

# CAPELLA HOUSE CAR PARK DESIGN & ACCESS STATEMENT



# Capella House Car Park, Railway Approach, Worthing

Design & Access Statement  
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# 1.0 Introduction



# 1.01 Introduction

This Design and Access Statement (DAS) has been prepared in support of the Full Planning Application for the redevelopment of Capella Partnership Capella House Car Park, Railway Approach, Worthing. This document identifies and explains the design process and decisions relating to the submission of a Planning Application for this sustainably located site.

The document includes a list of reports prepared by relevant consultants that reinforce design strategies and support the submitted design proposals.

# 1.02 Design Approach

The submitted proposals have evolved through a comprehensive design development process which is explored in detail using concise text and illustrations. The document describes the processes informing key design decisions which unlock the site's potential in realising the delivery of a new residential design of quality.

Constraints and opportunities are examined with clarity and the complex relationship between historic listed buildings and recent development is fully explored and guides the design response in terms of scale, massing and appearance.

Recent improvements to the immediate environment include Teville Gate House, the widening of pedestrian routes and the addition of trees and landscaping along Railway Approach leading east towards the redundant Teville Gate development site. These improvements help to inform the design and landscape approach included within the submitted proposals.

Teville Gate is a key development site in Worthing with a complex history. Proposals for a large scale multi-storey development were approved but never realised. The site has recently been sold to Homes England but as yet no detailed application has been submitted to the LPA.

# 1.03 Scheme Summary

The proposed scheme will deliver a sustainable addition to local context along Railway Approach. The new residential building will comprise 29 new apartments over a higher 6 storey (above undercroft parking) element and a 4 storey (above undercroft parking) element. The lower element responds to the siting of the grade II listed Station House while the six storey element provides the building with the necessary stature at this key location providing a vista stop when travelling north through the Teville Gate site.

A summary of the proposed design is as follows:

- 4 storeys over CP level to 6 storeys over CP level.
- 29 new apartments.
- 20 spaces retained for the existing office use.
- 23 market apartments; 14 x 1 bed 2 per. 8 x 2 bed 3 per. 1 x 2 bed 4 per.
- 6 affordable apartments; 4 x 1 bed 2 per. 2 x 2 bed 3 per.
- All apartments designed to achieve or exceed NH Design Standards.
- One apartment designed to part M4(3) of the Building Regulations AD.
- All other apartments designed to part M4(2) of the Building Regulations.
- 16 covered and secure cycle spaces.
- Refuse collection and storage via management company.

An application will be submitted to the Building Safety Regulator (BSR) which oversees building work for higher-risk buildings.

## 1.04 Accompanying Consultant Documents

Air Quality Assessment	Cass Allen
Heritage Statement	ECE Planning
Daylight And Sunlight Report	Blackacre
Flood Risk Assessment And Drainage Strategy	GTA
Ecological Appraisal	Lizard
Planning Statement	PPML
Market Report	Woods Chartered Surveyors
Sustainability Report	Southern Energy Consultants
Transport Report	GTA
Utility Service	Premier Energy

## **2.0 Site Context**





Norfolk House

Teville Gate Site  
Future Development

Teville Gate House

Scale and Proximity

Grade II Listed  
Railway Hotel

Teville Road

Capella House

Grade II Listed  
Station House

Counterpoint

Morissons

Morissons  
Delivery Yard

1-30 Norfolk House

Broadwater Road



# 2.01 Site Location & Context

The proposed application site is located to the north of Worthing Town centre, in a sustainable location adjacent to Worthing Train Station, the town's main railway station and in close proximity to the A24 primary road running North / South. A bus service supporting local destinations is located directly outside of the station and a taxi rank is located a little to the east within Railway Approach.

The development site lies approximately 1000m from the seafront to the south, and is a short walk to the town centre for access to services and amenity uses. The south coast railway line runs to the north of the site, linking Worthing to Brighton, Gatwick Airport, and London Victoria to the east and Chichester to the west amongst other destinations.

Further north of the site lies small production units and the wider Broadwater residential neighbourhood. Homefield Park is a 10 minute walk to the east of the site with Victoria Park a 13 minute walk to the west.

The site also has good connections to several schools in the area with St Andrew's C.E. High School a 13 minute walk to the north east, and Worthing High School a 13 minute walk to the north west of the site. There are also several nurseries and primary schools located to the south of Teville road towards the town centre.

Worthing Hospital is within a 16 minute walk from the south west of the site and amenities such as Worthing Town FC and Splashpoint Leisure Centre are within 20 minutes of the site.

Key

Site

Primary Vehicle Routes

Railway Line

Bus Stop

Schools

Supermarket



Wider Site Aerial View



# Site Context

The 0.088 hectare site is located to the eastern end of Railway Approach which acts as a drop-off and turning area for the station. This route has been recently regenerated by Worthing Borough Council to improve the experience for commuters and to provide a positive first impression to those visiting the town.

The Worthing Station platform borders the northern boundary of the site, with both commercial and residential units located on the opposite side of the railway and the residential area of Broadwater beyond. Morrisons Service Yard sits to the east of the site, which extends below the flyover to meet the supermarket.

To the south of the site is the recently completed HMRC office building which sits adjacent to the Grade II listed Grand Victorian Hotel. Beyond this is the key allocated development site of Teville Gate which is considered part of a major regeneration project for the town. This is discussed further in section 3 of this document.

To the immediate west of the site is Station House, a Grade II listed building and Capella House, an office block that neighbours Worthing Station.

A one-way system provides vehicular access to Railway Approach, linking back to the A2031 Teville Road via Oxford Road and continuing on to either the A24 Broadwater Road or Chapel Road towards the town centre.

There are several key pedestrian movement routes in the vicinity of the site with steady foot flow passing east / west with commuters accessing the station or road bridge northwards. There is also a dedicated pedestrian route from Teville Road through the development site with views towards the south of the proposed boundary.

Key

Site

Primary Vehicle Routes

Railway Line

Pedestrian Routes

Regeneration Site

Supermarket



Site Aerial View



# Site Context Study

The character of the immediate vicinity is mixed with a diverse range of buildings, in terms of uses, materials, quality & architectural styles. The residential properties in the area are largely Edwardian in style, with a series of taller white rendered apartment blocks in the area. A summary of the key buildings in the surrounding context is as follows::

## 1. Worthing Railway Station

The current main station was originally the location for a replacement station for the converted Grade II listed Station House. The original replacement station was rebuilt and expanded in 1911.

## 2. The Railway Hotel (Formerly The Grand Victoria Hotel), Grade II Listed.

Built during the golden age of public house building and opened in 1900 as the Central Hotel this late Victorian example of Tudor Revival architecture features a mock Tudor second floor and an imposing corner tower.

## 3. Capella House

An office building over three floors built in 1987. The building has a brick façade with stone banding and a 2nd storey mansard.

## 4. HMRC Office

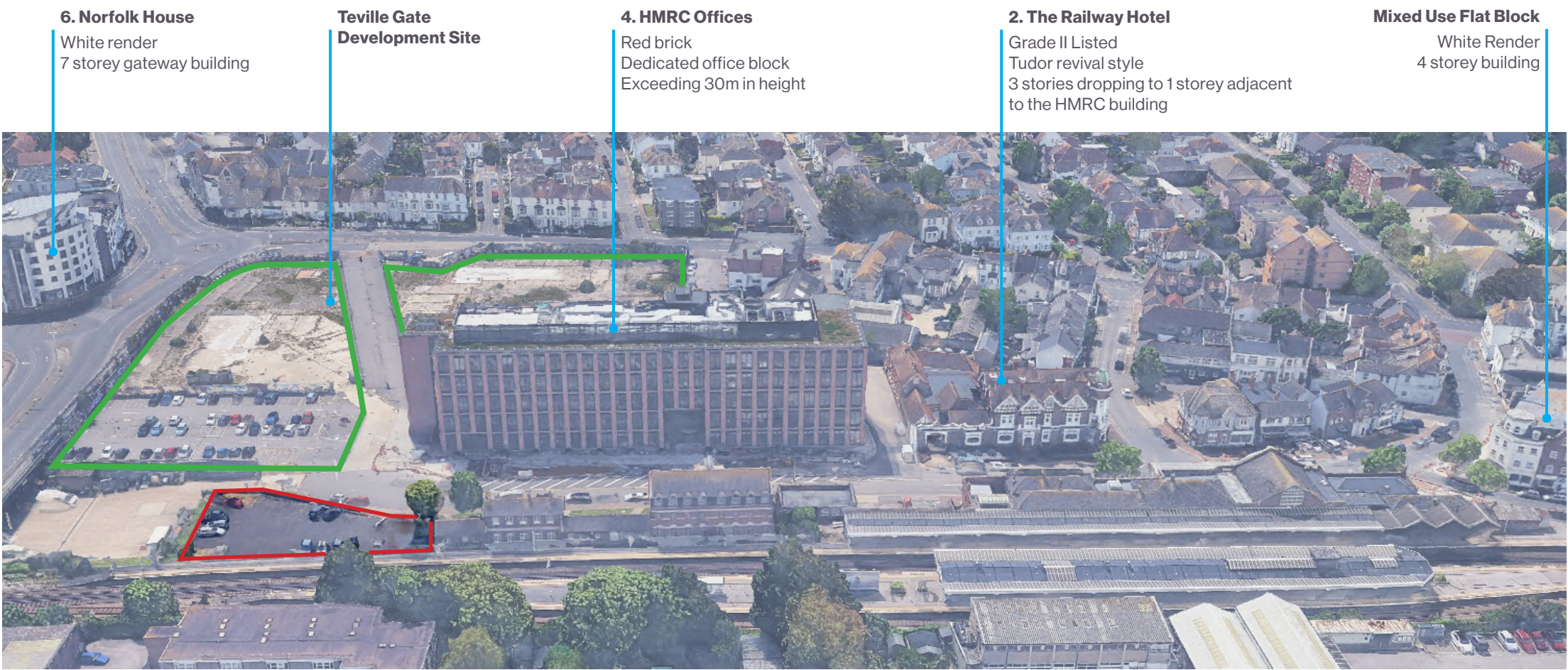
Completed in May 2021 the building is a 70,000 sqft area commercial block pre-let to HMRC over 30m tall and 80m long, with integrated bike storage and parking for 10 cars. The building is steel framed with a brick and glass façade.

## 5. Station House, Grade II Listed

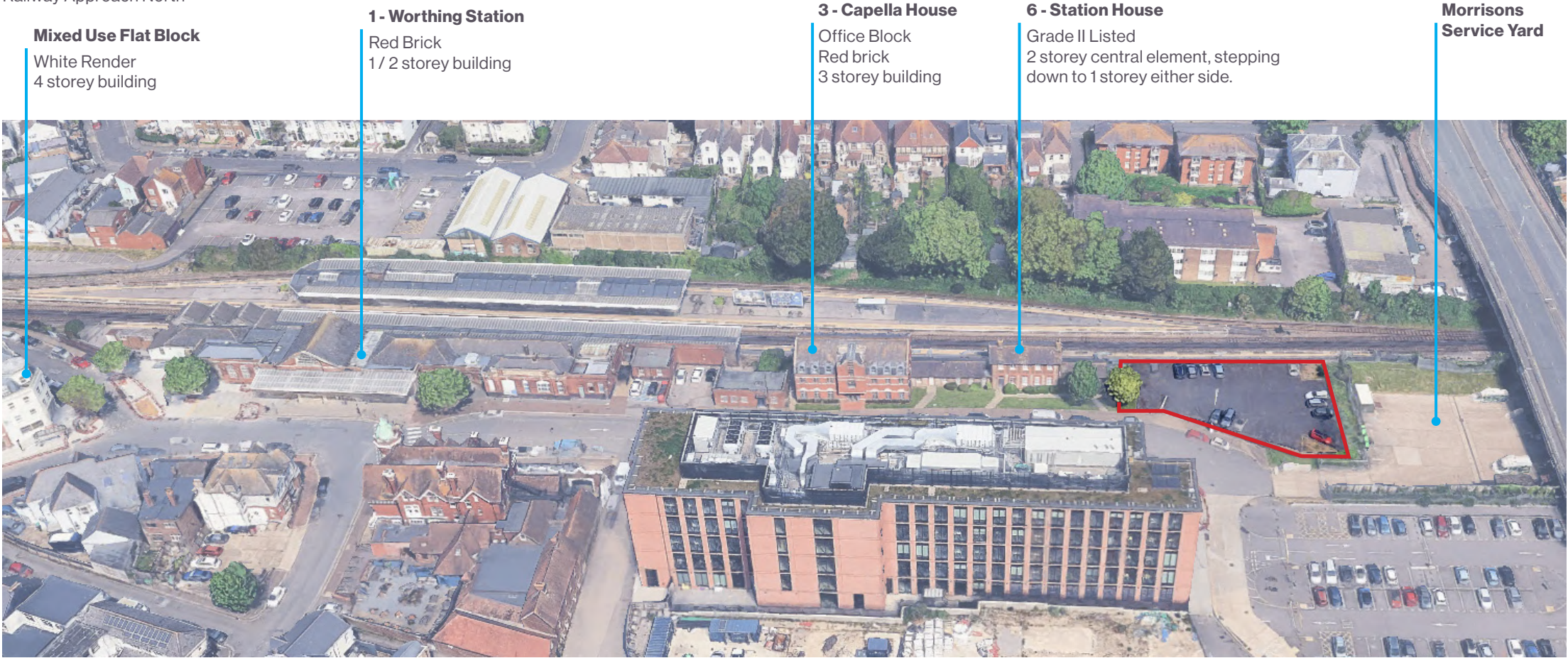
The site of the original Worthing railway station built in 1845, converted into two cottages in 1859 and listed in 1971. The building is cobble faced with red long and short quoins and a slate roof.

## 6. Norfolk House

A corner building consisting of retail/ commercial units on the ground floor with residential accommodation above. The building steps up in height from 3 to 7 storeys with a mix of materials, ranging from red brick, render and metal panels.



Railway Approach North



Railway Approach South



## 2.02 Heritage Context

Two listed buildings lie in the vicinity of the site, the original Worthing Railway Station building, which is also known as ‘Station House’ sites next to the western boundary and the Grand Victorian Hotel sitting along Railway Approach, opposite the station. The site is not located within any designated conservation areas.

The Grade II listed Worthing Railway Station building 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. The original building is 2-storey at its centre dropping down to 1-storey either side. Architectural the 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.

A single storey extension is proposed to the eastern wing of Station House. This will effectively centralise the 2 storey listed building within the street scene and act as a connecting link to the poposed apartments.

Opposite the train station is the Grade II listed Grand Victorian Hotel, constructed around 1900. Sitting at the junction of Oxford Road and Railway Approach, the main building is 3-stories, with its facade dropping down to 1-storey to the east with a highly detailed parapet wall defining an arched entrance to a rear courtyard. The 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.

These listed assets are discussed further in the Heritage Statement prepared by ECE Planning to support this application.



View of Grade II Listed Station House



View of single storey wings of Station House



View of the Grade II Listed Grand Victorian Hotel and the new HMRC building in the background





## 2.03 Site Appraisal

The site is currently an open air, tarmacked surface, privately owned car park with the capacity for 27no. parked cars. Parking is currently for the exclusive use of those working in the adjacent offices within Station House and Capella House.

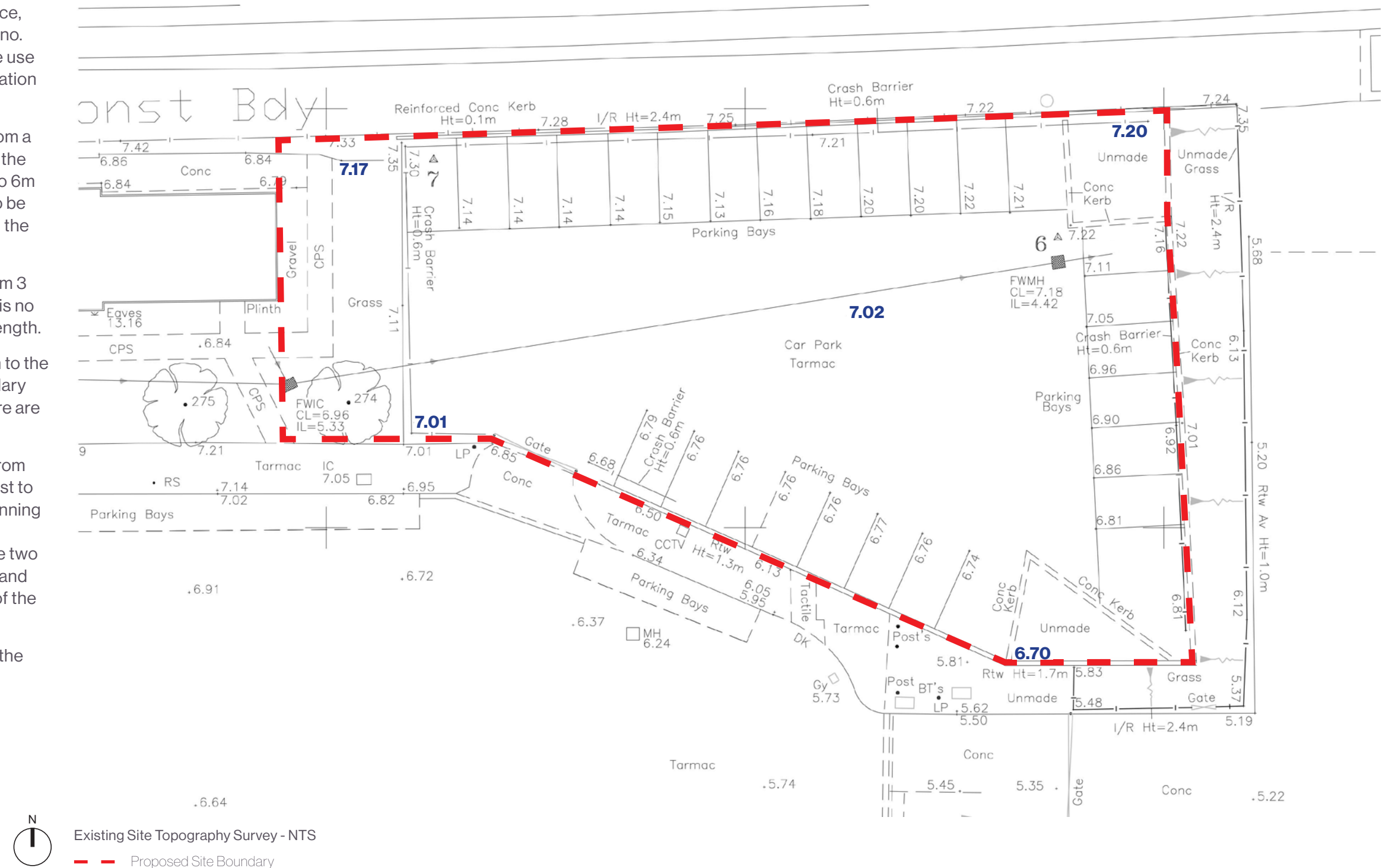
The western boundary separates the car park from a strip of grass alongside a paved area adjacent to the eastern elevation of Station House. There are two 6m high existing sycamore trees both of which are to be protected and retained (noted as 274 and 275 on the survey drawing).

The northern boundary is separated from platform 3 of Worthing Station by 2m+ metal railings. There is no vegetation or any additional features along this length.

The eastern boundary dips along its length down to the lower level of Morrison's service yard. The boundary is separated by metal railings at 2m+ height. There are two small pockets of grass at each end.

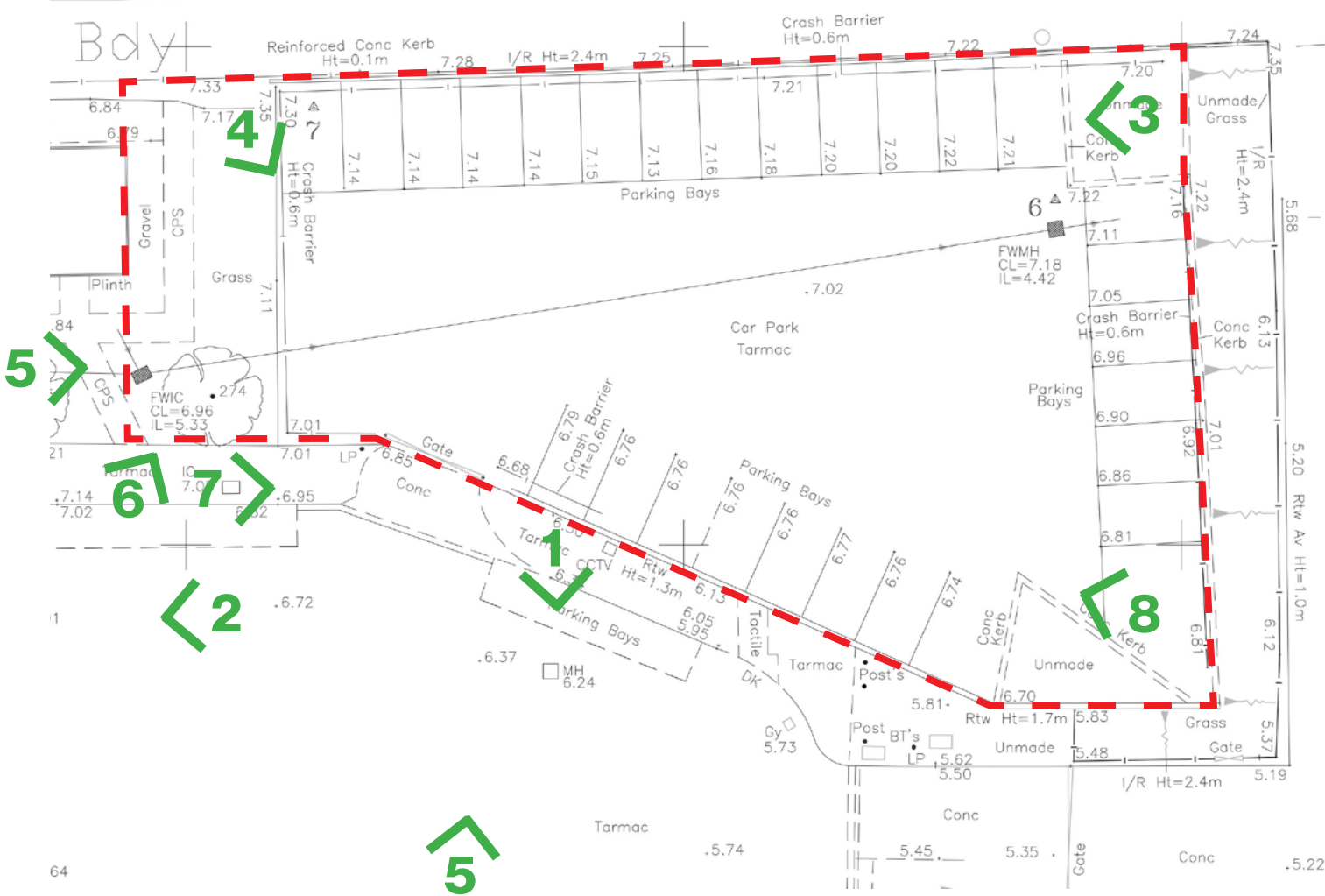
The southern boundary separates the car park from a pedestrian footpath which dips in level from west to east. This boundary has low level brick walling running along its length. The existing vehicular access is located towards the south west corner. There are two tall street lights at the western and eastern ends and a high level security camera towards the centre of the southern boundary.

The car park surface falls from the north west to the south east corner.



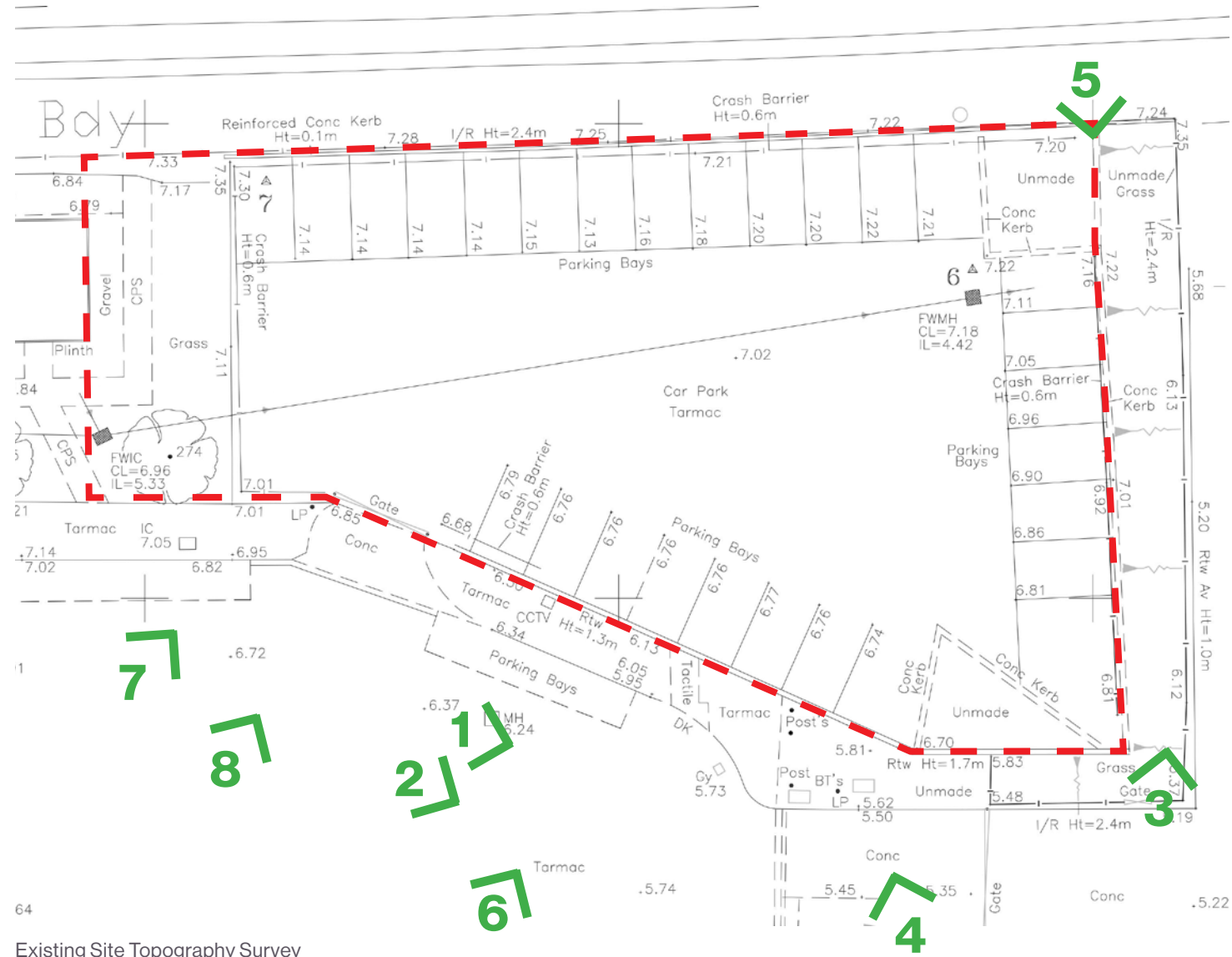


Site Photographs





## Site Photographs



### Existing Site Topography Survey



5 - View towards the southern boundary and existing access



6 - View towards the southern boundary and existing access



1 - View South West towards Morrisons Service Yard



2 - View towards the footpath leading below the flyover



3 - View from within the site towards the western boundary



4 - View towards the south west corner of the site



7 - View of the existing site access



8 - View from within the site towards the railway line



## 2.04 Urban Analysis - Surrounding Uses





# Existing Scale

The application site sits adjacent to the Grade II Listed Station House which is 2-Storey at its centre with 1-Storey extensions either side. Further west is the 3-Storey offices of Capella House.

The Grade II Listed Grand Victorian Hotel is 3-storey on the corner dropping down to 1-Storey towards the new HMRC Office, which immediately steps up to an overall height exceeding 30m.

To the east of the site is a large Morrisons superstore and the 7 storey mixed use Norfolk House block comprising flatted dwellings with retail and leisure uses at ground floor level.

The scale of the consented scheme submitted as part of the Teville Gate development site is outlined to show an indicative height of built form in proximity to the proposed site. The indicative scale steps up from Teville Road to the south of Morrisons Service Yard.

Beyond this there is a mix of 1-Storey commercial / business premises, 2-3 storey terraced dwellings and taller mixed use blocks.

Key

Site

1 Storey

2 Stories

3 Stories

4 Stories

5 Stories

Consented Scheme Outline

6 Stories

7 Stories

8 Stories

10 Stories

14 Stories

21 Stories





Existing Scale Study - South of Railway Approach



HMRC Office Building consented north street elevation



HMRC Office building in relation to the Grand Victorian Hotel view looking west



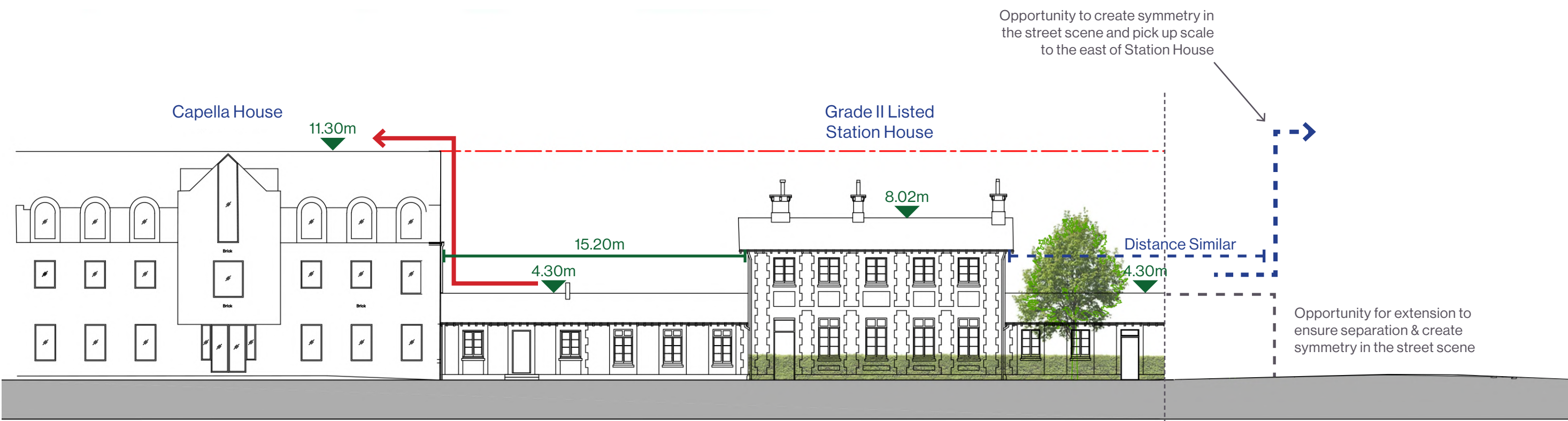
View looking east



View looking south



# Existing Scale Study - North of Railway Approach



Northern street elevation



View northwards of Railway Approach towards Capella House & Station House



# 2.05 Site Opportunities & Constraints

## Opportunities

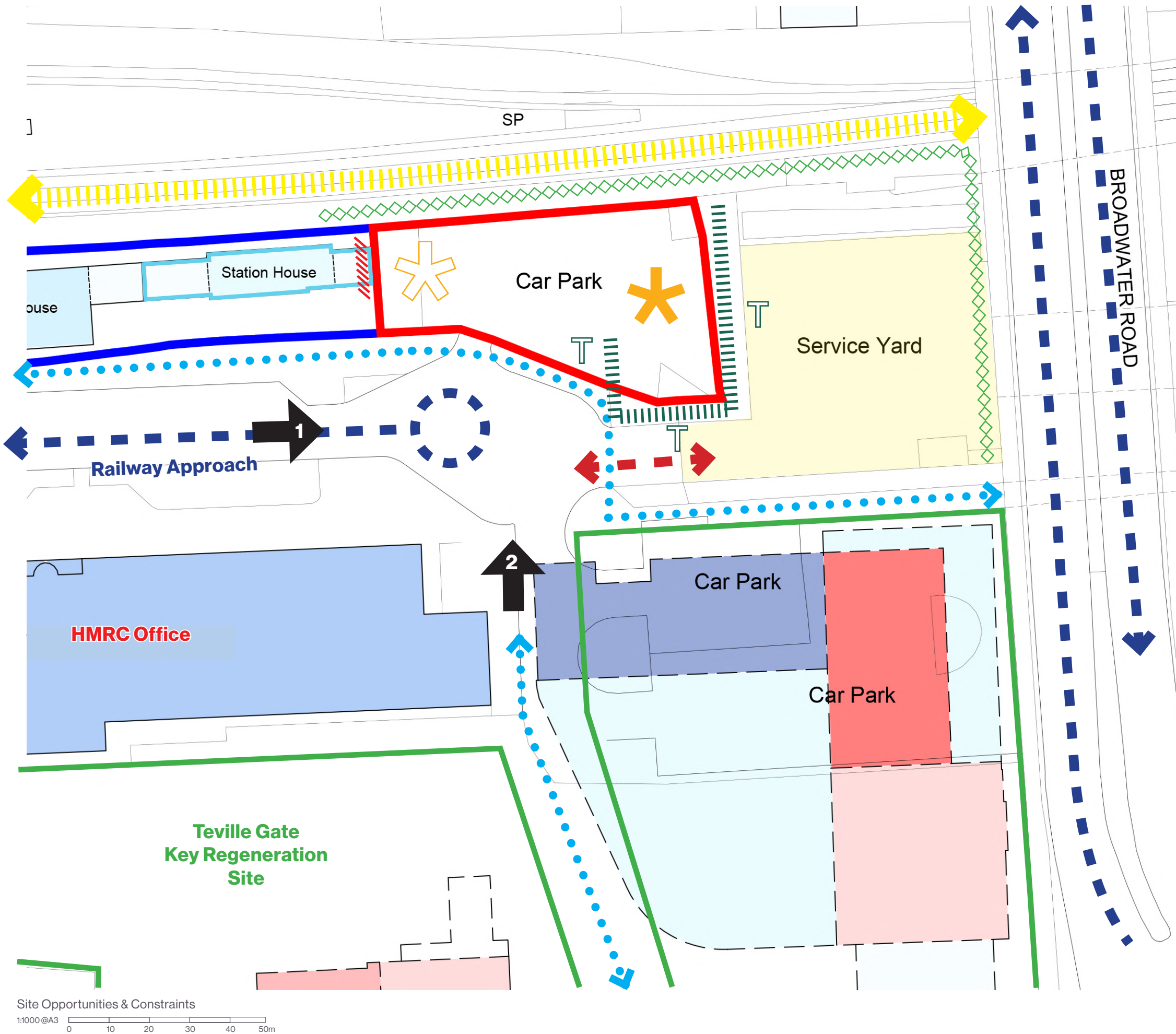
- This location forms an important connection between existing offices and businesses and the Council's ambitious proposals for the derelict site to the south.
- Built form to act as a partial vista stop to the eastern end of Railway approach and the existing unsightly vista addressing Broadwater Road.
- The sustainable location of the site in relation to the close proximity of rail and bus services.
- The potential to deliver much needed sustainable and affordable homes.

## Constraints

- The physical restriction of the existing buildings to the west and Morrison's service yard to the east.
- The scale and massing of the HMRC Office.
- Proximity of the Grade II Listed Station House and the Grand Victoria Hotel.
- Noise pollution from existing rail services and Broadwater Road.
- The size and shape of the site along with the physical restriction of the railway to the north.
- Relationship to future development to the south unknown.

## Key

	Site		Applicant Ownership
	Vehicle Route		Service Traffic
	Key Views		Pedestrian Route
	Noise		Sensitive Context
	Terminate Vista		Lower Level
	Listed Building		Railway Line
	Increased Scale		Lower Scale
	1 Storey		2 Stories
	3 Stories		5 Stories
	7 Stories		10 Stories
	14 Stories		21 Stories





# Key Site Context Views

1 - Approach to the site along Railway Approach looking east



Despite recent improvements made by the council to footpaths and landscaping along Railway Approach the view looking east towards the Broadwater Road & Morrisons remains unattractive.

2 - Approach to the site from the Teville Gate site looking north



The existing view looking north from the soon to be redeveloped Teville Gate site is empty and barren in comparison to the recent improvements along Railway Approach and can be vastly improved by the delivery of an attractive building of stature.



Site Concept

Site analysis has helped to inform the concept for the development establishing key principles as follows:

- Separation in scale needs to be considered on the western boundary with the Grade II Listed Station House.
- Internal circulation spaces to be positioned to the rear as a buffer to noise pollution.
- A new block in this location can relate to and help to rationalise the appearance, scale and massing by rising towards the new HMRC Offices.
- An L shaped building in this location can act as a directional signifier leading pedestrian and cyclists southward through the future development site.
- Scale can step upwards toward the eastern boundary acting as a focal point to terminate views towards the site particularly from the south.
- There is an opportunity to incorporate landscaping improvements as a continuation of recent improvements carried out by the council.
- The vehicle access point can be moved to the centre of the site.
- The new building will act as an important vista end when travelling from the south and a partial vista end when travelling from the west.

Key

Site

Vehicle Route

Key Movement

Noise

Terminate Vista

Built Form

Lower Scale

Taller Scale

Railway Line

Applicant Ownership

Site Entrance

Pedestrian Route

Sensitive Context

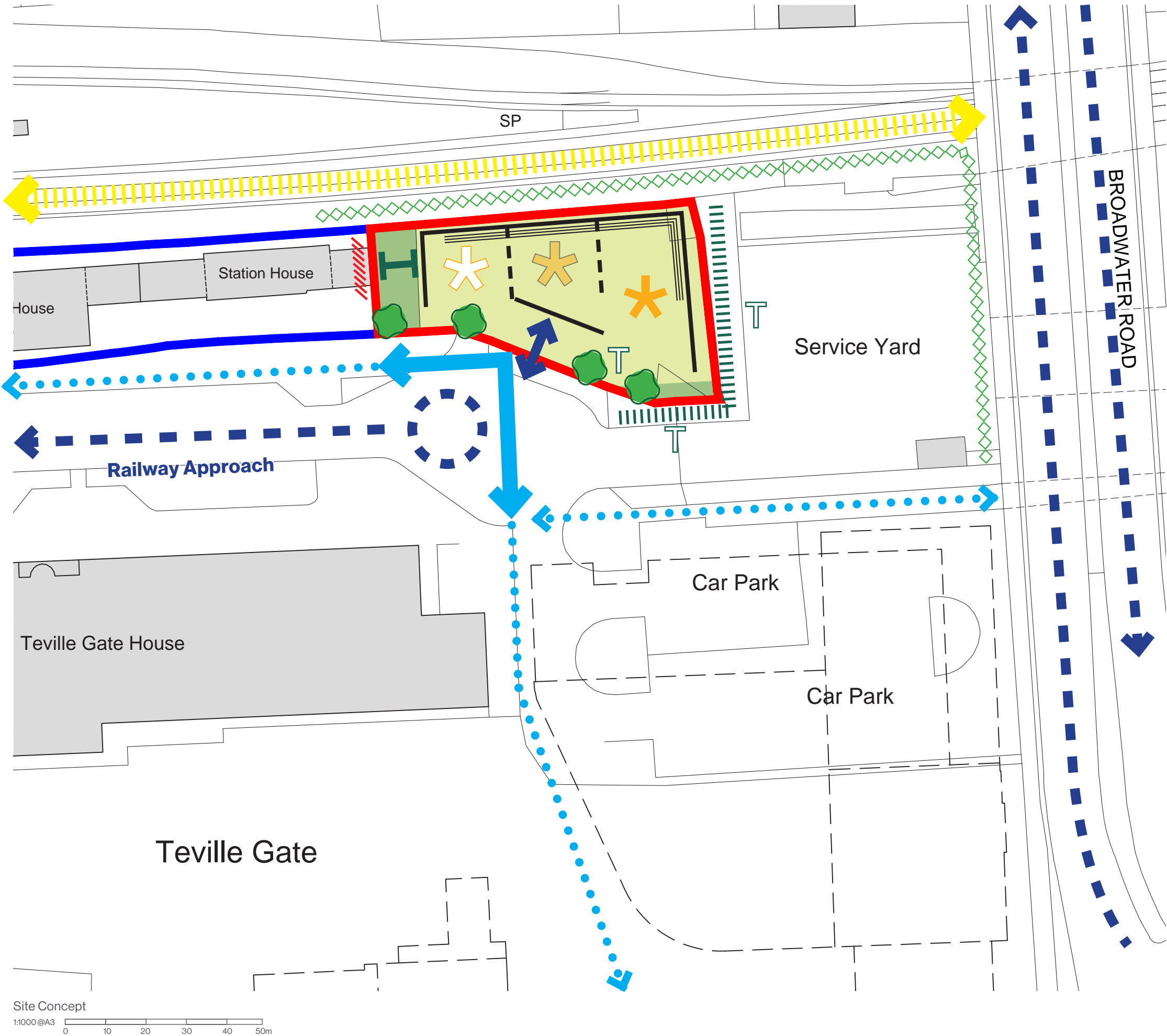
Separation

Circulation Space

Medium Scale

Boost Planting

Soft Landscaping



## **3.0 Planning Context**



# 3.01 Planning Policy

The proposed design has been developed in line with national and regional planning policies including guidance and principles established within the following:

- Worthing Local Plan (2023)
- Worthing Guide to Residential Development SPD (2013)
- Worthing Space Standards SPD (2012)
- National Planning Policy Framework (2024)
- Nationally Described Space Standards (2019)
- National Design Guide (2021)

The site currently falls within the far eastern edge boundary identified within Local Plan Policy DM10 which designates this small parcel for office use.

In pre-application discussions planning officers acknowledged the opportunity to deliver a residential development had merit and could be potentially acceptable.

Full details of the above and all matters regarding planing policy are covered within the submitted planning statement prepared by PPML.

Key

Site

Town Centre Boundary

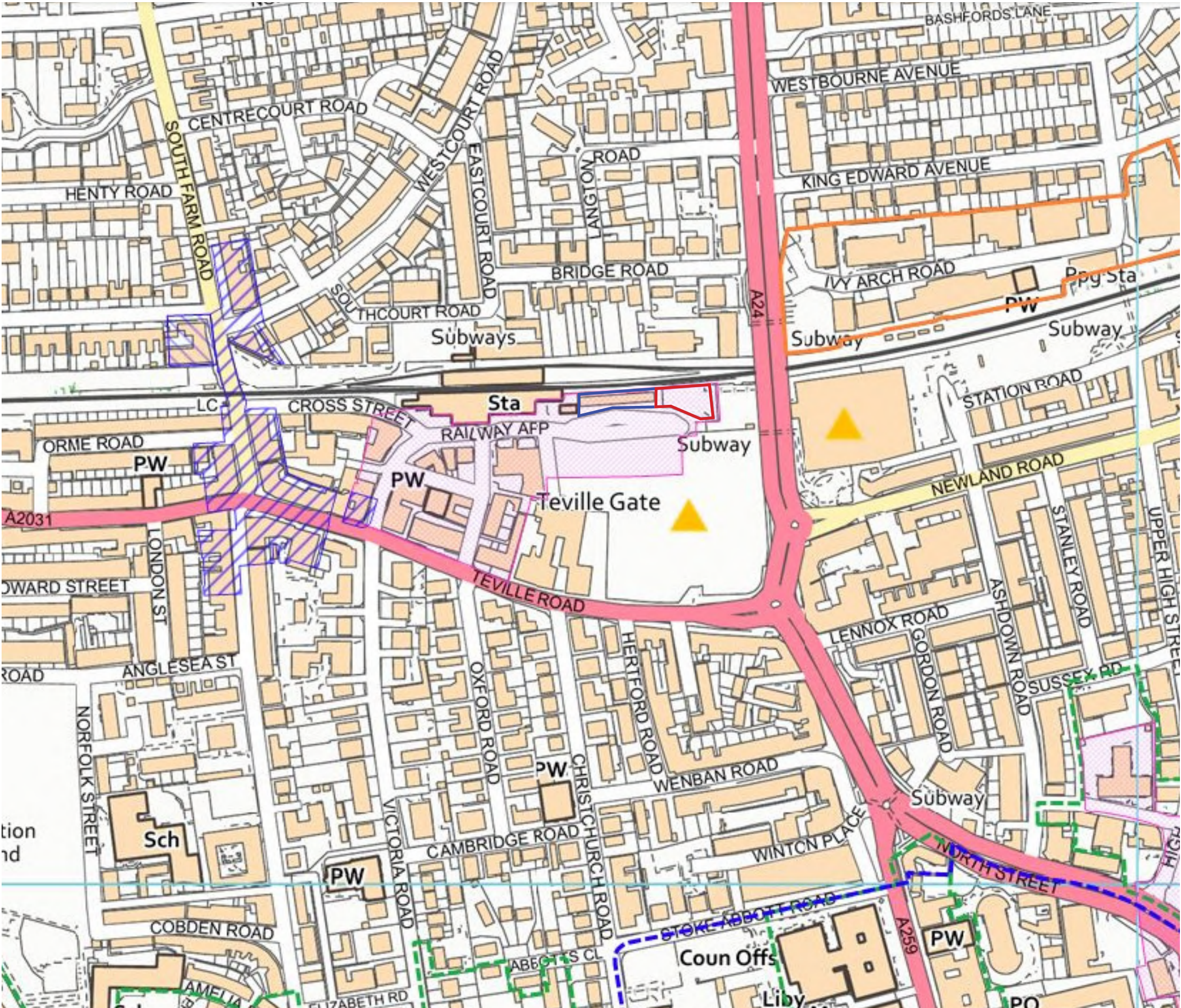
Areas of Change

Core District & Neighbourhood Shopping Centre

Key office Locations

Conservation Area

Key Industrial Estates



Extract of Worthing Core Strategy Map



### 3.02 The Undeveloped Teville Gate Site

The adopted Local Plan 2020-2036 sees the derelict 1.47ha Teville Gate site allocated under Policy A12 as an area for regeneration. Various proposals have come and gone and include a mixed use site for 378 residential units split across high rise blocks with additional hotel, retail and recreational uses. The scheme was approved at committee but never realised.

After years of waiting for an appropriate solution the council announced the sale of the land to Homes England with an aspiration to deliver around 250 new homes as part off a comprehensive new development.

The council describe ‘a vision to create a vibrant, sustainable community hub the features high quality and genuinely affordable homes.’

The design process has considered the above carefully in relation to any potential impact the proposed design may have on future design proposals for the Teville Gate site.

The proposed scheme offers the opportunity to provide an attractive design solution to an area that would otherwise be left as an eyesore within the council's aspirational development.

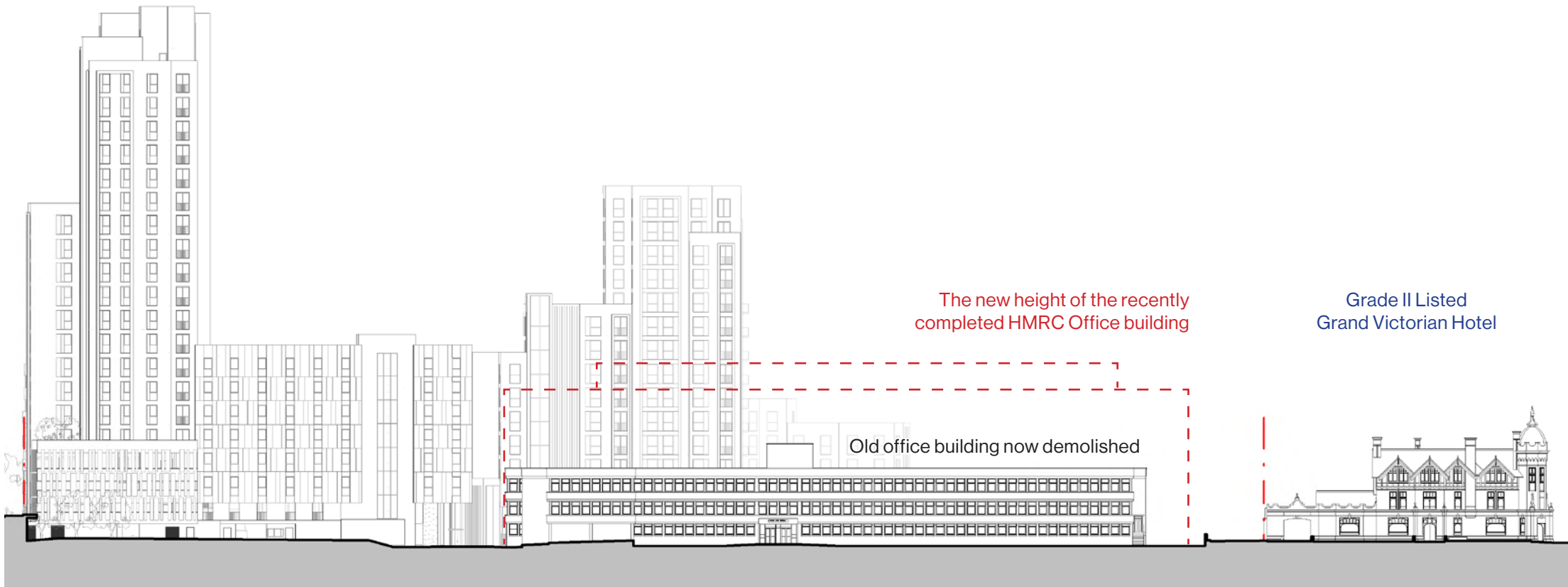
By developing this important corner the impact of the unsightly view of Broadwater Road bridge with Morrisons behind can be lessened therefore vastly improving the pedestrian/cycle vistas travelling from the south and west.



AWDM/0325/19 - Eastern Axonometric View



AWDM/0325/19 - View looking East from Worthing Station



AWDM/0325/19 - Approved 2020 design facing directly south opposite the proposed site



### 3.03 Pre-Application Meeting - June 2024

A Pre-application meeting was held on 9th July 2024 at the council's offices in Worthing. Present were members of the Architectus design team, Planning Consultant Marcus Lambert, Louise Prew (Principle Planning Officer) and Richard Small (Conservation Officer).

Discussions centred on establishing the principle of development and considerations relating to scale, relationships with the existing context and how a design would impact and be impacted by a future Teville Gate development.

In their pre-application advice conclusions, officer's stated that a solid case for changing the site's designation from office to residential use would be required.

In response a respected local firm of surveyors were appointed to examine in detail existing and future trends relating to the demand and supply of office space within Worthing. Their findings are presented in the Site Assessment and Marketing Report prepared and submitted by Woods Chartered Surveyors.

Officer's also highlighted the need for careful consideration in relating the scale and siting of any new development to existing heritage buildings and any affected commercial and residential properties.

The following pages of this document explore how the design evolved from the early conceptual ideas presented to the council at this meeting to the fully formed submitted proposals.



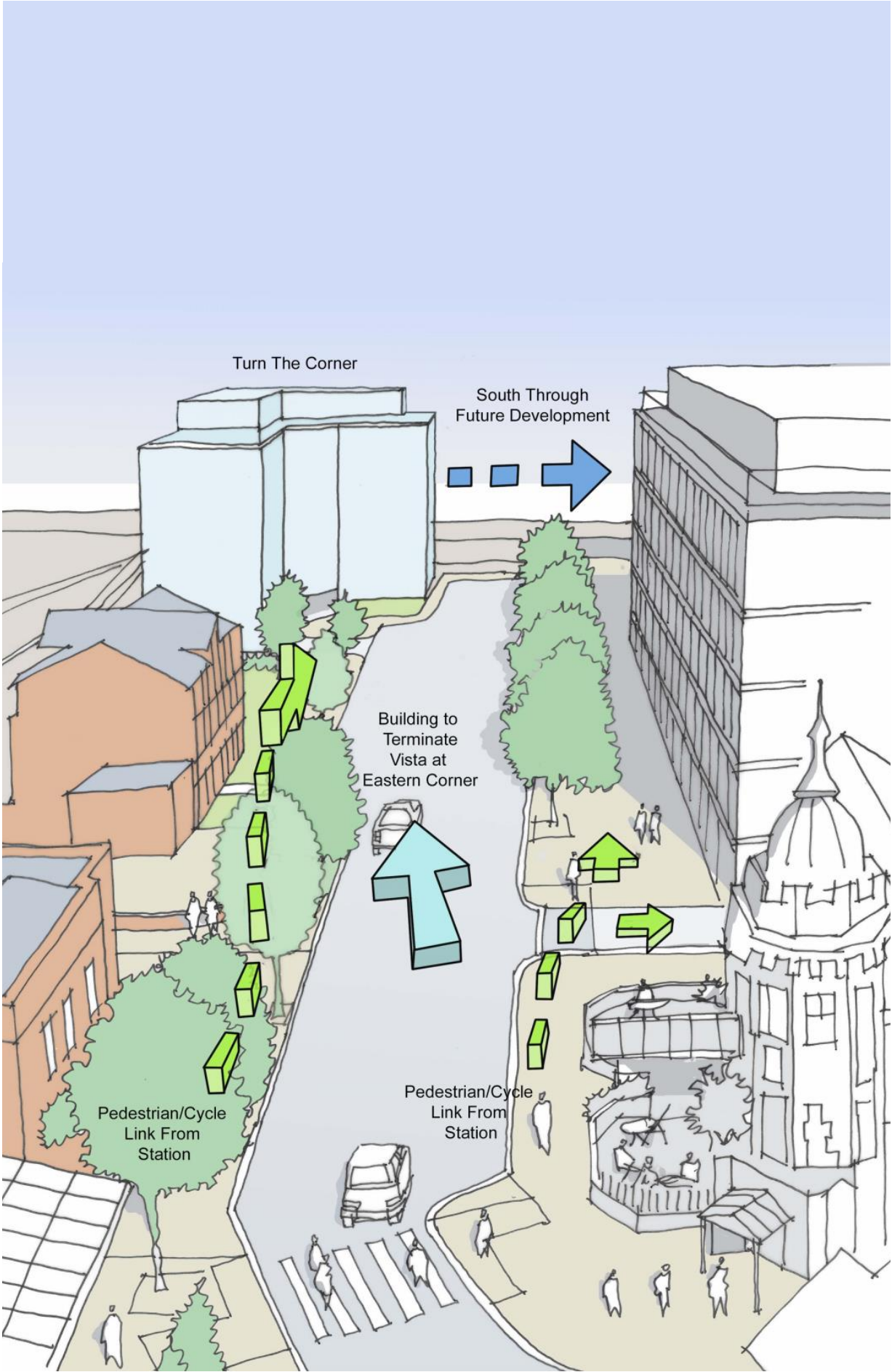
Pre-App 1 Massing View from south east towards Station House



Pre-App 1 Massing View from the approach within the Teville Gate site.



Pre-App 1 Massing View along Railway Approach terminating the vista



Concept aerial view of the proposed massing acting as a directional signifier