DESIGN AND ACCESS STATEMENT

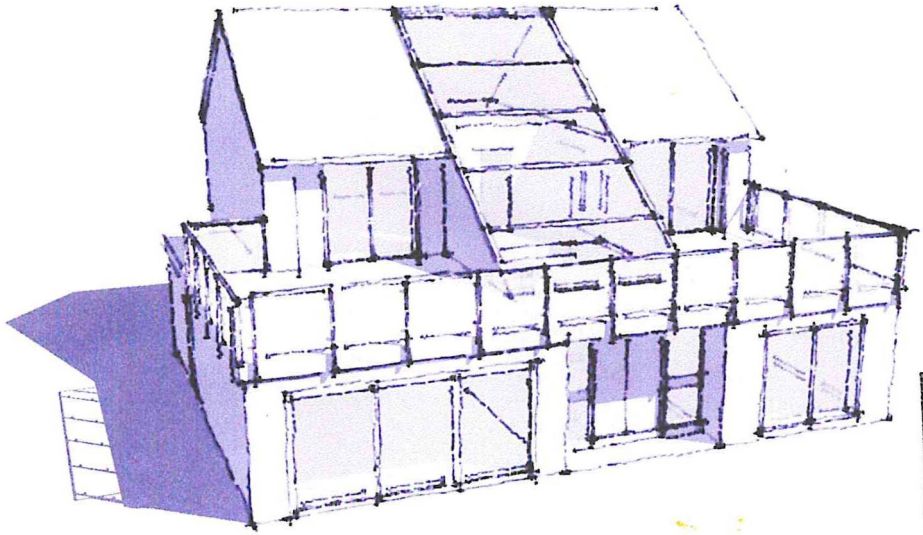
Prepared for

Mr & Mrs Sean Keith

For the proposed roof access, balcony and handrails to the first floor roof terrace at:

N° 92 Marine Crescent
Goring By Sea
Worthing
West Sussex
BN12 4JH

8th December 2009



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1 INTRODUCTION

1.1 Introduction

This Statement is submitted in support of an application by Mr & Mrs Sean Keith for planning permission to develop balustrade and handrails to the first floor roof terrace of 92 Marine Crescent for the purpose of private amenity. The property has been extensively modernised in the recent past and has been the subject of 5 planning applications since 2005. The current consented scheme and work carried out to date can be seen in **Fig1**.



Figure 1: Current consented scheme

This application seeks to reinstate the previously established use of the flat roof area, to the south of the property as a roof terrace for the amenity of the occupiers of the property and to reinstate and develop handrails and balustrade to the extended roof terrace to enhance and reaffirm the established character of the area.

The applicant's agent has entered into pre-application discussions with the planning authority and this has been taken into consideration in the current application.

2. PLANNING POLICY

Planning policy cited in the local planning authority's reasons for refusal from previous planning applications dating from 2005 and also during current pre application negotiations are policies BE1 and H16 of the Worthing Local Plan 2003 and saved policies DEV1 and CH1 of the West Sussex Structure Plan 2001-2016.

3. CONTEXTUAL EVALUATION

3.1 Site Location

Marine Crescent, Goring by Sea lies approximately 2 miles to the west of Worthing Town Centre and is adjacent to Goring Greensward and the sea front. This area of Worthing was developed extensively during the mid-late 20th Century and the application site is a good example of the diversity and range of accommodation that was constructed during that time. The level of development in the local area at year 1932 is illustrated in **Fig2**. Current levels of development can be seen in **Fig3.**

92 Marine was constructed in during the 1950s and is one of a series of properties built to the same design.

3.2 Links

Marine crescent is well located in relation to transport links, to the north of Goring by Sea is the A259 and A27, the principal arterial coastal route for vehicular traffic along the south coast.

In addition to the network of roads which service the local area, the town also benefits from mainline rail services that link the south coast to Gatwick and London Victoria station; Goring West Worthing and Worthing stations are in close proximity to the application site.

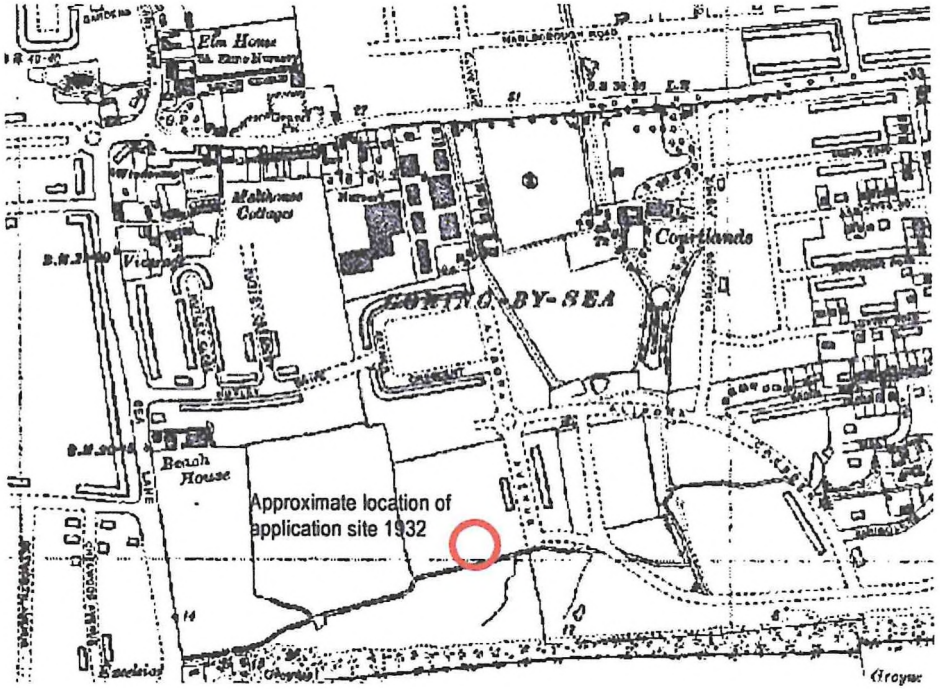

Figure 2: 1932 Plan of Goring by Sea

3.3 Amenity

Marine Crescent is adjacent to Goring Greensward and the seafront and therefore both visual and physical amenity is plentiful, see **Fig3**. Worthing Leisure Centre is also within 1 mile of the application site.

3.4 Infrastructure

There are several retail areas within a reasonable catchment of the development site these include shops to the north of the site along Alinora Crescent, with more further north at the junction of Ilex Way and the A259. The main Goring retail centre lies to the north east of the site at a distance of approximately 1 mile and Worthing town centre is within 2 miles of Marine Crescent.



Figure 3: Goring Greensward

4. SITE ANALYSIS

4.1 Detailed description of Site

The site is located at 92 Marine Crescent, Goring by Sea, Worthing, West Sussex BN12 4JH. The property is adjacent to the northern side of Goring Greensward, with the beach and sea beyond.

The property is one of a group of eight dwellings constructed during the 1950s that are all of similar design. These buildings are situated on the bend of Marine Crescent at its junction with Alinora Avenue. There are four properties to the east of the junction and four to the west as can be seen in **Fig4.** The red line with arrowhead is drawn on the axis of Alinora Avenue and the two red boxes encompass the two groups of buildings. These dwellings have been extended and refurbished to a greater or lesser extent over the period of their existence and many of the common details have been lost or diluted. However, the principal features of character remain and these can be identified as the central cat-slide roof and the balustrade and handrails to the roof terraces. Some of the ad hoc additions and alterations can be seen in **Fig5.**

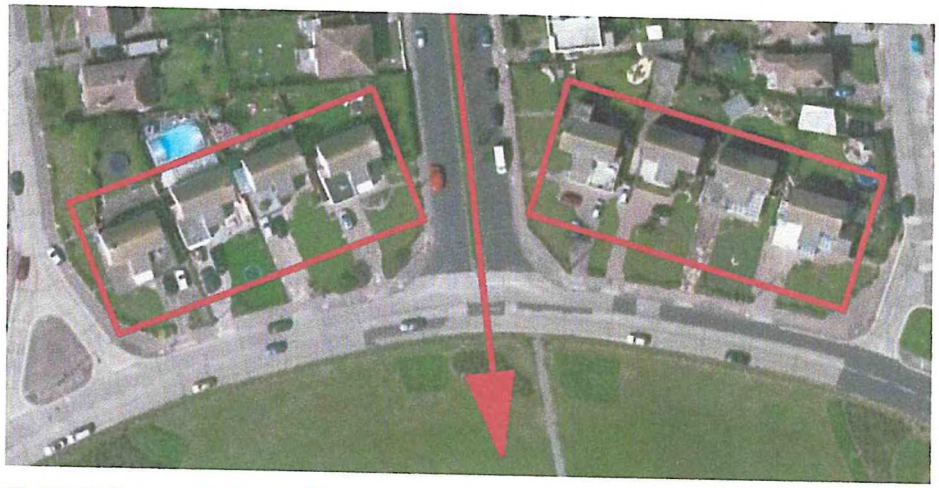

Figure 4: Group of eight dwellings



Figure 5: Ad hoc alterations to dwellings

The southern facades of these properties have open and exposed aspects that take full advantage of the visual amenity afforded by the location see **Fig6.** The boundary to the southern side of these properties is characterised by low level walling and soft landscaping **Fig 7.** It can also be seen from these images that there are few barriers between adjacent dwellings in the two groups.

The spacing and rhythm of the dwellings remains ostensibly unchanged from the original development as does the principal mass and scale of the individual units: with some inappropriate exceptions.



Figure 6: Open frontage to properties



Figure 7: Low level walling

5. CONSTRAINTS/OPPORTUNITIES

5.1 Character.

As has been discussed in the 'Contextual Evaluation' section of this document the application property can be viewed as being one of a group of buildings that exhibit aspects of character that are similar. This similarity can be seen as both a constraint and an opportunity. The related dwellings whilst having similar characteristics have, over time, been extended to accommodate user requirements and needs. This heterogeneous development gives each individual dwelling certain characteristics that distinguish properties one from another. The proposed design is faced with the constraints of primary scale and mass originating from the two storey units with central cat-slide roof, and the first floor roof terrace with handrails and balustrade. The arbitrary development that has taken place within this cohort of dwellings to date is not of a good standard of design and is, in general, incompatible with the general appearance and tenor of the locality and character of the eight original properties see **Fig 8.**The uncertainty of design exhibited by the existing buildings affords the current application the opportunity to implement a design strategy that will respond to the needs of contemporary living and draw



Figure 8: Extensions and alterations

together a cohesive and comprehensive design. This will enable the proposal to achieve a good standard of design that is compatible with its surroundings and enhance the appearance of the locality.

5.2 Neighbourliness.

Matters relating to neighbourliness are also seen to be important as the roof terrace is closer to the adjoining property at 90 Marine Crescent than it had previously been and the roof level has been slightly raised. Issues of overlooking and overshadowing or indeed overbearing development are potential constraints that require careful consideration.

The design response must fully consider both the constraints and opportunities presented by the contextual factors identified above.

6. DESIGN CONCEPT

The design opportunities for this proposal are influenced by those factors previously described within this document.

The comprehensive design strategy for the property at 92 Marine Crescent is well advanced with much if the construction works complete. This application seeks to finalise details of design in relation to the handrail and balustrade of the roof terrace and matters of access onto the said terrace See **Fig 11.**

The original design strategy for the refurbishment and extension of the property was to develop the house to meet the evolving needs of the householders, to create a comprehensive and unifying design that would enhance the existing character of the area and would maximise the potential benefits of the location in relation to the form and plan of the accommodation. In broad terms this has been achieved within previous consents. The principal living accommodation is located on the ground floor with the lounge, kitchen and dining areas occupying much of the ground floor area. The remainder of the ground floor is taken up with a double garage and other ancillary accommodation. The first floor is comprised of three bedrooms that are accessed off a central landing within a

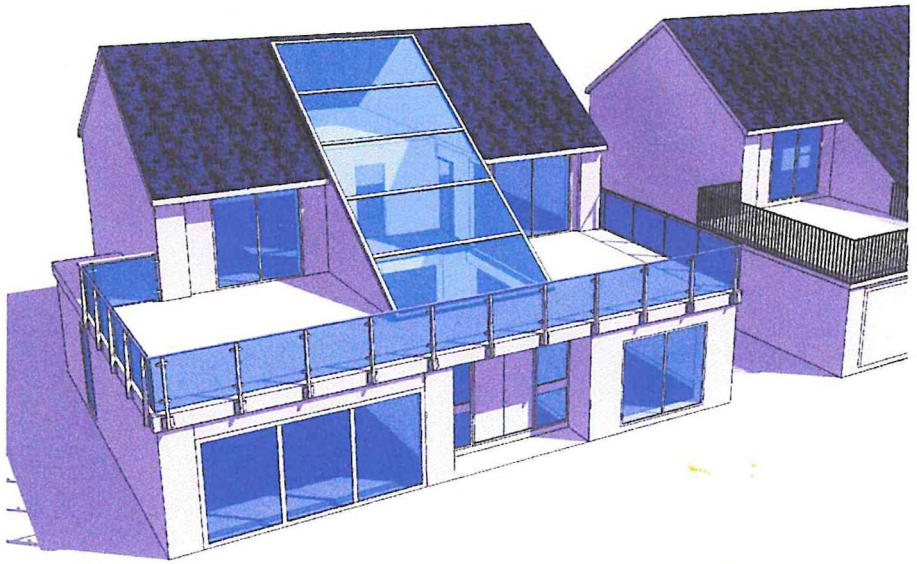

Figure 11: Handrail and balustrade

glazed atrium space, which is defined by the cat-slide roof. Access onto the roof terrace to the south of the property is only available from one of the two bedrooms located to the southern elevation of the building. The third bedroom is of north facing aspect.

Given that the principal features of character of the eight properties identified in this document are marked as being the central cat-slide

roof and the balustrade and handrails to the roof terraces, it is considered that these elements should be significant features of the design solution. It is also worthy of note that the LPA have defined the character of these properties in a similar manner.

Use of the flat roof area as a balcony / roof terrace for the amenity of the property is an established use of the space to the south western area of the cat-slide roof. Given the horizontal emphasis to the southern elevation of the ground floor elements, including the recent extension see **Fig12**, it would be incongruous not to continue the handrail and balustrade across the full frontage of the property and would detract from the visual composition.

Clearly the flat roof area to the south eastern corner of the building brings the proposed roof terrace into closer proximity with the adjoining dwelling at 90 Marine Crescent. However, by the utilisation of glazed-translucent-screening as detailed on the application drawings and also as shown in **Fig13**, issues relating to overlooking are substantially diminished.



Figure 12: Ground floor horizontal emphasis

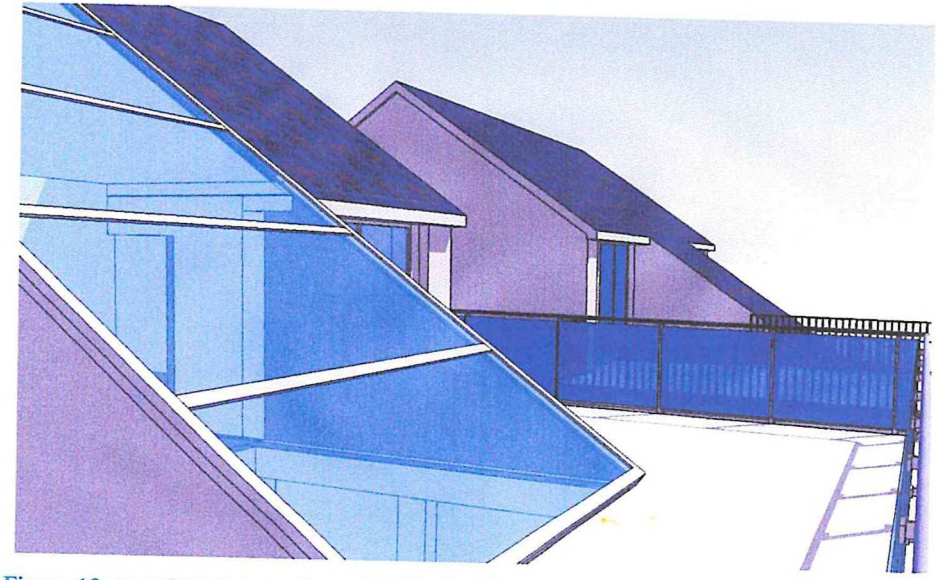

Figure 13: translucent screening to 90 Marine Crescent

The distance between 90 and 92 Marine Crescent is in excess of 3000mm **Fig14**, and this is considered to be adequate in conjunction with the screening measures proposed as shown in figure 13. The design solution proposed for the handrail and balustrade will not result in an unacceptable level of overlooking and the proposal will not be overbearing or overshadow the adjoining property. The style and materials of the proposed handrail and balustrade have been selected as a sustainable alternative to the original painted-mild-steel railings that are subject to corrosive environmental elements.

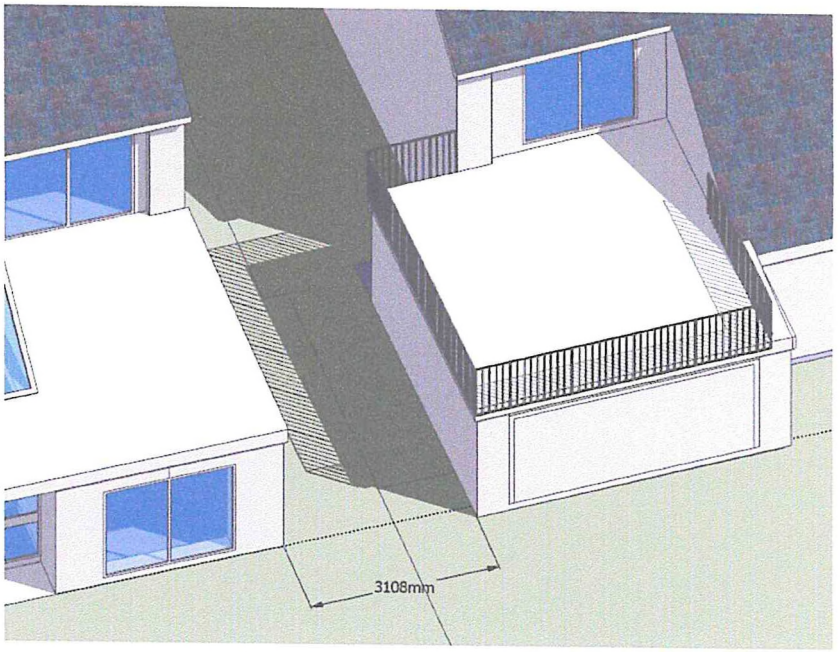

Figure 14: Distance between 90 and 92 Marine crescent

7. MATERIALS

It is implicit from the design rationale that this proposal is for a contemporary style of refurbishment with a strong emphasis on detail and materials to enhance the sense of scale and character. Given the eclectic mix of materials, styles and ad hoc development that have taken place to the eight units grouped by character it is proposed to use contemporaneous sustainable, low maintenance, materials.

The materials will comprise galvanised mild steel stanchions and handrails with glazed infill panels.

The design aesthetic and materials chosen have been carefully considered and chosen to lift and complement the character of the area.

8. CONCLUSION

This Design and Access Statement has sought to illustrate the processes that have taken place in the development of this project, and which have led to this current application.

Section 1, 'Introduction' gave a brief description of the proposed works and looked at the current stage of development and construction undertaken in relation to the overall design strategy. Note was also made of the relevant pre application negotiations.

Planning policies cited in previous planning applications were detailed, in section 2.

'Contextual Evaluation', section 3, considered the factors of context that would have a direct bearing on the proposed development at 92 Marine Crescent. There is also a description of the site in relation to the supporting infrastructure, road and rail.

A detailed site analysis was undertaken in section 4 that considered issues relating to the proposed development. The eight dwellings of similar character were identified and their relationship explored. Boundaries and the open aspect nature of the dwellings were also discussed in this section.

Section 5 'Constraints and Opportunities' considered factors of character and neighbourliness.

The Design and Access Statement concludes with an analysis of the palette of materials and components proposed for inclusion in the development were discussed in section 6.

It has been shown that the current application relates to a fully formed design strategy for a development that achieves a good standard of design. The solution is compatible with its surroundings and will enhance the appearance of local area.

Distances between the properties at 90 and 92 Marine Crescent have been maintained and issues of overlooking have been considered and addressed. It is felt that the level of overlooking is acceptable. However, obscure glazing has been incorporated in the design and mature evergreen tree screening has been installed between 09 and 92 Marine Crescent to ensure acceptability of this aspect of the proposal.

This planning application is for a fully considered scheme that will enhance the quality of the built environment in this area of Goring by Sea.

Appendix I

Pre application negotiation documents.

Appendix II

Planning history

05/1301/FULL

Planning Application Erection of single and two storey extensions to south and west elevations and raise existing garage

06/1033/FULL

Planning Application Erection of two x first floor extensions to south (front) elevation.

08/0176/FULL

Planning Application Erection of single storey extension to side elevation to extend existing utility room. (Retrospective)

08/0251/FULL

Planning Application Provision of balcony handrail and obscure glass panels around flat roof (under construction).

08/0451/FULL

Planning Application Retrospective application for a single storey flat roof extension and alterations to south elevation...