

**10-20 Marine Place
Worthing**

Travel Plan

For

Craig Construction Services





Document Control Sheet

Travel Plan

10-20 Marine Place, Worthing

Craig Construction Services

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
23/02/2026	1 st Draft	A.S.	D.K.
18/03/2026	Final	A.S.	D.K.

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1.0 Introduction

- 1.1 DIRMAK Transport Planning has been appointed to advise on highways and transport planning matters associated with proposals located at 10-20 Marine Place, Worthing, within the administrative boundaries of Worthing Borough Council (WBC) and West Sussex County Council (WSCC).
- 1.2 The site is located to the east of Marine Place within Worthing Town Centre and comprises a redundant car park, warehouse, refuse storage area and an electrical substation. Given its town centre location, the site benefits from excellent sustainable transport connectivity, with bus stops located on Marine Parade to the south and South Street to the west, Worthing Railway Station located circa 1.2km to the north of the site and dedicated pedestrian and cycle provision within the vicinity of the site.
- 1.3 The development proposals comprise the demolition of existing buildings and construction of a three-storey development comprising 27 x 1 bed flats, with secure cycle and bin storage. The proposed development will be car free, reflecting the accessible, town centre location of the site.
- 1.4 When considering the development proposals, it is important to note that a planning application (Planning Ref: AWDM/1884/22) comprising the development of a new three-storey building containing 9 apartments, with additional studio/office space at lower ground floor level, on-site bicycle and refuse storage alongside car free residential provision, was approved in April 2023. As part of this application, WSCC Highways provided comments and recommendations, which is considered within this report.
- 1.5 This Travel Plan (TP) has been prepared to support the planning application and will form a long-term strategy for minimising single occupancy private car travel for users travelling to and from the site. The aims of the strategy will be (a) to increase awareness among users about the advantages and potential for travel by more environmentally friendly modes and (b) to introduce a package of physical and management measures that will facilitate travel by other modes than the private car.
- 1.6 The principal objectives of this TP are:
- To promote awareness of transport issues and the impact of traffic on the local environment;
 - To show a commitment to improving traffic conditions within the local area; and
 - To influence and reduce the level of private car journeys to and from the site in order to minimise vehicle emissions in the area.
- 1.7 This TP accompanies a Transport Statement (TS) to be submitted as part of the planning application.
- 1.8 The remainder of this document is structured as follows:
- **Section 2** - Baseline Conditions
 - **Section 3** - Development Proposals
 - **Section 4** - Aims and Objectives
 - **Section 5** - Targets
 - **Section 6** - Travel Plan Strategy / Management
 - **Section 7** - Measures and Initiatives
 - **Section 8** - Monitoring
 - **Section 9** - Action Plan

2.0 Baseline Conditions

Site Location

- 2.1 The site is located within Worthing Town Centre, in an area comprising a mix of uses including retail, residential and leisure. The site is bound by Marine Place to the west, residential properties to the east and commercial uses to the north and south.
- 2.2 The location of the site is shown in **Figure 2.1**.

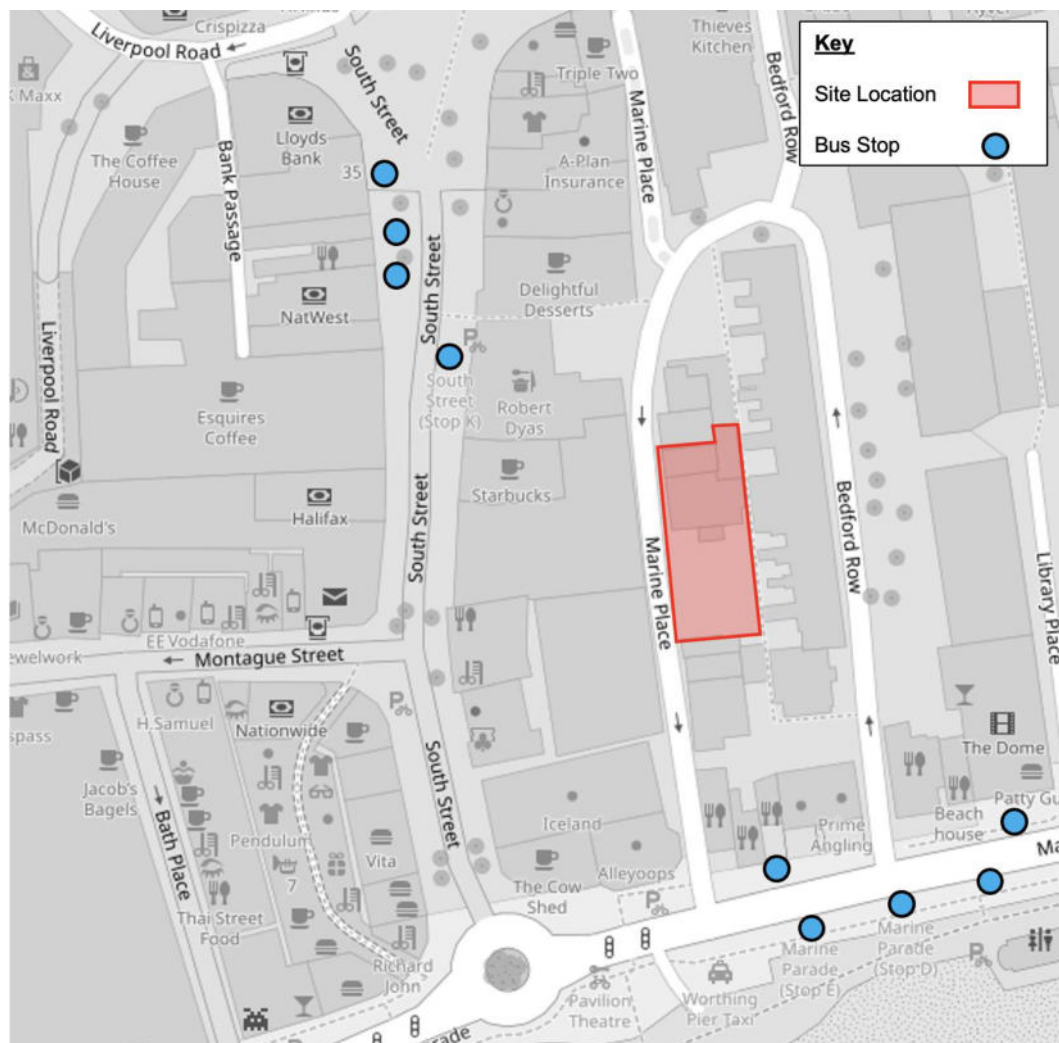


Figure 2.1: Site Location (Source: OpenStreetMap)

Current Land Use and Planning Context

- 2.3 The site comprises a redundant car park, warehouse, refuse storage area and an electrical substation. Vehicle access to an area of hardstanding (redundant car park) is currently provided in the form of dropped kerb provision from Marine Place on the western boundary of the site.
- 2.4 For reference, the existing site layout plan is contained within **Appendix A**.
- 2.5 The site benefits from a planning approval (planning ref: AWD/1884/22) comprising the development of a new three-storey building containing 9 apartments, with additional studio/office space at lower ground floor level. This provides useful context in establishing the acceptability of the proposed use at the site.

Accessibility

Accessibility by Foot

- 2.6 Given the town centre location of the site, the site benefits from excellent connectivity by pedestrian infrastructure. Marine Place benefits from footways on both sides of the carriageway, with the eastern footway running continuously from Warwick Street to the north and Marine Parade to the south.
- 2.7 Marine Parade benefits from footways on either side of the carriageway, with the southern footway running alongside the coastline. Warwick Street is a pedestrian-only area, providing access to a number of restaurants and cafes.
- 2.8 South Street is located to the west of the site, and is a pedestrian zone, except for loading (midnight to 10am and 4pm to midnight), taxis (midnight to 6am and 10pm to midnight) and buses. As such, South Street is predominantly traffic-free during the day, apart from buses. South Street provides connections to the wider area, including a number of local amenities.
- 2.9 There are also noted to be crossing facilities in the vicinity of the site, including a number of signalised crossing points on Marine Parade.
- 2.10 The existing pedestrian infrastructure is well connected and also provides connections to the wider area, including Worthing Railway Station, which is located circa 1.2km to the north of the site.

Accessibility by Cycle

- 2.11 The site benefits from being in proximity to designated cycle routes. For example, Marine Parade and South Street are noted to be local cycleways and National Cycleway 2 runs parallel to Marine Parade to the south of the site. The local cycle routes provide connections to the wider area, including Worthing Railway Station to the north, Goring-by-Sea and Rustington to the west. National Cycleway 2 provides connections to Shoreham-by-Sea and Brighton and runs east-west parallel to the coastline.
- 2.12 The location of the site in the context of cycle routes is shown in **Figure 2.2**.



Figure 2.2: Cycling Routes in the Vicinity of the Site (Source: OpenStreetMap)

- 2.13 On this basis, it is evident that the site is very well located by existing cycle infrastructure, which provides connections to the wider area and nearby towns.

Accessibility by Bus

- 2.14 The nearest bus stops are located approximately 100m to the south of the site on Marine Parade. There are also further bus stops located on South Street, approximately 250m to the west of the site. The location of the closest bus stops to the site are shown in **Figure 2.1**.
- 2.15 The nearby bus stops provide access to a number of services, such as 1, 5, 7, 9, 10, 11, 16, 23, 23X, 106, 701 and the N700 Coastliner service. These services provide access to various locations, including Shoreham, Brighton, North Lancing, Broadwater, Angmering, Littlehampton, Goring-by-Sea and East Preston. A map of the aforementioned services is provided in **Appendix B**.
- 2.16 On the basis of the above, the site is very well located with regard to access to bus services.

Accessibility by Rail

- 2.17 Worthing Railway Station is located approximately 1.2km to the north of the site and is managed by Southern, who operate all services from the station. The typical service from the station includes frequent trains to London Victoria via Gatwick Airport, Brighton, Littlehampton, Portsmouth & Southsea, Chichester via Littlehampton and Southampton Central. There are also peak hour services to London Bridge.
- 2.18 Worthing Railway Station, therefore, benefits from frequent services to a range of destinations, including London.

Access to Local Amenities

- 2.19 Given the town centre location of the site, there are a number of local amenities within walking distance of the site. These include a range of uses, including restaurants, cafes, healthcare, education and leisure uses.

Summary

- 2.20 Given the town centre location of the site, it benefits from excellent sustainable transport accessibility in the vicinity of the site. For example, there is a well-connected set of footways and cycleways in the vicinity of the site that provide connections to local amenities as well as the wider area, including Worthing Railway Station.
- 2.21 The site also benefits from being in proximity to a number of bus stops, which provide access to frequent services to a range of destinations.

3.0 Development Proposals

Overview

- 3.1 This chapter sets out the development proposals, including details on access arrangements, the proposed level of parking, and the proposed refuse and servicing arrangements.
- 3.2 It should be noted that the design of the scheme and key principles from a highways perspective have had regard to the previously approved planning application (Planning Ref: AWDM/1884/22) at the site comprising the development of a new three-storey building containing 9 apartments, with additional studio/office space at lower ground floor level, on-site bicycle and refuse storage alongside car free residential provision.
- 3.3 As noted, the development proposals as part of this application comprise the demolition of existing buildings and the construction of a three-storey development comprising 27 x 1 bed flats. The proposed site layout is included in **Appendix C**.

Parking

- 3.4 Given the site is located in a highly accessible town centre location of the site, the development proposals are to be car-free, with no on-site parking provision provided.
- 3.5 There are noted to be a number of pay and display car parks, as well as on-street car parking in the vicinity of the site, which would be appropriate to accommodate visitors to the site. In addition, should future residents decide to bring a car to the site, they are able to apply for a resident's parking permit.
- 3.6 The proposals shall provide a minimum of 14 cycle parking spaces to the rear of the site in the form of two-tier cycle racks. This exceeds WSCC cycle parking standards (as set out in Section 2) and is therefore considered to be appropriate.
- 3.7 In addition, the applicant will provide a 2 year membership for a car club for each new household, and a modest drive-time credit allowance, to familiarise new residents with this option. Currently, a car club is in operation at the Council's High Street Car Park. This can be secured by s.106 provision. This aligns with the previously approved application at the site, which was provided in support of a car-free development.

Access

- 3.8 Given the development proposals are to be car-free, access to the site will be limited to pedestrians and cycles only. Access to the site is located at the southern end of the site, in the form of a ramp. The ramped access provides access to the rear of the site, where the bike and bin stores are located.
- 3.9 With regard to the ramped access, this shall be constructed to a suitable gradient so as to facilitate pedestrian and cyclist access, including those with mobility impairments.

Refuse and Servicing Vehicle Arrangements

- 3.10 The refuse storage is accessed via the proposed access point via Marine Place. It is important to note that the refuse collection strategy is consistent with the previously approved scheme (Planning Ref: AWDM/1884/22) and is therefore considered to be acceptable.
- 3.11 With regard to deliveries, there are noted to be provision of loading bays (x2), which can accommodate approximately 4 to 5 vehicles on Marine Parade. As such, delivery vehicles would be able to utilise the existing provision in the vicinity of the site. Based on the quantum of development, there is unlikely to be a significant number of deliveries serving the site and the current loading bay provision is considered to be appropriate.

4.0 Aims and Objectives

Aims

- 4.1 The TP focuses on all future residents at the proposed development but can also benefit future visitors to the site. The overarching aims of the TP are as follows:

- Influence the travel behaviour of residents;
- Encourage travel by foot, cycle and public transport by highlighting their accessibility and availability; and
- Promote healthy lifestyles, active and sustainable travel and vibrant communities.

Objectives

- 4.2 Objectives are the high-level aims of the TP. They help to give direction and provide a clear focus for the Plan. The overriding objectives are as follows:

Put in place the management tools deemed necessary so residents at the site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment, surrounding highway network and local residents.

- 4.3 The objectives of the TP are further broken down as follows:

- Increasing the awareness of choice of travel modes and promote social inclusion;
- Promoting walking and cycling journeys, both for journeys to and from the site, in order to improve health and the environment as well as to minimise the impact of the proposed development on the local transport networks;
- Promoting the existing active and public transport connections in the area;
- Providing clear information to residents on the alternative modes of travel available at the site; and
- Linking the proposed development to the surrounding community by the promotion of walking, cycling and public transport, thus minimising the impact of the proposed development on the highway infrastructure in its vicinity.

- 4.4 The above objectives will be achieved by introducing a package of physical and management measures that will help facilitate travel by both active and sustainable modes.

5.0 Targets

- 5.1 Targets are the measurable goals by which progress will be assessed. In order for the TP to succeed and to enable a measurement of its success, indicative targets have been set, which allow for the assessment of its measures. Such targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART), ensuring that targets for modal split can be achieved.
- 5.2 The TP sets out targets which the site will seek to reach within the period covered by the plan. In addition, interim targets have been set. Monitoring of the TP will be undertaken throughout its duration and, if necessary, changes to the implementation of the Plan or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.
- 5.3 If targets are not met within the lifespan of the TP, then remedial measures (refer to **Section 7**) will be investigated.
- 5.4 Targets come in two forms as set out below:
- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time; and
 - **Aim Targets** are quantifiable and, in the case of this TP, relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 5.5 The 'Action Targets' for the TP are:
- To appoint an overall site Travel Plan Coordinator (TPC) (see Travel Plan Strategy / Management, **Section 6**); and
 - To coordinate baseline travel surveys (see Monitoring, **Section 8**)

Aim Targets

- 5.6 The 'Aim Targets' for the TP are focused on people travelling to and from the site. The overall strategy of the TP is to increase the number of walking and cycling trips, promote public transport, encourage car sharing and minimise trips by private vehicle.
- 5.7 For this TP, targets are set over a 5-year period from the time of the initial baseline travel survey. The final targets within the TP should be achieved by the 5th anniversary of this travel survey. There will be a review annually on the anniversary of the initial baseline travel surveys.
- 5.8 Baseline surveys will be undertaken at 75% occupancy of the apartments. In the interim, to establish baseline mode share, Census journey to work data has been reviewed for the relevant area. The baseline mode shares are provided in **Table 5.1**. When considering the below, it is noted that mode shares have been adjusted to reflect the car-free nature of the proposals.

Mode of Transport	Baseline Mode Share	Adjusted Mode Share
Train	9.5%	15.9%
Bus	6.0%	10.1%
Taxi	0.3%	0.5%
Motorcycle, scooter or moped	1.0%	1.7%
Driving a car or van	40.3%	0.0%
Passenger in a car or van	5.1%	8.6%
Bicycle	5.1%	8.5%
On foot	31.8%	53.3%
Other method of travel to work	0.8%	1.4%
Total	100%	100%

Table 5.1: Baseline Travel Mode Share

- 5.9 The table above demonstrates that due to the car-free nature of the proposals, there is expected to be minimal/no car trips at the site. On this basis, targets will be focused on increasing active travel, and the indicative targets are summarised in **Table 5.2**.

Targets	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Increase active travel by 5%	61.8%	62.8%	63.8%	64.8%	65.8%	66.8%
Decrease public transport by 5%	26%	25%	24%	23%	22%	21%

Table 5.2: Mode Share Targets

- 5.10 The modal shift values shown above are indicative at this stage and will be updated as part of the ongoing travel plan monitoring for the development. However, they do provide an indication of the commitment to increase active travel.
- 5.11 A baseline survey will be undertaken and will form the baseline set of data, which subsequent annual monitoring data sets will be compared. The baseline survey will be issued to residents, which will ascertain specific travel behaviours and patterns of individual households to form a more thorough set of survey results for each monitoring year.

6.0 Travel Plan Strategy / Management

- 6.1 The success of a TP can be determined by a variety of factors. In order to maximise the chances of success, it is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum.
- 6.2 A Travel Plan Coordinator (TPC) will be appointed at the site. The TPC is an important aspect of a TP, and their willingness and enthusiasm will be a key factor in the successful implementation of a TP that will achieve the desired modal shift results.
- 6.3 The contact details of the appointed TPC will be considered following planning approval.
- 6.4 The main responsibilities of the TPC will include:
- Overseeing the implementation and promotion of the TP measures in a timely manner;
 - Promote the sustainable characteristics of the site upon residents moving in;
 - Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives and measures;
 - Developing and disseminating appropriate marketing / information materials (such as travel packs), considering the potential use of social media and smartphone / tablet applications;
 - Liaise with the Council's TP Officers as needed;
 - Undertaking appropriate monitoring of the TP and its measures, including any appropriate annual reviews and revisions to the TP;
 - Reviewing the TP targets on a yearly basis, including once the travel survey data has been collected and the site-specific travel patterns are fully analysed;
 - Assessing which measures have been effective and which were ineffective, following collection and analysis of the travel survey data (for example, if, by the end of a particular year, the data collected indicates that modal shifts are not following the desired patterns);
 - If need be, making further decisions with regard to which measures to maintain and which to revise or replace with alternatives;
 - Monitoring and reviewing progress and identifying targets for taking the TP forward on a yearly basis; and
 - Ensuring that work on the TP is coordinated with other activities of the proposed development.

7.0 Measures and Initiatives

Introduction

- 7.1 This section of the TP outlines a potential list of specific physical and management measures to be undertaken as part of the TP. The implementation of measures, which include awareness, initiatives and infrastructure provision are the core elements of the TP.
- 7.2 The measures outlined in this chapter will predominantly targets at future residents at the site, but visitors may stand to benefit from the measures outlined below. As noted, measures will be reviewed and amended as required.

Measures to Reduce Single Occupancy Private Car

- 7.3 The proposals comprise of a car free development. This is one of the most effective ways of reducing car use at a development, and as such will actively encourage future resident travel by sustainable modes.
- 7.4 Whilst residents who decide to drive can apply for a permit, they will need to do so via the relevant resident parking permit process, which will be subject to availability. It is anticipated that car travel will be minimal at the site.
- 7.5 In addition, the applicant will provide a 2 year membership for a car club for each new household, and a modest drive-time credit allowance, to familiarise new residents with this option.

Measures to Promote the Use of Public Transport

- 7.6 The following measures to promote public transport includes:
- Active dissemination of public transport information.
 - The opportunity to offer discounts and taster tickets for public transport services for residents will be investigated as part of TPC responsibilities.
 - Provide welcome packs to residents, which include information on local public transport options and local taxi services.
- 7.7 The publicity, marketing and promotion of the public transport services will inform residents of the benefits of travelling by bus and train. The TPC will ensure that residents are aware of the bus/rail routes and timetables for services operating in the vicinity of the Site.
- 7.8 Details of local bus and rail will be made available to residents where possible through the use of information sharing. National Rail and Traveline journey planner websites, smartphone applications “apps” and enquiry phone numbers will also be promoted by all relevant means.

Measures to Encourage and Promote Healthier Lifestyles

- 7.9 The health benefits of walking and cycling would be promoted by the TPC, and the positive impact on the environment of a reduction in the number of vehicles on the local and wider highway network will also be promoted. The measures to promote active travel are considered below.

Walking

- 7.10 The site is located in a town centre location with a comprehensive network of footways, which will support measures to promote walking. The well-connected, existing infrastructure also provides access to a number of local amenities as well as traffic-free areas, further encouraging walking as a mode of travel in the area.
- 7.11 Initiatives to help promote walking to and from the site are as follows:
- Walking maps to be provided as part of welcome packs.
 - Hold promotional events as part of ‘Walk to Work Week’ or ‘Environment Week’.



Cycling

7.12 The following measures to promote cycling includes:

- Appropriate levels of on-site cycle parking to be provided in a secure and covered location at the rear of the site. Provision can be increased subject to demand.
- Cycling maps will be provided for residents of the site within welcome packs.
- As part of TPC responsibilities, the opportunity to create an on-site Bike User Group (BUG) will be explored following occupation of the development.
- Provide information on cycle training opportunities.
- The opportunity to offer discounts and special offers for cycles and cycle equipment for residents will be investigated as part of TPC responsibilities.
- Hold promotional events as part of “The BIG Pedal” or “Clean Air Day”.

7.13 When considering the above, it is noted that there have been very few recorded collisions in the vicinity of the site when referring to Crashmap, which suggests that there is not an inherent risk for pedestrians or cyclists travelling in the area.

Reducing the Need to Travel

7.14 In addition, the development will also incorporate measures specifically designed to reduce the need to travel, including high-speed full-fibre broadband and home delivery (i.e. food deliveries) opportunities via nearby on-street loading bays. These measures will reduce commuting demand and seek to minimise shopping trips, for example, which can assist with reducing the need to travel and therefore accord with sustainable transport objectives.

8.0 Monitoring

Overview

- 8.1 The principal objectives of the monitoring process are to:
- Provide feedback to allow the proposed measures set out within the TP to be developed further; and
 - Measure the level of success in meeting identified targets using key performance indicators.

- 8.2 A framework for undertaking the monitoring and review is outlined in this section.

Monitoring

- 8.3 The TPC will be responsible for monitoring the progress of the TP. To ensure that it continues to remain effective, it is important that it is actively promoted.
- 8.4 Following the baseline survey, compliant travel survey questionnaire surveys will be repeated annually, enabling a mode shift to be identified as well as offering the opportunity to gather new information about wider attitudes to travel.
- 8.5 The information collected will enable a review of changes in modal choices against targets, as well as provide an opportunity to identify areas where the TP can be improved or refined. An assessment will then be made of where further progress can be most effectively achieved. Following this, the Action Plan (included in **Section 9**) will be updated, showing how this can be achieved. Specific targets may need to be modified as part of this process.

Reporting

- 8.6 A review will be undertaken annually for 5 years, from 75% occupation, to assess the progress of the plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to the relevant officers at WSCC. After the initial five-year period post-occupation, the formal obligation for monitoring will cease.

Remedial Measures

- 8.7 In the event the TP fails to achieve its objectives, remedial measures should be implemented to address the shortcomings. Appropriate remedial action will depend on the nature, scale and severity of the impacts if targets are not met.
- 8.8 Should it be found upon annual monitoring reports that the travel plan is failing to meet targets, then the following measures could be explored:
- Additional promotional events.
 - Cycle training for individuals or families.
 - Implementation of potential further works expected to remedy any shortcomings.
- 8.9 The measures listed above are demonstrative of which remedial measures could potentially be necessary, but these would be discussed with WSCC. Appropriate remedial measures will be implemented in accordance with the findings of annual surveys.
- 8.10 When considering the above, it is important to note that given the proposals will be car-free, there are not expected to be significant levels of car travel and the proposals are likely to result in travel by sustainable modes, i.e. active travel, particularly noting the town centre location of the site.

9.0 Action Plan

9.1 This section of the report sets out the Action Plan for the TP and outlines the key measures, timescales and responsibilities for implementing these. This is set out in **Table 9.1**.

Tasks	Responsibilities	Timescale
Provide cycle parking provision	Developer	Prior to opening of the proposed development
Formally appoint a TPC	Developer	Prior to opening of the proposed development
Communicate benefits of walking and cycling	TPC	On-going/update information as and when required
Set up Bicycle User Group (BUG)	TPC	On-going
Offer cycle training	TPC	Annually (if required)
Offer cycle incentives	TPC	Annually (if required)
Provide welcome pack setting out key sustainable transport information.	TPC	Upon move in
Submit revised TP to WSCC	TPC	Within 2 months of baseline travel survey
Undertaken baseline travel survey	TPC	Upon 75% occupation
Undertaken measures as set out above for next year	TPC	Annually

Table 9.1: Action Plan

Appendix A – Existing Site Layout Plan

Printing Notes - This document is A2 size
To print this document accurately to the
intended scale, ensure that print settings
are set to 'Actual Size' or 'No scaling'
Do not print 'Fit to page'
Drawings not for construction

A2
page



Legend	
1	Proposed Building
2	Existing Building
3	Proposed Extension
4	Existing Extension
5	Proposed Demolition
6	Existing Demolition
7	Proposed Retention
8	Existing Retention
9	Proposed Alteration
10	Existing Alteration
11	Proposed New Wall
12	Existing New Wall
13	Proposed New Window
14	Existing New Window
15	Proposed New Door
16	Existing New Door
17	Proposed New Staircase
18	Existing New Staircase
19	Proposed New Lift
20	Existing New Lift
21	Proposed New Kitchen
22	Existing New Kitchen
23	Proposed New Bathroom
24	Existing New Bathroom
25	Proposed New Bedroom
26	Existing New Bedroom
27	Proposed New Living Room
28	Existing New Living Room
29	Proposed New Office
30	Existing New Office
31	Proposed New Shop
32	Existing New Shop
33	Proposed New Restaurant
34	Existing New Restaurant
35	Proposed New Bar
36	Existing New Bar
37	Proposed New Pub
38	Existing New Pub
39	Proposed New Cinema
40	Existing New Cinema
41	Proposed New Theatre
42	Existing New Theatre
43	Proposed New Museum
44	Existing New Museum
45	Proposed New Library
46	Existing New Library
47	Proposed New School
48	Existing New School
49	Proposed New University
50	Existing New University

revision	date	description
PLATFORM 3 SURVEY - DESIGN - VISUALISE visualiseplatformdesign.com		

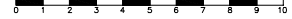
project	10-20 Marine Parade Worthing BN11 3DN
client	Seaside Limited
date	May 2025
scale	1:100@A2
drawing	Co-living units- Pre App Stage Existing Site Plan
drawing number	25-P01-10
revision	E

Survey prepared by MJ Zara Associates

Pre-App : Existing



Scale in Metres 1:100



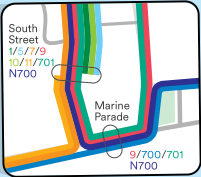
Appendix B – Worthing Bus Map

& ticket zone boundaries

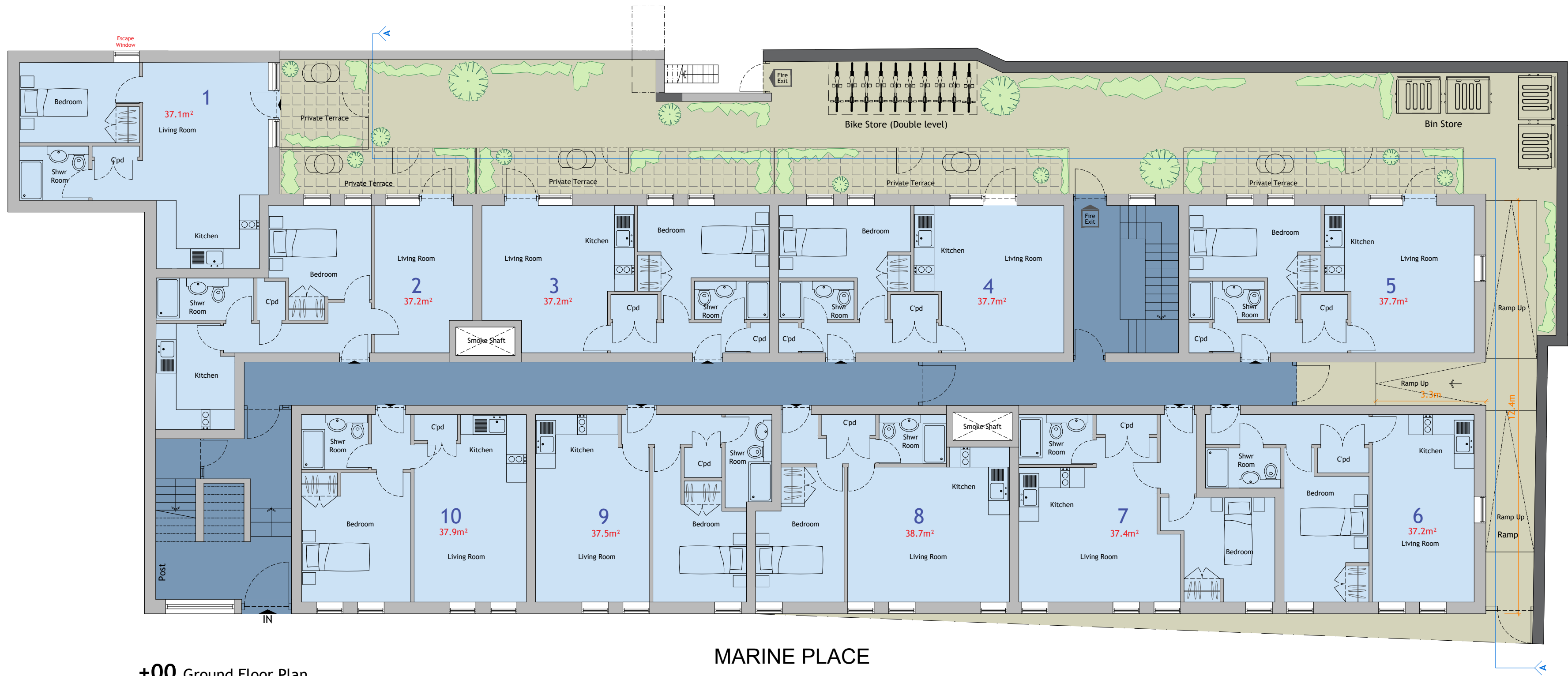


South Gold tickets are valid on all Stagecoach buses across Surrey, Hampshire & West Sussex.

Correct at time of print: 06/04/2025



Appendix C – Proposed Site Layout



+00 Ground Floor Plan

MARINE PLACE

Planning : Proposed

A - 05/3/26 - Adjust Fire Exit to Bedford Row
revision date description



project

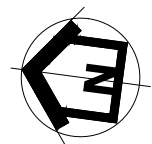
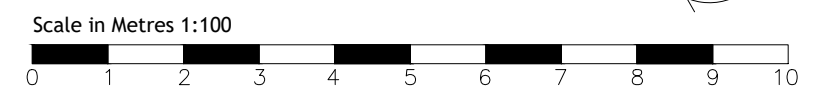
10-20 Marine Parade
Worthing
BN11 3DN

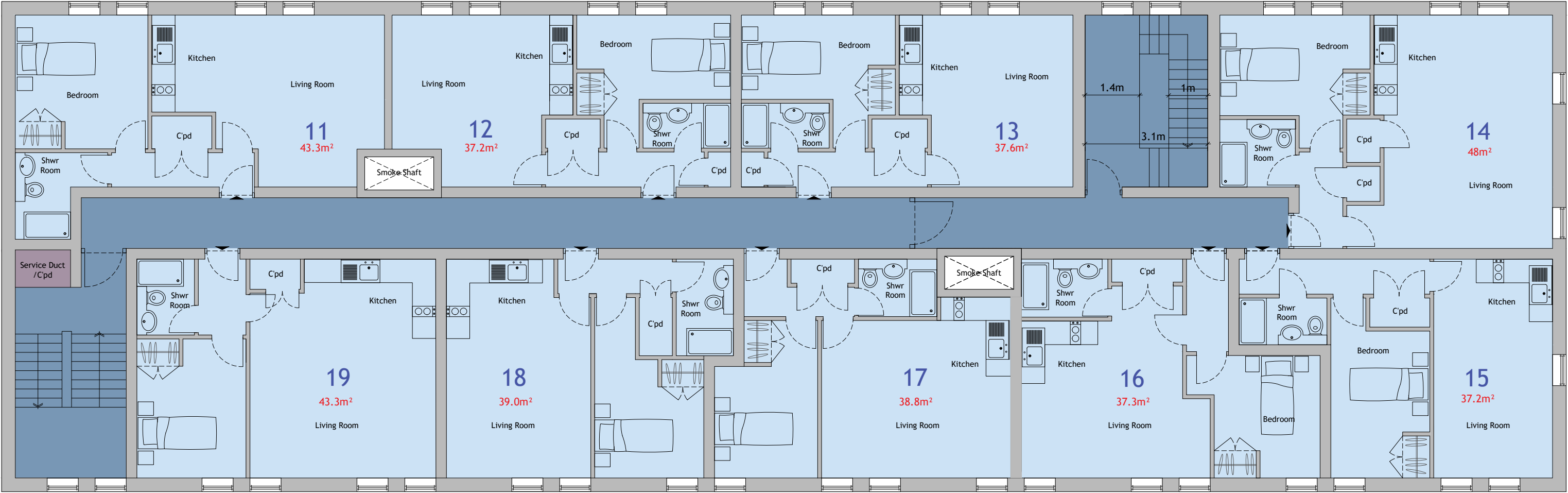
client
Seaside Limited

date scale drawn
March 2026 1:100@A2 rl

drawing
Proposed Flat Development-Planning Stage
Proposed Plans

drawing number revision
25-P01-160 A





First Floor Plan

+01 First Floor Plan

Planning : Proposed

revision date description

PLATFORM 3
SURVEY - DESIGN - VISUALISE
studio@platform3.design - www.platform3.design
Platform 3 Architecture & Visualisation is a trading name of Platform Creation Ltd

project

10-20 Marine Parade
Worthing
BN11 3DN

client

Seaside Limited

date scale drawn

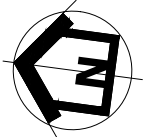
Jan 2026 1:100@A2 rl

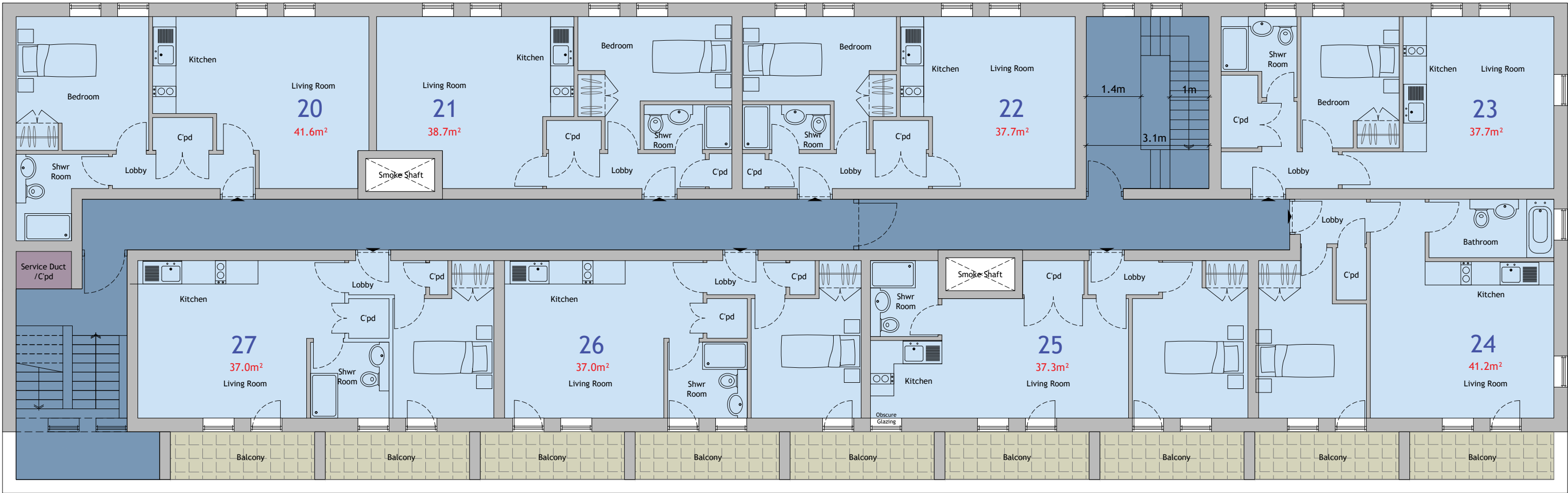
drawing

Proposed Flat Development-Planning Stage
Proposed Plans

drawing number revision

25-P01-161

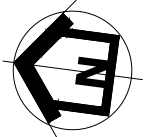




Second Floor Plan

+02 Second Floor Plan

Planning : Proposed



revision	date	description
PLATFORM 3 SURVEY - DESIGN - VISUALISE studio@platform3.design - www.platform3.design Platform 3 Architecture & Visualisation is a trading name of Renowned Creative Ltd		
project		
10-20 Marine Parade Worthing BN11 3DN		
client		
Seaside Limited		
date	scale	drawn
Jan 2026	1:100@A2	rl
drawing		
Proposed Flat Development-Planning Stage Proposed Plans		
drawing number	revision	
25-P01-162		