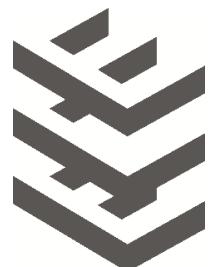


ECE Planning

Heritage Statement

Capella House Car Park

October 2025



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Project Name:

Capella House Car Park, Railway
Approach, Worthing

Location

Capella House Car Park, Railway
Approach, Worthing BN11 1UR

Client:

Architectus

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1. Introduction

1.1. This Heritage Statement has been prepared by ECE Planning on behalf of our client, Architectus, in support of a Full Planning Application for the site at Capella House Car Park, Railway Approach, Worthing, BN11 1UR (formerly used as a car park). The description of development reads:

Erection of a four to six storey apartment block, consisting of 29 x 1 & 2 bedroom apartments, over an undercroft parking area.

1.2. This Statement provides the relevant background to the site, including a description of the site and its surroundings and an assessment of the heritage significance and potential impact of the proposed development on the historic environment, in line with national and local planning policy.

1.3. In support of this application, the Statement will examine relevant planning policy and guidance. The proposals have been informed by the Development Plan, comprising the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), the Worthing Local Plan (2023), and any other material considerations.

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2. The Site

- 2.1. The site is located on the corner of Railway Approach, within a highly sustainable location of Worthing. It benefits from vehicular access from Railway Approach and lies approximately 700 metres north of the seafront and around 100 metres west of Worthing Railway Station.
- 2.2. As shown in Figure 1, the site is bounded by Railway Approach and Teville Gate House to the south, Teville Gate Car Park, the Morrisons HGV access, and the railway bridge to the east, Worthing Station to the west, and the railway line to the north.
- 2.3. The site covers an area of approximately 0.089 hectares. It used to comprise a hardstanding car park which is privately owned and used in conjunction with Capella House.

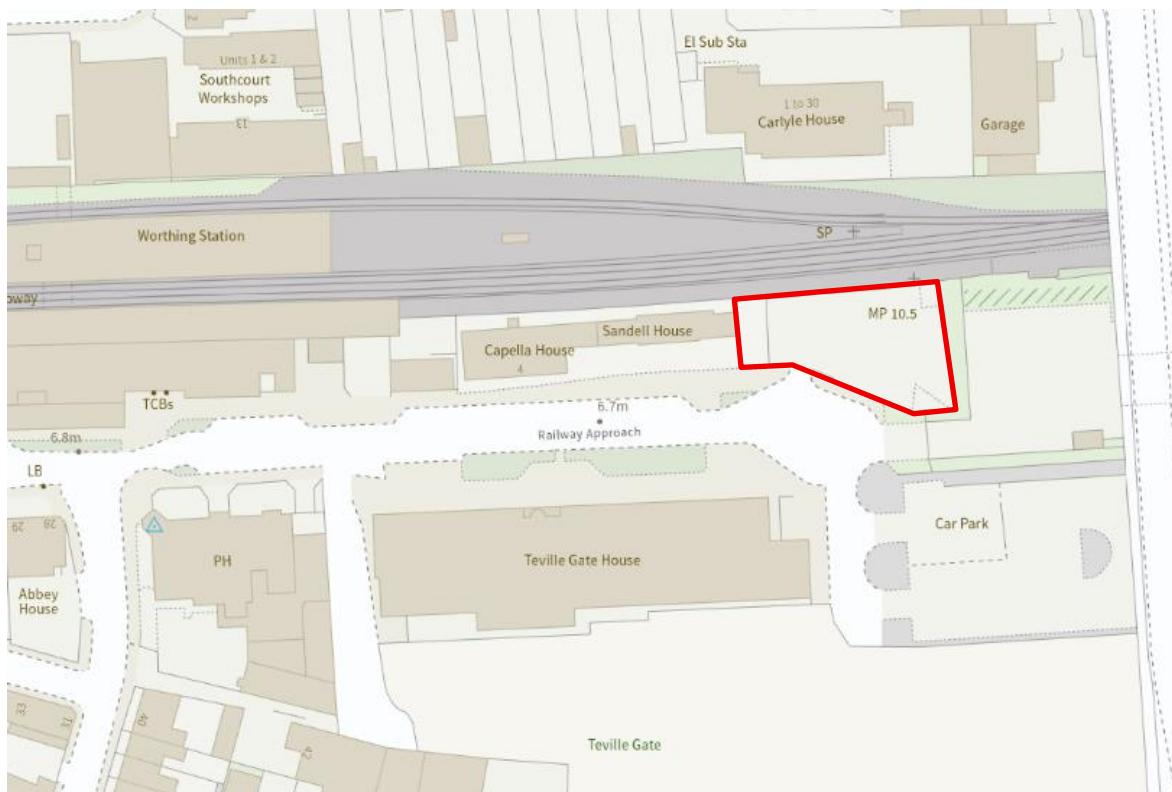


Figure 1- The Site

- 2.4. There are no designated or non-designated heritage assets within the application site. However, as shown in Section 4 there are heritage assets within the surroundings of the application site.

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3. The Proposal

- 3.1. The application seeks Full Planning Permission for the redevelopment of the former car park site at Capella House/
- 3.2. The scheme comprises the erection of a seven-storey residential building providing a mix of one- and two-bedroom apartments. The development will deliver 29 new dwellings, comprising 23 market units and 6 affordable units, including 1 unit meeting M4(3) wheelchair user standards. In total, the scheme provides 18 one-bedroom and 11 two-bedroom flats, with layouts designed to meet the Nationally Described Space Standards. A proportion of homes will be adaptable to M4(2) standards, ensuring accessibility and inclusivity.
- 3.3. At ground floor, the scheme provides 20 vehicle spaces along with plant accommodation. The frontage is activated to improve the relationship with Railway Approach and enhance the public realm. In addition, the proposals include a modest single-storey cycle store attached directly to the east elevation of the Grade II listed station building. This requires the permanent blocking up of one original window, with a second opening affected being a later addition. The linked section of the extension, in rubbed red brick arched and flint-faced construction, has been designed to match the adjoining 1987 Capella House extension to Station House. The detailing, materials and scale ensure that the extension integrates sympathetically with the listed building while remaining legible as a later addition.
- 3.4. The building adopts a stepped massing strategy, with the height mediating between the adjoining listed Original Worthing Railway Station and the larger-scale development to the south. A brick-led material palette, regular fenestration pattern, and articulated elevations provide visual coherence, while remaining contemporary and distinguishable from the adjoining heritage asset.



Figure 2- Proposed Southern Elevation

- 3.5. Importantly, the scheme adjoins the listed station building, continuing the established relationship already present with Capella House to the west. The proposed cycle store forms a direct physical attachment to the listed building's east elevation, necessitating sensitive alteration of its historic fabric. While this results in the loss of windows, the impact is mitigated through careful use of matching materials and restrained design. The wider development maintains a clear distinction between historic and new fabric. Together, these interventions reinforce urban legibility and respect the setting of the heritage asset.

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- 3.6. The development will utilise a palette of high-quality, durable materials chosen to create a contemporary appearance while respecting the surrounding context. Variation in tone and texture will provide interest and articulation, with robust finishes at ground level and a lighter treatment to upper storeys.
- 3.7. Existing mature trees and areas of incidental green space around the station forecourt will be retained, ensuring that the proposals respect and strengthen the softer landscape elements of the setting.
- 3.8. Please refer to the submitted drawings and Design and Access Statement for further information.

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4. Heritage Statement

4.1. Introduction

- 4.1.1. The management and mitigation of change to a heritage resource resulting from development is based on the recognition within Government planning objectives that "...heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance..." (Paragraph 202 of the NPPF).
- 4.1.2. Impacts on the historic environment and its associated heritage assets arise where changes are made to their physical environment by means of the loss and/or degradation of their physical fabric or setting, which in turn leads to a reduction in the significance of the historic environment record and its associated assets.
- 4.1.3. There are two Listed buildings in relatively close proximity to the application site, the Grade II Listed Grand Victorian Hotel and Pub to the west, and the Grade II Listed Original Worthing Railway Station to the north. The proposals include direct works to the east elevation of the Original Station, involving the blocking up of existing windows in order to attach a single-storey cycle store.
- 4.1.4. Despite the presence of Listed buildings within the vicinity of the application site, it is not located within a Conservation Area.

4.2. Historic England's Historic Environment Good Practice Advice in Planning

- 4.2.1. The Setting of Heritage Assets is a guidance document produced by Historic England to support the interpretation and application of national planning policy relating to the historic environment. It explains how the *setting* of the surroundings in which a heritage asset is experienced can contribute to the asset's significance, and how that contribution should be taken into account in planning decisions.
- 4.2.2. The guidance makes clear that setting is not just about visual considerations, but also about how people experience a place, including its historical and functional relationships. The setting may include buildings, open spaces, landscape features, views, and even sounds or smells that shape the way an asset is understood and appreciated.
- 4.2.3. The document outlines a systematic five-step approach to assessing impacts on setting, supporting informed decision-making in line with national planning policies. This ensures that changes within the setting of heritage assets are managed in a way that sustains and, where possible, enhances their significance. The five-step approach is as follows:
 1. Identify the Heritage Assets Affected
 2. Assess the Significance of the Heritage Asset(s)
 3. Assess How the Setting Contributes to Significance
 4. Assess the Impact of the Proposed Development
 5. Explore Ways to Maximise Enhancement and Minimise Harm

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4.3. Step 1: Identification of Heritage Assets

4.3.1. The following assessment focuses on Stage 1 of the five-stage process outlined in Historic England's Historic Environment Good Practice Advice in Planning: Note 3: The Setting of Heritage Assets. This section focuses on identifying those heritage assets whose significance might be affected by the proposed development.

4.3.2. There are no designated or non-designated heritage assets located within the application site itself, and the site is not situated within a Conservation Area. However, the proposals adjoin a listed building and as illustrated in Figure 3, there are several other designated heritage assets within the surroundings of the application site whose settings may be affected.

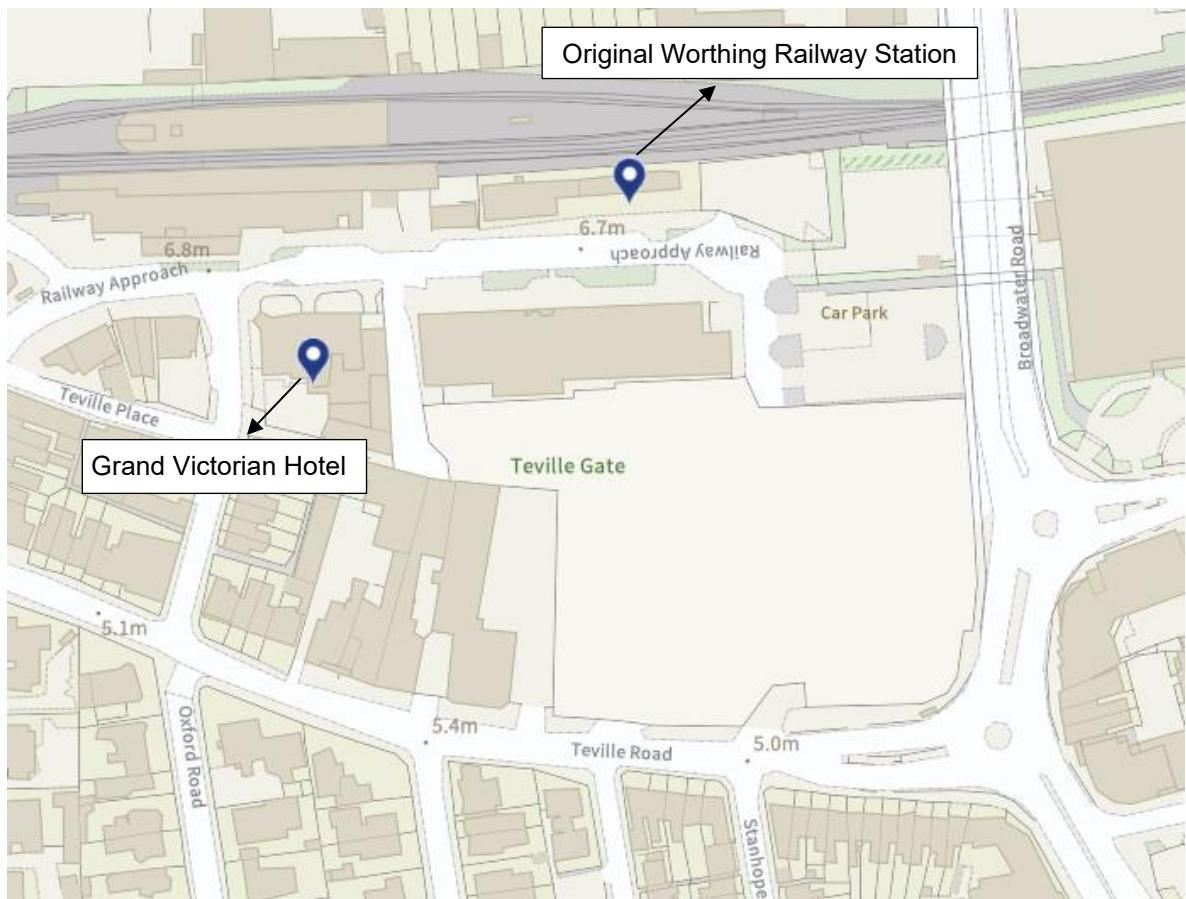


Figure 3- Historic England Maps

4.3.3. Within a 100-search area of the application site, there are two listed buildings. These include:

- **Grand Victorian Hotel (1072600)**
- **Original Worthing Railway Station (1263260)**

4.3.4. The significance of these assets, and the extent to which their setting contributes to that significance, is explored in the following sections.

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4.4. Step 2: Assessment of Heritage Assets

This section addresses Stage 2 of the five-step process set out in Historic England's *The Setting of Heritage Assets* (GPA3). It focuses on assessing the significance of the identified heritage assets and evaluating the extent to which their setting contributes to that significance. The assessment considers both the physical surroundings and experiential qualities of each asset, drawing on Historic England's checklist of setting attributes.

Grand Victorian Hotel (1072600) – Description

4.4.1. The Grade II Listed Grand Victorian Hotel was constructed around 1900. Sited at the junction of Oxford Road and Railway Approach, the 3-storey building was designed by Frederick Wheeler and is characterised by its use of red brick in English bond with timber-framed gables and plastered infill. Its principal feature is an octagonal corner turret with a tiled dome and finial.



Figure 4- Grand Victorian Hotel

4.4.2. The List Entry for the Grand Victorian Hotel, referred to in the Listing as Chapmans, is as follows:

Alternatively known as: Central Hotel, RAILWAY APPROACH, at time of listing

Hotel and public house. c1900 with some late C20 alterations and extensions to rear. Vernacular Revival style of red brick in English bond with timber-framed gables with plastered infill and tiled roof with tall brick chimney stacks.

EXTERIOR: the principal feature is a three-storey octagonal corner turret with ogee-shaped tiled dome with finial. Arched doorcase below into Public Bar. Remainder of two storeys and attics. Elevation to Station Approach has four gables, one projecting, with two single and two double doors and frosted glass to all windows on ground floor.

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Elevation to Oxford Road has one gable with timber-framing, six-light window to second floor, four-light window to first floor and two half-glazed doors and two windows all with cambered headed windows with stained glass fanlights with leaf decoration and frosted glass windows. Late C20 conservatory to rear.

INTERIOR: public bar retains lincrusta ceiling, two Tuscan columns painted to represent marble, mahogany dado panelling, wooden partition with engraved glass panels, large wooden clock, tiled fireplace, bar fitment with round-headed arches and original counter with floor tiling in front of it. Staircase hall has well staircase with widely spaced balusters.

Setting

4.4.3. The hotel occupies a prominent and highly visible corner site, contributing significantly to the streetscape and the wider arrival experience for those entering Worthing by rail. While elements of the surrounding townscape are generally of a lower rise, there are notable taller buildings within the immediate context, including the five-storey commercial office building opposite and the four-storey apartment and retail building at the junction of Railway Approach and Victoria Road. These neighbouring buildings help to mediate the scale of the Grand Victorian Hotel. However, as illustrated in Figure 5 (Viewpoint from Railway Approach), the hotel is not viewed in direct connection with the application site, and there is limited shared spatial or visual relationship.



Figure 5- Viewpoint from Railway Approach

Heritage Significance

4.4.4. The building's heritage significance is primarily derived from its architectural value as a well-preserved and expressive example of turn-of-the-century public house design and its historic value, reflecting the late Victorian and Edwardian expansion of Worthing as a rail-linked seaside destination. Its landmark status at a key junction adds to its overall heritage significance.

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4.4.5. It is also relevant to note the existing relationship between the Grand Victorian Hotel and the Tax Office building to the south. The Tax Office is considerably taller, yet the public house continues to retain its prominence and legibility as a designated heritage asset. This demonstrates that the heritage value of the hotel is not diminished by the presence of a much larger neighbouring building. In comparison, the proposed development sits at a similar horizontal distance to the listed hotel but at a substantially reduced scale, thereby ensuring a more sympathetic relationship.

4.4.6. The building's visual and spatial relationship with Railway Approach and the nearby station contributes positively to its significance. These views enhance appreciation of its distinctive character and evoke Worthing's heritage as a resort town. While the application may be visible from the Grand Victorian Hotel, it would only be apparent in certain, longer-distance views (see Figure 5). The proposals are therefore not considered to make an important contribution to the setting.

Original Worthing Railway Station (1263260) – Description

4.4.7. The Grade II listed Worthing Railway Station building (Figure 6) was constructed in 1845 when the Brighton to Portsmouth line was developed. By 1859, it had already fallen out of use as the railway station and was converted into 2 cottages, being replaced by the current Worthing station building to the west along Railway Approach.

4.4.8. The original 2-storey building is faced with cobbles and features red brick dressings and quoins around regularly spaced windows. It was restored in 1988 and bears a blue plaque from the Worthing Society. The rhythm of the proposed development, with its regularly spaced openings, rectilinear form, and use of red brick, seeks to complement this building. The building is attached to the unlisted 1980s Capella House offices.



Figure 6- Original Railway Station

4.4.9. The List Entry for the Grade II Listed Original Worthing Railway Station is as follows:

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RAILWAY APPROACH 1. 5406 The Original Worthing Railway Station TQ 1403 17/86 25.8.71. II 2.
Built in 1845 when the Brighton to Portsmouth line was constructed. Converted into 2 cottages after 1859, when a new Station was built further west. 2 storeys. 5 windows. Faced with cobbles with red brick dressings and long and short quoins to each window bay. Eaves cornice. Slate roof. Casement windows.

Setting

4.4.10. The former Worthing Railway Station is positioned on the north side of Station Approach, adjacent to the railway line, which provides strong contextual reinforcement of its historical function. The asset is experienced within a mixed urban environment, with Capella House adjoining its western elevation and the application site lying directly to the east.

4.4.11. Importantly, the application site is visible from the public realm, particularly in views from across the original station forecourt and along Station Approach, as illustrated in Figure 7. While the current car park provides little architectural or townscape value, it forms part of the asset's visual setting and contributes to the legibility of the station's edge and adjacent railway line.



Figure 7- Public Viewpoint from Railway Approach (Looking West)



Figure 8 - Public Viewpoint from Railway Approach (Looking East)

- 4.4.12. Further to the above, it should be noted that the site currently sits within a visually fragmented townscape, with an industrialised backdrop comprising the Morrisons HGV delivery yard and the adjacent railway bridge to the east. These elements form part of the existing setting and context, contributing to a utilitarian character that does not currently enhance the significance of the listed station.
- 4.4.13. The Tax Office building to the south dominates the area in both scale and form, reinforcing the commercial character of the surroundings. Refer to Figure 9. The surrounding landscape, as experienced from Station Approach and the bridge, therefore presents a clear opportunity for enhancement through well-considered design, integration, and the introduction of a more coherent built edge.



Figure 9- Public Viewpoint from the Bridge (Looking southwest)

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4.4.14. As shown in the visual at Figure 10, the wider context is a dense and extremely developed area with a range of building typologies and little architectural cohesion. Further large-scale development is also proposed to the south, which will continue to change the character of the area.



Figure 10- Surrounding Context

4.4.15. To the south of the application site, planning permission has been granted for a significant mixed-use redevelopment (reference: AWDM/0325/19). This scheme comprises three residential blocks providing 378 units in total, together with an 83-bedroom hotel (3,684 sqm), a food store (Use Class A1, 1,852 sqm), a gym (Use Class D2, 1,426 sqm), and a range of complementary retail, restaurant and café uses (Use Classes A1, A2, A3, A4 and A5, 999 sqm). The development also incorporates associated infrastructure, including 307 car parking spaces, 352 cycle parking spaces, service areas, and extensive public realm improvements with hard and soft landscaping as well as private amenity spaces. Given its scale and prominence, the application was accompanied by a full Environmental Impact Assessment. Refer to Figure 11.



Figure 11- Visual AWDM/0325/19

4.4.16. As illustrated in Figure 12, the scheme introduces a substantial increase in built form and density in the immediate context. Notably, the tallest element a 21-storey tower is positioned to the north of the site, directly opposite both the listed building and the proposed development site. This massing will alter the wider townscape character and establish a new visual marker in long-distance views, against which the scale and design of the present proposals should be considered.

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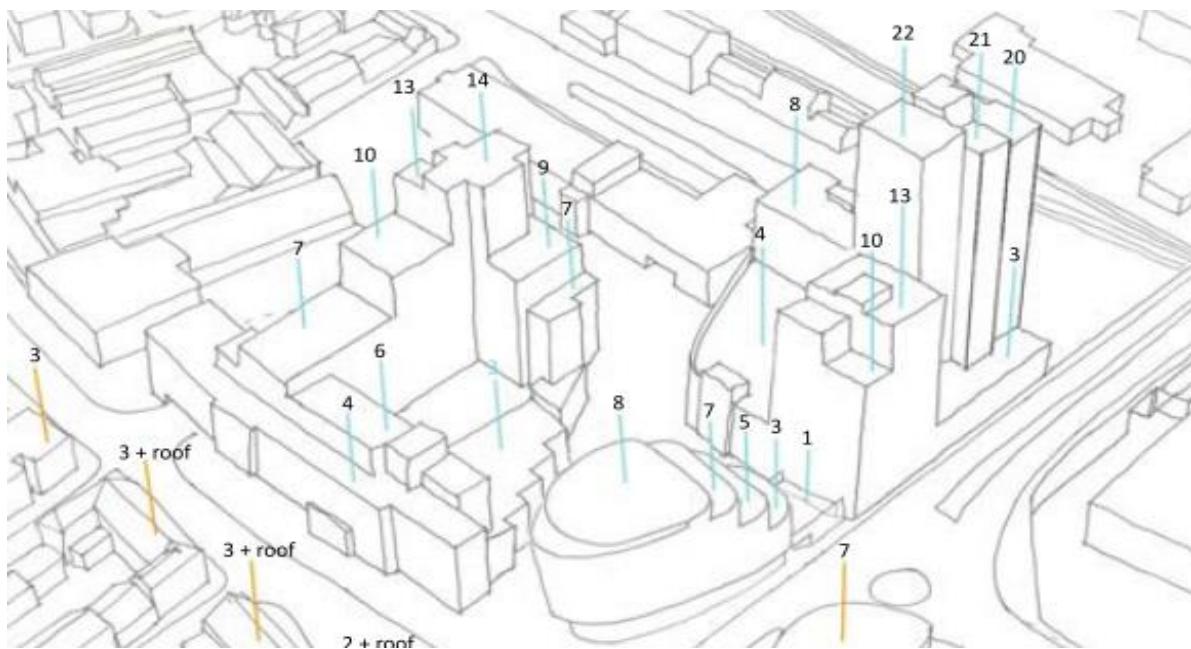


Figure 12- Scale and Building Story Analysis

4.4.17. The consented development to the south (AWDM/0325/19) represents a significant shift in the townscape character of this part of Worthing, establishing a new context of higher density and larger scale-built form.



Figure 13- Proposed View of Proposals AWDM/0325/19

4.4.18. In this regard, the current proposals should be understood not in isolation but as part of a wider process of regeneration that is already reshaping the setting of the listed station. Refer to Figure 13. Against this backdrop, the application site provides an important opportunity to deliver a more coherent and sensitively scaled intervention that responds directly to the historic building, ensuring that change within the area both complements and enhances the legibility of the station as a heritage asset.

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4.4.19. Lastly, it should be noted that the presence of mature trees and incidental green space around the listed station contributes positively to its setting, softening the urban environment and providing a sense of visual relief within what is otherwise a fragmented townscape. These trees form part of the established character of Station Approach and help frame glimpsed views of the former station from the public realm. Importantly, all trees within and adjacent to the site will be retained as part of the proposed development.

Heritage Significance

4.4.20. The building's heritage significance is primarily derived from its historic value, marking the original point of railway access to Worthing. It also possesses architectural interest as a vernacular 19th-century transport building using locally distinctive materials.

4.4.21. The east elevation, where the proposals attach, currently presents a secondary aspect of the building. Its contribution to significance is less than the principal southern façade, and it has already been compromised by later adjoining development such as Capella House.

4.4.22. The setting enhances this significance in several ways:

- **Physical surroundings:** The railway line reinforces its original function; Capella House and the car park illustrate the evolving commercial context. The scale and grain of surrounding development is varied, but low-rise in character, allowing the building to retain prominence.
- **Views and visual relationships:** Views of the asset from Station Approach, and glimpses from the former station forecourt, allow for appreciation of its materiality and historic form.
- **Functional relationships:** The building's adjacency to active transport infrastructure continues to support its legibility as a former station, reinforcing its historical narrative.

4.4.23. The application site currently makes a **neutral** contribution to the asset's setting. While it does not actively detract from the building, the site's use as a car park introduces no positive contextual or architectural relationship. There is now a clear opportunity for enhancement, which is explored further in the subsequent steps.

4.4.24. The east elevation makes a more limited contribution to significance than the principal south-facing façade. The blocked windows represent some loss of original fabric, but this is confined to a secondary elevation.

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4.5. Step 3: Assess How the Setting Contributes to Significance

4.5.1. Step 3 of the assessment process considers the effects of the proposed development on the significance of heritage assets, including any positive or negative impacts on the ability to appreciate them. This stage evaluates whether the development is likely to enhance or harm the asset, either individually or cumulatively with other developments, and identifies the attributes of the scheme most relevant to its impact on setting.

4.5.2. The key viewpoints informing this assessment have been set out and explained in Step 2 above, ensuring that conclusions are rooted in an understanding of how each asset is currently experienced.

4.5.3. In line with Historic England's guidance, the assessment considers:

1. Location and Siting
2. Form and Appearance
3. Wider Effects
4. Permanence

4.5.4. This structured approach ensures that direct and indirect effects are fully considered, including cumulative and non-visual impacts, providing a clear rationale for assessing potential harm or benefit. It also supports the integration of mitigation measures or design refinements where necessary.

4.5.5. The following assessment applies the criteria above to the Grand Victorian Hotel (Grade II – List Entry No. 1072600) and the Original Worthing Railway Station (Grade II – List Entry No. 1263260).

Grand Victorian Hotel (1072600)

4.5.6. **Location and Siting:** The hotel has limited intervisibility from the application site. The separation and intervening streetscape ensure that the proposed development cannot affect the hotel's ability to be appreciated in its historic context.

4.5.7. **Form and Appearance / Wider Effects:** The proposed development does not compete with or distract from the hotel, nor does it alter its visual dominance or landmark qualities within the streetscape. The hotel remains the primary architectural focal point in this corner of Worthing.

4.5.8. **Permanence:** Not applicable, as the development has no effect on the significance of the hotel.

4.5.9. **Justification:** Given the absence of intervisibility or spatial connection, the proposed development would have no effect on the Grand Victorian Hotel's heritage significance. No harm arises because its architectural, historic, and landmark values remain intact and fully legible.

Original Worthing Railway Station (1263260)

4.5.10. **Location and Siting:** The station is immediately adjacent to the proposed development and will be physically connected, placing the application site firmly within its core setting. The direct attachment to the east elevation, including the blocking-up of windows, means the proposals affect both setting and fabric.

4.5.11. **Form and Appearance:** The development has been designed to respect and complement the station's vernacular architecture, modest scale, and material palette. The cycle store extension is deliberately restrained, utilising matching materials so that the intervention is visually recessive.

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- 4.5.12. **Wider Effects:** The proposed development introduces a coherent, active, and sensitively scaled context, improving the legibility of the station's historic role and making its form and detailing more appreciable from Station Approach.
- 4.5.13. **Permanence:** The development is permanent and will establish a long-term enhancement to the station's setting while remaining compatible with potential future interventions.
- 4.5.14. **Justification:** The development sits within the station's core setting, but its design minimises potential harm and provides a minor enhancement. It reinforces appreciation of the station's historic and architectural significance by improving adjacent urban fabric, reinforcing visual relationships, and activating an underused edge. The direct loss of windows on the east elevation introduces a degree of less than substantial harm, though this is limited by the secondary nature of this façade and the high quality of the proposed matching materials.
- 4.5.15. It is concluded that the proposed development would have no impact on the Grand Victorian Hotel, with its setting and heritage significance remaining unaffected. In contrast, for the Original Worthing Railway Station, less the substantial harm is anticipated from the blocking-up of windows and physical attachment of the cycle store but will be explored in further sections.
- 4.5.16. The proposals will enhance the building's significance by better linking it with the adjoining site, using a clear and consistent building form, and bringing more activity to the surrounding area. This approach follows Historic England's guidance on how to manage setting.

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4.6. Step 4: Assess Impact on Proposed Development

4.6.1. In accordance with Step 4 of Historic England's *The Setting of Heritage Assets* guidance, the proposed development has been shaped through an early and ongoing assessment of the site's heritage context. Located immediately adjacent to the Grade II listed former Worthing Railway Station, the scheme presents an opportunity to remove an underutilised car park and introduce a new building that not only avoids harm but offers modest enhancement to the asset's setting through carefully considered design and physical integration.

4.6.2. The proposals respond to the station's modest scale and vernacular detailing, incorporating a restrained material palette and stepped massing to ensure architectural compatibility. The building is composed of a mid-grey brick base with lighter brickwork in grey tones to the upper floors, while the penthouse façade is finished in brass-coloured cladding. The rational fenestration and clean proportions reinterpret the character of the former station, promoting a unified visual relationship between the heritage asset and the proposed new structure.

4.6.3. The scheme adjoins the Grade II listed former Worthing Railway Station, continuing the established built relationship already in place to the west with Capella House. Similar to Capella House the current proposals involve works directly to the listed fabric, attaching to the east elevation and blocking existing windows.

4.6.4. The proposed development follows this example by connecting to the eastern side of the station, while still keeping a clear difference between old and new through its design, scale, and materials. Although the windows will be blocked, the modest single-storey form and matching materiality ensure the intervention remains sympathetic.



Figure 14- Capella House attached to Listed Building

4.6.5. The redevelopment to the south establishes a precedent for taller and more substantial forms of development directly adjoining the listed station. In that scheme, the massing adopts a clear relationship with the existing Tax Office building, using height and scale to define a stronger urban edge while maintaining the legibility of the station as a heritage landmark. Similarly, the current proposals respond to this context by continuing that relationship, creating a coherent dialogue between the listed building, the larger commercial block, and the emerging townscape.



Figure 15- Tax Office and Grand Victoria Hotel



Figure 16- Tax Office and Grand Victoria Hotel

4.6.6. The proposed design includes the following enhancements:

- **Removal of a detracting feature:** The existing car park currently offers a weak and visually incoherent edge to the listed building. Its removal eliminates a detracting element within the asset's immediate setting.

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- **Improved architectural setting:** The new building helps close and define Railway Approach, creating a clearer street edge. Its consistent height and form provide a smoother transition in scale, helping to frame and support the listed building.
- **Activated frontage and public realm:** The scheme brings life to the ground floor, making the street feel more welcoming. It also improves how the building is seen and used by people walking from the station and nearby junctions.
- **Positive spatial and material dialogue:** The proposed building uses a modest scale and brick-led design that sits comfortably alongside the station without overpowering it. Regular windows, thoughtful detailing, and contemporary elevations ensure the scheme looks modern yet respectful, adding quality and coherence to the street scene. This approach follows Historic England's guidance by creating new development that is complementary but still clearly distinguishable from the historic station.
- **Sensitive treatment of listed fabric:** Although windows are blocked, the extension is designed in matching materials and restrained form, ensuring the intervention reads as sympathetic and subordinate.

4.6.7. As the development sits within the heritage asset's core setting and involves a physical connection, the potential for harm has been rigorously tested. The proposed form and appearance result in a degree of harm, assessed as "*less than substantial*" at the very lowest end of the scale, owing solely to the introduction of a taller form in proximity and blocking of historic windows.

4.6.8. The NPPF requires that any "less than substantial harm" is weighed against the public benefits of a scheme. In this case, the level of harm is very low, while the benefits are clear. These include removing poor quality features, making the station easier to understand in its setting, providing new homes on a brownfield town centre site, helping regeneration, and improving the street environment for pedestrians. The scheme will deliver 29 dwellings, including 6 affordable units, thereby making a meaningful contribution to local housing need.

4.6.9. By including measures such as stepped massing, sympathetic materials, and careful detailing within the design itself, the proposals remove the need for later screening or adjustments. Instead, they provide a sensitive and well-considered response that supports and strengthens the station's role within the changing townscape.

4.6.10. Accordingly, the balance of heritage and public benefits therefore weighs clearly in favour of the scheme.

5. Conclusion

- 5.1.1. This Heritage Statement has considered the potential impact of the proposed development Capella House Car Park, Railway Approach, Worthing, on nearby designated heritage assets in line with Historic England's *The Setting of Heritage Assets* guidance (GPA3) and the requirements of the NPPF.
- 5.1.2. The assessment confirms that the application site itself contains no designated or non-designated heritage assets and is not located within a Conservation Area. However, the scheme seeks to connect directly to the Grade II listed Original Worthing Railway Station, and a further designated heritage asset, the Grade II listed Grand Victorian Hotel, is also located within the vicinity.
- 5.1.3. The Grand Victorian Hotel is visually and spatially separate from the application site. The development has limited invisibility or functional relationship with the hotel, and its heritage significance will remain unaffected.
- 5.1.4. The Original Worthing Railway Station is directly adjacent to the application site, and its setting currently includes a neutral-to-negative contribution from the car park. The proposed development has been carefully designed to respond to this context. Through the use of sympathetic materials, stepped massing, and architectural articulation, the scheme complements the listed station while ensuring a clear distinction between historic and new. The cycle store element involves direct attachment to the east elevation of the station and the blocking-up of existing windows. While this results in a modest loss of historic fabric, the harm is limited to a secondary façade and mitigated by the restrained, matching design.
- 5.1.5. While the introduction of a taller built form does result in a low level of less than substantial harm, this is mitigated through design quality and outweighed by the benefits of the scheme. These include the removal of a detracting car park, reinstatement of a coherent urban frontage, retention of mature trees that positively frame the station, and improved legibility of the heritage asset within its setting.
- 5.1.6. Beyond heritage considerations, the scheme delivers clear public benefits. It brings forward a high-quality residential development in a sustainable town centre location, on a previously developed brownfield site, helping to meet local housing needs including the provision of affordable homes and supporting wider regeneration objectives.
- 5.1.7. In this context, the proposals strike an appropriate balance between heritage conservation and town centre growth. The scheme sustains the significance of the Grand Victorian Hotel and carefully manages the impact on the Original Worthing Railway Station, ensuring that despite the blocked windows, the building's overall heritage value remains legible.
- 5.1.8. It is therefore concluded that the proposed development accords with the NPPF and GPA3, conserving heritage assets in a manner appropriate to their significance whilst also providing wider social, economic, and environmental benefits.