110 MARINE PARADE, WORTHING

Application to Carry Out Like for Like Replacement Windows to Front of Property

Heritage Statement



1 Introduction

The property was originally built about 1820 as a coastguard station, now a private house. The boundary between Worthing and Heene runs along the passageway to the left; the property is on the Worthing side.

2 Historical Background

2.1 Worthing's first coastguard house, a wooden structure on the seafront, was built in about 1809, and a sea mark had helped navigation since its installation in 1795. Another coastguard station was built in the 1820s; a passageway next to it marks the ancient boundary between Worthing and Heene. Short-lived stations were recorded in East Worthing during the mid-19th century Others existed between 1886 and 1934 (in central Worthing) and between 1886 and

1903 (at Goring-by-Sea). The 1820s station closed in 1931, but the building survives.

2.2 The coastguards regularly battled with smugglers during the 1820s and 1830s and killed the town's smuggling ringleader in 1832. They also kept order among Worthing's fishermen during a period of discord with their French rivals during the 1830s. In 1836, three coastguard crew died in an accident at sea off Goring-by-Sea.

After 11 fishermen died when attempting to rescue the crew of the foundering *Lalla Rookh* (which was afterwards escorted safely to London) in 1850, funding was provided for a permanent lifeboat for Worthing. A Littlehampton-based firm provided the first boat in 1852 or 1853, and it stood outside the coastguard house. A lifeboat station was provided later: it opened at 107 Marine Parade, near the coastguard house, in 1874 and survives, much altered (although its original lookout turret remains) and in private residential ownership. In March 1865, the Royal National Lifeboat Institution took control of lifeboat operations in Worthing, and a new boat was provided. It served (under two names) until 1887, when another replacement was built; this was in turn replaced in 1901. Another boat was also used later.

A lifeboat station was opened at Shoreham-by-Sea in 1929, and it served Worthing from the following year, at which point the town's station was shut down. The last boat was put on display in the town until 1950. Research suggests that 58 people were saved by the Worthing lifeboat during its years of operation. Since the late 20th century, Worthing Borough Council have owned and operated some modern inflatable craft on Worthing seafront.

Difficult currents and sudden changes in the level of the seabed, with many shallow areas, have made the Worthing coast—in common with other parts of Sussex—an area where shipwrecks and similar incidents are common. Wrecks and groundings have been documented since the 17th century, and two caused multiple deaths; the *Lalla Rookh* disaster killed 11 local men and led to the provision of lifeboats in the town. The sinking of the *Indiana* resulted in large numbers of oranges and lemons washing ashore, which attracted thousands of residents eager to retrieve them despite coastguards trying to stop them.

3 The Locality

3.1 This area is a section of seafront and streets in its immediate hinterland, located on the west side of the town centre. The land is generally level to the esplanade, although Heene Terrace at the western end of this section of seafront is set back from the seafront and very slightly raised. South of the esplanade is a shingle beach with sea defenses,

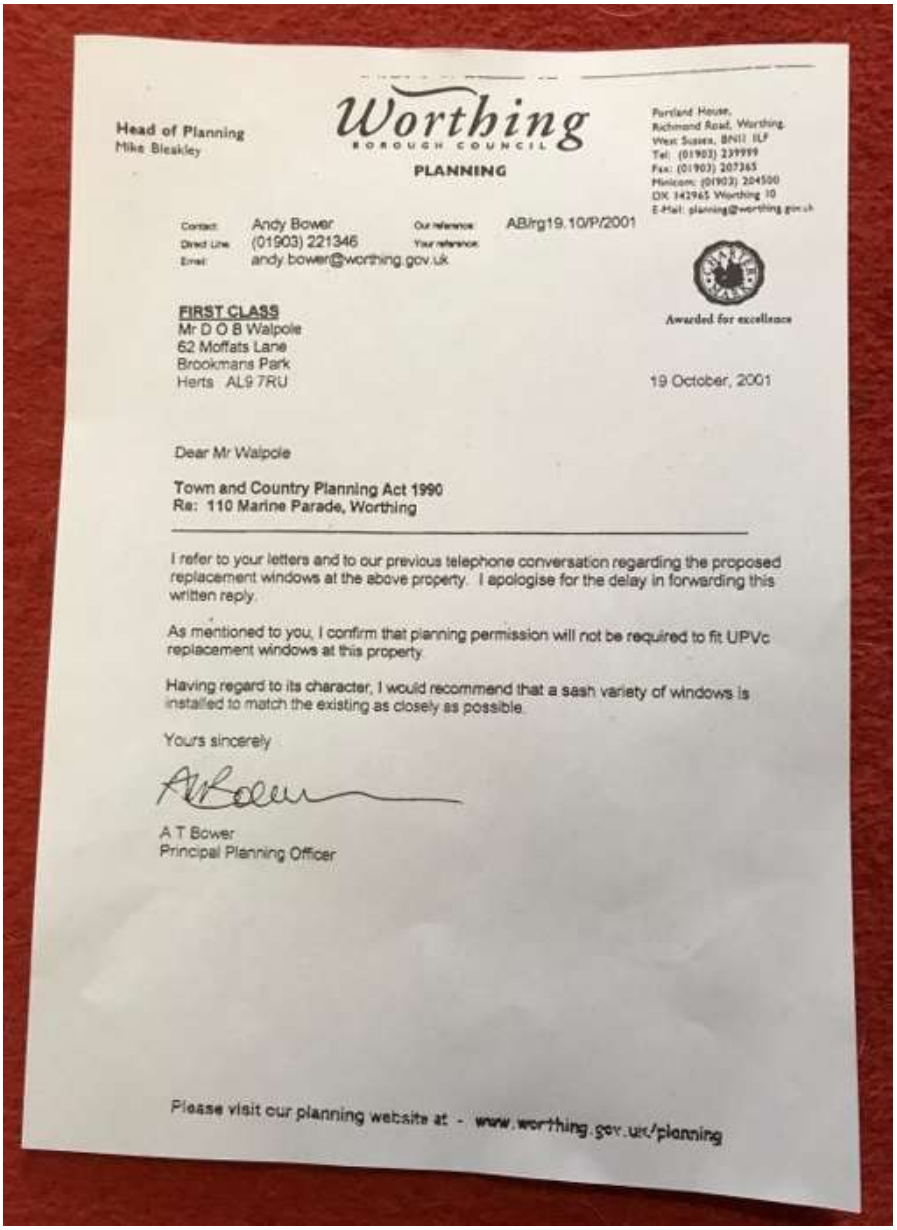
3.2 Influenced by the growth of Worthing as a seaside resort in the early 19" century, development took place in a second area further west along the coast near where the High Street of ancient Heene, now Heene Road, met the seafront. By 1839, the proto resort of Little Heene, centered on Brunswick Road and the King & Queen Inn (now Brunswick Hotel). was established and by 1850, building had begun in Heene Lane (now Heene Road). Heene Terrace and The Heene (now Burlington Hotel) were erected in 1865. This was a deliberate attempt to create a built seafront for the new town of West Worthing, a distinct and separate resort. Promotion of the resort continued with the setting out of Grand Avenue to the west at which point a second pier was even envisaged. Public swimming baths and an ice rink were constructed north of Heene Terrace, but by the tum of the century West Worthing had been subsumed within the expansion of Worthing itself.

In the vicinity of the boundary between Worthing and the new town of West Worthing close to the seafront. an interesting group of buildings with maritime connections developed. A coastguard house was built on the seafront and survives as No. 110 Marine Parade. Behind it Brunswick Cottages were probably connected with it, and behind them a coastguard station had been formed at the south end of Edinburgh Cottages by the 1850s. The Worthing coastguard station, then at the north end of Western Place, dosed in 1931 and was demolished in 1934. A little to the east of the surviving coastguard house on the seafront, a lifeboat house was opened in 1874. Worthing lifeboat service ceased in 1930, although the Worthing boat remained on view until it was removed in 1950. This is a fine section of seafront exhibiting the evolution of seafront terraced architecture with examples from the early 19" century Regency period through grand Victorian to the art deco treatment of Beach Hotel.

4 Description of the Property

4.1 The property consists of two floors with a double bay frontage, and central door with a small balcony over. The building has been rendered and painted white to protect the fabric against the elements in this exposed location. The property has a number of bedrooms and reception rooms with a garden to the rear and a courtyard through which you access the building off of the alleyway.

4.2 In October 2001it was agreed by Worthing Planning department that the timber windows could be replaced with upvc windows and that this did not require any consents or approvals. A sash variety of window was recommended and was installed.



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Our reference: AB/rg19.10/P/2001
Your reference:

Awarded for excellence

FIRST CLASS
Mr D O B Walpole
62 Moffats Lane
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19 October, 2001

Dear Mr Walpole

Town and Country Planning Act 1990
Re: 110 Marine Parade, Worthing

I refer to your letters and to our previous telephone conversation regarding the proposed replacement windows at the above property. I apologise for the delay in forwarding this written reply.

As mentioned to you, I confirm that planning permission will not be required to fit UPVc replacement windows at this property.

Having regard to its character, I would recommend that a sash variety of windows is installed to match the existing as closely as possible.

Yours sincerely

A T Bower
Principal Planning Officer

Please visit our planning website at - www.worthing.gov.uk/planning

5 This Application

5.1 The aim of this application is to replace the windows to the front of the property with like for like upvc windows as the previous installation from 2001 has now failed. The windows now let water into the building which results in continuous repairs to paint and plaster work. It is considered that a like for like installation is better suited to the marine environment due to the exposure of the frontage to the sea. All other windows remain as timber sash windows and are not in need of replacement.

5.2 It is felt that a Roseview Window profile is suitable for the Conservation Area as it has been accepted elsewhere in Worthing conservation areas.



Photo of property. Circa 1990s.