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LAND ADJOINING 40 LADYDELL ROAD, WORTHING, WEST SUSSEX
RETROSPECTIVE PLANNING APPLICATION FOR DEVELOPMENT OF TWO SEMI-DETACHED HOUSES

DESIGN AND ACCESS STATEMENT

WORTHING BOROUGH COUNCIL
24 SEP 2010
CONSENT GRANTED
SUBJECT TO CONDITIONS

This Design and Access Statement has been prepared to accompany the retrospective planning application for the development of two semi-detached houses on adjoining land to the dwelling at no.40 Ladydell Road, Worthing.

The Application Site and Context

The application site is a former side garden of no.40 Ladydell Road. It lies on the eastern side of Ladydell Road close to its junction with Dawes Avenue and is in close proximity to the centre of Worthing. The section of Ladydell Road in the immediate vicinity of the application site is residential in character and accommodates a variety of building styles.

The application site is not located within a conservation area or an area identified as being of particular townscape importance by the Council. No.40 Ladydell Road is not listed or locally listed and none of its neighbouring properties carry such designations.

The application site is close to and within a short walking distance of a range of local services and facilities. A short terrace of shops on Lyndhurst Road close to its junction with Ladydell Road is located 2-3 minutes walk from no.40. This location also accommodates bus stops served by a number of regular bus services linking the area with Worthing town centre to the west and other settlements and services in the area.

The application site lies within 750 metres of Worthing Hospital to the west (8 minutes walk from the application site), Worthing seafront to the south and East Worthing railway station to the north east. Worthing town centre with its wide range of employment opportunities, shops, services and facilities lies less that 1½ km to the west and the Town Hall at its centre can be reached within 15 minutes walking time. There are also five schools (Davison Church of England High School For Girls, St.Andrew's Church of England High School for Boys, Downsbrook Middle School, Our Lady of Sion School and St Mary's Catholic Primary School) within 1½ km of the site.

The Approach

The development of two semi-detached dwellings introduces a different design approach to the adjoining original dwelling in recognition of the varied character of properties in the locality. At the same time, the position and form of development here seeks to respect the rhythm of semi-detached properties starting immediately to the north of the application site whilst introducing its own unique characteristics to act as a marker to the end of this form of development. Design features used elsewhere in the locality are used on the new build elements to respect the prevailing context.

This approach is explored in more detail below.

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Design

Use and Amount of Development

Planning permission is sought for 2 x three bedroom semi-detached dwellings on land adjoining no.40 Ladydell Road. The principle of such a use is entirely appropriate for the location given its existing residential character and sustainable location within the Built-Up Area Boundary of Worthing

Layout

The access to the two semi-detached dwellings is from Ladydell Road. Each dwelling is provided with its own parking space and its own private amenity spaces to the front, side and rear. The internal arrangements for each property are fairly standard with the daytime living spaces arranged over ground floor and bedroom accommodation above.

The new build semi-detached properties are located in the large garden space to the north of the existing dwelling and are positioned partly in the location of the existing extension to that property which has now been demolished. This makes the best use of this space whilst preserving and respecting the existing building line on Ladydell Road.

Scale

Retrospective planning permission is sought for 2 x three bedroom semi-detached dwellings provided over ground and first floors only in keeping with the general approach in the locality.

The plans and elevations submitted with the planning application confirm that the proposed semi-detached properties are of a comparable height to no.40 Ladydell Road and, taking into consideration the change in levels between the application site and nos 44 and 46 Ladydell Road, would also be of an equivalent height to these properties. The dwellings fit comfortably between the existing development and are entirely compatible with and complement their surroundings in terms of scale in line with Policy BE1(i) and (iii) of the Local Plan and policy in paragraph 16 of PPS3. Further, by limiting the height of the proposed development, the applicant has been able to ensure that it would not overshadow, overpower of overlook no.44 Ladydell Road to the north.

It is accepted that the footprint of the proposed semi-detached properties is smaller than that of the semi-detached properties of nos 44 and 46 to the north but this is only apparent from the Site Plan drawing. In reality, it is impossible to view the semi-detached properties in the round from public view points to appreciate this subtle difference. As this statement has already identified, the sections of Ladydell Road and Dawes Avenue in close proximity to the application site are far from uniform in character and accommodate a variety of building sizes and plot sizes.

The distance between the proposed development and its northern boundary with no.44 Ladydell Road is between 1.6m and 2m. However, on this point it is crucial to note that the northern wall of the proposed development of semi-detached properties would step back

from the northern boundary towards the rear to provide a gap of 2.8m to 3m. The maximum depth of the development is 10.7 m.

Landscaping

The amount of car parking serving each dwelling has been kept to a minimum to preserve the landscaped garden areas and flint boundary wall facing onto Ladydell Road which are characteristics of the local area and street scene. New planting is limited to the introduction of a silver birch (Betula pendula) in the front garden of each dwelling.

The impact of the proposed parking area for the two dwellings is further reduced by the introduction of a side boundary wall between these properties and by angling the front boundary wall into the site to create a greater sense of enclosure. Block paving is used as the surfacing for the parking areas.

Appearance

The appearance of the new dwellings is appropriate for a location that displays a great variety in building styles. Nevertheless, the development still draws on some of the key design features that have been repeatedly used in the local area to tie it firmly into this environment. These include the use of gable topped bay windows running from ground to first floor in the front elevation, porches for the front doors and the use of rendered walls and plain tiles for the roof. This approach would conform to Policy BE1 of the Local Plan that requires development to be compatible with its surroundings.

The dwellings incorporate dormer windows but these are not an unusual feature in the local area – for example no.46 Ladydell Road has one. Indeed, the dormer windows, combined with the use of gables, add interest to the development and particularly its roof. In doing so, they contribute to a well-balanced development.

The materials used are also based on those applied locally – they being Ibstock West Hoathly Medium Multi brickwork, Redland Heathland Autumn Plain tiles and smooth finished sand and cement render. The Council has already confirmed that these are acceptable.

Access

As confirmed above, the application site is located in a sustainable location with good access by a choice of means of transport to local services and facilities. On-site car parking is provided at a ratio of 1 space per dwelling. This is appropriate in view of the sustainable location of the application site and the availability of ample on street parking on surrounding streets. This arrangement will also ensure that most of the flint wall fronting onto Ladydell Road can be retained along with the garden areas behind it. The proposals provide a step-free access into and across the application site to assist those with mobility problems.