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DESIGN & ACCESS STATEMENT

Site Address: 33 Eriswell Road, Worthing, West Sussex. BN11 3HP

DESIGN

Amount of Development

This application seeks approval for partial demolition of an existing one and two storey rear addition, retaining the principal street elevations, and additional development to the rear in the form of a terrace; to create in total 2No. two bedroom dwellings, 1No one bedroom dwelling, 1No. two bedroom apartment and 2 No. studio apartments by sub-division of the remaining retained single dwelling.

Layout

The proposal has been, for the most part, sited directly over the footprint of the existing dwelling and rear additions.

The proposal, and the original dwelling, sit within an urban domestic curtilage of approximately 0.039Ha. To the west, north, and south the site is bounded by two and three storey residential development, a mixture of apartments to the north and west, Greena Court, and an individual property to the south. The eastern boundary fronts onto Eriswell Road and lies opposite the Holy Trinity Church which turns the junction of Eriswell Road and Shelley Road.

The layout has been developed having regard to the spatial relationship of the existing dwelling, the proximity of adjacent properties and amenities, and with regard to similar recently completed developments at Clarendon and Amo Mews, Rowlands Road, [WB/03/01403/FULL & WB/05/0148/FULL] and the Christ Church Hall development in Portland Road. All of which are illustrated in the attached photographs below.

The developments mentioned above have similar characteristics to those of the application site. They are; high density, infill schemes, have limited vehicular access, for the purpose of loading and unloading and provide little or no amenity space to the 1 & 2 bedroom dwellings constructed. In some instances it could be argued that the 'back to back' relationship is less satisfactory as the opposing windows to principal rooms are less than six metres apart.

The orientation of the proposal takes full advantage of the location described above and has been developed along similar spatial qualities to those of the schemes mentioned previously.

The intention of the proposal is to create a secluded pedestrianised mews to the rear whilst retaining the best of the existing building fronting Eriswell Road to protect the historic fabric of the streetscene. This principal has been used to a similar degree in the developments at Rowlands Road.

The layout provides all of the properties with individual front entrances, and a small amenity area, excepting for the first floor one bedroom apartment.

The siting could allow for occasional access for off-loading and deliveries, using the existing hardstanding which provides one parking space for the existing property, or alternatively the crossover could be removed and an additional on street parking bay created.

Scale

The two storey development takes it's references from the existing property and retains similar storey heights, ridge and eaves lines, and proportions of window to wall.

The development then decreases in scale towards the rear and is 'terminated' with a 'coach house conversion' to suggest an historic reference to ancillary buildings within the original curtilage.

The roofscape is created by reference to the hipped roofs of the existing with a roof pitch that would enable the development to be re-tiled with slate, materials common to the locality and an improvement on the current interlocking concrete tiles. See appearance.

Landscaping

The proposal's landscaping design relies on the existing mature planting within the adjacent property to create a backdrop to the development with the remaining site footprint being laid to a variety of hard landscaping materials. Each property could then set planters within their own frontages to create an individual setting and identity. An existing Yew tree would be retained.

Appearance

The dwellings are principally rendered having 30□pitched roofs suitable for slate or slate like materials. The development uses a palette of materials that are common to Sussex and the local vernacular. Fronting the access from the east on arrival one is met by the retained facade of 33 Eriswell Road and the single storey part flint addition which will provided cycle and refuse storage facilities to the development. This flint detailing is reflected in the detailing to the new dwelling No.6.

The Context Appraisal

Assessment

Eriswell Road is made up of a collection of detached, semi-detached and terraced properties in a range of styles. Immediately to the south of the site is a distinctive property dating from the 70's which 'turns it's back on the site. The windows in the north elevation serve secondary rooms, bathrooms etc.

It is not just the buildings that establish the pleasant character of the area but also the spaces between, the changing relationship of the built form to the road and the variation in architectural styles.

The application, although larger in floor area than the building it replaces, protects and respects the character of the area. The new dwellings would have no appreciable affect on the character and appearance of the immediate locality and the attributes of the area as already described. The roof line would not be appreciated on the skyline, and the brief glimpse of the southern facade and eastern facade to No. 6 would be dismissed or invite further interest by any pedestrian when passing in a vehicle the site would be unseen by most.

The important fact in this appraisal is to accept that the site is an area of land that can comfortably accommodate, in the current urban context, the dwellings proposed with little or no harm to the amenity of the adjacent owners, the setting of the existing building, which may have historical importance in the street context but is unfortunately in a poor state of repair, and could positively enhance the area.

Involvement

Preliminary enquires and discussions have taken place between various officers, and the applicant, although principally with Peter Devonport. The submission takes account of some of the concerns expressed; a unit has been removed from the proposal and the rear properties re-orientated to improve the separation between the development and No. 31a to the south.

Evaluation

This submission has been prepared with consideration being given to the relevant policies of the Worthing Borough Local Plan 2003, namely;

BE1, which seeks to achieve buildings of visual quality
BE2, high quality materials
H2, the provision of small dwellings
H9, Development by way of infill, conversion, and redevelopment

<u>Access</u>

The site is located within the central environs of the town being served by local bus services who's primary routes are along Richmond Road some 200 metres to the north. These in turn would give access to the central railway station, which is within walking and cycling distance being just 750 metres north of the development.

The development has been designed to include designated covered cycle storage areas for the properties.

Eriswell Road provides on street parking and the proposal would allow for a 'setting down' point using the existing hardstanding and drop kerb which is available to the property at present.

Access for emergency vehicles would comply with the current Approved Document B of the Building Regulations.

The proposed dwellings would meet the requirements and aims of the various bodies seeking equality for the disabled. The proposed landscaping would provide a level approach in materials more suited to mobility access. Namely, the introduction of areas of paving from the point of alighting to the entrance door.

The replacement dwellings will have mobility facilities which would otherwise be impractical to provide in a conversion or extension. The dwellings would provide sanitary facilities at the principal entrance level; being a requirement of the current AD M 2004 Edition of the Building Regulations for new build, and where possible to conversions and alterations to existing dwellings.

We would be willing to 'evolve' this statement "during the planning process" if it was found necessary.

Gerald Moore RIBA

17th September 2007