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DESIGN AND ACCESS STATEMENT

BOROUGH OF WORTHING
DEPOSITED 27.2.09
TP. REF. No.
WB/ 09/0106/OUT

DEMOLITION OF EXISTING GARAGE BUILDING AND ERECTION OF 4 NO. DWELLINGS ON LAND TO THE REAR OF 15 AND 17 HEENE ROAD, WORTHING

1. Assessment of Physical Context

1.1 The site the subject of this application lies on the western side of Heene Road, to the south of Rowlands Road. It comprises an area of approximately 0.09 hectares and is located to the rear of numbers 15 and 17 Heene Road. The two existing properties comprise large two storey Victorian villas with basement accommodation and rooms within the roof. Number 15 has also been extended in the past with single and two storey extensions on its southern side. Number 15 is subdivided into seven self contained flats whilst number 17 comprises four self contained flats.



WORTHING BOROUGH COUNCIL
21 MAR 2009
CONSENT REFUSED

15 & 17 Heene Road

1.2 Access to the site is gained via an existing access on the north side of number 17. To the north of the access lies a large four storey Victorian villa which fronts on to Rowlands Road. The land to the rear of the two properties currently forms an under utilised parking and amenity area for the existing flats. In the north west corner is a single storey garage building. The northern boundary of the parking area is marked by the rear blank wall of number 129a Rowlands Road and its associated fencing. Number 131 Rowlands Road is located off the north west corner of the site.



Existing Garage Building

1.3 To the west of the application site lies Ivy Place, an unmade road which serves a number of small mews cottages. Numbers 1 and 2 Chios Cottages have their rear amenity areas adjacent to the western boundary of the application site. To the south lies a further pair of large semi-detached villas which are three storeys in height with accommodation within the roof space. A two storey addition on the rear of number 13 lies adjacent to the southern boundary of the application site and extends westwards beyond the line of the development at number 15.

2. Social and Economic Context and Planning Statement

2.1 The site lies within the built up area of Worthing where there is a presumption in favour of residential development. The West Sussex Structure Plan 2001 to 2016, together with the Worthing Borough Local Plan (2003) constitutes the Development Plan for the area. Policy LOC1 of the Structure Plan requires that priority is given in West Sussex to locating new development within towns and villages, particularly the reuse of previously developed land within built up area boundaries which includes, inter alia, infilling. Policy DEV1 seeks to ensure that development is of a high quality and takes into account a range of factors such as the need to integrate with the adjoining land uses. It must have regard to the local context, create a sense of place and integrate with existing transport provisions.

2.2 Policy CH1 seeks to ensure that all new development maintains and where possible enhances the character, distinctiveness and sense of place of the settlements within the County. Policy CH4 deals specifically with conservation areas and states that development should not be permitted unless such areas are preserved and, where possible, enhanced.

2.3 Policy BE1 of the Worthing Local Plan (2003) allows for new development provided that, inter alia, the design, siting, form and character of the proposed development is compatible with its surroundings or enhances the appearance of the locality. It further requires the relationship between built forms and the open spaces surrounding them to be in keeping with the character and appearance of the localities. Policy BE21 requires new development in conservation areas to preserve or enhance the character or appearance of the area. It goes on to list a number of criteria with which any new development should conform. This includes any new development being of a sympathetic scale and character, the use of appropriate materials, appropriate landscaping and the proposal not resulting in the loss or harm to any existing features that make an important contribution to the character or appearance of the area.

2.4 The most relevant Central Government advice is contained within PPS1: Delivering Sustainable Development and PPS3: Housing. This guidance requires local planning authorities to ensure that land is used both effectively and efficiently and in particular encourages the reuse of land that has been previously developed. It also emphasises the fact that sustainable development is a core principle underpinning planning and uses the building of houses at higher densities on previously developed land as an example of meeting this aim.

2.5 This application accords with this advice in that it makes effective and efficient use of previously developed land in a sustainable location. It accords with the policies of the Local Plan and Structure Plan in that it represents infill development which, it will be demonstrated, accords with the character of the area, protects the amenities of adjoining residential properties and does not cause harm to the character or appearance of the conservation area. Additionally, the development would contribute to the housing needs of the Borough.

3. Involvement of Local Interest

3.1 It has not been considered necessary to consult with local representative in respect of this application.

4. Evaluation

4.1 The siting and design of this application proposal has been derived from the need to take account of the character and appearance of the conservation area in which it is sited and the amenities of the existing flats on the site and adjoining residential properties. According to the Ivy Place Conservation Area Appraisal, there are three main types of domestic architecture in this conservation area. Of particular relevance to this application site are the detached and semi detached stucco villas from the early Victorian period on Heene Road and the later Victorian cottages around Ivy Place and Elsie Road. The appraisal describes the construction of the most prominent and grand buildings on Heene Road, with the later Victorian cottages to the rear in Ivy Place. The application development seeks to respect this existing character by providing the new dwellings in the form of mews cottages given their location behind the main Heene Road frontage villas.



Ivy Place

5. Amount of Development

5.1 The application proposes the erection of 1 no. 1 bed cottage and 3 no. 2 bed cottages. The development takes the form of 2 pairs of semi detached properties; one adjacent to the northern boundary and one close to the southern boundary.

6. Layout

6.1 The proposal seeks to make efficient use of this land within this sustainable location. The layout has been derived from the need to respect the amenities of the existing flats on the site and those of the adjoining residential properties. In this respect, the northernmost pair of cottages adjoin the blank wall of number 129a Rowlands Road. Where cottage no. 1 would extend beyond the western elevation of this property, it has been designed as single storey so that the impact will be no greater than that of the existing garage building. This single storey element also gives a greater degree of separation between the two storey portion of the cottages and no. 131 Rowlands Road, the eastern elevation of which contains no windows. The end elevation of this pair of cottages would sit facing the existing access and would only overlap the rear of number 17 Heene Road where the fire escape is positioned thereby protecting the amenities of the existing flats in that regard.



129a Rowlands Road

6.2 The southernmost building sits off the southern boundary and is staggered to limit any impact on the windows to rooms in the adjoining building to the south. Furthermore, as it is located to the north of the adjoining property, it is considered that there would be no overshadowing effect. The windows on the west elevation of number 15 would be repositioned to the north side of the building to prevent any overbearing effect on those existing flats. Where the proposed building overlaps the main portion of number 15, there are windows serving non-habitable rooms only. The dwellings have also been set away from the western boundary and the gable end would be over 10m away from the rear elevation of no.s 1 and 2 Chios Cottages, where there is only one first floor window facing the application site and would not directly face the application building.



1 & 2 Chios Cottages

7. Scale

7.1 The dwellings have been designed to minimise their overall height to reflect the character of the properties in Ivy Place and to prevent any overbearing effect on the occupiers of adjoining properties. The dwellings would have an overall ridge height of 6.2m to the ridge and 4.1m to eaves level.

7.2 The 2 bed units would have an internal floor area of approximately $60m^2$ whilst the 1 bed unit would have a floor area of approximately $48m^2$.

8. Landscaping

8.1 Landscaping is a reserved matter. However, the drawings submitted with this application indicate how the development could be landscaped with hard surfaced amenity areas with soft landscaped borders. This would provide usable and attractive amenity areas which would enhance the appearance of the conservation area. The land to the rear of these existing properties at the present time, represent under utilised areas which, together with the existing garage building, do not make any contribution to the character of the area.

9. Appearance

9.1 The proposed development has been designed as a mews development in keeping with the existing development in Ivy Place and Elsie Road. It would be provided around an attractive courtyard and the design of the dwellings would reflect those elsewhere in the conservation area with low eaves and first floor windows partly within the roof slope. The materials would also reflect those characteristic of the conservation area.

10. Access

10.1 This proposal does not provide for any on site parking and therefore there will be no vehicular access to the site. The site is located within walking distance of the town centre and close to bus routes on Heene Road, Rowlands Road and Marine Parade. It is therefore considered that there are alternative means of transport available other than the private car and as such accords with the Government's sustainability objectives.

10.2 Cycle parking would be provided for the new development in an enclosed cycle store located on the western boundary.

10.3 It is confirmed that the development will be designed to accord with the Disability Discrimination Act.