaints. This equates to an outdoor noise level of 44 dB(A) on the basis that a partially open window will generally give around 10 dB or more sound attenuation.

Therefore the intention is be to achieve 44 dB L_{Aeq} 15min just within the garden nearest to the new building. This assumes that no events will be taking place during the night time period (23:00-07:00).

An acoustic assessment have been undertaken considering the criteria above on which the acoustic design of the proposed external envelope is based. In appendix an extract of the acoustic stage D report is included in which the acoustic requirements of the external envelop are listed.

A key design requirement to achieving the satisfactory control of noise breakout from the auditorium is for the windows to remains closed. Also the walls and doors between the auditorium and the foyer will be of a high sound insulation performance. This will help to mitigate noise levels inside the auditorium breaking out via the openable windows in the foyer.

All ventilation penetration to the buildings external envelope will be acoustically treated.

5. CONCLUSIONS

- The potential impacts of noise have been considered at an early stage of the design process. Reference has been made to other well established and recognised guidance for noise assessment.
- Overall, it is concluded that with appropriately specified building envelopes, noise intrusion can be limited to provide suitable conditions for worship within the church. Emission of noise generated by future operation of the church can be controlled by design and specification to protect the existing amenity for the community in noise sensitive areas neighbouring the site.
- On this basis noise should not pose an obstacle to granting planning permission for the development of a new building for the Emsworth Baptist church.

APPENDIX A - GLOSSARY OF ACOUSTICAL TERMS USED

Decibel (dB)

The decibel is the unit used to quantify sound pressure levels. The human ear has an approximately logarithmic response to acoustic pressure over a very large dynamic range (typically 20 micro-Pascals to 100 Pascals). Therefore, a logarithmic scale is used to describe sound pressure levels and also sound intensity and power levels. The logarithm's are taken to base 10. Hence an increase of 10 dB in sound pressure level is equivalent to an increase by a factor of 10 in the sound pressure level (measured in Pascals). Subjectively, this increase would correspond to a doubling of the perceived loudness of sound.

Octave and Third Octave Bands

The human ear is sensitive to sound over a range of frequencies between approximately 20 Hz to 20 kHz and is generally more sensitive to medium and high frequencies than to low frequencies within the range. There are many methods of describing the frequency content of a noise. The most common methods split the frequency range into defined bands, in which the mid-frequency is used as the band descriptor and in the case of octave bands is double that of the band lower. For example two adjacent octave bands are 250 Hz and 500 Hz. Third octave bands provide a fine resolution by dividing each octave band into three bands. For example third octave bands would be 160 Hz, 250 Hz, 315 Hz for the same 250 Hz octave band.

A-Weighting

The 'A' weighting is a correction term applied to the frequency range in order to mimic the sensitivity of the human ear to noise. It is generally used to obtain an overall noise level from octave or third octave band frequencies. An 'A' weighted value would be written as dB(A).

$L_{eq,}$

The $L_{eq,}$ is a parameter defined as the equivalent continuous sound pressure level. Over a defined time period 'T', it is the sound pressure level equivalent to the acoustic energy of the fluctuating sound signal. The $L_{eq,T}$ can be seen to be an "average" sound pressure level over a given time period (although it is not an arithmetic average). Typically the $L_{eq,T}$ will be an 'A' weighted noise level in dB(A). It is commonly used to describe all types of environmental noise sources.

Background Noise Level L_{90}

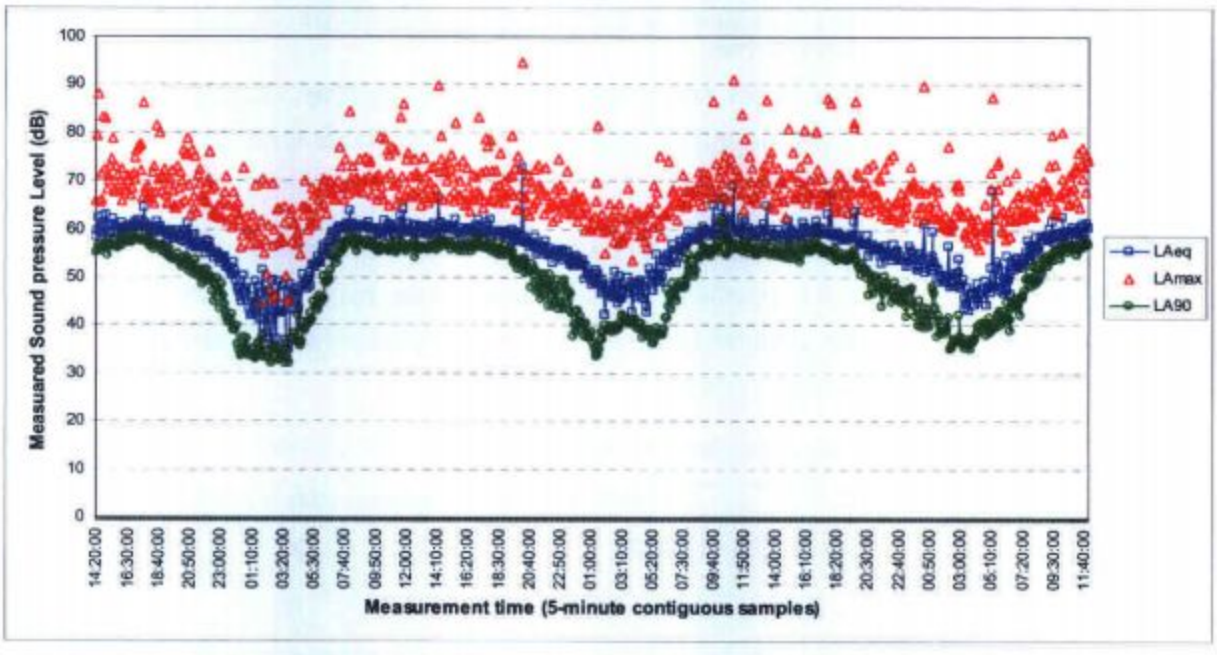
The $L_{90,T}$ is a parameter defined as the sound pressure level exceeded for 90% of the measurement period 'T'. It is a statistical parameter and can not be directly combined to other acoustic parameters. It is generally used to describe the prevailing background noise level or underlying noise level.

Rating Level

The specific noise level of the source plus any adjustment for characteristic features of the noise.

APPENDIX B –ENVIRONMENTAL NOISE SURVEY

Background noise survey measurements



APPENDIX C –EXTRACT FROM STAGE D ACOUSTIC REPORT

The following residential premises have been identified as being the nearest to the church:

- Residential premises to the east of the building's eastern facade at a distance of approximately 11m.

Events that have been taking place in church involved singing, instrument playing, and occasionally reproduced music. The same character events expected to continue taking place by church within the new building.

A series of acoustic measurements were made inside the existing church during both unoccupied and fully occupied conditions. The highest noise levels measured from the centre of the auditorium during a full rehearsal with full band and vocals are approximately L_{Aeq} 82 dB and are presented in the table 1 below.

Table 1 – Measured music noise levels during a typical event

	Octave band frequency (Hz) levels in dB								
	63	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**	**dB(A)**
L_{eq}	81	85	80	82	77	70	63	60	82

It should be noted that the music levels will not be constant and they will vary subject to the different event types ie just instrumental music, instrumental music with vocals etc. These (music levels) inside the church could be as high as 90 dB (A) L_{Aeq} 15min. If the later exceeded then noise criteria to the nearest residencies will also be exceeded.

In order noise levels emitted from the building to meet criteria set in 3.1 above the following sound insulation design criteria for the auditorium's envelope are required:

Table 2 – Sound reduction indices of the external envelope

	Octave band frequency (Hz) levels in dB						R_w
Façade component	**125**	**250**	**500**	**1000**	**2000**	**4000**	
Wall	31	36	43	49	55	59	**47**
Glazing	25	22	33	41	44	44	**36**
Roof terminals	15	22	29	33	33	NA	**31**
Doors*	34	37	38	38	41	42	**40**
Roof	26	34	43	56	70	80	**45**

**Lobby set up should be considered to minimize noise levels break out particularly during music events.*

emsworth baptist church
consultation statement

haverstock associates | architects

842-101

07.06.10

Contents:

Section 1: Congregation & Local Residents Display Board *September 2006*

Section 2: Consultation Session 2 *October 2006*

Section 3: LPA Meeting & Hampshire Design Review Panel *January/February 2010*



EMSWORTH BAPTIST CHURCH

CONSULTATION - SESSION 2



A simple vision to create buildings which inspire and stimulate

Who are we? Why are we here?

+ **introduction** 01

+ **brief** 06

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aerial photograph 07
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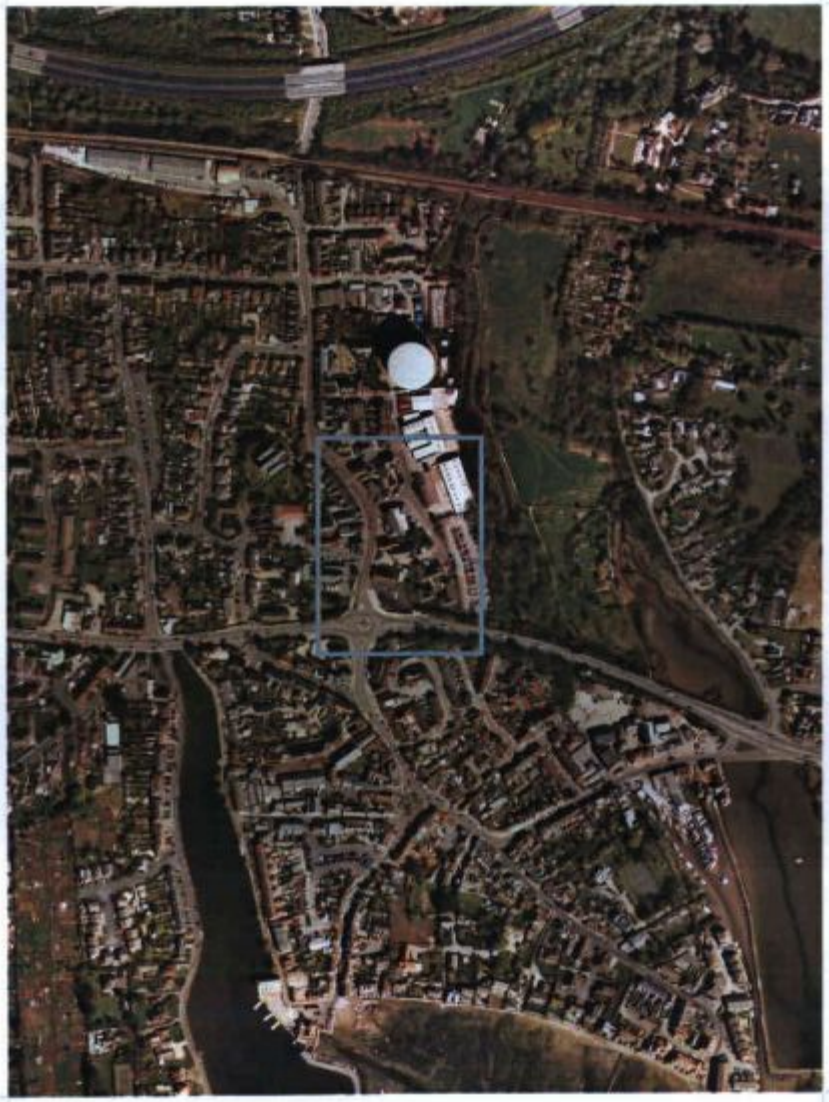
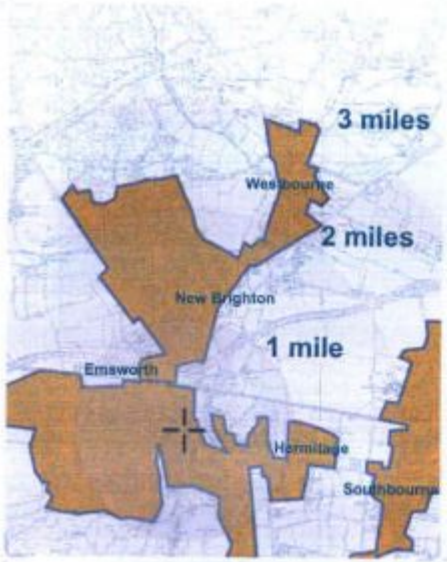
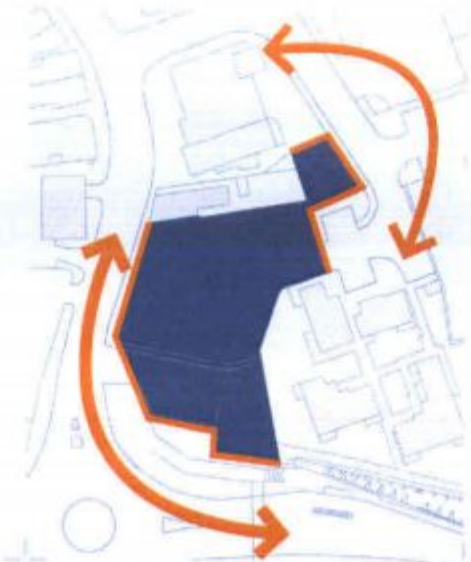




Site: Aerial Photographs



A:
local community



B:
prominent site/ proximity to road



C:
access to large carpark at rear



D:
proximity to green space

Site Studies



E:
proximity to main roads:
noise / air pollution



F:
proximity to gas works:
visual / air pollution



G:
size of site/ shape of
boundary



H:
existing rights to light

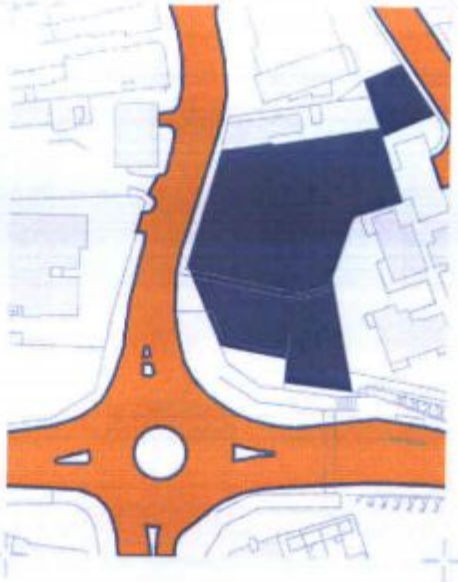
Site Studies



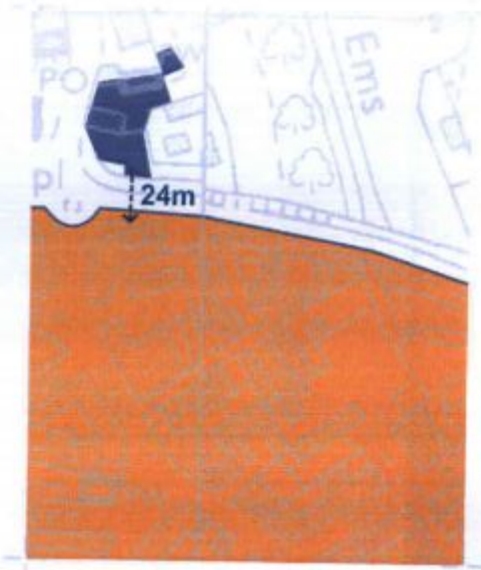
I:
right to pass and re-pass: one pedestrian access anywhere across church land



J:
sewer running through site, Thames Water easement - 3m surrounding sewer

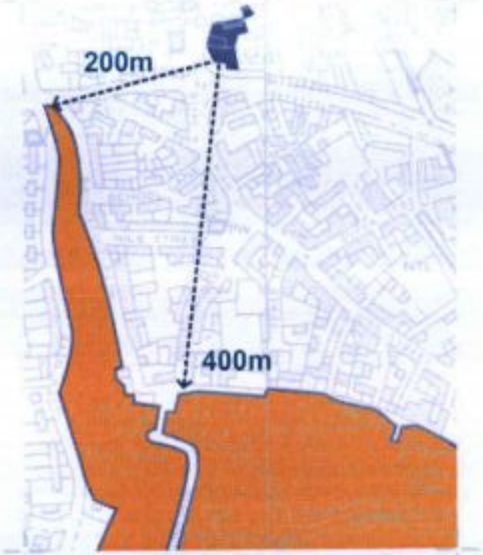


K:
proximity to main road: ability to form landmark



L:
conservation area (old town)

Site Studies



M:
tourism: marina
and
mill pond

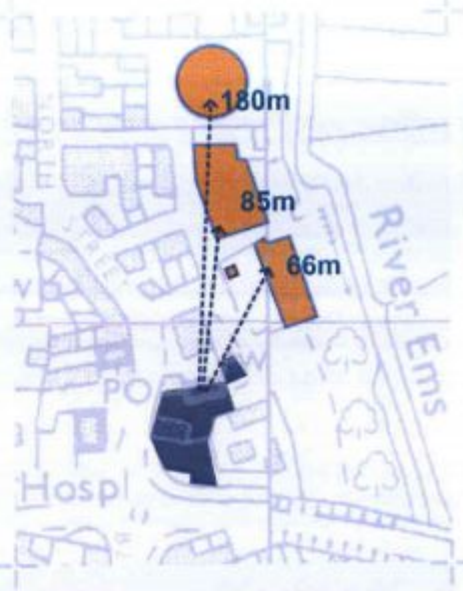


N:
risk of flooding
flooding from
rivers or sea
without defences

extent of extreme
flood

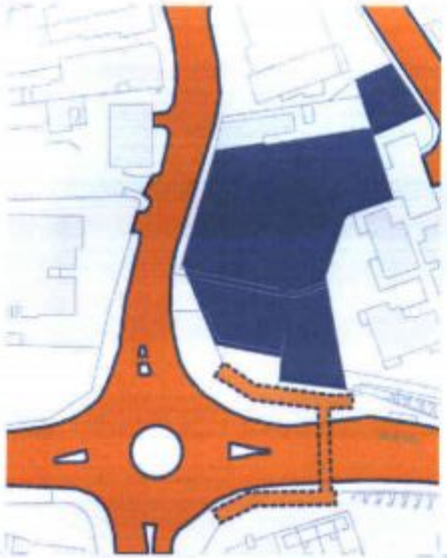


O:
graveyard -
cost/risk implications:
evidence -
headstones on site

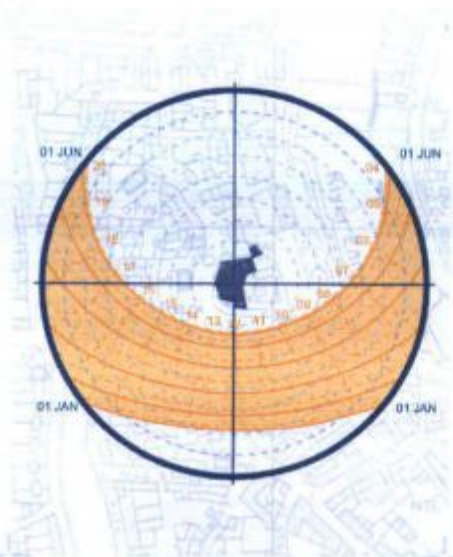


P:
proximity of industrial
estate

Site Studies



Q:
security: exposed site / loitering space for public in subway



R:
sun path - shading not issue on site



S:
south - westerly prevailing wind

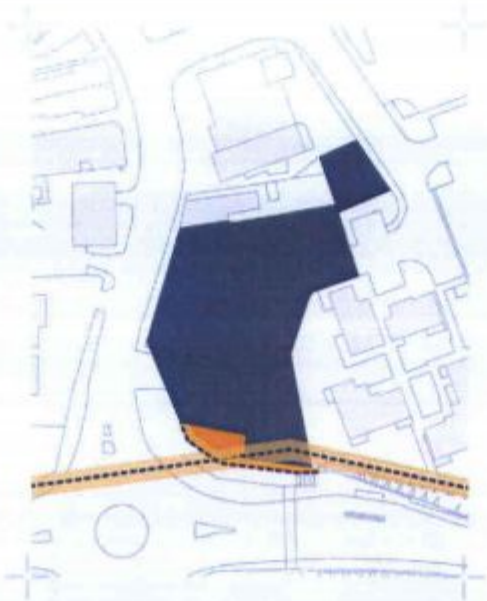


T:
existing trees / shrubbery affecting site

Site Studies



U:
existing guided walks bypassing site and traversing car park



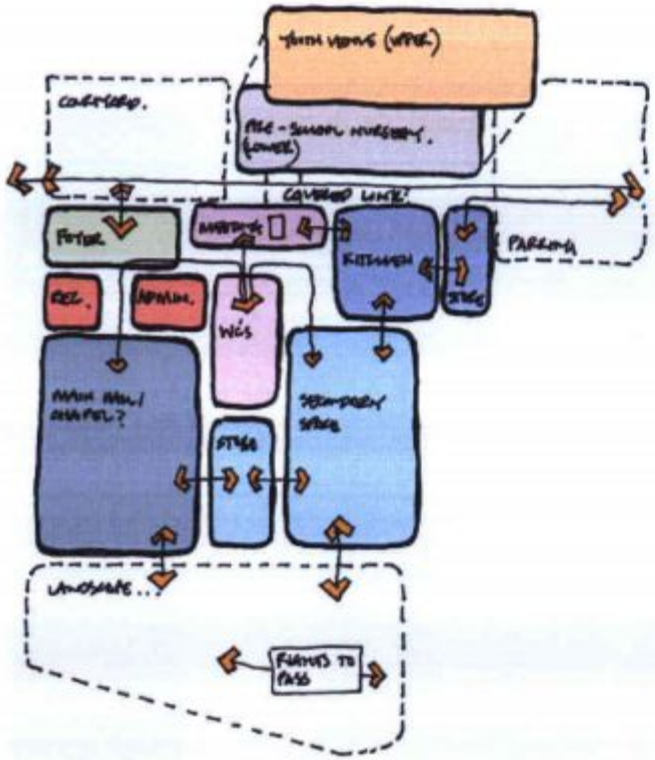
V:
potential to purchase triangular plot of land from county council - 2m easement for inspection of retaining wall added to Southern Water easement

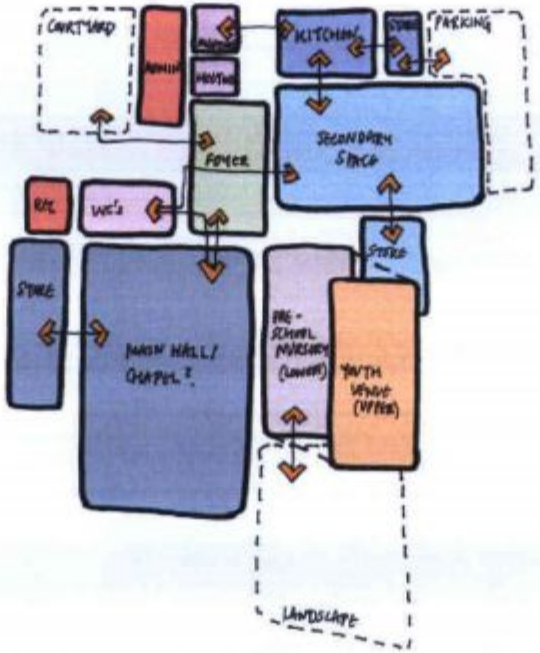


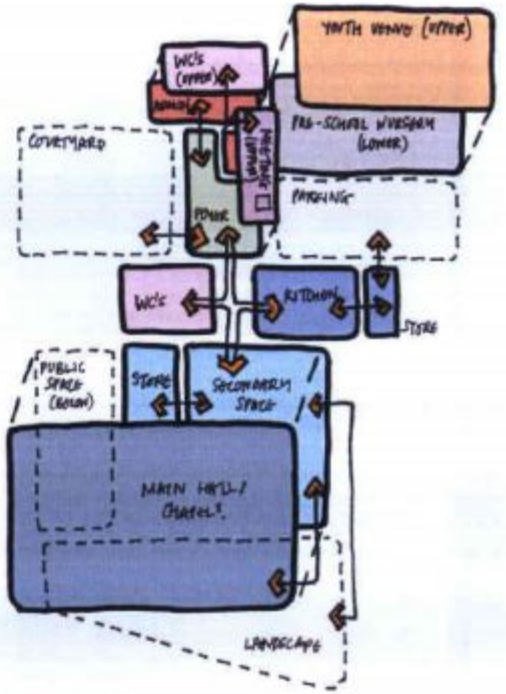
W:
underground power distribution

high voltage
low voltage

Site Studies







Building Programme

A significant building that reflects the glory of Christ and enables our fellowship to have an appropriate and effective ministry in His name. This ministry will be enhanced by modern facilities that express the warmth of our heart to make disciples and serve out community. It will be a safe place for people to explore their spirituality in a rich variety of ways.

Research & Development Team March 2002

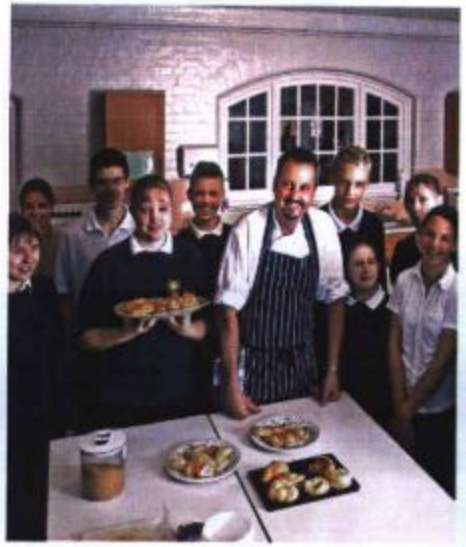
Areas to be provided - first phase

+ main large multi-purpose space
+ hall - secondary multi-purpose space
+ foyer/entrance
+ 4 x small rooms
+ 2 x offices
+ commercial kitchen
+ wcs/changing provision
+ storage
+ crèche space
+ outside space

Areas to be provided - second phase

+ staff accommodation 2 x flat
+ 6 x small rooms
+ 2 x offices
+ further wcs
+ playroom for pre-school
    - nappy change
    - milk kitchen
    - quiet room





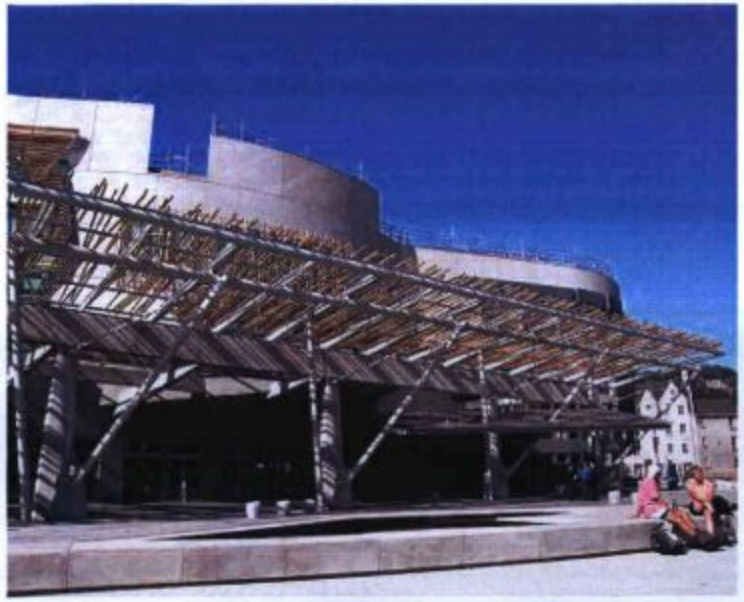


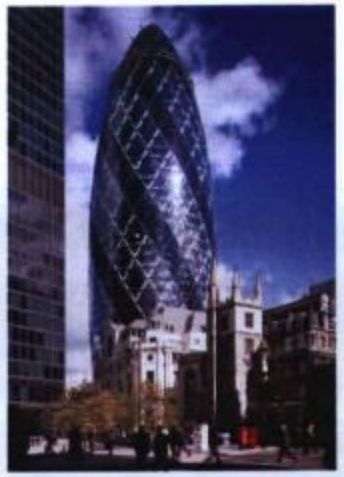






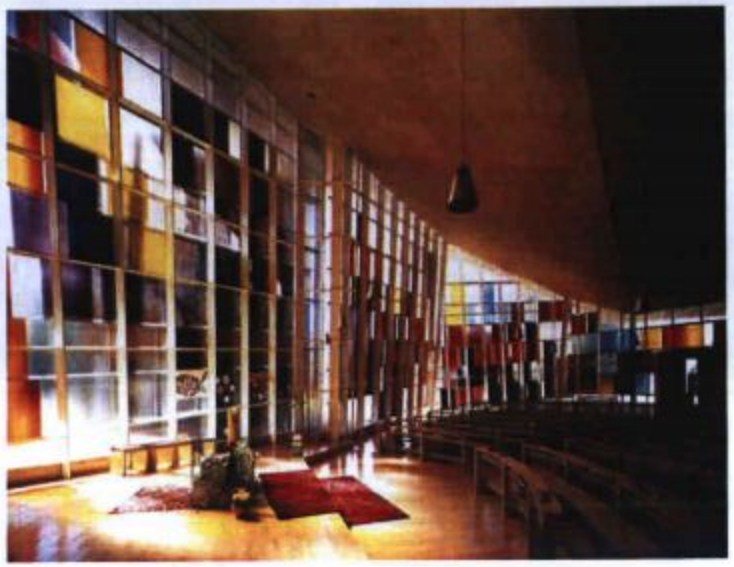
Emsworth - What do you like?





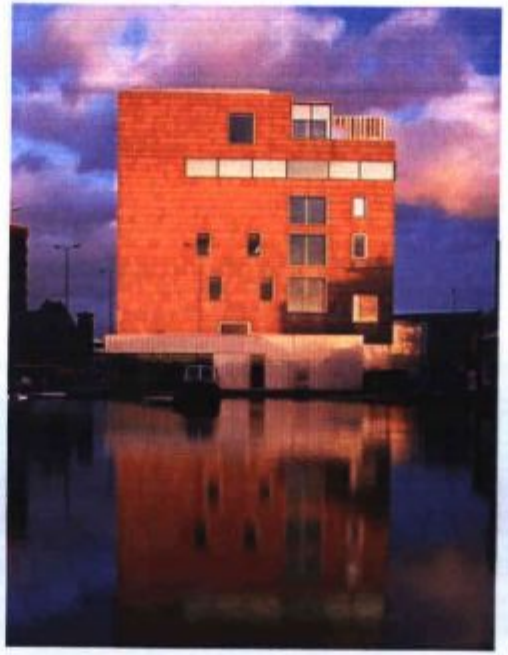






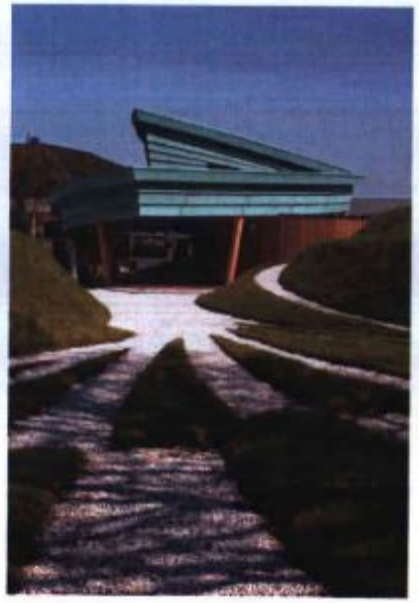
Modern buildings - What do you like?













Modern buildings - What do you hate?









Traditional

render

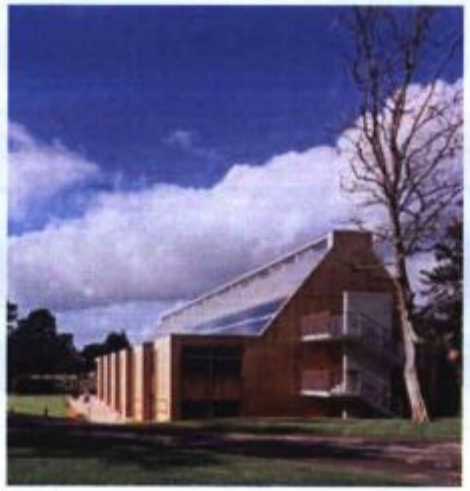


stone





coloured cladding



timber



timber

Materials - What do you like?

brick



tile



brick





green roof



reflective



traditional innovatively

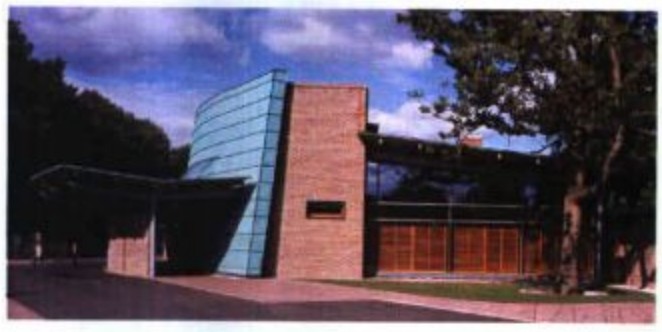
Materials - What do you hate?

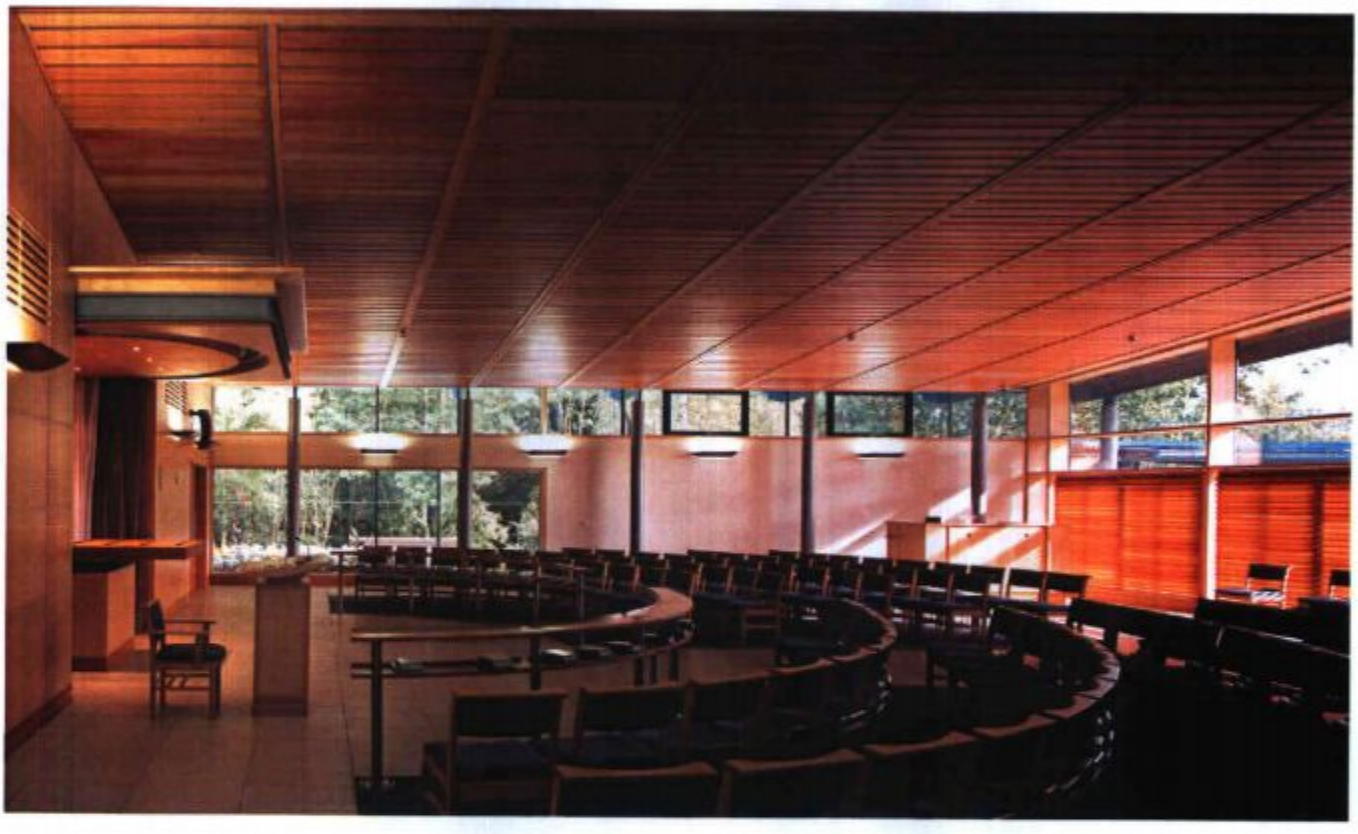
Project:
Chilterns Crematorium, Amersham

Client:
Joint Committee
(Aylesbury Vale, Chiltern and Wycombe District Councils)

Value:
£2m

Completion Date:
2005





The existing 22 acre crematorium site lies within the green belt and the Chilterns area of 'Outstanding Natural Beauty'. Extensive consultations were undertaken with the client and users to reshape the operation of the crematorium which was heavily oversubscribed.

From this a new master plan for the site was created, followed by the design for a second chapel as well as ancillary spaces, car parking and new floral tribute viewing areas. The volumes of the new buildings are defined through the use of materials that echo those of the existing chapel. Copper, brick and glass are combined with dynamic timber, planar roofs and canopies, to enclose and define spaces within the regenerated woodland setting.

A curving copper wall guides the visitors along the new chapel, awash with light and rain, set against dramatic canopies protecting against the elements.

Described as a 'Tardis' by the Rector of Amersham, the built form and choice of materials, help diminish the scale of external appearance, whilst capturing an intensely light, spacious and tactile environment within.

Extensive use of daylight, views out and the introduction of natural materials were central to the creation of a series of spaces that through plan and section are both light and open, yet still private and personal.

Awards:
SCALA Civic Building of the Year, 2007

Civic Trust Mention, 2007

design development | january 2010 | emsworth baptist church

ref. 842-079

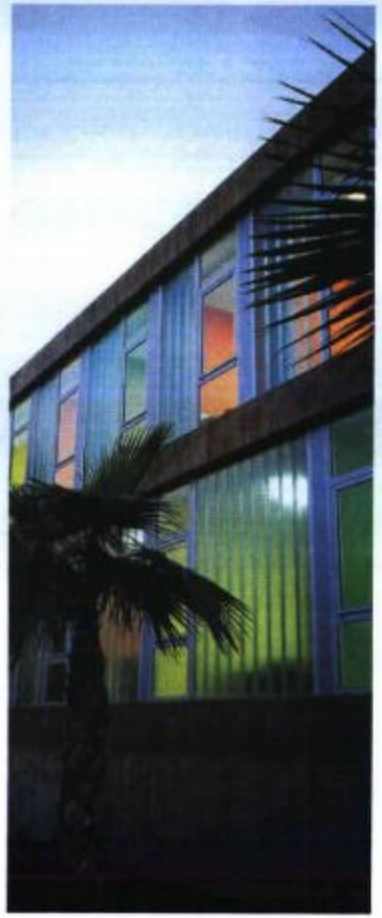


haverstock associates | architects













Colour











Churches











Symbolism / spirituality















External Space

Project:
Telford Crematorium, Shropshire

Client:
New Crematorium Ltd

Value:
£1.8m

Completion Date:
2000







Telford Crematorium is a privately owned facility which opened its doors in 2000. The "public" and "spiritual" uses of the building (the chapel, vestry and waiting area) are separated from the "business" use (the crematorium process) by a two meter thick sound proof wall that runs through the centre of the building. This wall divides the chapel from the crematory, and also operates as both a barrier and threshold between the "death" and the "life" sections of the crematorium.

The three dimensional form of the building contains a major primary symbolic entity. This is the massive chapel wall which contains the catafalque and through which the coffin passes into the crematorium area.

From this wall soars a single pitch roof supported on expressed steel columns and beams. The most significant feature of the crematorium is the floor to ceiling structural glazing in the main chapel space.

The chapel looks outward contrary to most crematoria where the whole ceremony of "death" is normally very inward looking focused on the catafalque. Here the user can look away and acknowledge the rural surroundings with the new an old landscape flowing into the building.

The crematorium has been a huge success setting new standards for this building type in Europe as well as the UK.

It was named by "The Independent" as one of the 50 best buildings of all time.

Awards:
Civic Trust Commendation, 2000

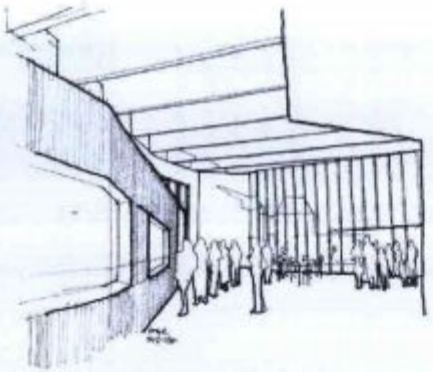
RIBA Award, 2000

Shortlisted for the RIBA Stirling Prize, 2000

view from roundabout

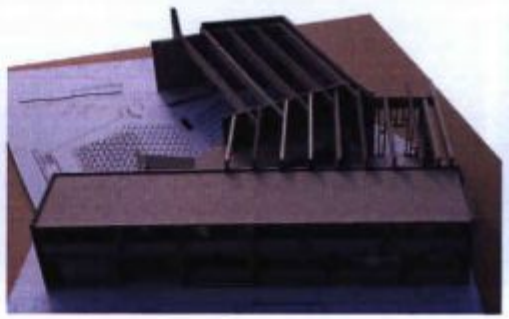


internal & external views









ground floor plan



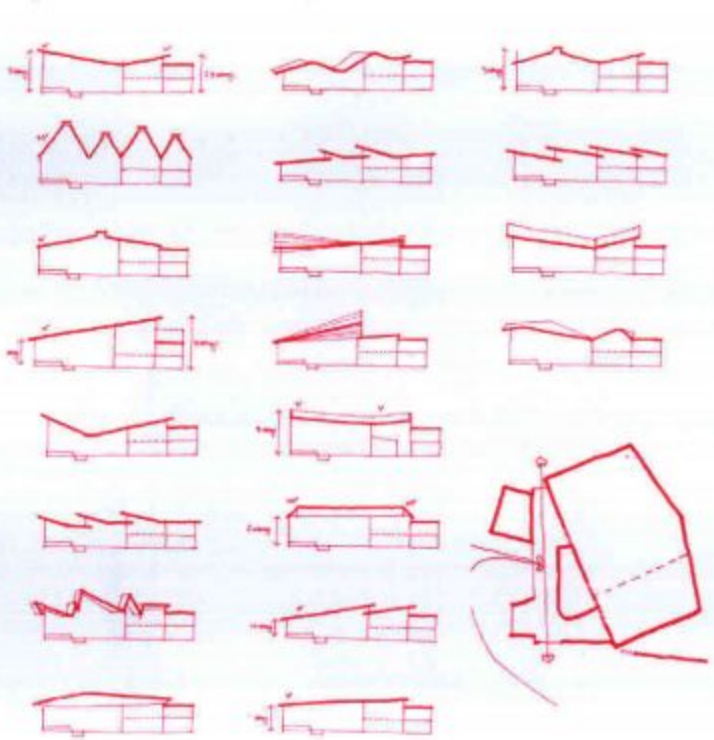
1. response from havant borough council planning department

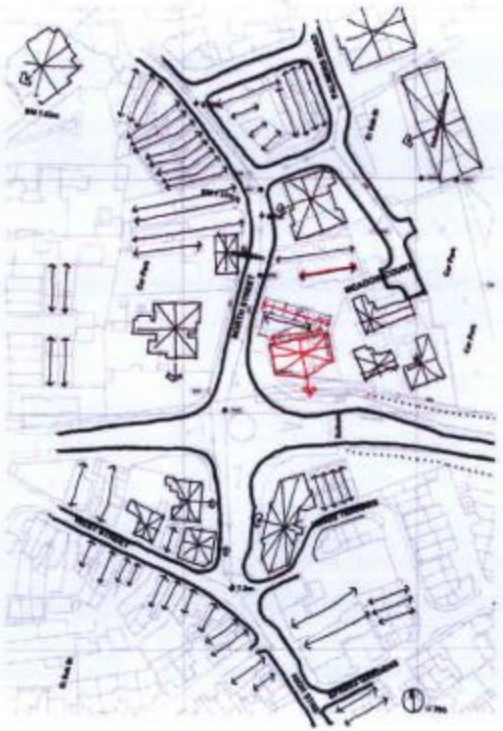
'It is apparent from the report submitted that you have spent a considerable amount of time analysing the site and surrounding area. This is considered to be a clear report which is easy to follow. However, despite the quality of the report, the current scheme is not considered to be appropriate for this sensitive landmark site as it would be **relatively stand alone and inward looking and does not attempt to bridge the gap between North and South Emsworth**.'

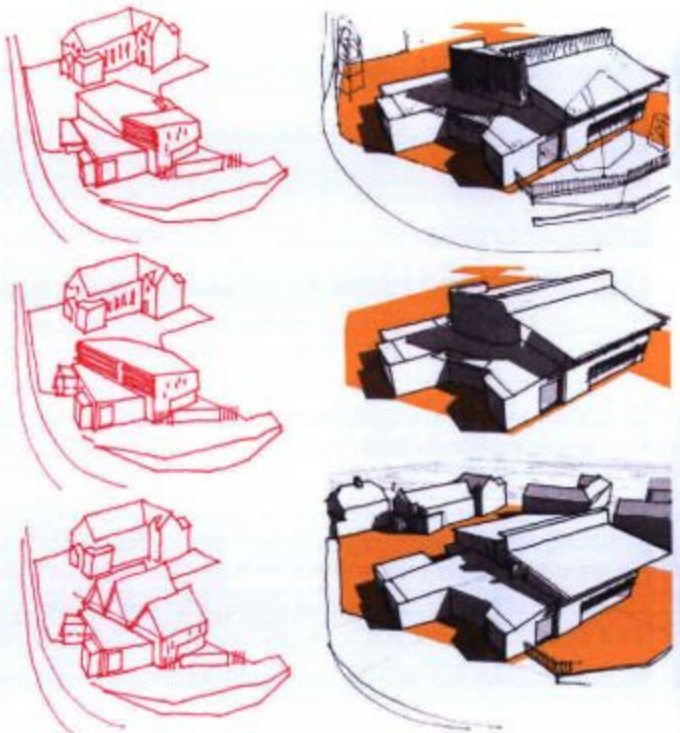
'It is therefore considered that the A259 and Emsworth South should be addressed in a more positive way by incorporating greater interaction between the A259 and the proposed building by the introduction of **more activity on the ground floor level by introducing windows in this elevation**.'

'In relation to the existing North Street frontage, it is considered that the buildings on North Street are typically on long narrow Victorian plots. This pattern continues south of the A259 along High Street. The Church's **North Street frontage should be more visually digestible to reflect the existing pattern of development and essentially more modular**. By breaking up the bulk of the frontage the proposals can respond to and address the street's natural curve in a more positive way. The Church's current frontage on North Street is not continuous and there is variety of different types of buildings and spaces that create an interest. This variety should be reflected in the new proposals of the building's road frontage.'

exploration of various design options







early sketch of proposal







1. response from haverstock associates

1.1 Glazed openings responding specifically to Old Town and High Street

1.2 Internal activity to foyer visible from exterior

1.3 Articulation to North Street frontage through building form 'more modular' combined with large picture windows associated with point 1.2

1.4 Form and use expression is intrinsically linked - visibility internally and externally

view from front



internal & external views

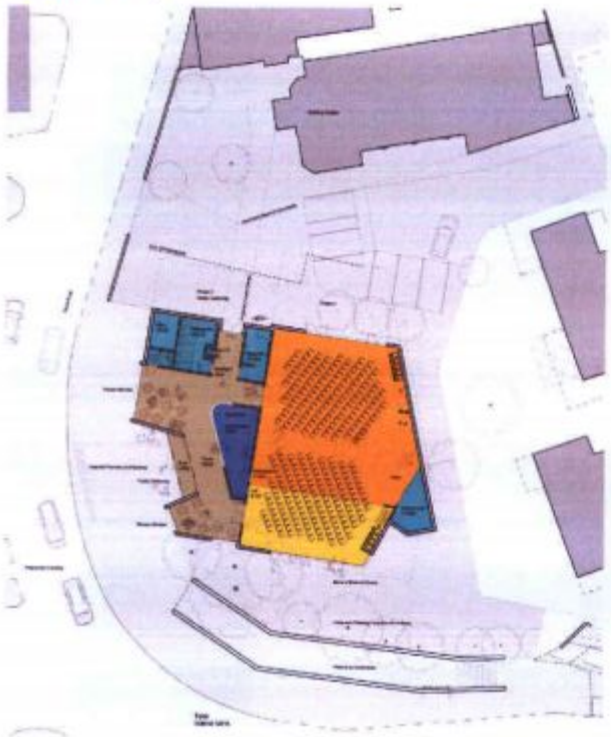








ground floor plan



2. response from havant borough council planning department

'I am pleased to see that the amended scheme has taken the Council's previous comments into account in the design of this new build. **The entrance of the proposed building now addresses the corner on the A259 and practically reaches out across the A259 to south Emsworth**. Further more the proposal has **introduced activity to the building's southern elevation with the café's large window.**'

'However, as discussed at the meeting, there are a number of areas requiring further consideration; in particular the **current scheme lacks the striking architectural quality of its predecessor.** The contemporary design of the previous scheme made the building stand out as a bold landmark that held its own on this strategic site in historic Emsworth. The current scheme lacks this punch. The proposed building is **neither strictly modern nor traditional in approach**. The main church building has a rather dated 1970's appearance and the single story section is more contemporary. These different styles do not work together as it stands. Your client needs to consider whether they want **a modern building that can stand on its own because of its outstanding architectural quality or a building that fits into historic Emsworth**. The current proposal does not achieve either option well, and fails to commit to a particular architectural style, and therefore would not result in **a cohesive development**.'

'**The 2 storey and single storey elements of the building are disparate and are at odds with each other**. Though it is clear the 2 storey element is the major section, with the primary uses, and the single addition appearing the minor with the supplementary ancillary uses, they do not complement each other visually. It appears as though the 2 storey building was the original and the single storey elements were extensions or annexes added at a later date. Though I understand there are practical reasons why this approach has been taken, **the design and form of the development needs to bring these two elements together**. In this respect it may be worth exploring ways of making the main entrance and the stain glass window connect; **unifying these elements may bring the whole building together**.'

'Some **interest and variety should be introduced in to the blank walls on the northern and eastern face of the building** that accommodate the toilet block, ideally by opening it up with windows, or by materials, planting and other features.'

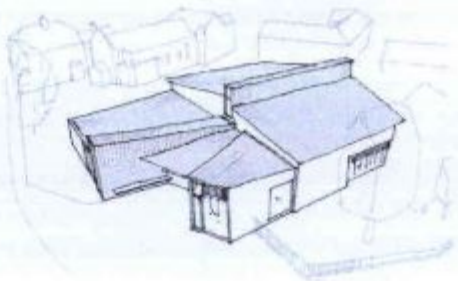
view from front



internal & external views







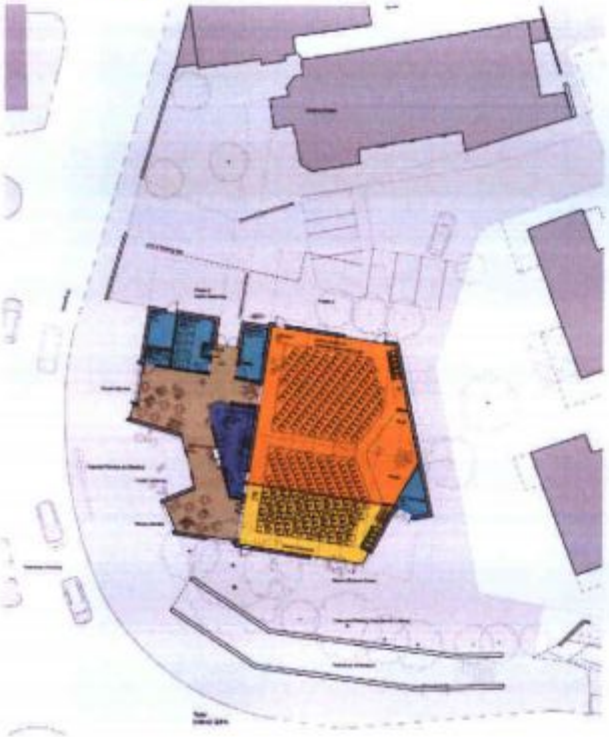




Linking element in the design

A more unified building

ground floor plan



2. response from haverstock associates

2.1 Amendments made to the expression of picture windows in order to unify the main auditorium volume with the foyer picture window elements

2.2 Set back entrance followed on from previous design as a means of holding gathering space while also punctuating the main entrance

2.3 Heavy articulation of the picture windows, which unites the overall elevational composition

3. response from havant borough council planning department (summarised points from telephone call)

By creating a 'linking element' than ran down the middle of the building East to West, there was **concern that this would split the design of the North and South of the building.**

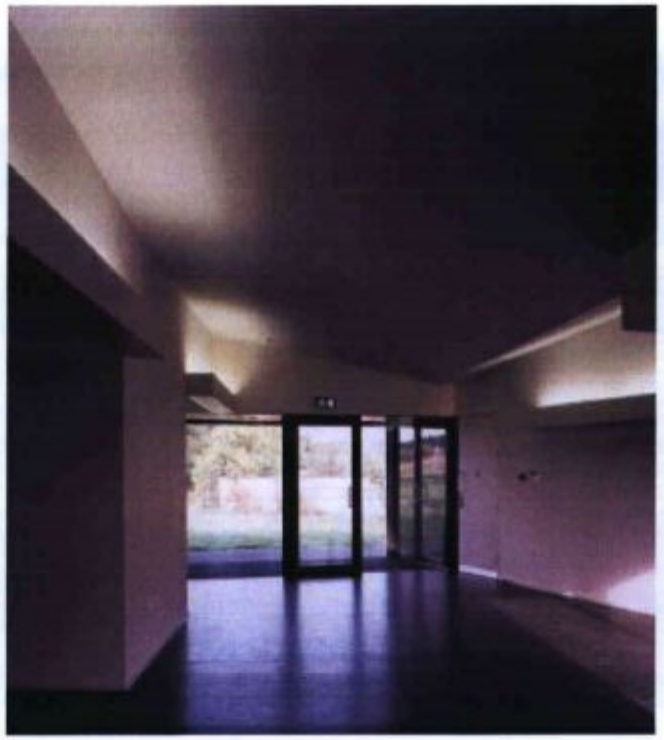
There was also **apprehension about the set back entrance**, whether the new stain-glass pop-up detracts from the entrance space and whether having it set back might increase the risk of crime / break-in's.

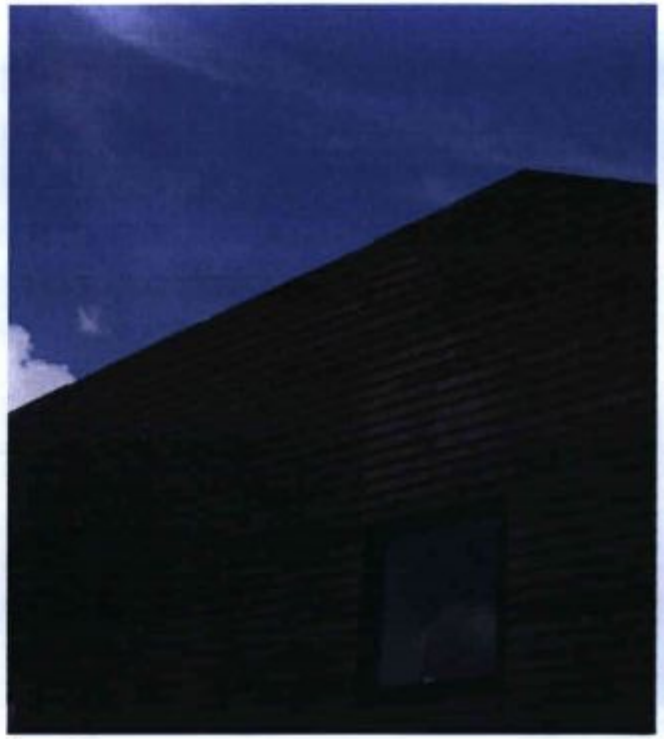
Havant wondered if there was a way of combining the linking element and entrance together in some way.

There was also further concern about the **North elevation containing the WC's and Plant and that this would lead to a 'dead elevation'**.

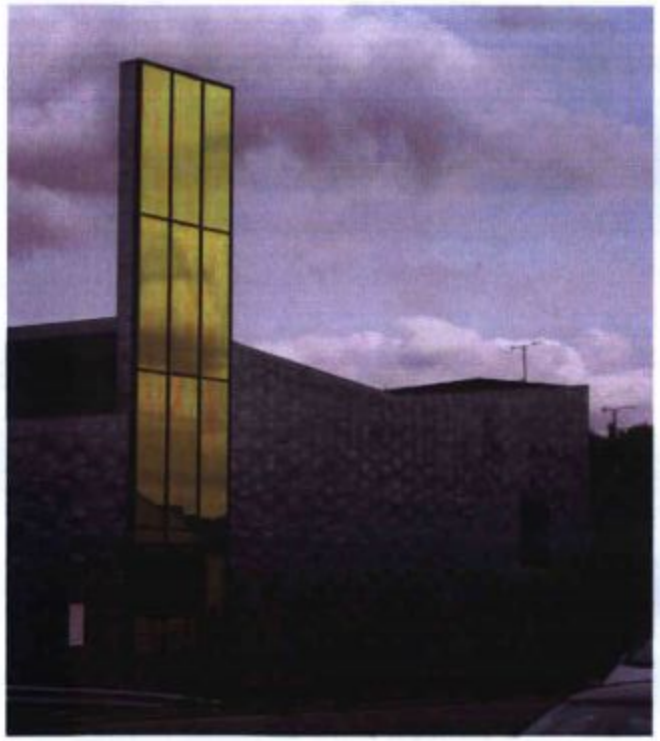
photos from building visits



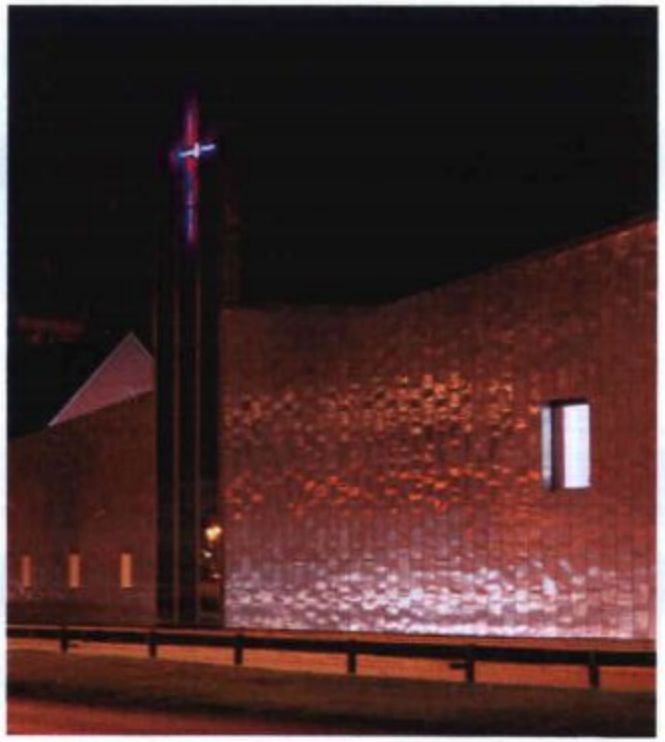




photos from building visits







proposal option 1





proposal option 2





proposal option 3





early sketch of proposal



3. response from haverstock associates

3.1 Each elevation has been unified with the same architectural expression:

a - A pitched roof typology, contemporary expression
b - Minimal 'sharp' eaves detail
c - Glazed openings restricted to a set datum level
d - Considered window openings which reveal internal activity where appropriate

3.2 The new design addresses the stand alone corner site - and therefore influenced the decision that there should be equal articulation to all facades

3.3 As with all previous designs a considered environmental strategy has been designed into the current proposal

3.4 Eliminated set back entry to prevent 'anti-social' behaviour

3.5 Of balanced scale - the highest point of the building corresponds with the adjacent Meadow Court

3.6 The Tower presents the building to street scape from a distance - from the Old Town, Main Road and High Street

3.7 With the resultant design believed, both by Haverstock Associates and Emsworth Baptist Church, to be Unified / Restrained / Responsive / Considered / Contemporary

current proposal | december 2009

site plan 1:1000

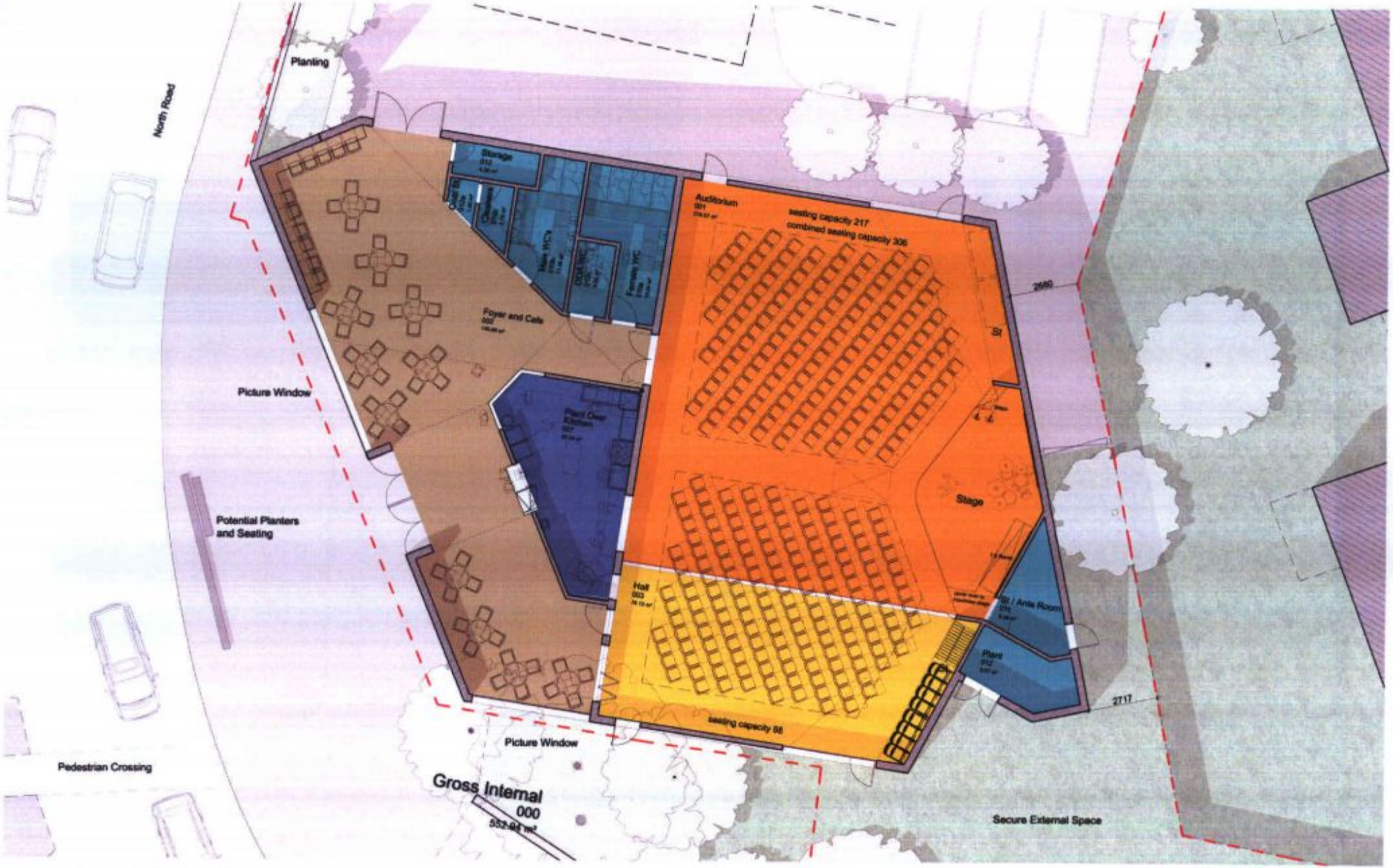


haverstock associates | architects

emsworth baptist church

current proposal | december 2009

plan 1:200

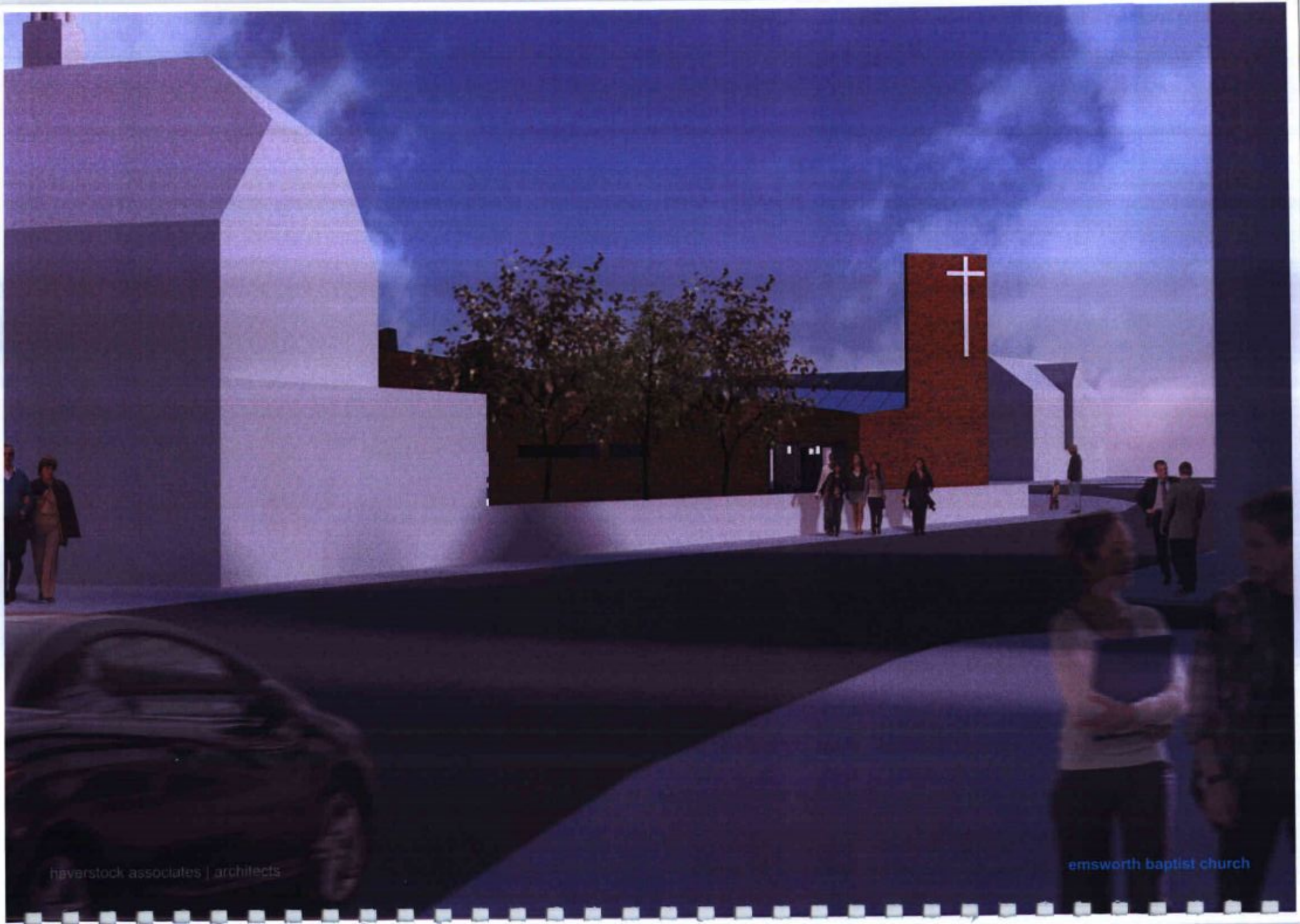


haverstock associates | architects

emsworth baptist church



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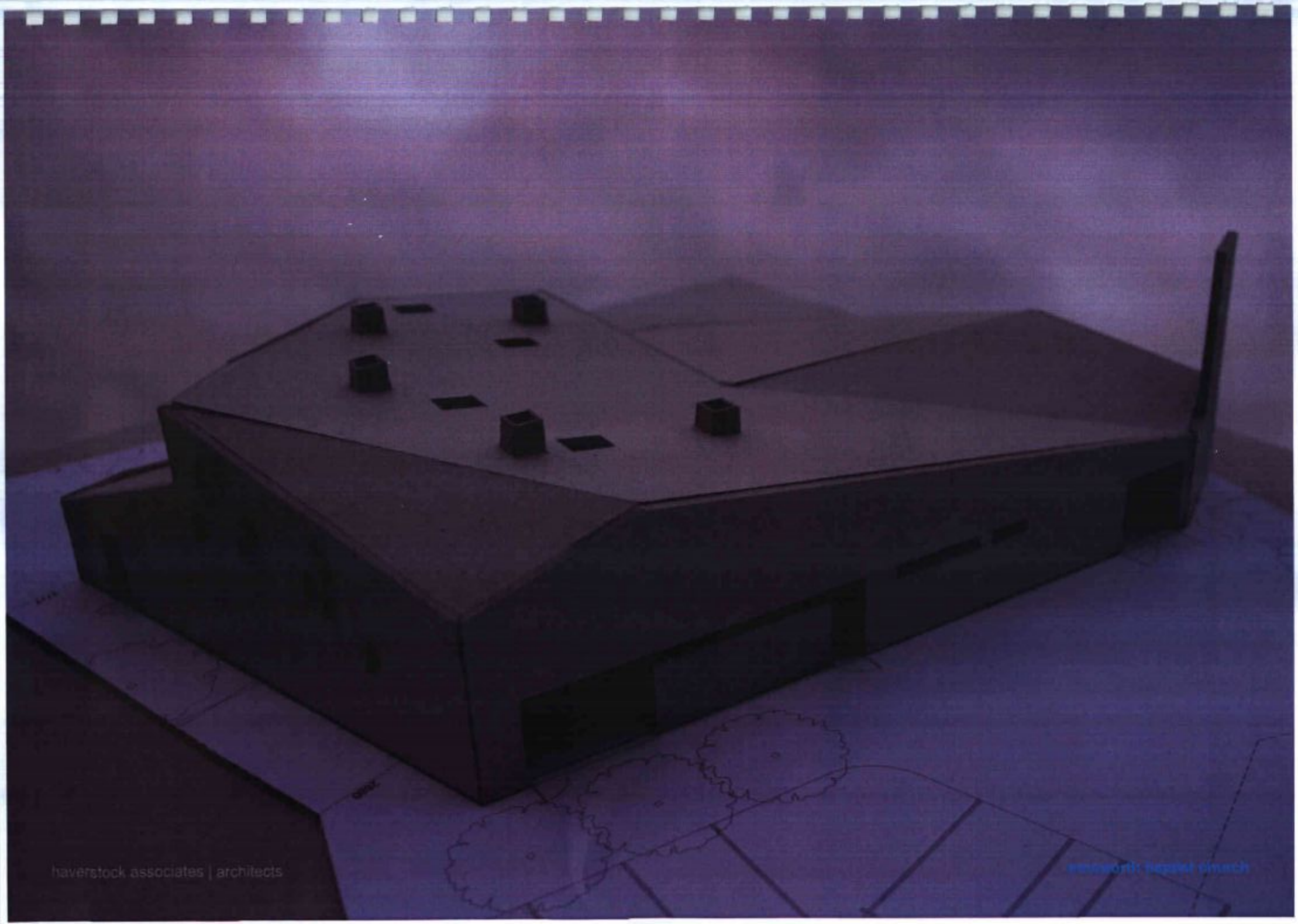
haverstock associates | architects