



ADUR & WORTHING
COUNCILS

Joint Strategic Committee
6 November 2018
Agenda Item 14

Key Decision [~~Yes~~/No]

Ward(s) Affected:

Union Place Update

Report by the Director for the Economy

Executive Summary

1. Purpose

- To update the Committee on progress on the Land Pool and Promotion Agreement which Worthing Borough Council has entered into with London & Continental Railways Ltd
- To update the Committee on the masterplan options for the site which have been prepared and to agree the preferred option to take forward.
- To outline and agree with members the next steps in the project to ensure the development of the Union Place site.

2. Recommendations

- 2.1 To note progress made by the Council with London & Continental Railways on the development of the site and the completion of the Landpool and Promotion Agreement between the parties;
- 2.2 To note and agree the “Design Conclusions” of the study as set out in paragraphs 9.1 to 9.10 of this report as the preferred design approach for the scheme.
- 2.3 To note and agree the “Delivery Conclusions” of the study as set out in paragraph 9.11 to 9.15 of this report as the preferred approach for the delivery of the scheme.
- 2.4 Delegated authority is given to the Head of Major Projects & Investment in consultation with and Executive Member for Resources and Executive Member for Regeneration to market the development of the Union Place site, and negotiate, agree and enter into Agreement for Leases and Leases with commercial, public or other organisations for the delivery of the development on the site;
- 2.5 Delegated authority is given to the Head of Major Projects & Investment in consultation with the Executive Member for Resources and the Executive Member for Regeneration to make arrangements to terminate existing leases within the existing Union Place site, under existing Landlord and Tenant Law to facilitate the redevelopment of this site;
- 2.6 Delegated authority is given to the Head of Major Projects & Investment in consultation with the Executive Member for Resources; and Executive Member for Regeneration to make the necessary consultancy and contractor appointments to progress and submit an outline Planning Application for the development of Union Place, Worthing.

3. Purpose

- 3.1. The purpose of the report is to present members of the Committee with a recommended option for the development of the Union Place site (former Worthing Police Station site).
- 3.2. Following agreement at Joint Strategic Committee in April 2018 Worthing Borough Council (WBC) and London and Continental Railways Ltd (LCR) have been working together to understand the site constraints and to work up, and test, a range of development options for the Union Place site. The Landpool Agreement requires the parties to prepare a Study to determine the preferred option and delivery route. Following completion of the Study, the parties will work up and agree the Strategy setting out the route to take forward development of the site, the estimated costs and programme.
- 3.3. This report sets out the initial conclusions from this Study exercise, identifies issues for further consideration and sets out strategic options for how the development of the site could be progressed.

4. Context

- 4.1. Union Place is a site of strategic importance to the future of Worthing as highlighted within the Worthing Town Centre Investment Prospectus. The prospectus identified that the whole site has potential to deliver up to 200 new homes with further potential to accommodate a range of other town centre uses. The site currently comprises two operational car parks and the vacant site of the former Police Station.
- 4.2. At a freehold level the whole 2.6-acre site identified in the Investment Prospectus is now controlled by the Council. The Council purchased the former Police Station site (supported by an award from the Coast to Capital Local Enterprise Partnership) in January 2018. The Council had previously purchased, on an investment basis, the freehold of part of the site which is currently leased to a national parking operator in 2016. The Council intervened to purchase both of these land parcels to provide more control over of the development of a strategic site that has been underdeveloped for several years. The Council's moves to secure the control of all of these sites enables a comprehensive redevelopment of the sites and

enables us to look more constructively at delivering an investment that will support Worthing town centre for the long term.

- 4.3. Since late 2016, the Council has been working as part of a broad-based collaboration arrangement with LCR to bring a fresh approach to unlocking strategically important sites which have remained undeveloped.
- 4.4. On October 17th, LCR and the Council concluded a formal Landpool Agreement (as approved by the WBC Joint Strategic Committee on 10 April 2018) with LCR, a government owned company with a mandate to deliver homes and jobs through development. As part of the terms of the Landpool Agreement LCR acquired the freehold interest of the High Street surface car park from WBC and now has a minority interest in the Union Place site. The High Street surface car park which has been leased back to the Council.
- 4.5. LCR and WBC have been working collaboratively on this Study to understand site constraints and opportunities to deliver viable, regenerative development and to work up and to test a range of development options.

5. The Study Process

- 5.1. Following a competitive selection process, LCR and WBC appointed Hawkins Brown architects in July 2018 to undertake the development options study and develop indicative masterplan approaches. To support the study, Cushman & Wakefield provided an overview of the residential market in Worthing and WBC contracted with Gleeds to provide strategic cost advice.
- 5.2. The objectives for the development study follow those set out in the Landpool Agreement:
 - to deliver a well-designed sustainable mixed-use scheme which complements and enhances the town centre;
 - to provide activation which supports the economy of the town centre;
 - to secure the optimum value reasonably obtainable in the open market for the site; and
 - to provide high quality public realm and new north-south routes through the site.

- 5.3. The study boundary comprises the former Police Station site and the High Street surface car park and the car park site adjacent to the Connaught Cinema. The study also examined the potential benefits of the inclusion of other potentially important parcels of land or access points that might improve the sites interaction with the town centre and surrounding roads should the Council or a development partner be able to purchase them.



Figure 1: Site Study Area

- 5.4. Whilst previous studies had identified a range of uses on the site, a key part of the study was to holistically review and assess the optimal range of uses in response to emerging commercial, cultural and political opportunities. In order to achieve these objectives, the study follows a clear three step process:

5.4.1. Step 1 – Site appraisal

The architects were briefed and visited the site and were provided with a range of background and contextual information. Constraints and opportunities were identified.

5.4.2. Step 2 – Option analysis

Following the site appraisal phase, LCR and WBC agreed six options to be developed to explore a range of potential uses on the

site. Each option was developed to the same high level of detail to enable even comparison of their respective merits.

Uses that were explored as part of the option testing were;

- Residential
- Commercial
- Hotel
- Retail and 'Maker' Spaces
- Cinema and Leisure

5.4.3. Step 3 – Option refinement and testing

The third step in the process was the refinement of the preliminary high-level testing undertaken in Step 2 to gain a fuller and more robust understanding of their respective development potential. Three of these options and some variants were developed in more detail and subjected to high level financial appraisals.

- 5.5. From the outset of the study it became clear that it is important that the site should serve to fulfil a wider regeneration within the town, to encourage more people to choose to live and visit Worthing and to provide something new in the town and to enhance the local townscape.
- 5.6. It is important to note that the study to date only covers RIBA Stage 0/1 Strategic Definition/ Preparation and Brief. As such the schemes are high level capacity and masterplan studies only and are not design or architectural solutions.

6. Option Analysis

- 6.1. At Step 2 of the Study process, six development options were drawn up and assessed:
- 6.2. The long listed options tested were:
- Option 1 Base Case – a residential only scheme to test the capacity of the site)
 - Option 2 Residential and an office development of circa 70,000 sqft.
 - Option 3 Residential and extension to Connaught Theatre

- Option 4 Residential, multiplex cinema and associated car parking
- Option 5 Residential and hotel development
- Option 6 Mixed residential and commercial development.

6.3. All the scheme options were designed to enable delivery in at least two distinct phases – the development of the eastern part of the site (Areas B and C on Figure 1) which are immediately available and the eastern part of the site (Area A) which is currently operated as a surface car park by an operator who benefits from a long lease of the site from WBC.

6.4. The study at this stage also identified parking provision as a key design consideration. Commercial advice indicated that 1-1 parking ratio is beneficial to underpin the value and saleability of homes in Worthing. Given the site parameters, the options for parking are to provide it either at grade or within a basement. At grade, parking would need to be housed in a podium block to provide sufficient outdoor amenity for residents, however this would be unlikely to achieve the required 1-1 parking ratios and will have implications for residential unit quantity and quality at the lower levels.

6.5. The alternative approach is to construction a basement across all or part of the site to house the required parking levels. Whilst this option is more costly but would improve ground floor activation, increase unit numbers and provides an opportunity to re-provide the existing 227 car parking spaces on the site and retain the income this generates. This options also potentially allows for the development to be delivered in a more sequenced way allowing the placemaking components of a scheme to be established earlier which will in turn support the residential values we are assuming. Consequently, the refined options have been developed with both a basement and podium parking solution.

6.6. The options listed at 6.2 were assessed and refined into three core options with variants for more detailed assessment:

Option 1	Residential and commercial space at ground	This provides a 'base' option and should provide the most commercial scheme.
----------	--	--

Option 2	Residential and office/hotel development	Organisation of the site into four quadrants with office, hotel or residential interchangeable on the south east quarter.
Option 3	Residential and office/hotel development with 1-2 screen extension to the Connaught Theatre.	Organisation of the site into four quadrants with office, hotel or residential interchangeable on the south east quarter.

- 6.7. All the options are capable of being implemented in sensible phases and blocks. It was assumed that development would start on the vacant eastern site and a second phase on the western side would follow as and when the site became available. A basement solution would be most cost effectively delivered as a single operation across both sites. Both of options 2 and 3 offer flexibility in their use with the south east quarter able to accommodate standalone commercial office block or as a mix of hotel and additional residential. Development of a flexible masterplan may provide a solution any non-residential scheme is likely to be either very market dependent or responsive to any intervention the Council may seek to make to encourage uses.
- 6.8. The potential to create improved connections from the site to the west into Chapel Street and to the south into Chatsworth Road have been identified as being beneficial in creating a permeable scheme which better integrates into the town. Securing property interest or rights (or working with other landowners) to achieve this are considered worthy of further investigation.

7. Commercial Assessment

- 7.1. The commercial advice received suggested achieving viable ground floor uses would be challenging as it would be difficult to 'stretch' the existing town centre up to Union Place. The development of the site itself will generate demand for some local strategically placed retail

units to complement the other uses on the site. The study also identified the potential to explore a different form of ground floor commercial space – creative and maker space to provide activation and building upon the existing independent retailers and artists in Worthing. This would work particularly well as a creative quarter associated with a refurbished and extended Connaught Theatre.

- 7.2. A high-level cost plan has been developed for each of the options and London & Continental Railways have prepared several indicative development appraisals for the refined options listed at 4.6 to try to further understand the commercial dynamics of the development. Delivery of car parking within a full basement and podium structures has been tested.
- 7.3. There remain a considerable number of scheme variables and unknowns which make any form of development appraisal an iterative process at this stage of the process and so should be considered as a guide to be used for comparative purposes only.
- 7.4. The schemes were assessed on a residual land value basis considering an industry standard developer profit on cost which is likely to be sought by a third-party developer. The appraisals do not take account of the existing site value, so the residual value generated would need to be assessed against the existing asset value of the site and in the case of the NCP site – the cost of securing vacant possession of this lease.
- 7.5. It should also be noted that the appraisals currently exclude any affordable housing provision or other S106 provisions and this and any other policy priorities this would need to be funded from the residual value generated.
- 7.6. The commercial figures for the schemes are presented for the whole site, however, needs also be examined on a phase by phase basis as some phases, particularly those which are residential led perform better in terms of residual land value.
- 7.7. A summary of the results is set out below. A masterplan scheme image and associated appraisals are included as Annex 1.

Option 1: Commercial at ground with residential above		Podium	Basement
	Description:	223 homes 14.8k commercial 120 parking spaces	231 homes 14.8k commercial 420 parking spaces
	Phases:	2	2
	Cost:	£78.9m	£82.5m
	Value:	£94.8m	£100.7m
	Residual Value:	£10.3m	£3.3m
	Comment:	<ul style="list-style-type: none"> · No affordable housing · No VP costs included. 	

Option 2: Separate uses by block: residential, workspace and hotel		Podium	Basement
	Description:	199 homes 21k commercial 66 bed hotel 113 parking spaces	207 homes 21k commercial 66 bed hotel 420 parking spaces
	Phases:	2	2
	Cost:	£70.03m	£74.9m
Value:	£84.9m	£92m	

	Residual Value:	£10.5m	£1.5m
	Comment:	<ul style="list-style-type: none"> · No affordable housing · Plot sale for hotel · Excludes VP costs 	

Option 3: Connaught extension with separate hotel and residential blocks.		Podium	Basement
	Description:	172 homes 13k commercial 66 bed hotel 2 screen cinema extension 113 parking spaces	179 homes 16k commercial 66 bed hotel 2 screen cinema extension 420 parking spaces
	Phases:	2	2
	Cost:	£63.6m	£68.3m
	Value:	£76.9m	£83.3m
	Residual Value:	£7.08m	-£2.67m
	Comment:	<ul style="list-style-type: none"> · No affordable housing · Excludes cinema subsidy · Excludes VP costs 	

7.8. The analysis undertaken has indicated that achieving a viable scheme may be challenging. Unsurprisingly, the wholly residential schemes performed the best although planning policy requirements including in respect of affordable housing have not yet been

incorporated but will be incorporated as we further refine the preferred option through the design and planning process. We have not at this stage considered different methods of delivering residential accommodation such as private rented sector or centre senior living targeted housing although the masterplan layouts will support the future inclusion of a variety of accommodation types.

- 7.9. Delivering a good overall design, a distinct product offer, high quality public realm and a good quality residential specification and finish will be key to achieving anticipated prices and sale rates.

- 7.10. The introduction of a wider mix of uses, reducing the quantum of residential accommodation does impact scheme viability as uses such as cinema, hotel and commercial are more uncertain from a demand and viability perspective. However, a mix of uses would provide wider economic benefits to the town centre and wider region and may enable the Council to pursue a wider regeneration led policy agenda. There is therefore a clear consideration to be made in the range and mix of uses and the aspiration of the Council and LCR to balance accommodating these uses against projected land receipt and scheme profitability.

- 7.11. There may be scope for the Council to consider 'packaging' local office occupiers interest or approaching Government agencies to provide sufficient quantum to pre-let an office element on the site. A good quality new workspace could be incorporated but whether this could be delivered at rental levels which are competitive to the local market stock would depend very much on the nature of the occupants and the funding arrangements (or yield) which could be secured. The sale of a site for a hotel development by a specialist operator has also been included.

- 7.12. The introduction of a cinema extension to the scheme is likely to require some form of operator subsidy based on soft market testing and has implications for the scheme in terms of viability when compared to other shortlisted options. The inclusion of a cinema extension provides an opportunity to reinforce and build on the

existing setting of the Connaught Theatre and may provide a catalyst for wider regeneration based around a new leisure and creative sector focussed destination for the town.

7.13. It should be noted that the appraisals do not include any costs for works to the Connaught Theatre itself and this would need to be the subject of a separate study should the Council wish to pursue this opportunity. Inclusion of a more modest modern cinema option mitigates the level of operator subsidy, the physical implications associated with a leisure 'box', and the necessary parking requirements associated with large multiplex which were considered and thought to compromise the overall quality of the scheme too significantly.

7.14. As stated at 7.3 the development appraisals are an iterative process and further refinement work is required to interrogate, and market test the appraisals to optimise the schemes and to improve their viability to deliver a policy compliant scheme.

7.15. Issues for Consideration

7.16 There are four specific considerations for the Council which have material implications on the financial performance and the nature and potential impact of the development scheme. A key task for the next stage of the scheme will be to resolve these issues in the best manner to ensure a viable scheme

Consideration 1: Parking

7.17 Provision of 1-1 parking ratios is likely to be required to support the value and saleability of the residential units. The current commercial advice is that given Worthing's location and transport links, it is likely anyone purchasing a unit in a new development, regardless of location within the town, would expect at least one allocated car parking space, with potentially two for larger units.

7.18 A full parking provision can only be sensibly achieved across the site with a basement parking solution. The provision of a full basement would enable a better overall design solution to be achieved whilst also providing 1:1 parking. However, while it would

carry a significant expense, it also provides an opportunity to retain the existing site car parking income through relocation of the existing car park lease or a replacement directly operated by the Council. These can be considered as part of an overall financial appraisal for the scheme.

Consideration 2: Site Value & Income Streams

- 7.19 The Council has invested to purchase the former Police Station site and purchased the freehold of the NCP site on an investment basis using LEP funding and Public Works Loan Board funding respectively. It may be challenging to recover all investment in short-term from the development of the site but the delivery of a new ambitious regenerative scheme for the site may enable wider benefits for the town that the Council may wish to capture. Investment in both sites was in part justified by taking back control, to break the inertia, and to deliver a comprehensive regeneration scheme.

Consideration 3: Ground Floor Uses and Activation

- 7.20 The delivery of sustainable ground floor commercial uses is likely to be challenging. It is unlikely to be possible or acceptable to attempt expand existing retail core. Some local demand may be enough to support commercial/ retail in strategic locations on the site to activate the public realm.
- 7.21 Careful design to include front doors at ground levels such as through duplex maisonettes may also be a route to provide an attractive street frontage. There may also be scope for the Council to facilitate small scale commercial office uses at ground and first floor.
- 7.22 It is considered that it would be positive to explore options for the development of a creative or maker yard space within the development to provide a distinct new destination and retail which does not compete with traditional town centres. Uses might include a microbrewery or artist studios and could build on towns existing independent retail sector and creative/ artistic resources. This has been done successfully elsewhere but would require careful curation and a flexible commercial approach.

Consideration 4: Affordable Housing Provision

7.23 Further refinement of the preferred option to enable the delivery of a policy compliant affordable housing offer on the site will be a priority for the scheme.

8. Delivery Options

8.1. The WBC Joint Strategic Committee report dated WBC Joint Steering Committee on 10 April 2018 considered in detail a range of different delivery options and approved the establishment of a landpool arrangement with LCR as the first step to develop the site. The landpool agreement sets out a process by which a Study is undertaken to assess a range of development options, the results of which are set out in this report. Following completion of the Study, WBC and LCR are to agree a development strategy for the site and the costs to achieve this which would primarily be funded by LCR through the landpool mechanism.

8.2. Both organisation's key objectives in terms of a delivery route are understood to be:

- To bring the site forward for development with pace - as soon as possible and maintaining visible progress throughout;
- To ensure the mix and quality of development achieves a beneficial regenerative impact on the wider town centre;
- To retain control; and
- To optimise financial returns.

8.3. The previous Joint Strategic Committee report in April 2018 considered the range of different development options and at a higher level the advantages, disadvantages, costs and programme implications of each for comparison. The Council could simply sell the land on to a developer to bring forward a viable scheme, with control exercise via statutory planning functions. However, the Council would lose control and any longer-term revenue. At the other end of the spectrum, the Council could take on full responsibility for the development of the site as owner/developer but would take on full development risk, would need to finance a scheme and may not have the necessary expertise in-house.

- 8.4. Beyond a straightforward sale of the land or direct development, there are a range of different partnership arrangements that warrant consideration. A formal joint venture with a private sector partner offers potential benefits associated with access to private sector investment, skills and experience but would also involve a lengthy procurement exercise with no guarantee that a site of this nature would attract the type of partner sought.
- 8.5. In this instance, given there are likely to be ongoing scheme viability challenges which require further scrutiny, work is required in terms of securing vacant possession and there remain opportunities to optimise the mix of uses, it is considered that WBC and LCR should promote a flexible planning application for the site. The form of the planning application would need to be worked through with WBC planning officers but should provide at least an outline for the whole site including the leased out car park potentially alongside a detailed first phase of development activity. The planning process provides time for a further investigation of the market for appropriate uses and confronting some of the more challenging financial issues associated with the site as well as the investigation in acquiring further land interests and rights.
- 8.6. Should planning consent be secured, the full scope of scheme delivery options remains open to the Council from sale to direct development and in addition there would be scope to implement a variety of routes e.g. plot sale for hotel development or direct development of affordable residential, whilst retaining control of the overall development delivery and design approach.

Planning Strategy

- 8.7. The planning strategy will require further development at the next stage. Initial thoughts, based on the study, are that as all the options analysed that look to deliver comprehensive redevelopment of the whole site, that an outline and reserved matters planning consent is an appropriate route to enshrine the masterplan layout through a planning application. This will give confidence to the market of the capacity of the site but still allows enough scope for a developer to use their commercial acumen to optimise the detailed design.

Exploratory discussions are proposed with local housing developers and registered providers to assess whether there is any scope to bring such expertise within the design process.

- 8.8. It is currently estimated that a planning application could take up to 12 months for a consent to be achieved, and could cost £400-£600,000 depending on the type of application progressed. Should this option be accepted a more detailed budget and programme would be prepared and funding could be provided by LCR under the landpool mechanism.

9. Study Conclusions and Recommended Next Steps

Design Approach Conclusions

- 9.1 Given the strategic location of the site, there is an opportunity to deliver a wider regenerative impact through driving a mix of uses on the site, ground floor activation and a leisure offer. However, there is a need to balance the benefits of a potentially less valuable scheme and lost income, against wider regeneration benefits for Worthing town centre.
- 9.2 It is considered that the flexibility and range of uses in option 3b presents (residential, cinema, hotel/office, maker space / creative area) represents the most impactful and ambitious scheme from a regeneration point of view. There are a number of considerations / unknowns that will need testing at the next stage of activity to understand scheme viability and this applies to both the basement and podium options. Considerations such as funding, parking, phasing need to be worked through at the next stage and so the preferred approach for this stage to conclude the Study would be to recommend schemes 3b with podium and 3b with basement are taken forward for further investigation.
- 9.3 The Council and LCR should develop a flexible masterplan imbedding good quality public realm and new public connections which could respond and support the inclusion of different uses alongside a residential scheme to guide the future development of the site. This would allow the incorporation of different uses or a reversion to a

residential-led scheme depending on the market and availability of funding.

- 9.4 As a priority, a first phase of residential on the north east corner of the site which is common under all options examined should be advanced. This is likely to be a viable aspect and will enable an early start on site and visible statement of progress and allow time for the market demand for alternative uses to be investigated and the inclusion of the NCP site tested.
- 9.5 The project team should work to review the appetite and feasibility a refurbishment of Connaught Theatre with a modern extension to the cinema, further test the market for operator interest, and work to further understand how any operator subsidy could be afforded in the context of the wider redevelopment.
- 9.6 As part of the design process, the project team should undertake further analysis to optimise the financial performance of a base scheme for the site including an enhanced delivery of affordable housing including examining plot or block sales for affordable housing to provide the basis for any planning application.
- 9.7 The project team should Investigate feasibility/ market interest for a hotel or for collating pre-lets interest for an office or workplace component.
- 9.8 The project team should investigate further the appetite and financial capability to trade both site value/loss of income and a less viable scheme (via basement parking) to achieve a more impactful regenerative scheme. The necessity of high levels of parking provision and the impact on sales values/marketability needs further assessment as do potential residential tenures which have a reduced parking requirement.
- 9.9 Test the desirability and feasibility of including maker/creative space as part of any scheme through an analysis of similar schemes.
- 9.10 Review opportunities for financial support from other sources including Homes England and the Coast to Capital LEP.

Delivery Approach Conclusion

- 9.11 To progress the preferred option of an achieving an outline planning permission that delivers flexibility in the uses that can be achieved and develop a further detailed planning strategy.
- 9.12 To procure a design and planning team and develop a more detailed budget for submission of a planning application which would be funded by LCR though the land pool arrangements. The options for delivery post planning remain open from direct development to sale of the site.
- 9.13 To continue to work to ascertain the feasibility of the purchase of any necessary freehold or leasehold interests required to deliver the preferred option, and to consider options to mitigate or maintain the Council investment income from the site.
- 9.14 To continue to ascertain the feasibility of options (and viability) for purchase of adjacent sites or to acquire pedestrian rights over any suitable access that would improve the site's relationship with Chapel Road and the surrounding areas.
- 9.15 To continue to work to address any legal constraints that exist on the site which will complicate development or sale of the site or add cost/risk. The aim should be to de-risk development of the site as far as possible by resolving any complications or putting options/arrangements in place that a developer can implement.
- 9.16 To note that the outputs of the study and resulting preferred scheme (in terms of jobs created and homes delivered) differ from the scheme which was submitted to the Coast to Capital LEP to justify their funding of purchase of Site B. As such continued engagement with Coast to Capital is required to ensure their ongoing support.

10. Financial Implications

- 10.1 The two car parks generate income streams to support the Council's activities.
- 10.2 **Site A: Privately operated car park**

10.2.1 Site A was purchased using the Strategic Property Investment Fund for £6m which was financed from borrowing. The Council currently benefits from an annual rental payment of £306,340 and pays debt charges of £216,610. Overall the site generates net income per year of £89,730.

10.2.2 The initial lease was for 25 years and allows for an annual RPI uplift in the rental payment. The lease also has a clause which allows for a 25 year extension when the current lease comes to an end on 28th May 2037. Consequently a substantial lease premium funded by any developer would have to be paid to end the current lease and use the site for another purpose.

10.2.3 It is expected that if the site is sold for redevelopment then the Council would obtain at least £6m and would be in a position to repay any associated debt, however the Council may lose some or all of the benefit of the net income from the site depending on the eventual disposal price.

10.3 **Site C: Public car park**

10.3.1 Site C, High Street surface car park has recently been disposed of to LCR under the land pooling agreement for £455,600. Under the terms of the agreement, the car park has been leased back to the Council for a rental payment that is equivalent to 50% of the net income. The car park is estimated to generate the following income for the council in 2018/19:

2018/19 budget:	£
Rates	9,580
Maintenance	6,310
Services	4,610
Total costs:	20,500
Income	
Car Park Fees	-64,400
Rental income	-2,500
Share of Ringo income	-5,250
Net income	-51,650

Net rent payable	25,830
Net income from the car park	-25,820

- 10.3.2 The receipt from the sale of the land will be used to fund the capital programme, thereby reducing down the financing costs of the Council by £50,000 per year for the next 15 years.

11. Legal Implications

- 11.1 Section 1 of the Localism Act 2011 empowers the Council to do anything an individual can do apart from that which is specifically prohibited by pre-existing legislation.
- 11.2 Section 1 of the Local Government (Contracts) Act 1997 provides that every statutory provision conferring or imposing a function on a local authority confers the power on the local authority to enter into a contract with another person for the provision or making available of assets or services, or both (whether or not together with goods) for the purposes of, or in connection with, the discharge of the function by the local authority.
- 11.3 Section 111 of the Local Government Act 1972 provides that the Council has the power to do anything to facilitate or which is conducive or incidental to the discharge of any of their functions.
- 11.4 The Council needs to comply with its Contract Standing Orders in respect of any procurement for the additional services set out in this report.
- 11.5 Under the Public Contract Regulations 2015 where a public authority is to enter into a contract for the supply of goods and services and the value of those goods and services exceeds a financial limit of £181,302, (or for works contracts £4,551,413), any procurement exercise to contract for those goods and services must be conducted in accordance with the regulations and a failure to do so may be declared upon receipt of a procurement challenge anti-competitive and in breach of the regulations.
- 11.6 Section 123 of the Local Government Act 1972 places an obligation on local authorities to dispose of land for best consideration, which is not

limited to the monetary purchase price but may include other elements in the transaction provided those have a quantifiable commercial or monetary value.

- 11.7 The Council must ensure that it does not offend the rules against State Aid which prohibit public bodies from favouring certain undertakings and distorting competition in any future proposals for the development of Union Place.

Background Papers

- Worthing Core Strategy, Worthing Borough Council, March 2011
- Worthing Investment Prospectus, Worthing Borough Council, 2016
- Union Place Redevelopment – Report to Joint Strategic Committee on 10th April 2018

Officer Contact Details:-

Cian Cronin

Head of Major Projects & Investment

07824 343896

Cian.cronin@adur-worthing.gov.uk

Union Place, Worthing
Options Study

03 October 2018

Hawkins
Brown



Union Place, Worthing
Document control and issue sheet

Document history

Version	Date	Description
001	24 September 2018	Draft - issued for comment
002	28 September 2018	Draft updated - additional quantitative information added to Section 4
003	03 October 2018	Final Issue

Contents

	Executive Summary	4
1	Union Place	
1.1	Defining the Site	7
1.2	Opportunities	8
2	Understanding the Site	
2.1	Location	9
2.2	Age Distribution in Worthing	10
2.3	Main Connections and Car Parks	11
2.4	Town Centre and Building Uses	12
2.5	Local Landmarks and Architecture	13
2.6	Blue Plaques and Heritage Trails	14
2.7	Green Space	15
2.8	Evening Economy	16
2.9	Worthing's Current Strengths and Weaknesses	17
2.10	Overview and Conclusions	18
3	Development Options	
3.1	Principles of Development	19
3.2	Basement Car parking	20
3.3	Option 1 - Base Case	21
3.4	Option 2 - Office Development	24
3.5	Option 3 - Connaught Annexe	27
3.6	Option 4 - Multiplex Development and NCP Re-provision	30
3.7	Option 5 - Hotel Development	33
3.8	Option 6 - Mixed Commercial/Residential	36
3.9	Flexibility between Schemes	39
3.10	Sunlight and Shading Analysis	40
3.11	Summary	41
4	Refined Options	
4.1	Option 1 - Residential with ground floor commercial space	42
4.2	Option 2A - Residential with standalone office and workspace blocks	45
4.3	Option 2B - Residential with standalone hotel and workspace blocks	48
4.4	Option 3A - Residential with standalone office block and Connaught Annexe	51
4.5	Option 3B - Residential with standalone hotel block and Connaught Annexe	54
5	Developing Context	
5.1	Other Development Sites within Worthing	57
5.2	Connecting to the Guildbourne Centre	58
6	Recommendations and Next Steps	61

Executive Summary

Introduction

Hawkins\Brown have been appointed by LCR to provide an options study and indicative masterplan approaches for the development potential of the site known as 'Union Place' in Worthing town centre on behalf of LCR and Worthing Borough Council. This work builds on previous appraisals of the site summarised in the Worthing Investment Prospectus 2016, which described the site as follows:

Located in a prime position within the town centre, this site lies adjacent to the High Street, opposite Waitrose and next to the independent Connaught Theatre. The site offers potential to reinvigorate this part of the town centre, building on the successful evening economy offer of nearby Warwick Street. Prominent street frontages on two sides provide the opportunity for prime new retail and leisure accommodation, with adjoining residential. A larger phased development could be facilitated through the inclusion of adjoining land.

WORTHING

INVESTMENT PROSPECTUS

2016



Scope & Methodology

In order to robustly assess the development potential of the site LCR and Worthing Borough Council issued the following development objectives for this study:

- to deliver a well-designed sustainable mixed use scheme which complements and enhances the town centre
- to provide activation which supports the economy of the town centre
- to secure the optimum value reasonably obtainable in the open market for the site
- to provide high quality public realm/north-south routes through the site
- to support and accommodate the future development of Site A and potentially Site F as later phases

Although previous appraisals had identified a particular combination of uses on the site a key part of this study was to holistically review and assess the optimal range of uses in response to emerging commercial, cultural and political opportunities. The design work presented in this report has been costed and commercially appraised to provide an holistic review of the site's development potential

In order to achieve these objectives the study follows a clear three step process:

- Step 1 - Site Appraisal
- Step 2 - Option Analysis
- Step 3 - Option Testing

Key Findings

The starting point for our study is to holistically consider how the site can best serve the emerging and future needs of the town and fulfil the development objectives.

From our initial findings we believe Union Place should...

- invite more people to Worthing
- give something new to the town
- enhance Worthing's townscape

Utilising the site for a range of uses—such as a mix of housing, workplace, leisure and retail, when combined with a new urban layout that maximises pedestrian permeability, could bolster the richness of Chapel Road and Union Place, whilst establishing an altogether new character area and destination within the town.

We also strongly recommend that the wider site, including the long term strategy for the Guildbourne Shopping Centre be carefully considered, as when the two sites are combined they would offer greater potential to fulfil the strategic vision to enhance and transform the town centre through diversification and densification of use.









Executive Summary

Option Analysis

Following the site appraisal phase we agreed with LCR and Worthing Council to develop six options that explore a range of potential uses for Union Place. Each option was developed to the same high level of detail to enable even comparison of their respective merits. Key headline data for each option is illustrated in the table below to enable quick review and comparison. Following review with LCR, Worthing Council and PRD on 05.09.18 it was agreed that the following options be tested further:

- Option 1 - mix of commercial space at ground floor with residential above
- Option 2 - mix of commercial space at ground floor with residential above and separate flexible workspace and commercial blocks
- Option 3 - As Option 2, but with the addition of leisure/arts use adjacent to the existing Connaught Theatre

	Option 1 Base Case	Option 2 Office Development	Option 3 Connaught Annexe	Option 4 Multiplex Development	Option 5 Hotel Development	Option 6 Commercial & Residential
						
Homes	242	163	194	194	197	168
Podium parking spaces	120	113	116	373	173	104
Primary provision	Maximised residential space	Residential development	Residential development	4-5 screen cinema	Residential development	Residential development
Secondary provision	Ground floors could accommodate commercial space	71,000 sqft office space 1599 sqm commercial space	1-2 screen cinema extension + 447 sqm commercial space	Residential development 1545 sqm commercial space	66 room hotel + 1815 sqm commercial space	3409 sqm commercial space
Architect's appraisal	High residential yield but would require additional basement parking to achieve 1:1 parking. Limited benefit to public realm	Office space can be provided alongside a relatively large number of homes and good pedestrian permeability. Tested location potentially creates overshadowing issues	Stronger public provision with a new arcade and enhancement of existing icon within Worthing. New yard space improves public realm. Private residential area improves saleability but reduces permeability through site	Very large blocks required with complex inter-relationships between uses. Dominance of parking impacts on existing and proposed development. New multi-storey car park retains lease income from NCP	Provides strong frontage to Union Place and High Street while retaining existing trees. Strong public permeability which could create Brighton Lanes-style atmosphere	Would be well suited to making Union Place a more vibrant area. However, commercial success is likely closely tied to development of the Guildbourne Centre to create an integrated edge of the town centre

Options to be developed

Executive Summary



Refined Options

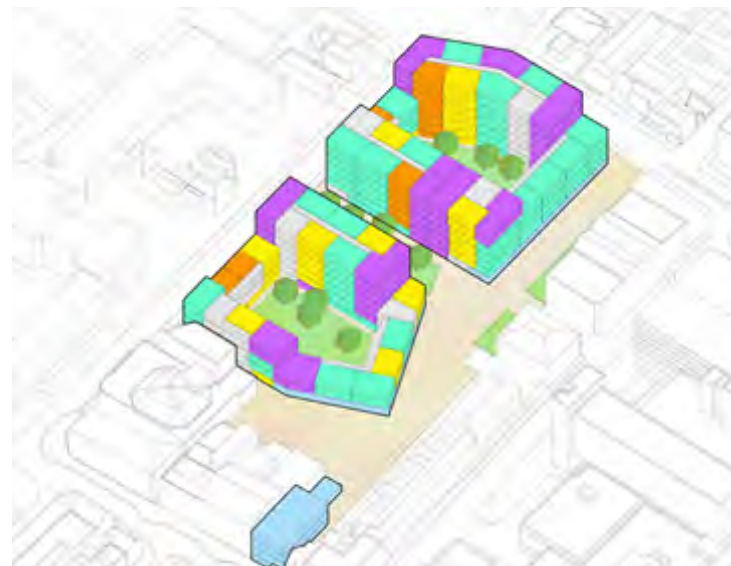
The third step in the process was the refinement of the preliminary high level testing undertaken in Step 2 for Options 1, 2 and 3 to gain a fuller and more robust understanding of their respective development potential. The outcome of this exercise, together with their potential development yield is illustrated opposite. Both Options 2 and 3 offer additional flexibility in their use as part of Site B could be developed either as a standalone commercial block, or as a mix of hotel and additional residential use.

Each of the refined options offer mixed-use development strategies that could realistically and successfully transform the existing poorly utilised site to maximise the mix of uses and value to Worthing.

The decision on how to proceed should be based on an informed strategic vision that also considers the long term strategy for the Guildbourne Shopping Centre and optimises the mix of uses and development across both sites depending on need. We understand that other consultants are preparing a cost plan and financial appraisal of the options to support this decision making process.

Option 1 - commercial at ground with residential above

231 New Homes
25k sqft Commercial
420 Parking Spaces (in basement car park)



Option 2A - separate uses by block: residential, workspace & commercial

177 New Homes
27k sqft Commercial
69.9k sqft Office
420 Parking Spaces (in basement car park)



Option 3A - Connaught extension with separate commercial and residential blocks

149 New Homes
21.9k sqft Commercial
69.9k sqft Office
2 Cinema Screens
420 Parking Spaces (in basement car park)



Next Steps

At each stage we have presented and discussed our emerging thinking with representatives from LCR, Worthing Borough Council and PRD, which has in turn informed the direction of travel and decisions on what options were identified most appropriate for the future development of the site.

The information developed to date only covers RIBA Stages 0/1 Strategic Definition / Preparation & Brief. As such the options are high level capacity and masterplan studies only. In order to continue this process we advise the following next steps to continue the meaningful regeneration of Union Place:

- Hawkins\Brown present the Options Study to key stakeholders at Worthing Borough Council - with support from LCR and PRD
- Worthing Borough Council consider the wider long-term strategy for the Guildbourne Shopping Centre
- Worthing Borough Council to confirm whether the potential acquisition of Site F is of benefit to the wider scheme and confirm whether pedestrian access can be obtained adjacent to the Police Station
- Consult with key departments within Worthing Borough Council, including, but not limited to: major projects, regeneration, planning and heritage, culture, highways, places & neighbourhoods
- Consult with key external stakeholders such as the Connaught Theatre and Guildbourne Shopping Centre to understand their strategic plans
- Confirm the preferred mix of uses and key strategic drivers for Union Place
- Agree the project's optimum delivery and funding model
- Identify a preferred option for further development
- Agree a strategy to develop the preferred option to RIBA Stage 2 and appoint a design team

Hawkins\Brown would be delighted to support Worthing Borough Council with any future steps in this process.

Option 2B - separate uses by block: residential, workspace & hotel

207 New Homes (+30 in lieu of hotel)
31.8k sqft Commercial
66 Room Hotel
420 Parking Spaces (in basement car park)



(additional residential development of c30 homes could be substituted in lieu of hotel block)

Option 3B - Connaught extension with separate hotel and residential blocks

179 New Homes (+30 in lieu of hotel)
26.8k sqft Commercial
66 Room Hotel
2 Cinema Screens
420 Parking Spaces (in basement car park)

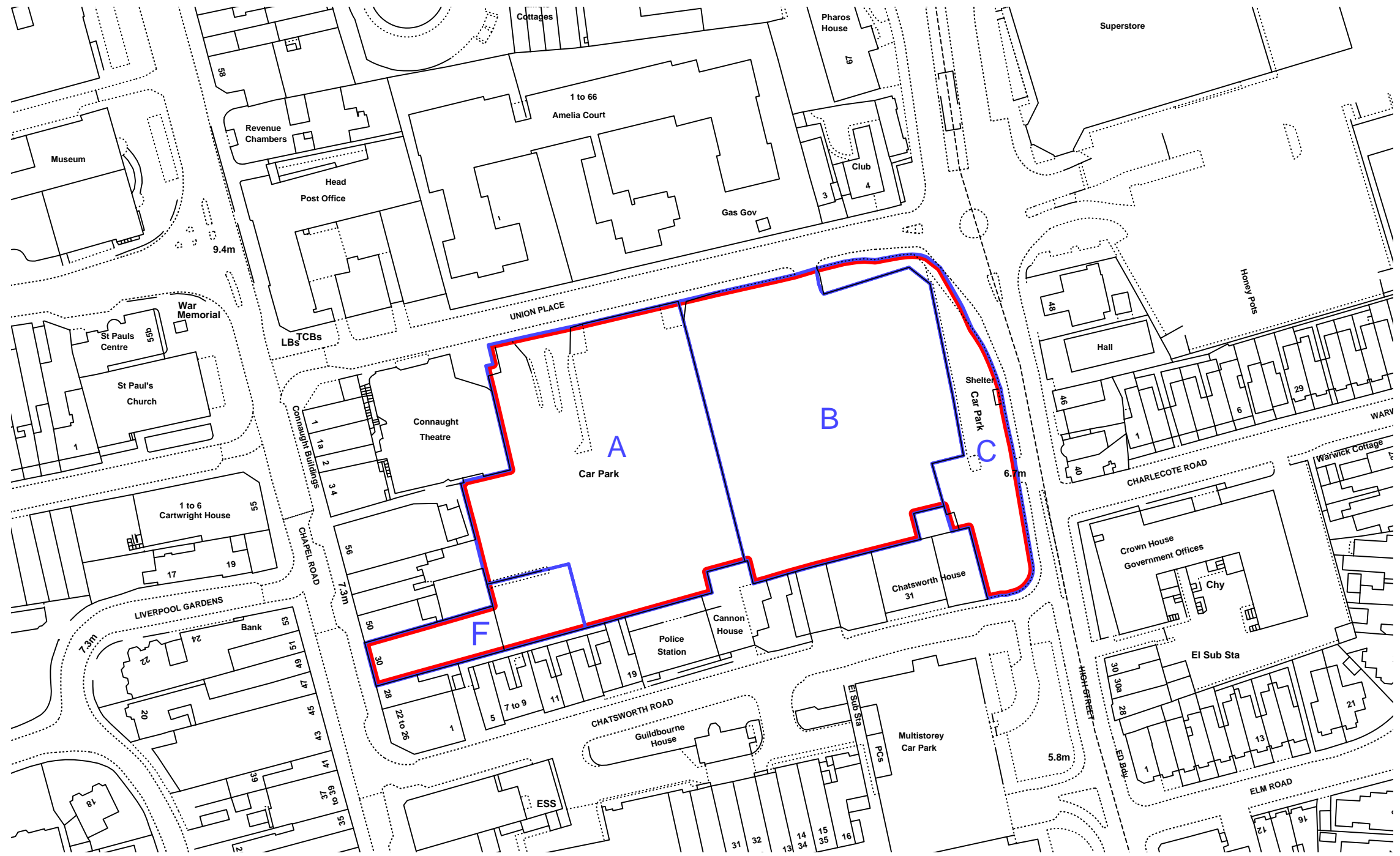


(additional residential development of c30 homes could be substituted in lieu of hotel block)

1 Union Place

1.1 Defining the Site

This study analyses the development potential of the combined assemblage of sites A, B, C, and F, should it become available, collectively known as the 'Union Place Site', illustrated on the plan opposite. Ownership issues are not considered within the scope of this study, although we understand that sites A, B and C are all under Worthing Borough Council's freehold ownership.



1 Union Place

1.2 Opportunities

We understand that LCR and Worthing Borough Council have high aspirations for the redevelopment of this key town centre site.

Union Place sits at the intersection between several local character areas.

A successful intervention should take steps to connect and support these areas and look towards future opportunities to further enhance Worthing's town centre.

The starting point for our study is holistically consider how the site can best serve the emerging and future needs of the town and establish a strategic vision.

The Vision

“Worthing will be recognised as a highly desirable place to live, work and visit, continuing to attract high calibre businesses and significant inward investment that will help the town’s economy to grow and improve its regional competitiveness.”

It will be a vibrant place where people can enjoy a high quality environment that combines the best of coast and countryside, a diverse cultural and leisure offer, modern infrastructure and economic opportunities.”

Worthing Investment Prospectus 2016

Union Place should...

- invite more people to Worthing
- give something new to the town
- enhance Worthing's townscape



2 Understanding the Site

2.1 Location

Worthing is located on the south coast with good transport connections to London and Gatwick Airport, and more locally Brighton and Hove, and Chichester. It defines itself as 'the beach within reach with an enviable location between coast and countryside'.



By Road

Daily coaches from London Victoria

Regular bus services along the South Coast and South Downs

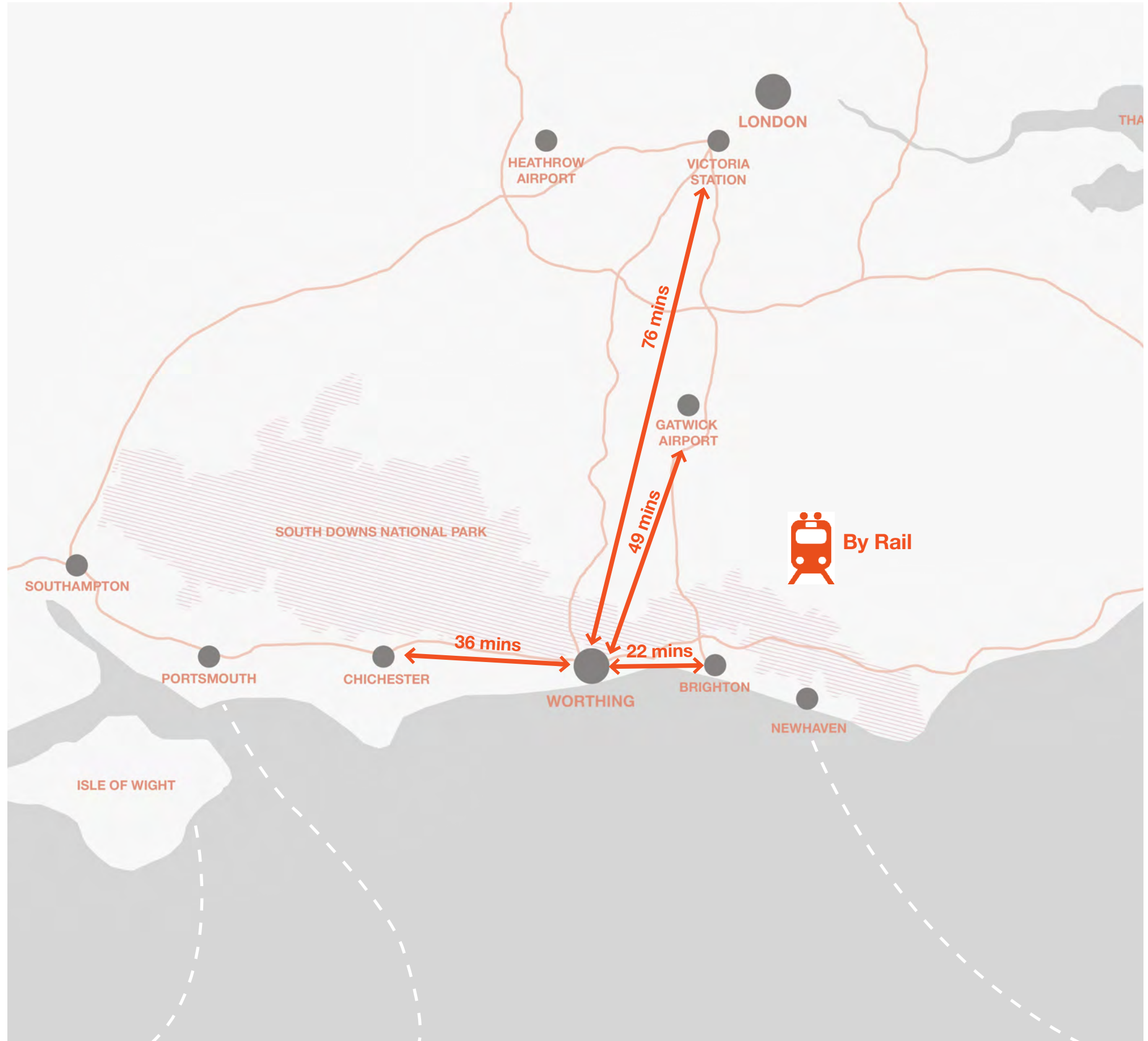


By Air

London Gatwick (49 mins by rail)

Brighton Airport (15 mins by rail)

Southampton Airport (90 mins by rail)



2 Understanding the Site

2.2 Age Distribution in Worthing

Based on 2011 census data on ward by ward basis

The age make up of Worthing will be a significant steer on the site's development strategy.

While the town is older than the national average, there is a higher density of working/family age people in the site vicinity. This suggests a potential market catering to the needs and interests of younger people.

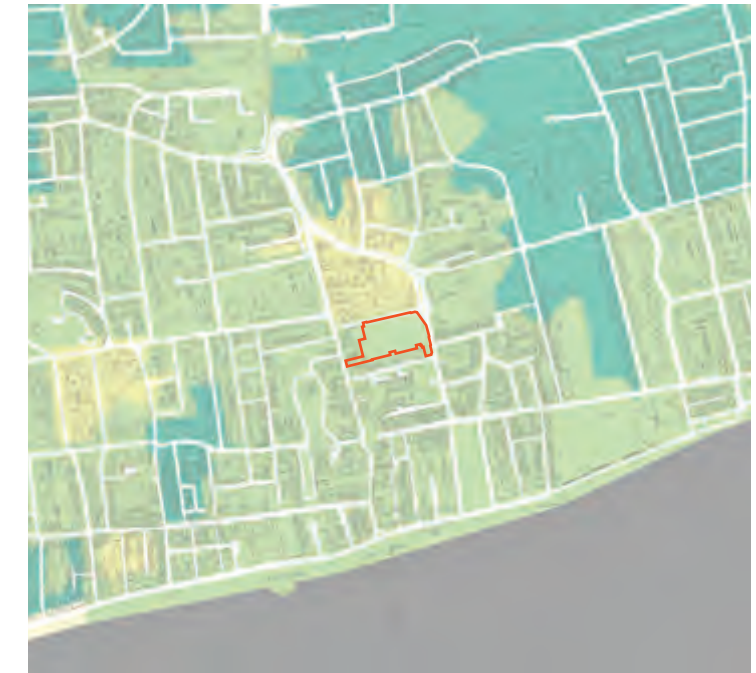
16-24



25-34



35-54



55-64



65-74



75+



Age	Worthing	UK
0-16	16.8	17.6
16-24	10.7	13.1
25-34	11.8	13.3
35-54	28.3	27.7
55-64	11.7	11.7
65-74	9.5	8.7%
74+	11.2	7.9

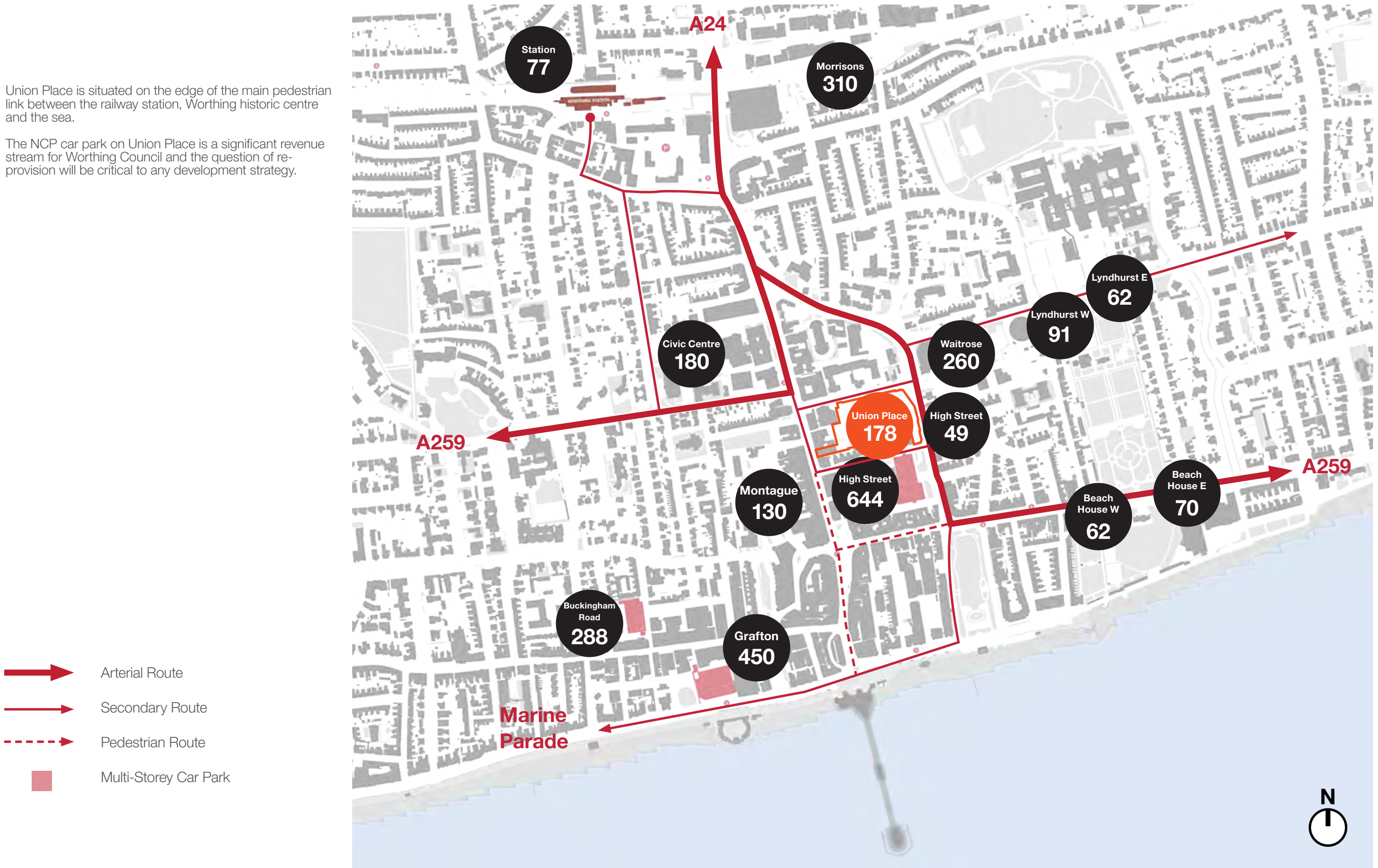


2 Understanding the Site

2.3 Main Connections and Car Parks

Union Place is situated on the edge of the main pedestrian link between the railway station, Worthing historic centre and the sea.

The NCP car park on Union Place is a significant revenue stream for Worthing Council and the question of re-provision will be critical to any development strategy.

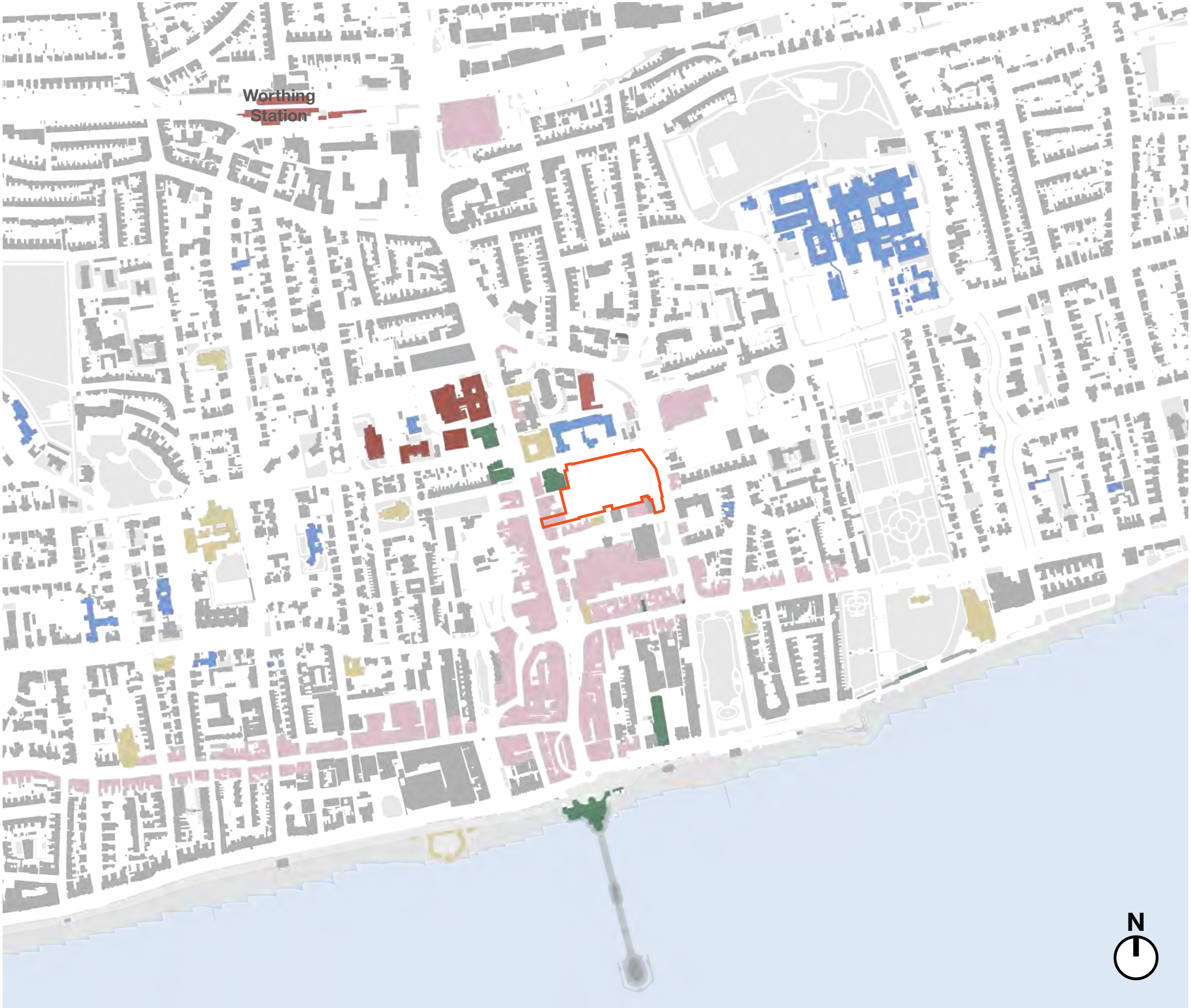


2 Understanding the Site

2.4 Town Centre Building Uses

Union Place sits at an intersection between different character areas within Worthing. The main commercial centre lies to the south of the site with areas of cultural and civic heritage around the north.

A successful development should find a way of connecting these areas while creating a new provision for Worthing.



2 Understanding the Site

2.5 Local Landmarks and Architecture

Worthing has a significant number of listed buildings and Conservation Areas around its town centre.

Adjacent to the site are the locally listed Connaught Theatre, the front of Amelia Court and the Grade II listed 40-44 High Street. The Connaught Theatre in particular provides a strong anchor point within the site that development should respond to positively.

- 1. Connaught Theatre**
Art deco cinema (remodelled in 1935)
- 2. Amelia Court**
Assisted living - originally built circa 1830
- 3. Worthing Museum & Art Gallery**
Founded 1908
- 4. Liverpool Terrace**
Regency 'bow' façades, 1827
- 5. Worthing Lido**
Bandstand & activities (built 1897/1925)
- 6. Colonnade House**
Creative/arts hub - artists studios & gallery
- 7. Worthing Pier**
32m Victorian pleasure pier, 1862/1935
- 8. Royal Arcade**
Parisian-style indoor avenue, opened 1925
- 9. Dome Cinema**
Grade II* listed, 1908

-  Site Boundary
-  Conservation Area
-  Historical Building
-  Listed Building



2 Understanding the Site
2.6 Blue Plaques and Heritage Trails

Worthing has a significant cultural history with a particular literary richness, evidenced by the number of blue plaques dedicated to writers. Many of these plaques are connected by heritage trails throughout the town, within which Union Place has a central location.



-  Site Boundary
-  Blue Plaque
-  Town Trail 1
-  Town Trail 2
-  Building
-  Green Space

2 Understanding the Site

2.7 Green Space

Worthing's primary outdoor space is its beach but there is also a sequence of high-quality parks, gardens and green edges within the town. There is also a strip of large mature trees to eastern edge of the site.

There is, however, a notable absence of usable landscaped space in close proximity of the site and its redevelopment provides the opportunity to create a green avenue along the High Street, enriching what is currently an under-provided area of the town.



- Site Boundary
- Green Space

2 Understanding the Site

2.8 Evening Economy

Worthing's is relatively well served for pubs, cafés and restaurants. The primary concentration of these venues is on Warwick Street, Chapel Road and Marine Parade. Interestingly there is a relatively high level of independent outlets.

Given the location of the Connaught Theatre on the corner of Union Place the site's redevelopment offers an opportunity to augment and compliment this key evening economy use and encourage greater activity throughout the day and evening.



○ Site Boundary

● Pubs

● Restaurant

● Green Space

2 Understanding the Site

2.9 Worthing's Current Strengths and Weaknesses

Worthing is a treasured south-coast town with enviable connections to other towns and wider infrastructure. Rich in Victorian and Edwardian architecture and attractions, the town also has a modern appeal and vibrant areas of townscape. It is important that the redevelopment of Union Place should bolster rather than undermine any of Worthing's current strengths.

Like all towns, however, Worthing also has areas which function less successfully, and which could be improved through considered and informed development. Retail is struggling in high streets across the country and in Worthing this has led to corners around the site becoming overlooked and underused, as exemplified by the Guildbourne Centre. Other aspects of Worthing's context, such as the Connaught Theatre, although more appreciated, could be elevated through careful development.

Areas of Richness



Blend between historic and contemporary



Unique cultural and architectural assets



Vibrant watersports and active leisure scene



Strong independent retail sector

Areas for Enhancement



Under-let areas of retail and inactive frontage, particularly within the Guildbourne Centre



Opportunity to enhance quality and experience of visiting and working in the Connaught Theatre



Struggling or less frequented streets



Areas of poorer connectivity and activation

2 Understanding the Site













2.10 Overview and Conclusions

Overlaying the key findings analysis shows Union Place to be a visible aperture within Worthing's townscape.

An intersection between routes, both pedestrian and vehicular, the site presents the opportunity to knit together currently disparate and dislocated parts of Worthing.

Perhaps most conspicuously, the site forms a gap between the main retail areas of Chapel Road, the Guildbourne Centre and South Street, and the predominantly residential areas to the north. It is important to recognise that retail itself as an urban designation has been growing increasingly insecure in recent times across the UK.

Utilising the site for a range of uses—such as a mix of housing, workplace, leisure and retail, when combined with a new urban layout that maximises pedestrian permeability could bolster the richness of Chapel Road and South Street, whilst establishing an altogether new character area and destination within the town.

- Routes**
-  Arterial Route
 -  Secondary Route
 -  Pedestrian Route
 -  Town Trail 1
 -  Town Trail 2
- Functions**
-  Retail
 -  Civic
 -  Health and Social
 -  Bars and Restaurants
 -  Community
 -  Arts and Culture
 -  Parks and Green Space



3 Development Options

3.1 Principles of Development

The diagram below summarises our understanding of the opportunities and constraints of the combined Union Place sites. Each development option recognises these base parameters.



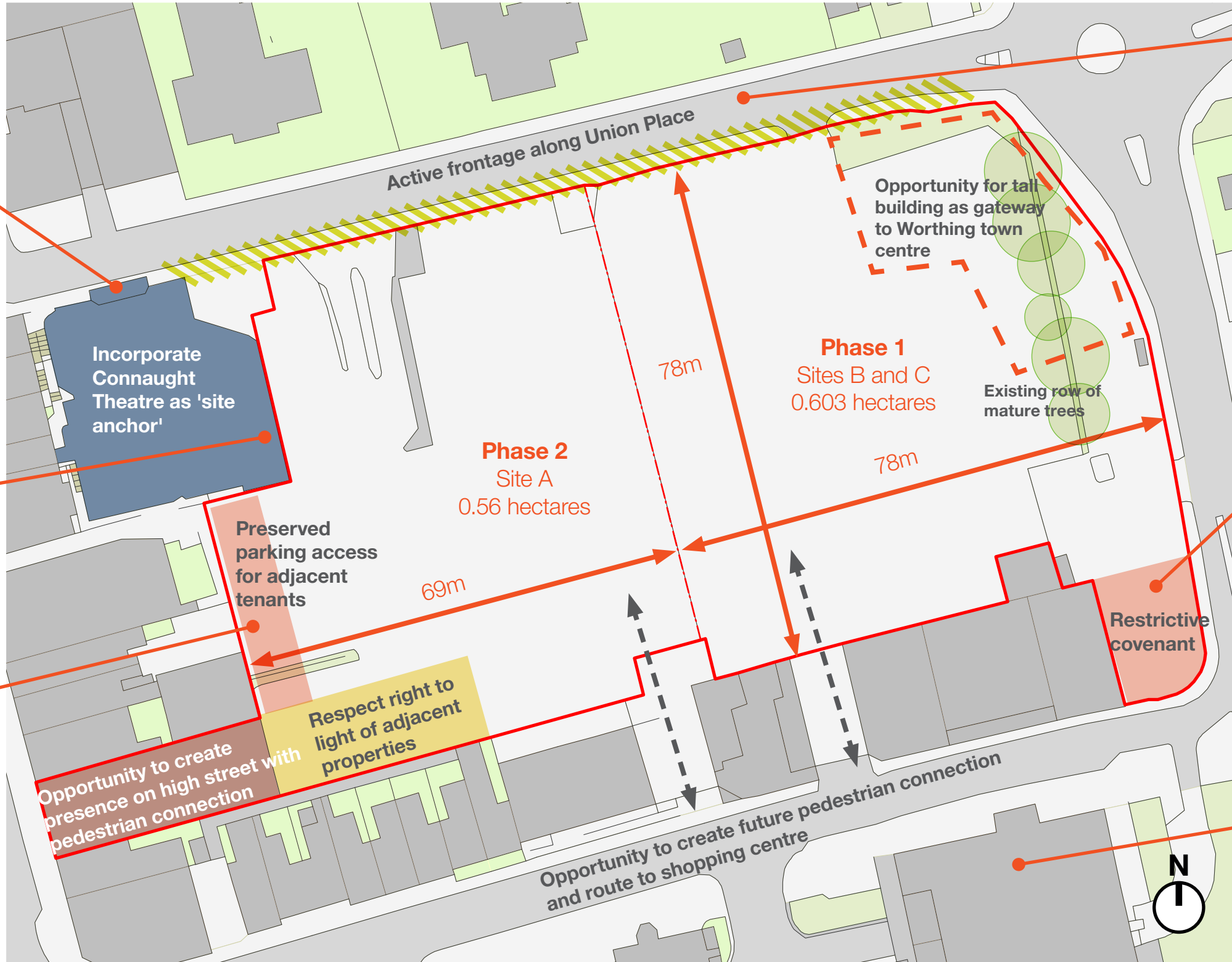
The art-deco style Connaught Theatre provides a strong anchor point for the site



The fly tower of the theatre creates a challenging site edge



Parking areas of adjoining properties possess access rights on the site



Union Place, looking towards St Paul's Church, calls for a sensitive active frontage



The current high street surface car park holds a covenant restricting development within



Opportunities to create new linkage to the Guildbourne Centre, looking towards future redevelopment

3 Development Options

3.2 Basement Car parking

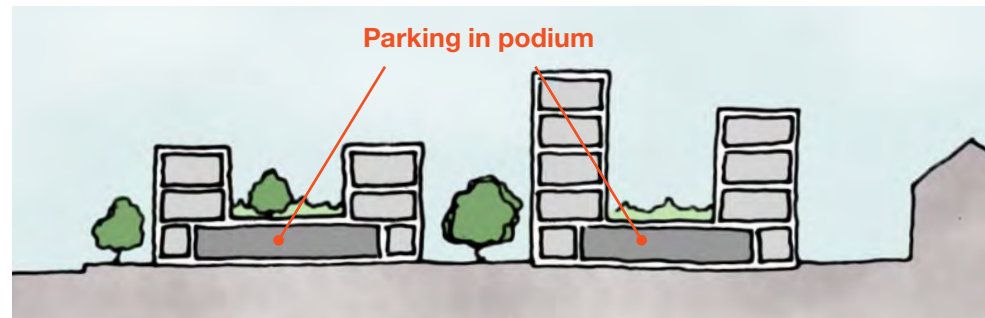
How to Achieve Sufficient Parking

There is a development requirement to achieve a 1:1 ratio for new homes and parking spaces across the site. An added challenge is the potential of re-providing commercial parking space for NCP, currently situated on Site A. This is very challenging to achieve without utilising a basement car park.

Given the site parameters, the main options for parking are to provide it either at grade or within a basement. At grade, parking would need to be housed within a podium block to provide sufficient outdoor amenity space for residents. However, this approach would impose an additional design constraint on the site which could be challenging to integrate, and would be unlikely to deliver the required 1:1 parking ratios.

An alternative approach would be to construct a designated parking structure, although this would use up space potentially better suited to enhancing the townscape and has in the main been discounted from our considerations.

Podium Parking



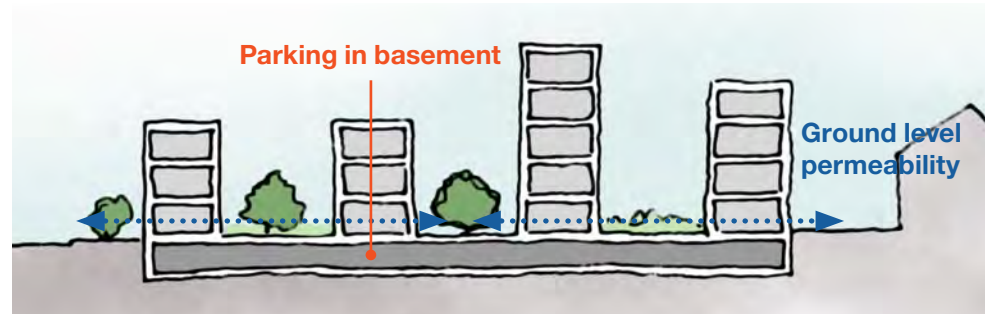
Pros

- + Relatively inexpensive
- + Easy to deliver in phases

Cons

- Lower level of parking (potentially substantially below 1:1)
- Encloses large areas of the site
- Need to balance ventilation requirements with active frontage

Basement Parking



Pros

- + Substantially more parking provided
- + Allows for greater permeability through the site at ground
- + Liberates space at ground level for public realm / other uses
- + Retains NCP usage of site

Cons

- Expensive to excavate
- Less suited to delivery in phases
- Structural grid of basement dependent on use above

420

Approx Parking Spaces

The quantity of car parking spaces illustrated below are indicative only and subject to further design development and refinement in conjunction with the preferred development option.



Basement Parking

3 Development Options

3.3 Option 1 - Base Case

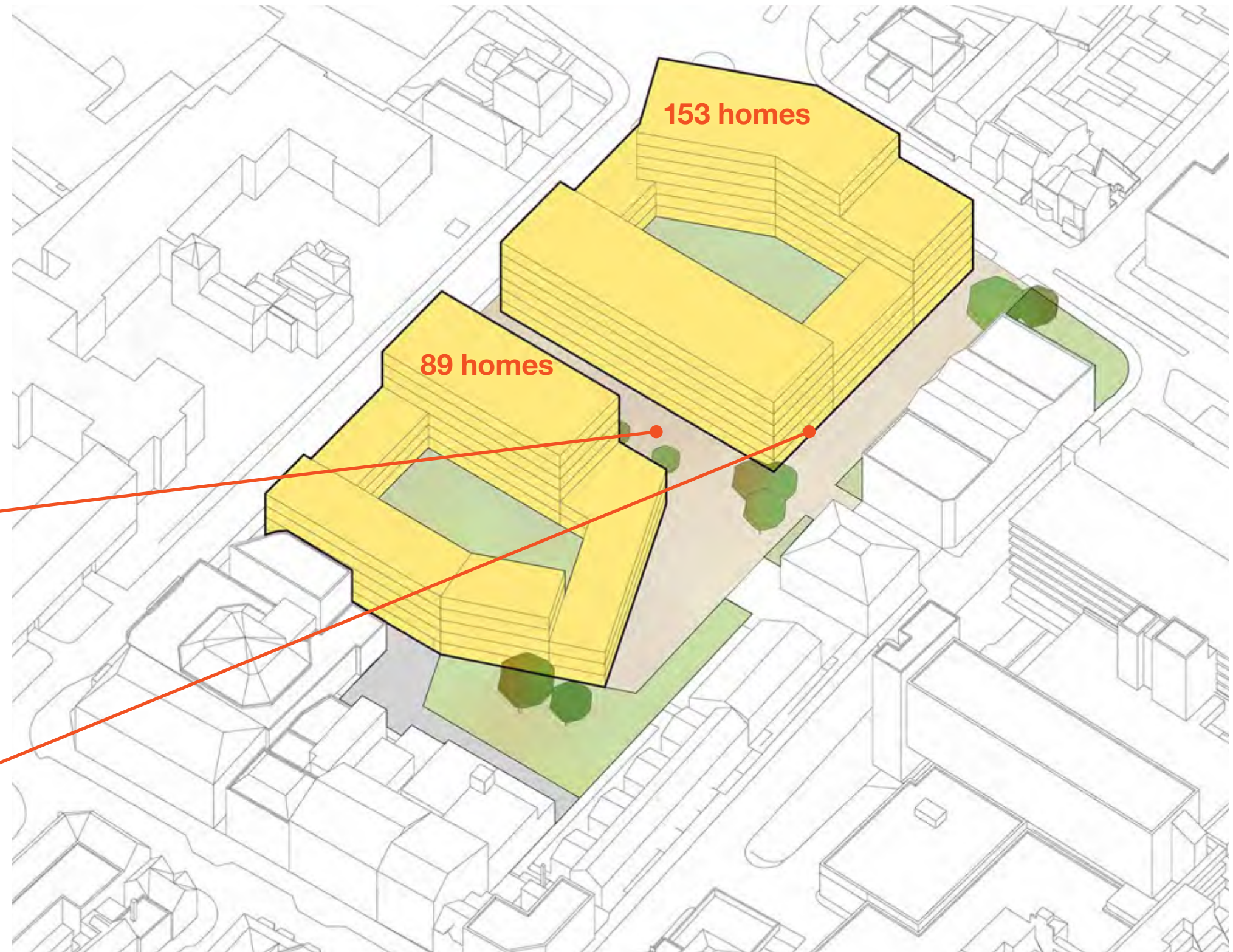
Overview

The Base Case option explores the theoretical maximum number of homes that could reasonably be accommodated on the site.

Two quadrangular podium blocks are arranged in line with the ownership boundaries of the site, allowing for phased construction, creating a new north-south pedestrian route through the site.

Through ground floor maisonettes, the frontages can be softened with private amenity space while providing 'eyes on the street' to improve safety. The ground floor could easily be adapted in key places to accommodate commercial or leisure space to take advantage of its location on High Street.

- Residential
- Commercial
- Hotel
- Office
- Leisure/Cinema
- Car park



Pedestrianised residential routes
e.g. Agar Grive, Camden
Hawkins\Brown



Active residential frontage
St John's Hill, Wandsworth
Hawkins\Brown

Base Case Massing

3 Development Options

3.3 Option 1 - Base Case

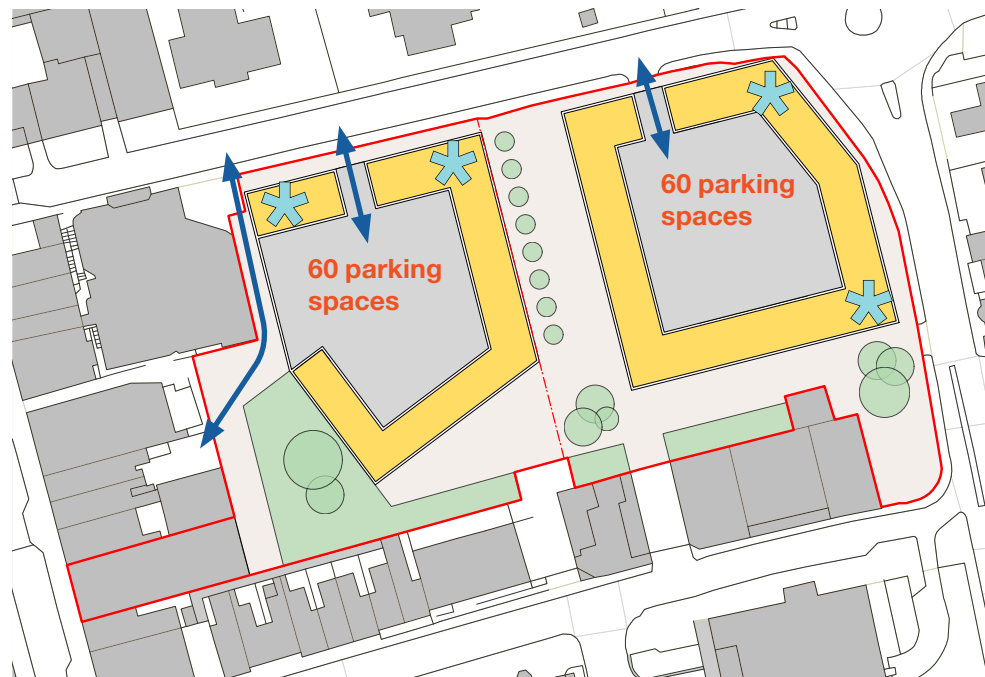
Pros

- Comparatively high yield of residential units
- Could be funded and built in 2 phases
- Strong public permeability

Cons

- Single use across site lowers footfall and limits townscape benefit
- Low ratio of parking provision to residential units
- Less active frontage than commercial ground floor uses
- Low permeability through site than other options

- ↔ New pedestrian routes
- ↔ Vehicular access
- * Opportunity for commercial space



Ground layout



Typical layout

3 Development Options

3.3 Option 1 - Base Case

Site B/C

(Anticipated Phase 1)

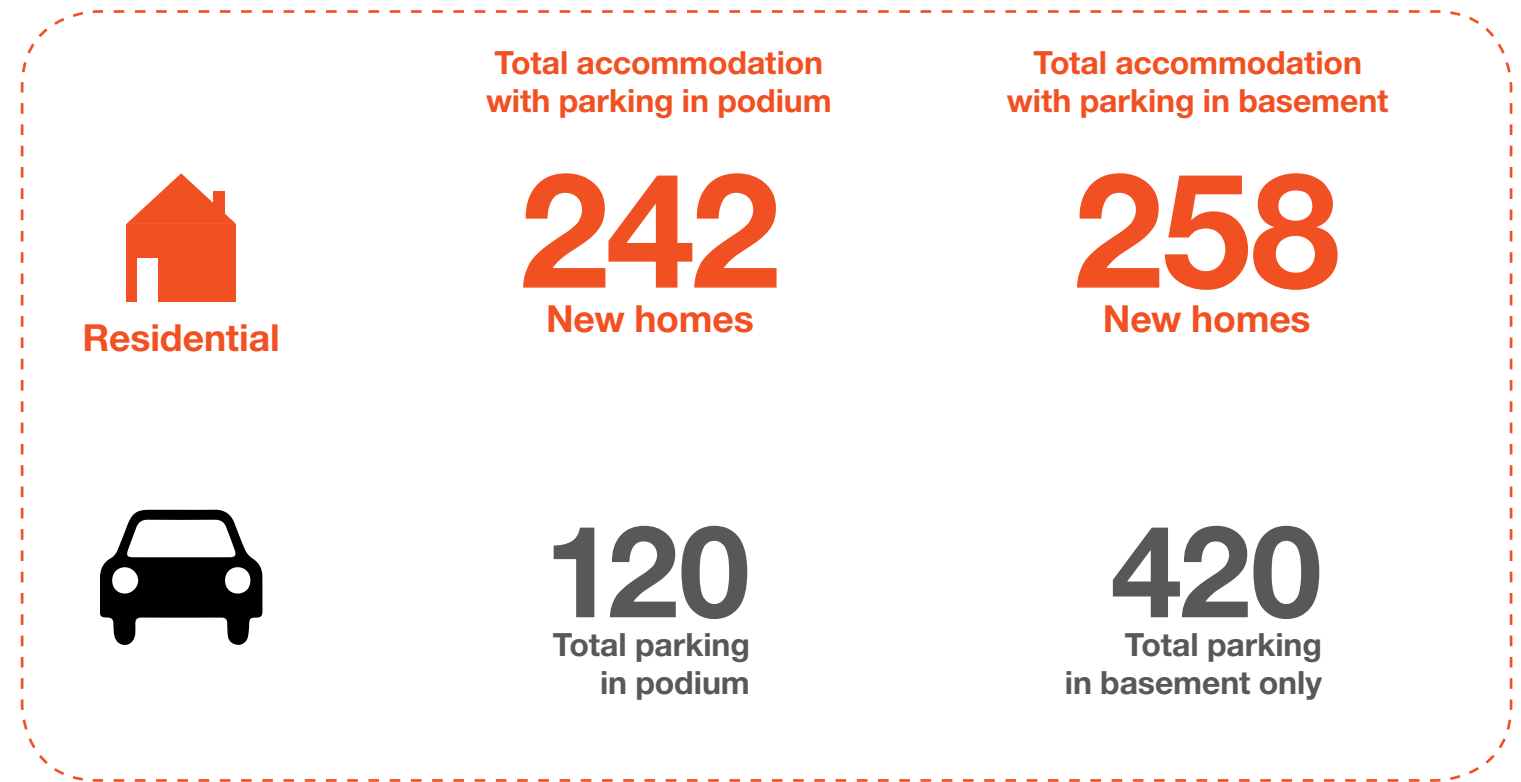
Residential						Parking in Podium			Parking in Basement		
						80%			80%		
						13,310			13,971		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	15	767.15	959	16	805.24	959
2B	3P	61	20	4.57	18%	31	1,872	2,340	32	1,964.80	2,340
2B	4P	70	50	13.11	50%	77	5,370.03	6,713	81	5,636.71	6,713
3B	5P	86	20	6.44	25%	31	2,638.99	3,299	32	2,770.04	3,463
Totals		267	100	25.99	100%	153	10,648	13,310	161	11,177	13,971
Parking						60			220		

Site A/F

(Anticipated Phase 2)

Residential						Parking in Podium			Parking in Basement		
						80%			80%		
						7,712			8,380		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	9	444.50	556	10	483.00	556
2B	3P	61	20	4.57	18%	18	1,085	1,356	19	1,178.51	1,356
2B	4P	70	50	13.11	50%	44	3,111.47	3,889	48	3,380.98	3,889
3B	5P	86	20	6.44	25%	18	1,529.07	1,911	19	1,661.51	2,077
Totals		267	100	25.99	100%	89	6,170	7,712	97	6,704	8,380
Parking						60			200		

Total Provision



The potential development capacity of the option is illustrated in the table above and summarised in the adjacent figures. Please note that these figures are indicative only based on an assumed net:gross ratio of what the gross development area could yield against the target mix of residential units.

Each option has been tested to the same level of detail at this stage to provide effective comparisons between each option.

The car parking options are also considered at a high level only. If all parking is provided at basement level then the potential development area would increase at ground floor level.

3 Development Options

3.4 Option 2 - Office Development

Overview

Anchored around a Category A office building, Option 2 organises the site into four distinct quadrants, creating a series of public routes through the site.

Developing Site F creates a new link to the site, connecting the retail of Chapel Road to the mixed-use of the site. The blocks to the east of the site are set back from High Street to retain the existing mature trees, cultivating a green gateway along the road.

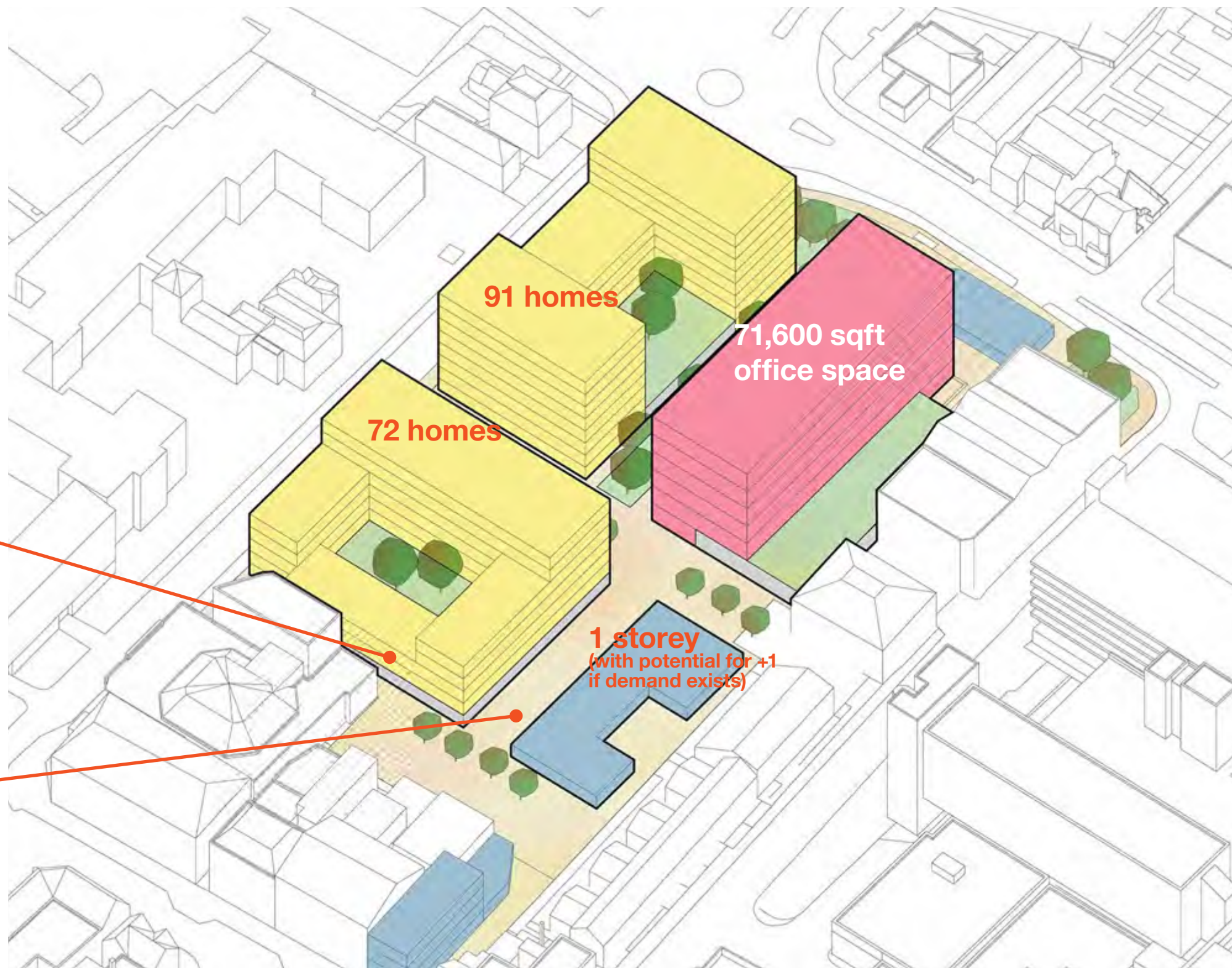
- Residential
- Commercial
- Hotel
- Office
- Leisure/Cinema
- Car park



'Reclaimed' outdoor drinking space
e.g. Howling Hops, Hackney Wick



Creative commerce and mixed-use
e.g. The Lanes, Brighton



Office Development Massing

3 Development Options

3.4 Option 2 - Office Development

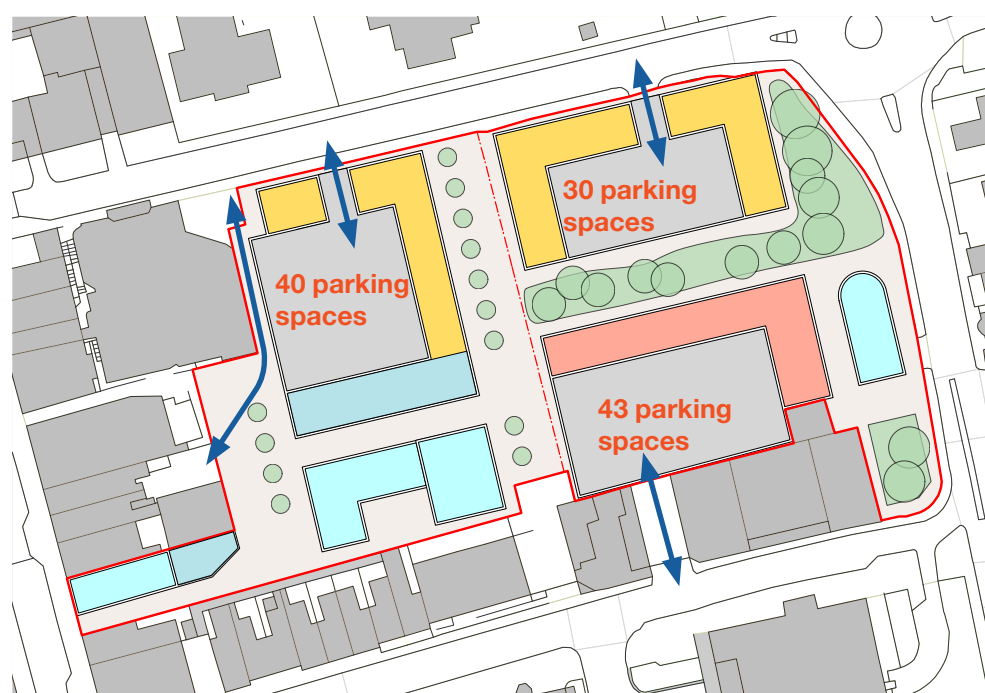
Pros

- Allows for a mix of commercial uses
- Designated office building, more appropriate for future management
- Provides new active street frontage
- High public permeability
- Good development phasing potential

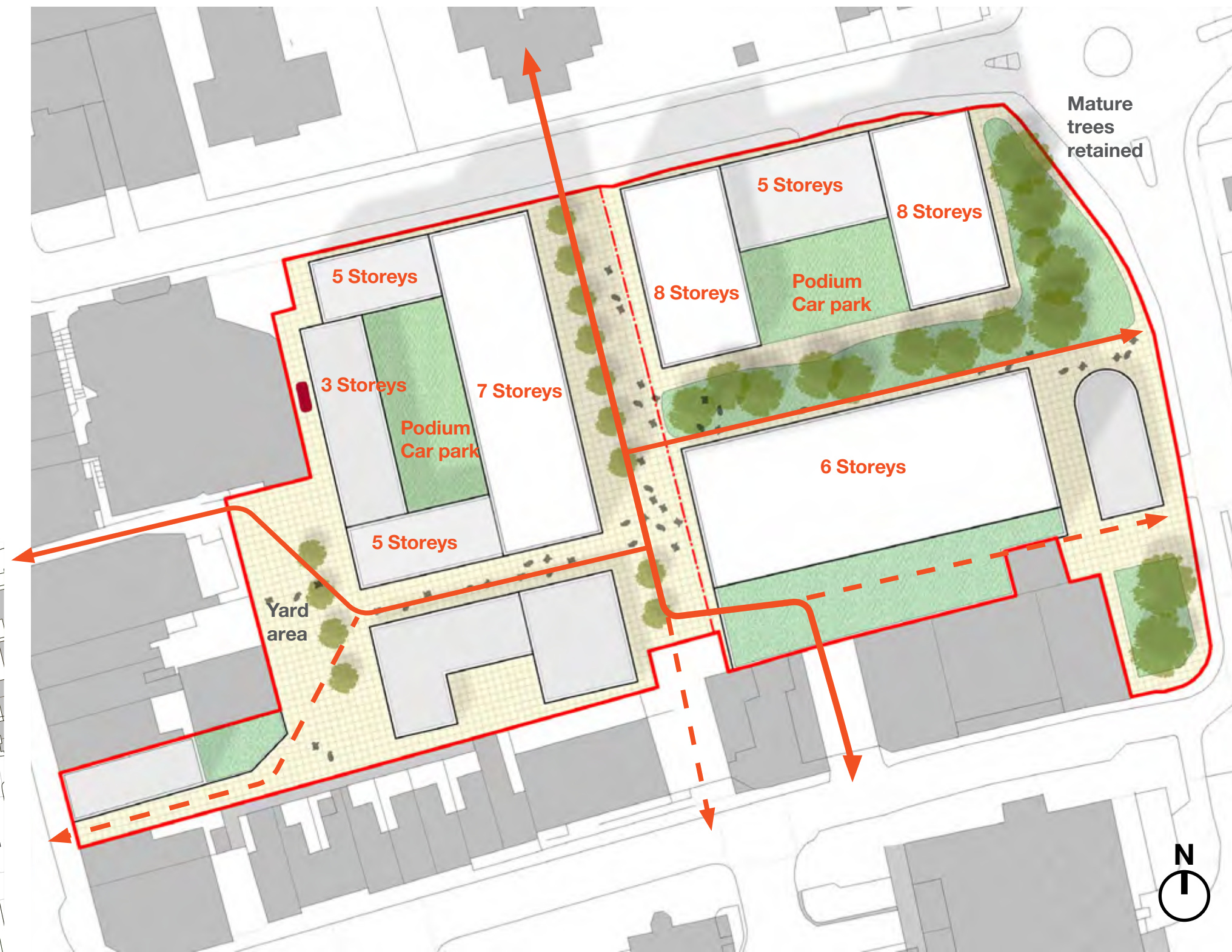
Cons

- Requires basement parking for maximum benefit

- ← → Potential pedestrian routes
- ↔ New pedestrian routes
- ↔ Vehicular access



Ground layout



Typical layout

3 Development Options

3.4 Option 2 - Office Development

Site B/C (Anticipated Phase 1)

Residential					Parking in Podium				Parking in Basement		
					80%				80%		
					7,868				8,380		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	9	453.49	567	10	483.00	567
2B	3P	61	20	4.57	18%	18	1,107	1,383	19	1,178.51	1,383
2B	4P	70	50	13.11	50%	45	3,174.41	3,968	48	3,380.98	3,968
3B	5P	86	20	6.44	25%	18	1,560.00	1,950	19	1,661.51	2,077
Totals		267	100	25.99	100%	91	6,294	7,868	97	6,704	8,280

Office		Parking in Podium		Parking in Basement	
GIA sqm		6,655		7,260	
GIA sqft		71,608		78,118	

Commercial		Parking in Podium		Parking in Basement	
GIA sqm		58		189	
GIA sqft		624		2,034	

Parking		Parking in Podium		Parking in Basement	
		73		220	

Site A/F (Anticipated Phase 2)

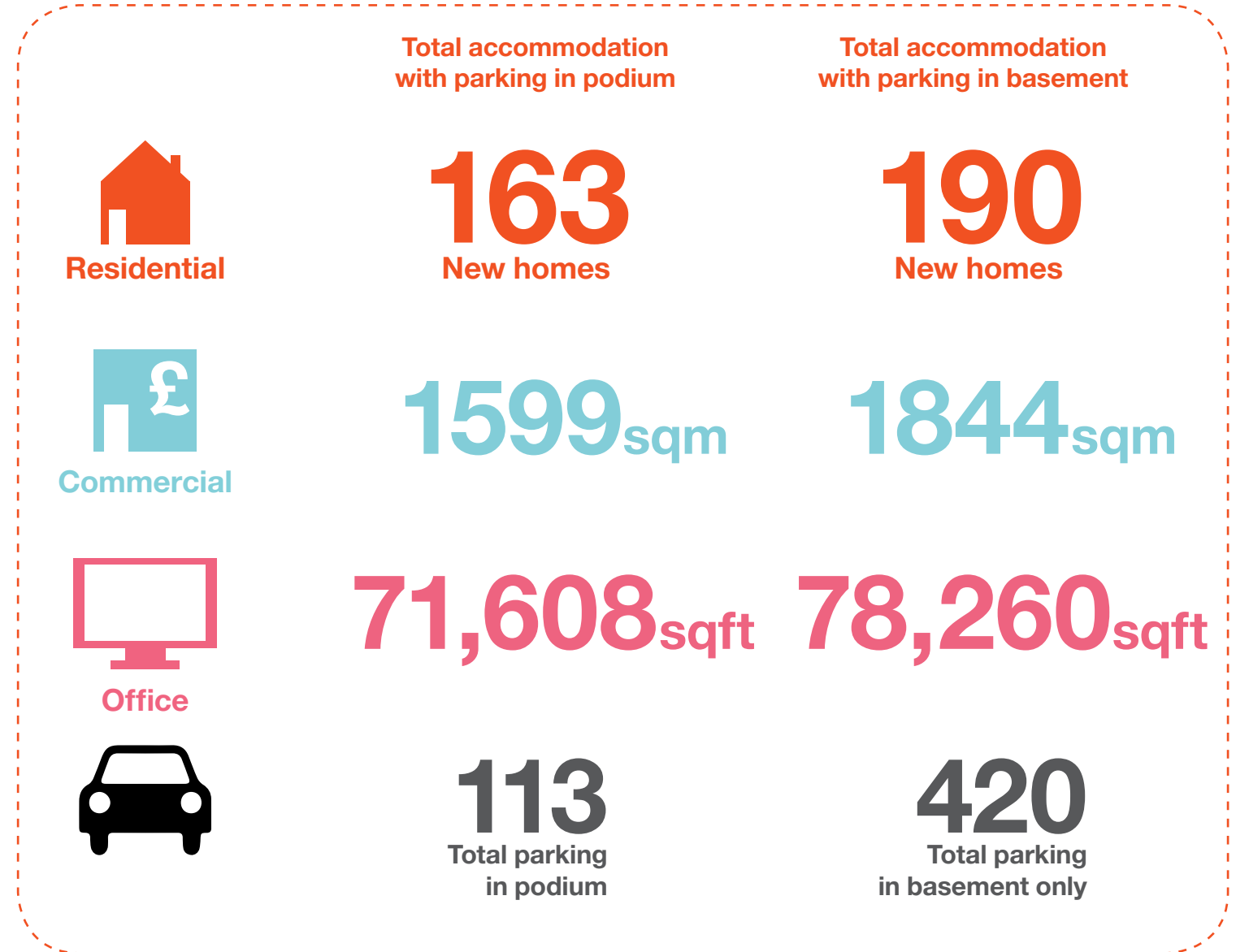
Residential					Parking in Podium				Parking in Basement		
					80%				80%		
					6,212				8,067		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	7	358.04	448	9	464.96	448
2B	3P	61	20	4.57	18%	14	874	1,092	19	1,134.49	1,092
2B	4P	70	50	13.11	50%	36	2,506.28	3,133	46	3,254.70	3,133
3B	5P	86	20	6.44	25%	14	1,231.66	1,540	19	1,599.45	1,999
Totals		267	100	25.99	100%	72	4,970	6,212	93	6,454	8,067

Commercial		Parking in Podium		Parking in Basement	
GIA sqm		864		978	
GIA sqft		9,297		10,523	

Commercial (Site F)		Parking in Podium		Parking in Basement	
GIA sqm		677			
GIA sqft		7,285			

Parking		Parking in Podium		Parking in Basement	
		40		200	

Total Provision



The potential development capacity of the option is illustrated in the table above and summarised in the adjacent figures. Please note that these figures are indicative only based on an assumed net:gross ratio of what the gross development area could yield against the target mix of residential units.

Each option has been tested to the same level of detail at this stage to provide effective comparisons between each option.

The car parking options are also considered at a high level only. If all parking is provided at basement level then the potential development area would increase at ground floor level.

3 Development Options

3.5 Option 3 - Connaught Annexe

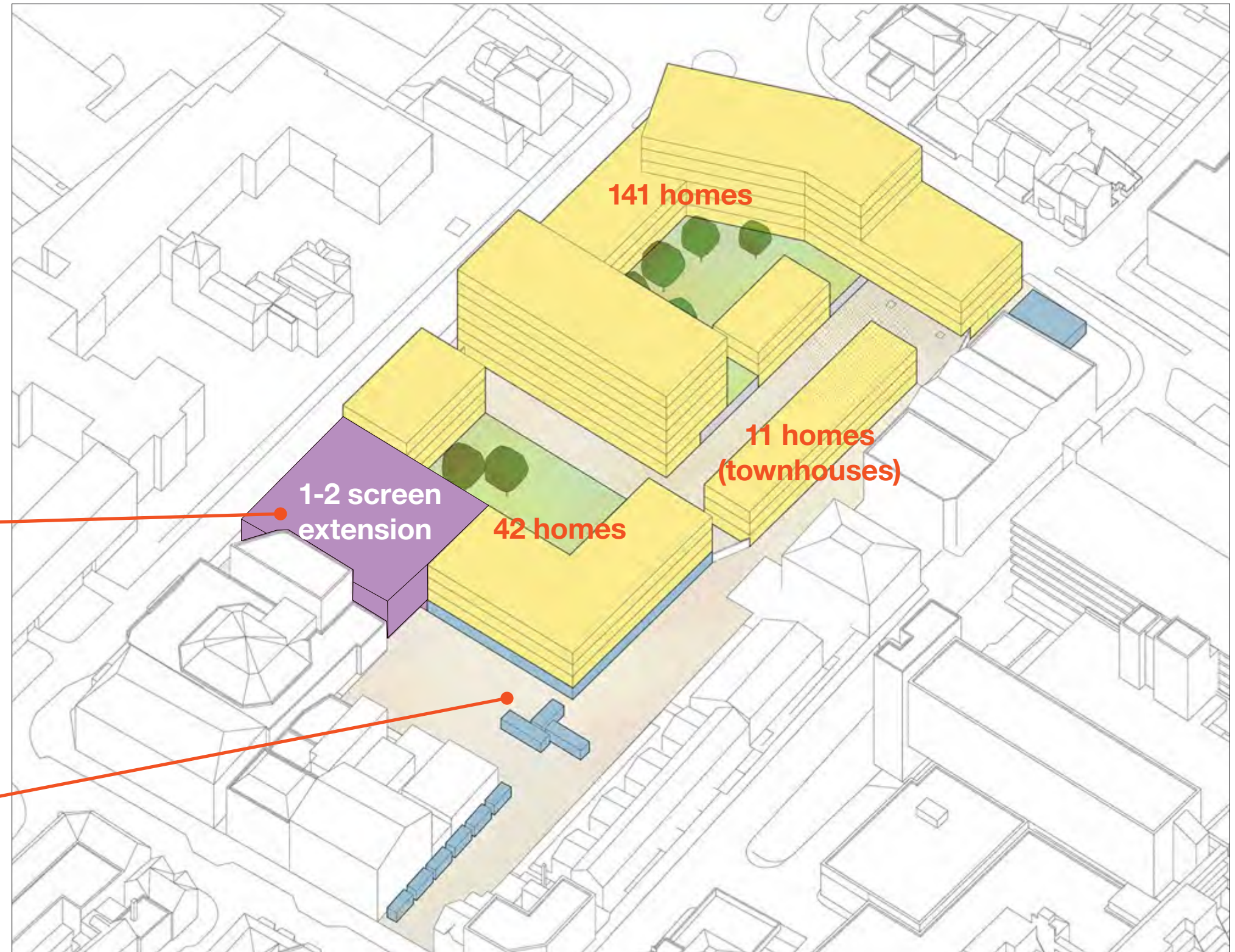
Overview

Option 3 is centred on an extension to the Connaught Theatre, enhancing and expanding this cultural and architectural asset to improve and augment its existing facilities.

The theatre extension forms part of a three-sided block, framing a public yard area. Vehicular access to the backs of Chapel Road (anticipated to be infrequent) is through the shared-surface undercroft of the extension. A new pedestrianised walk connects Chapel Road and the new yard.

The residential cluster is able to be closed for residents or to provide through-routes for pedestrians, though parking at ground level is liable to result in undesirable inactive frontages within.

- Residential
- Commercial
- Hotel
- Office
- Leisure/Cinema
- Car park



A contemporary extension to the Connaught Theatre, e.g. Cinema Alesia, Paris



Creative outdoor work/leisure space, e.g. The Yard, Hackney Wick

Connaught Annexe Massing

3 Development Options

3.5 Option 3 - Connaught Annexe

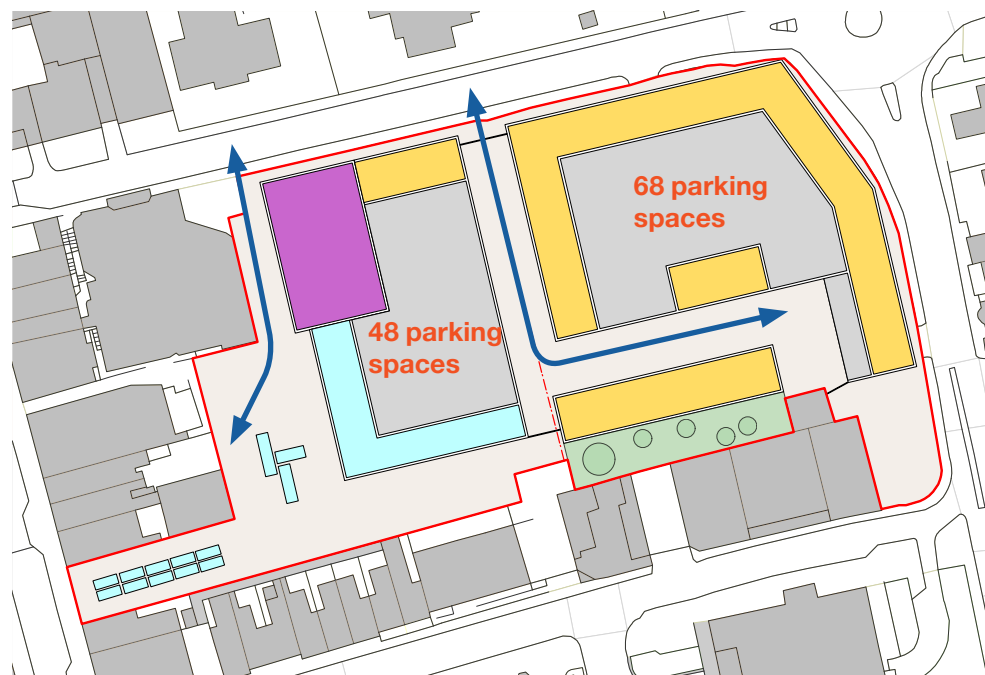
Pros

- Allows for a new cinema screen annexe to Connaught Theatre, positive public-facing offer
- Greater range of residential building types
- Provides new active street frontage
- Provides new flexible yard space on western section of site
- Addresses blank facade of Connaught flytower

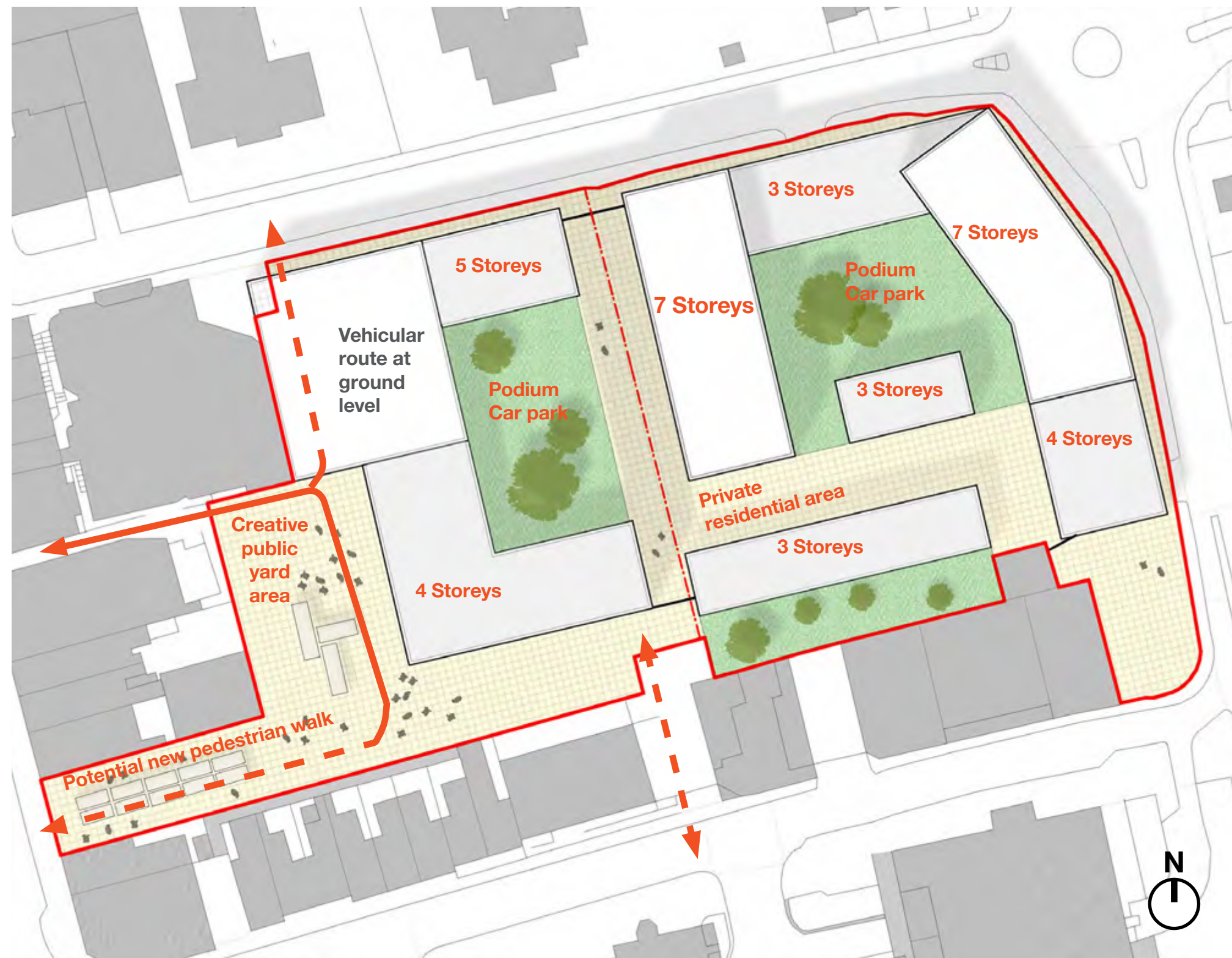
Cons

- Lower level of residential capacity
- Limited public permeability through site if relying on parking at grade
- Vehicle route into yard compromises theatre annexe connections

- ← → Potential pedestrian routes
- ↔ New pedestrian routes
- ↔ Vehicular access



Ground layout



Typical layout

3 Development Options

3.5 Option 3 - Connaught Annexe

Site B/C (Anticipated Phase 1)

Residential					Parking in Podium				Parking in Basement		
					80%				80%		
					12,200				13,062		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	14	703.17	879	15	752.85	879
2B	3P	61	20	4.57	18%	28	1,716	2,145	30	1,836.96	2,145
2B	4P	70	50	13.11	50%	70	4,922.19	6,153	75	5,269.97	6,153
3B	5P	86	20	6.44	25%	28	2,418.90	3,024	30	2,589.81	3,237
Totals		267	100	25.99	100%	141	9,760	12,200	151	10,450	13,062

Townhouses		Total		Parking in Podium		Parking in Basement	
					11		11

Parking		Parking in Podium		Parking in Basement	
			68		220

Site A/F (Anticipated Phase 2)

Residential					Parking in Podium				Parking in Basement		
					80%				80%		
					3,669				3,765		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	4	211.47	264	4	217.00	264
2B	3P	61	20	4.57	18%	8	516	645	9	529.49	645
2B	4P	70	50	13.11	50%	21	1,480.29	1,850	22	1,519.02	1,850
3B	5P	86	20	6.44	25%	8	727.46	909	9	746.49	933
Totals		267	100	25.99	100%	42	2,935	3,669	43	3,012	3,765

Cinema		Parking in Podium		Parking in Basement	
GIA sqm			1,670		1,670
GIA sqft			17,969		17,969
No. of screens			1 (2 if double height)		1 (2 if double height)

Commercial		Parking in Podium		Parking in Basement	
GIA sqm			447		790
GIA sqft			4,810		8,500

Commercial (Site F)		Parking in Podium		Parking in Basement	
GIA sqm			N/A		N/A
GIA sqft			N/A		N/A

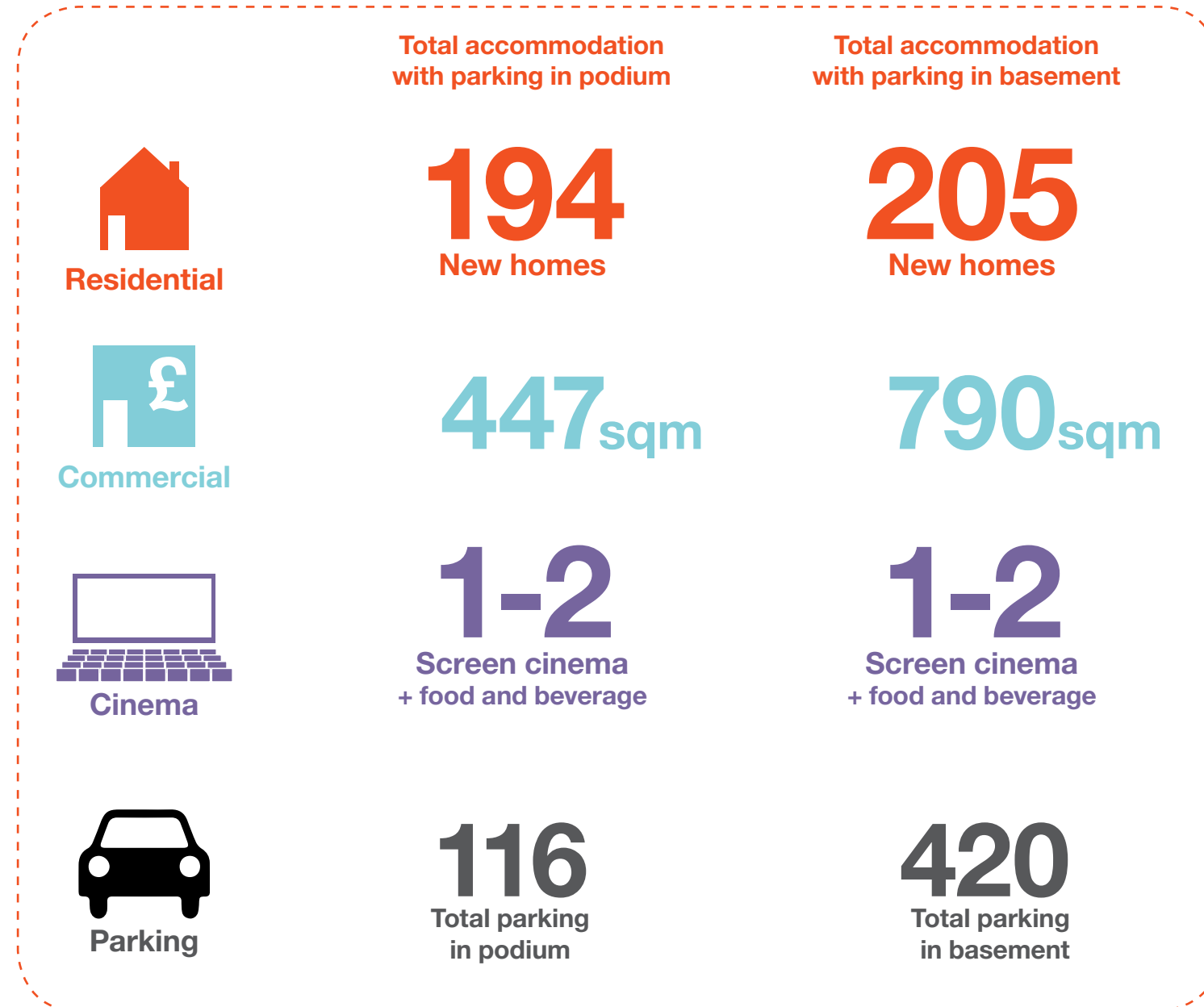
Parking		Parking in Podium		Parking in Basement	
			48		200

The potential development capacity of the option is illustrated in the table above and summarised in the adjacent figures. Please note that these figures are indicative only based on an assumed net:gross ratio of what the gross development area could yield against the target mix of residential units.

Each option has been tested to the same level of detail at this stage to provide effective comparisons between each option.

The car parking options are also considered at a high level only. If all parking is provided at basement level then the potential development area would increase at ground floor level.

Total Provision



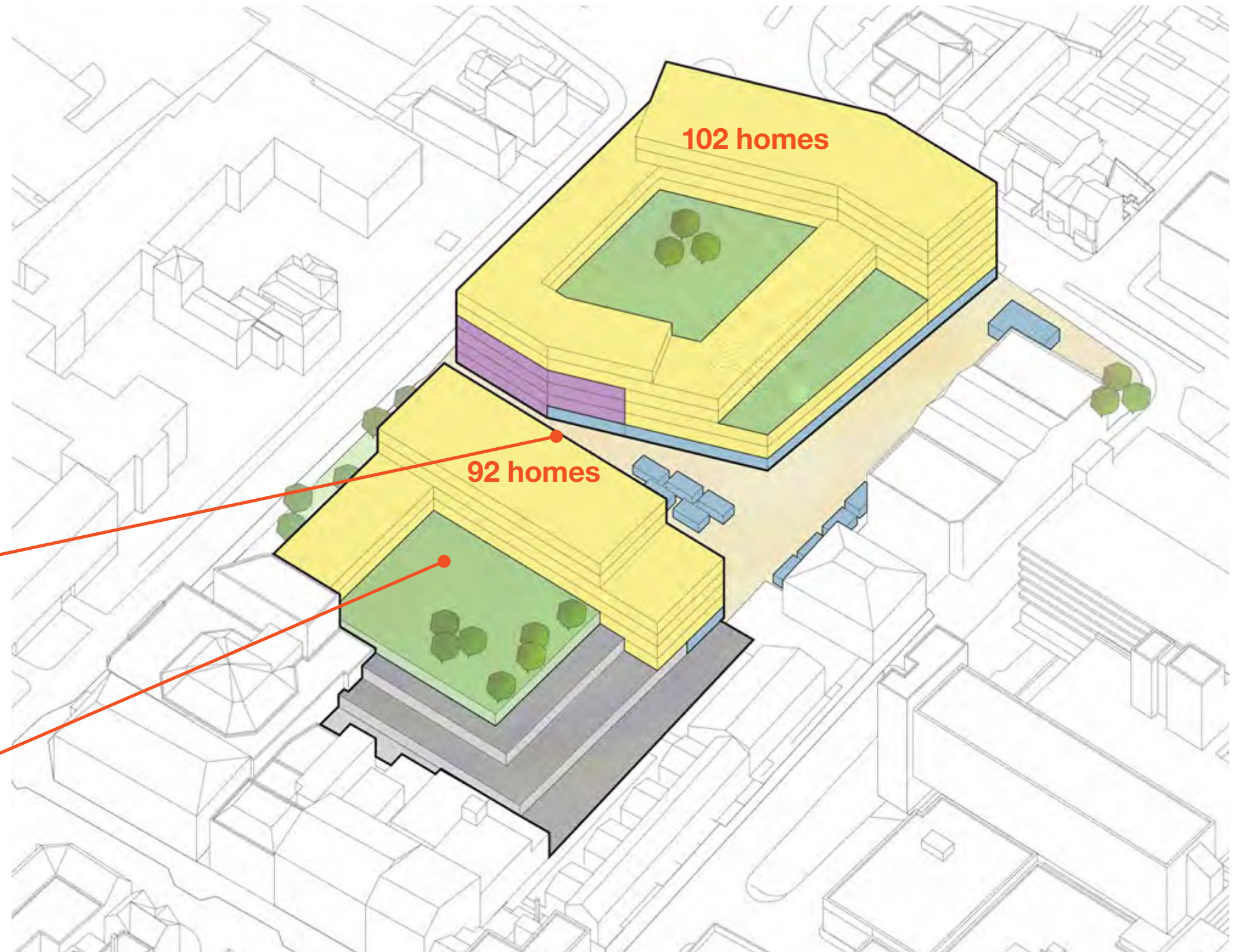
3 Development Options

3.6 Option 4 - Multiplex Development and NCP Re-provision

Overview

Option 4 explores the potential of a new multiplex cinema while maximising parking provision. Achieving the minimum 4-5 screens required to attract a larger cinema operator as well as residential and commercial space requires a building of considerable mass and scale more typical of denser urban areas.

Site A accommodates a three-storey car park that staggers back from the terraced housing along Chatsworth Road to reduce impeding their right to light. Access to this is from Union Place, with residential development wrapping around the north and eastern edges of the plot to define the street edges.



Framed plaza, e.g. Home Cinema, Manchester



Possible activated car park rooftop e.g. Frank's Bar, Peckham

Multiplex Development Massing

3 Development Options

3.6 Option 4 - Multiplex Development and NCP Re-provision

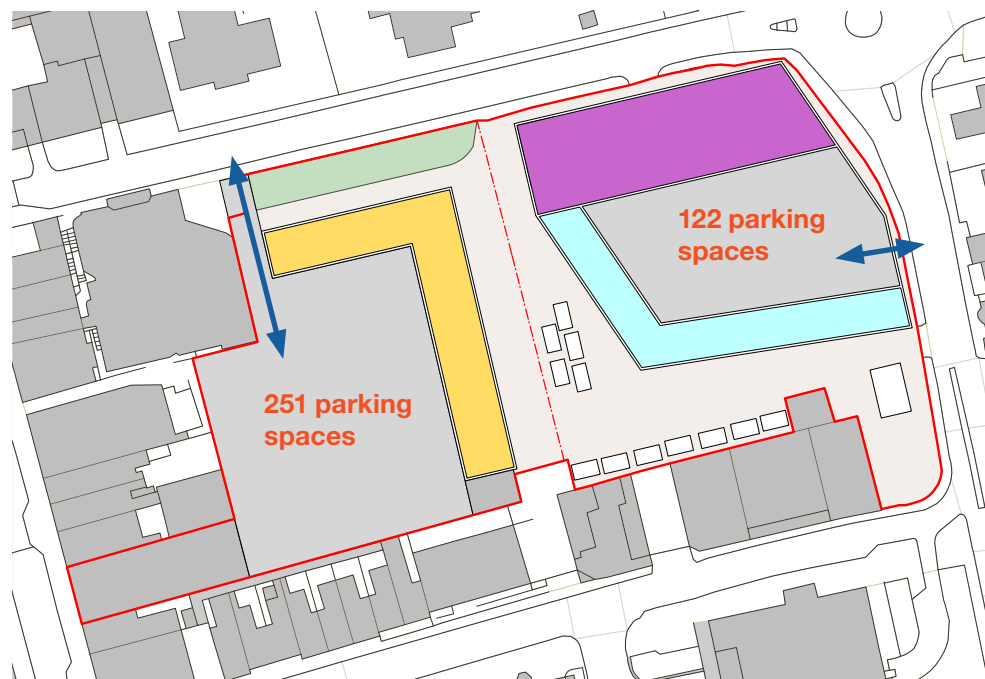
Pros

- Allows for public permeability through site
- Potential for mixed-use public square
- Provides new street frontage

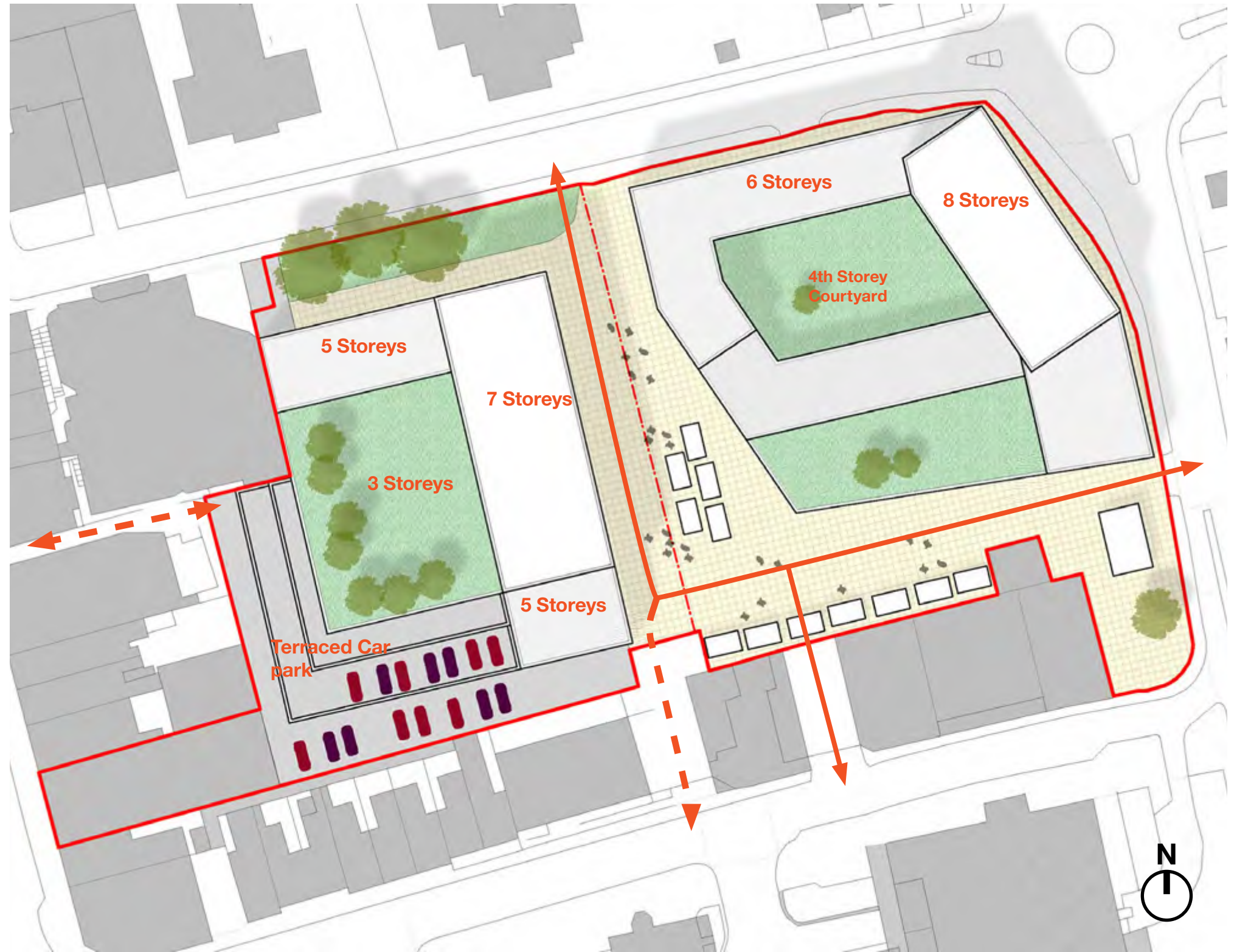
Cons

- Private communal areas compromised by multiplex cinema
- Large-scale blocks are inflexible with complex interface of uses
- Scale and typology of development is 'alien' to Worthing
- Potential wider negative impact on existing cinemas e.g. Connaught Theatre
- Results in a highly complex tenure model that may not be suitable relative to land value
- Phasing and delivery less flexible
- Significant quantities of car parking dominate the built form and compromise access to existing properties

- ← → Potential pedestrian routes
- ↔ New pedestrian routes
- ↔ Vehicular access



Ground layout



Typical layout

3 Development Options

3.6 Option 4 - Multiplex Development and NCP Re-provision

Site B/C

(Anticipated Phase 1)

Residential					Parking in Podium				Parking in Basement		
					80%				80%		
					8,886				8,886		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	10	512.16	640	Same as Parking in Podium		
2B	3P	61	20	4.57	18%	20	1,250	1,562			
2B	4P	70	50	13.11	50%	51	3,585.13	4,481			
3B	5P	86	20	6.44	25%	20	1,761.84	2,202			
Totals		267	100	25.99	100%	102	7,109	8,886	102	7,109	8,886

		Parking in Podium		Parking in Basement	
Cinema (including food and beverage)		GIA sqm	6,012	GIA sqm	11,293
		GIA sqft	64,689	GIA sqft	121,513
		No. of screens	4 to 5	No. of screens	8 to 9

		Parking in Podium		Parking in Basement	
Commercial		GIA sqm	694	GIA sqm	694
		GIA sqft	7,467	GIA sqft	7,467

		Parking in Podium		Parking in Basement	
Parking		122 (double storey)		220	

Site A/F

(Anticipated Phase 2)

Residential					Parking in Podium				Parking in Basement		
					80%				80%		
					7,998				7,998		
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	9	460.98	576	Same as Parking in Podium - carpark integral to design		
2B	3P	61	20	4.57	18%	18	1,125	1,406			
2B	4P	70	50	13.11	50%	46	3,226.86	4,034			
3B	5P	86	20	6.44	25%	18	1,585.77	1,982			
Totals		267	100	25.99	100%	92	6,398	7,998	92	6,398	7,998

		Parking in Podium		Parking in Basement	
Commercial		GIA sqm	851	GIA sqm	851
		GIA sqft	9,157	GIA sqft	9,157

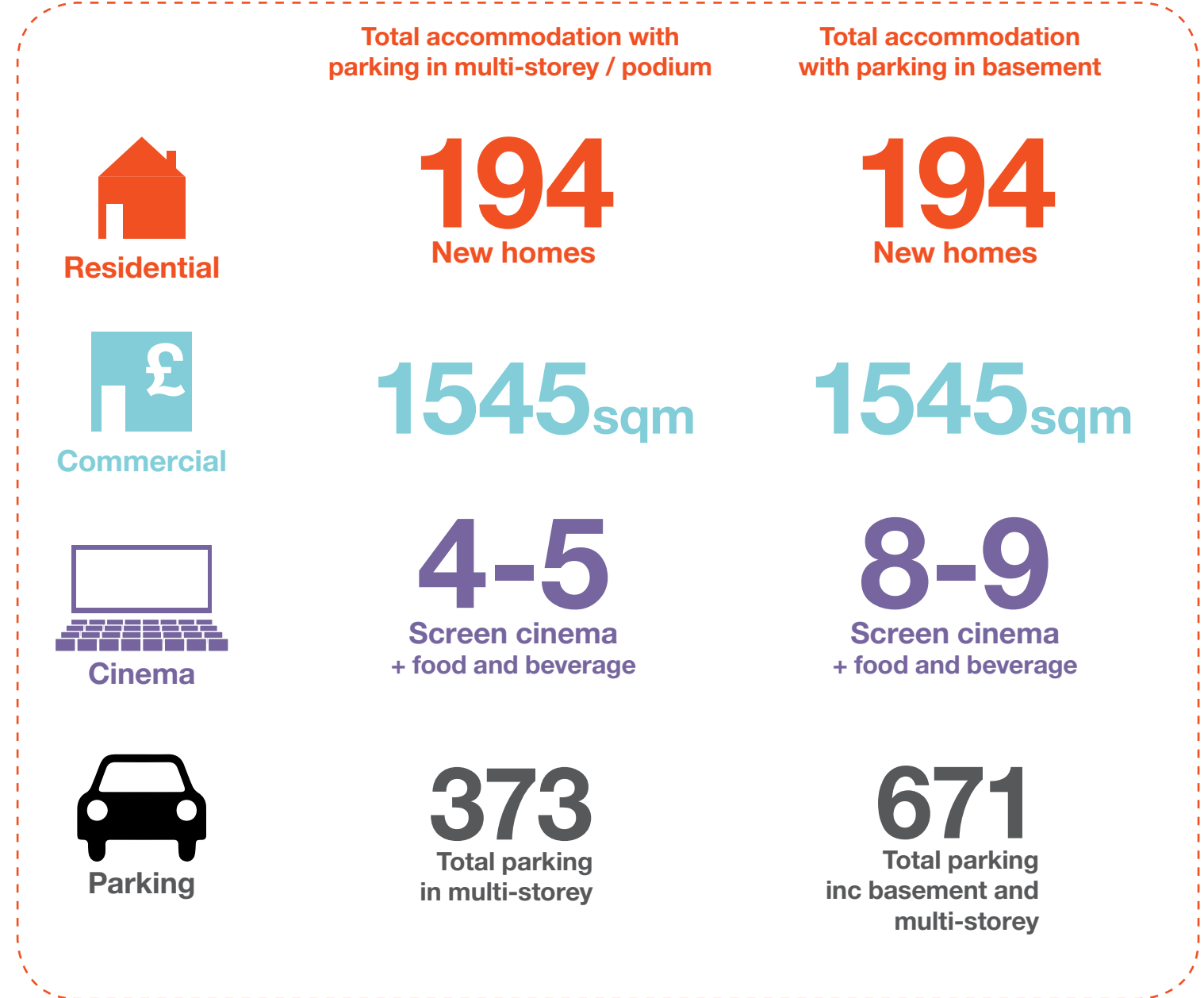
		Parking in Podium		Parking in Basement	
Parking		251 (triple storey)		200	

The potential development capacity of the option is illustrated in the table above and summarised in the adjacent figures. Please note that these figures are indicative only based on an assumed net:gross ratio of what the gross development area could yield against the target mix of residential units.

Each option has been tested to the same level of detail at this stage to provide effective comparisons between each option.

The car parking options are also considered at a high level only.

Total Provision



3 Development Options

3.7 Option 5 - Hotel Development

Overview
Option 5 is essentially a variant on Option 2, but instead of incorporating commercial office use it includes a hotel on Site B, whilst simultaneously maximising the residential development capacity of the wider site.

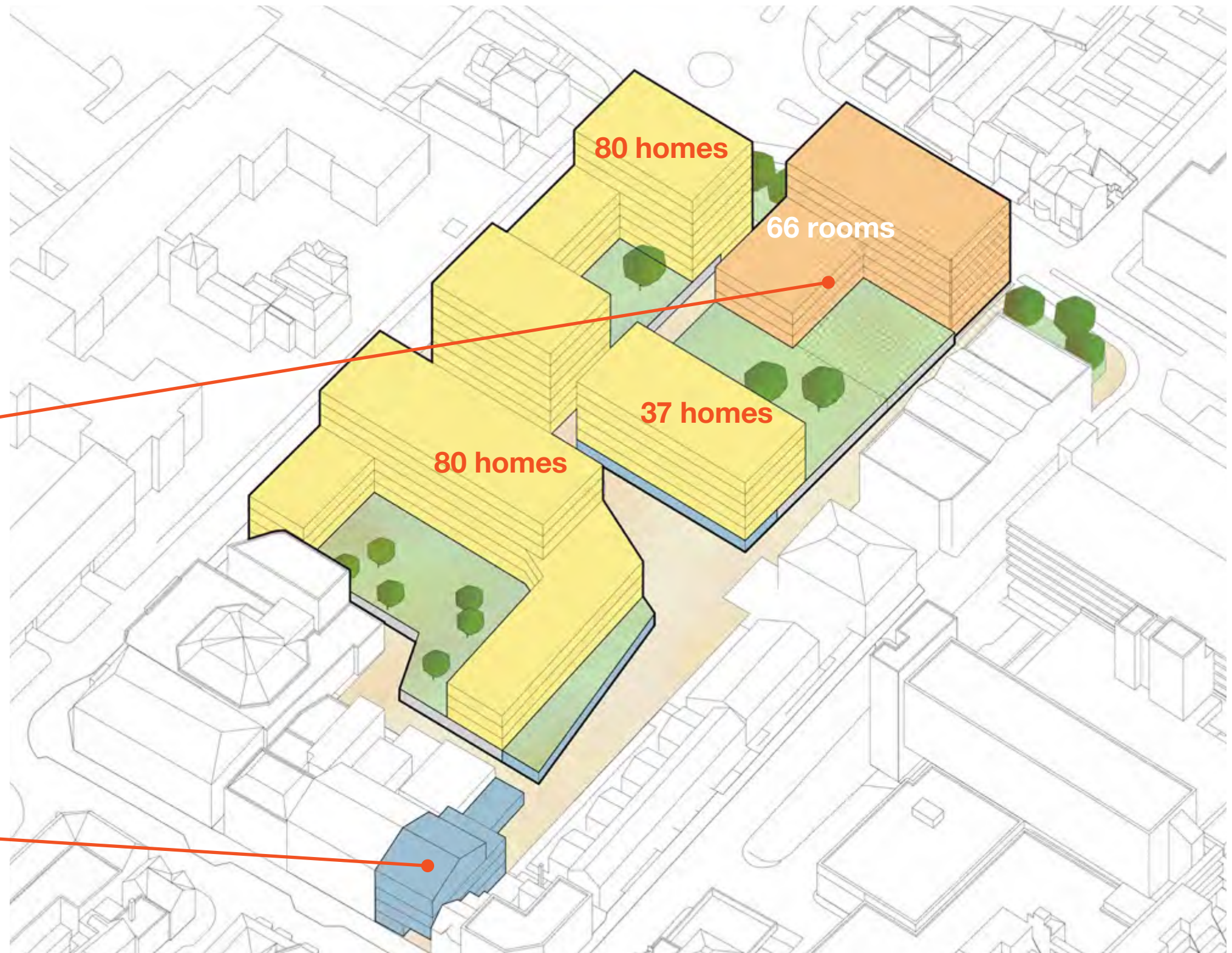
- Residential
- Commercial
- Hotel
- Office
- Leisure/Cinema
- Car park



Hotel combined with other leisure functions



New arcade creates link to Chapel Road



Hotel Development Massing

3 Development Options

3.7 Option 5 - Hotel Development

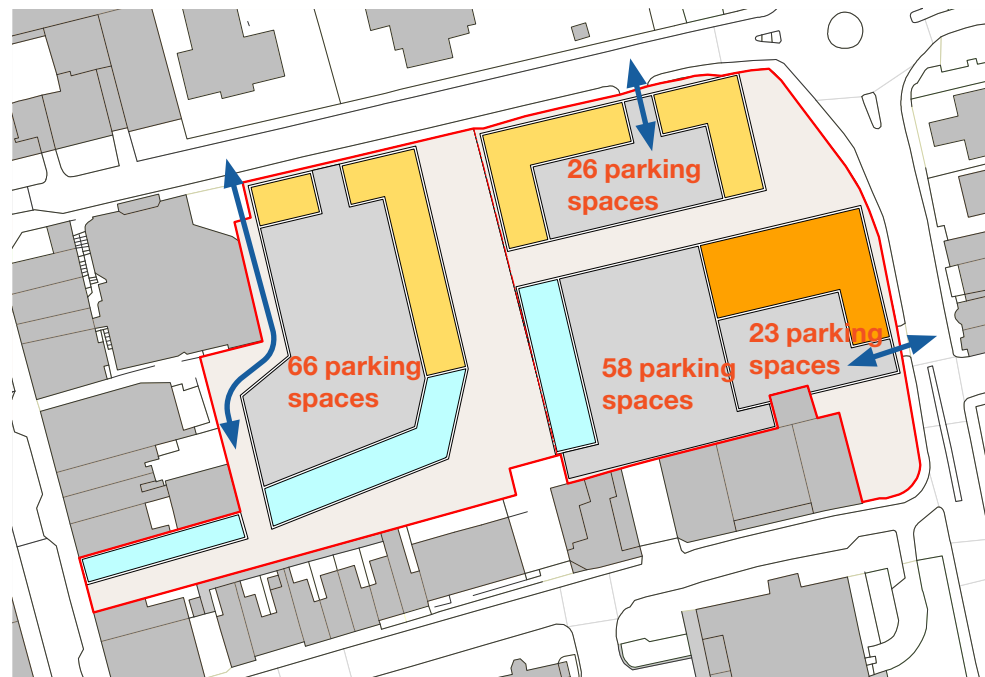
Pros

- Allows for public permeability through site
- Retains existing mature trees
- Hotel creates a strong landmark to corner of roundabout
- Good development phasing potential

Cons

- Density is potentially uncharacteristic for Worthing
- Development on Site A is large in scale
- Podium car parks do not activate street frontage

- ↔ Potential pedestrian routes
- ↔ New pedestrian routes
- ↔ Vehicular access



Ground layout



Typical layout

3 Development Options

3.7 Option 5 - Hotel Development

Site B/C - North Plot

(Anticipated Phase 1)

Residential					Parking in Podium				Parking in Basement			
					80%				80%			
					6,916				7,270			
Bedroom	BedSpaces	NIA	Mix by unit	No.	NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA	
No.	sqm	%			%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	8	398.62	498	8	419.02	498	
2B	3P	61	20	4.57	18%	16	973	1,216	17	1,022.41	1,216	
2B	4P	70	50	13.11	50%	40	2,790.32	3,488	42	2,933.14	3,488	
3B	5P	86	20	6.44	25%	16	1,371.24	1,714	17	1,441.43	1,802	
Totals		267	100	25.99	100%	80	5,533	6,916	84	5,816	7,270	

Parking		Parking in Podium		Parking in Basement	
		26		220	

Site B/C - South Plot

(Anticipated Phase 1)

Residential					Parking in Podium				Parking in Basement			
					80%				80%			
					2,720				3,026			
Bedroom	BedSpaces	NIA	Mix by unit	No.	NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA	
No.	sqm	%			%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	3	156.77	196	3	174.41	196	
2B	3P	61	20	4.57	18%	6	383	478	7	425.56	478	
2B	4P	70	50	13.11	50%	16	1,097.41	1,372	17	1,220.86	1,372	
3B	5P	86	20	6.44	25%	6	539.30	674	7	599.97	750	
Totals		267	100	25.99	100%	31	2,176	2,720	35	2,421	3,026	

Commercial		Parking in Podium		Parking in Basement	
GIA sqm		306		592	
GIA sqft		3,293		6,370	

Hotel Space		Parking in Podium		Parking in Basement	
GIA sqm		4,955		5,169	
GIA sqft		53,316		55,618	
No. of rooms		66 approx.		70 approx.	

Parking		Parking in Podium		Parking in Basement	
		81		N/A	

Site A/F

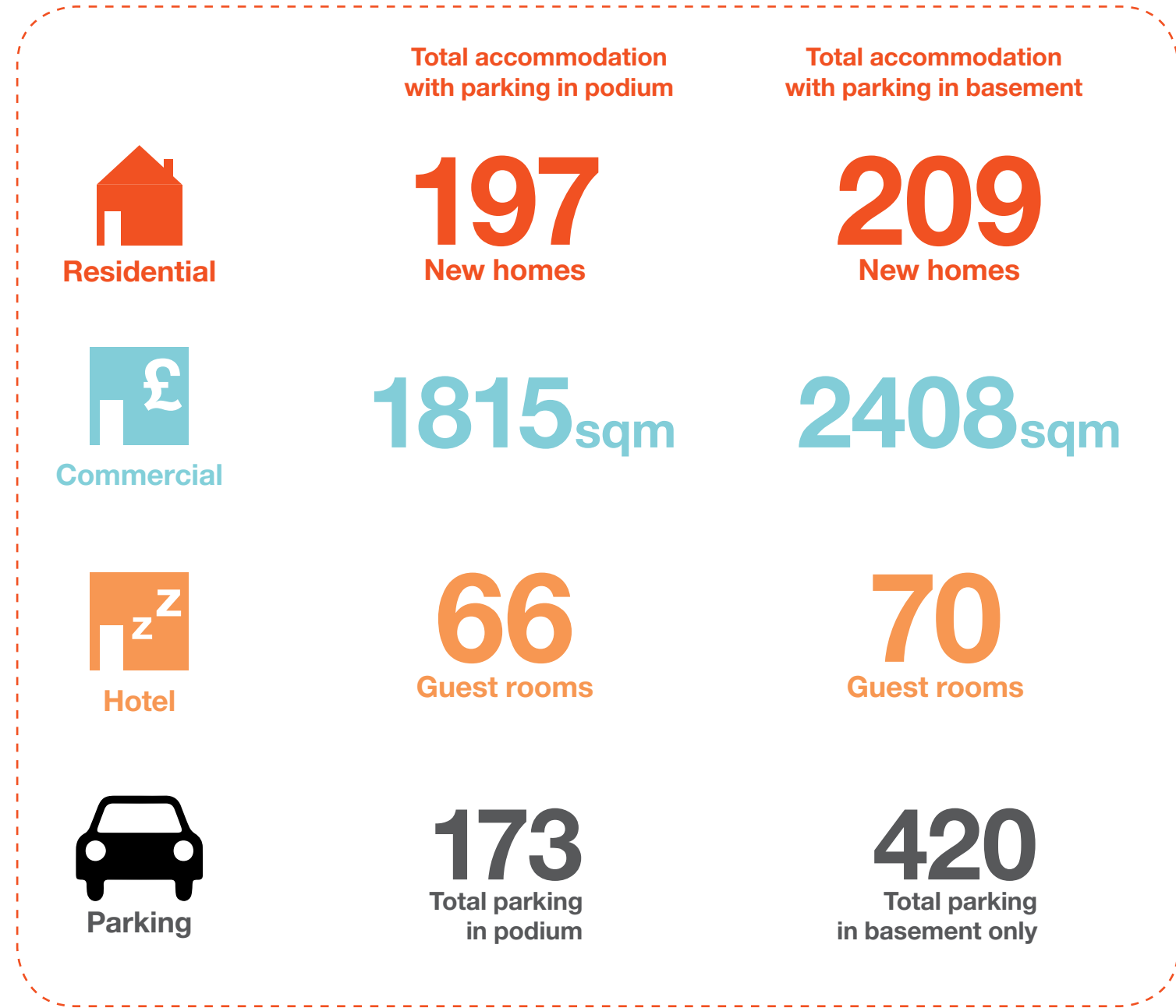
(Anticipated Phase 2)

Residential					Parking in Podium				Parking in Basement			
					80%				80%			
					7,428				7,823			
Bedroom	BedSpaces	NIA	Mix by unit	No.	NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA	
No.	sqm	%			%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	9	428.13	535	9	450.89	535	
2B	3P	61	20	4.57	18%	17	1,045	1,306	18	1,100.18	1,306	
2B	4P	70	50	13.11	50%	43	2,996.89	3,746	45	3,156.25	3,746	
3B	5P	86	20	6.44	25%	17	1,472.76	1,841	18	1,551.07	1,939	
Totals		267	100	25.99	100%	86	5,942	7,428	90	6,258	7,823	

Commercial		Parking in Podium		Parking in Basement	
GIA sqm		423		730	
GIA sqft		4,551		7,855	

Commercial (Site F)		Parking in Podium	
GIA sqm		1,086	
GIA sqft		11,685	

Parking		Parking in Podium		Parking in Basement	
		66		200	



3 Development Options

3.8 Option 6 - Mixed Commercial/Residential

Overview

This option explores a different balance of residential to commercial space than Option 1, with the vast majority of the ground floor dedicated to commercial use. Site F is similarly redeveloped to maximise commercial area.

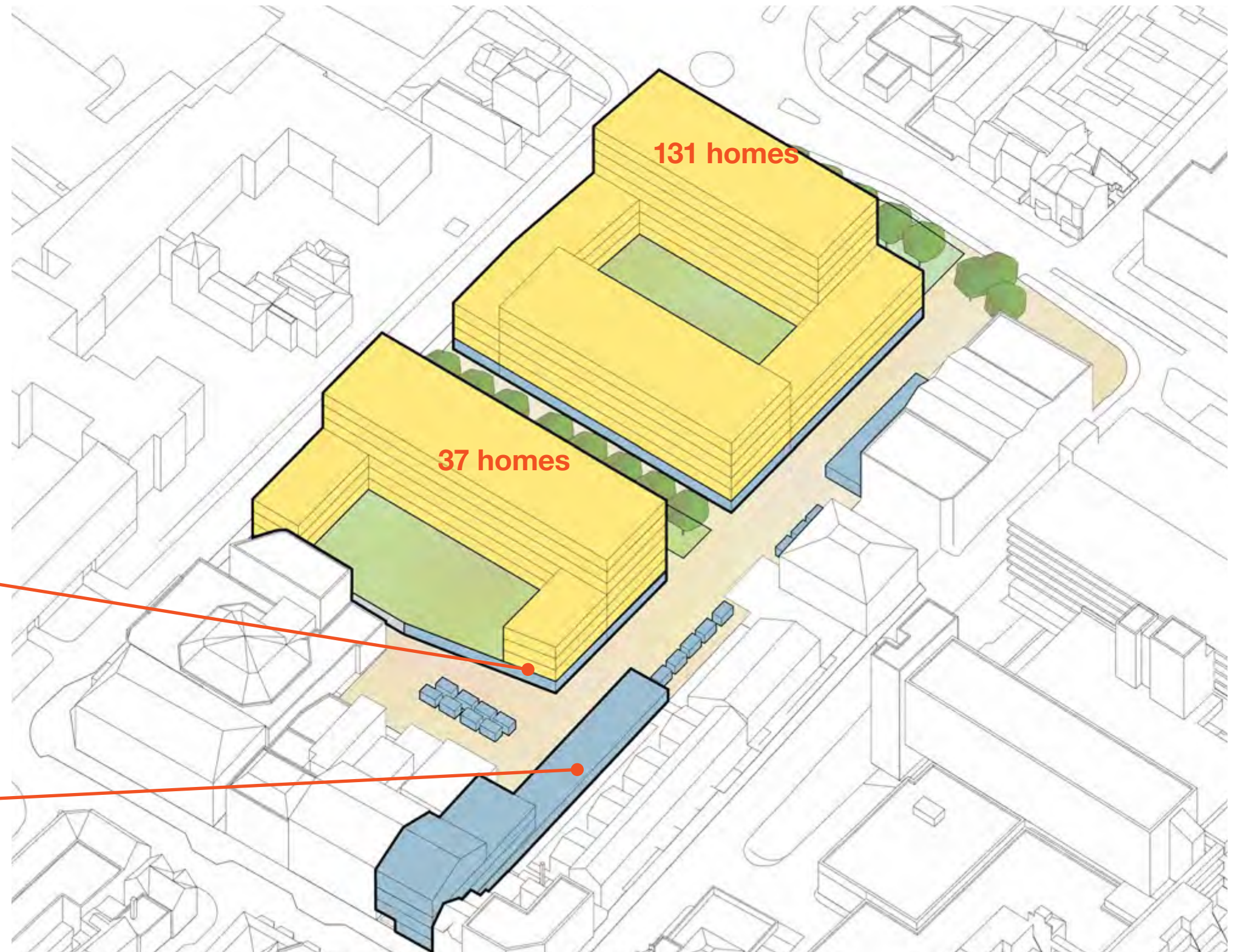
- Residential
- Commercial
- Hotel
- Office
- Leisure/Cinema
- Car park



Leisure/activity space interspersed with commercial



Potential for independent craft industries and workshops



Mixed commercial/Residential Massing

3 Development Options

3.8 Option 6 - Mixed Commercial/Residential

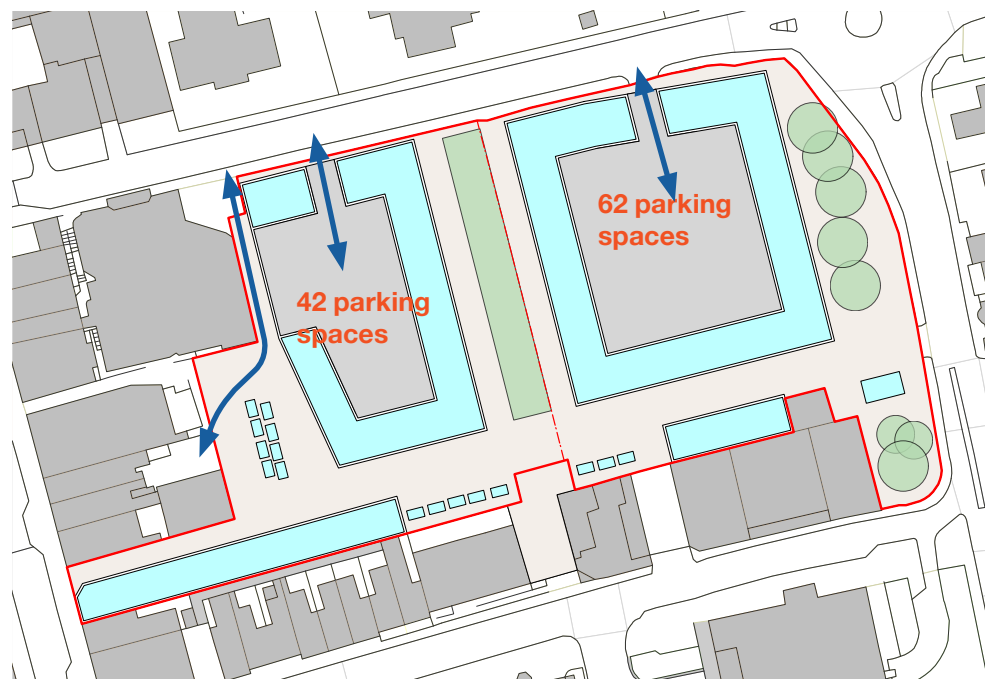
Pros

- Maximised ground floor activation
- High suitability for range of uses and flexibilities
- High pedestrian permeability and townscape provision
- Strengthens green avenue along High Street
- Connects to Chapel Road

Cons

- Fewer new homes than other options (but substantially more commercial space)
- Quantum of commercial space may not be appropriate
- Limited development phasing potential

- ← → Potential pedestrian routes
- ↔ New pedestrian routes
- ↔ Vehicular access



Ground layout



Typical layout

3 Development Options

3.8 Option 6 - Mixed Commercial/Residential

Site B/C - South Plot

(Anticipated Phase 1)

Residential					Parking in Podium			Parking in Basement			
					80%			80%			
					11,398			12,128			
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	13	656.95	821	14	699.02	821
2B	3P	61	20	4.57	18%	26	1,603	2,004	28	1,705.61	2,004
2B	4P	70	50	13.11	50%	66	4,598.62	5,748	70	4,893.14	5,748
3B	5P	86	20	6.44	25%	26	2,259.89	2,825	28	2,404.63	3,006
Totals	267	100	25.99	100%	131	9,118	11,398	140	9,702	12,128	

Commercial		Parking in Podium		Parking in Basement	
GIA sqm		1,730		2,460	
GIA sqft		18,615		26,470	

Parking		Parking in Podium		Parking in Basement	
		62		220	

Site A/F

(Anticipated Phase 2)

Residential					Parking in Podium			Parking in Basement			
					80%			80%			
					3,182			3,472			
Bedroom	BedSpaces	NIA	Mix by unit		NIA Weighted	Unit mix	Total NIA	Total GIA	Unit mix	Total NIA	Total GIA
No.	sqm	%	No.	%	no.	m2	sqm	no.	sqm	sqm	
1B	2P	50	10	1.87	7%	4	183.40	229	4	200.12	229
2B	3P	61	20	4.57	18%	7	447	559	8	488.28	559
2B	4P	70	50	13.11	50%	18	1,283.80	1,605	20	1,400.81	1,605
3B	5P	86	20	6.44	25%	7	630.90	789	8	688.40	860
Totals	267	100	25.99	100%	37	2,546	3,182	40	2,778	3,472	

Commercial		Parking in Podium		Parking in Basement	
GIA sqm		1,011		1,356	
GIA sqft		10,878		14,591	

Commercial (Site F)		Parking in Podium	
GIA sqm		668	
GIA sqft		7,188	

Parking		Parking in Podium		Parking in Basement	
		42		200	

The potential development capacity of the option is illustrated in the table above and summarised in the adjacent figures. Please note that these figures are indicative only based on an assumed net:gross ratio of what the gross development area could yield against the target mix of residential units.

Each option has been tested to the same level of detail at this stage to provide effective comparisons between each option.

The car parking options are also considered at a high level only.

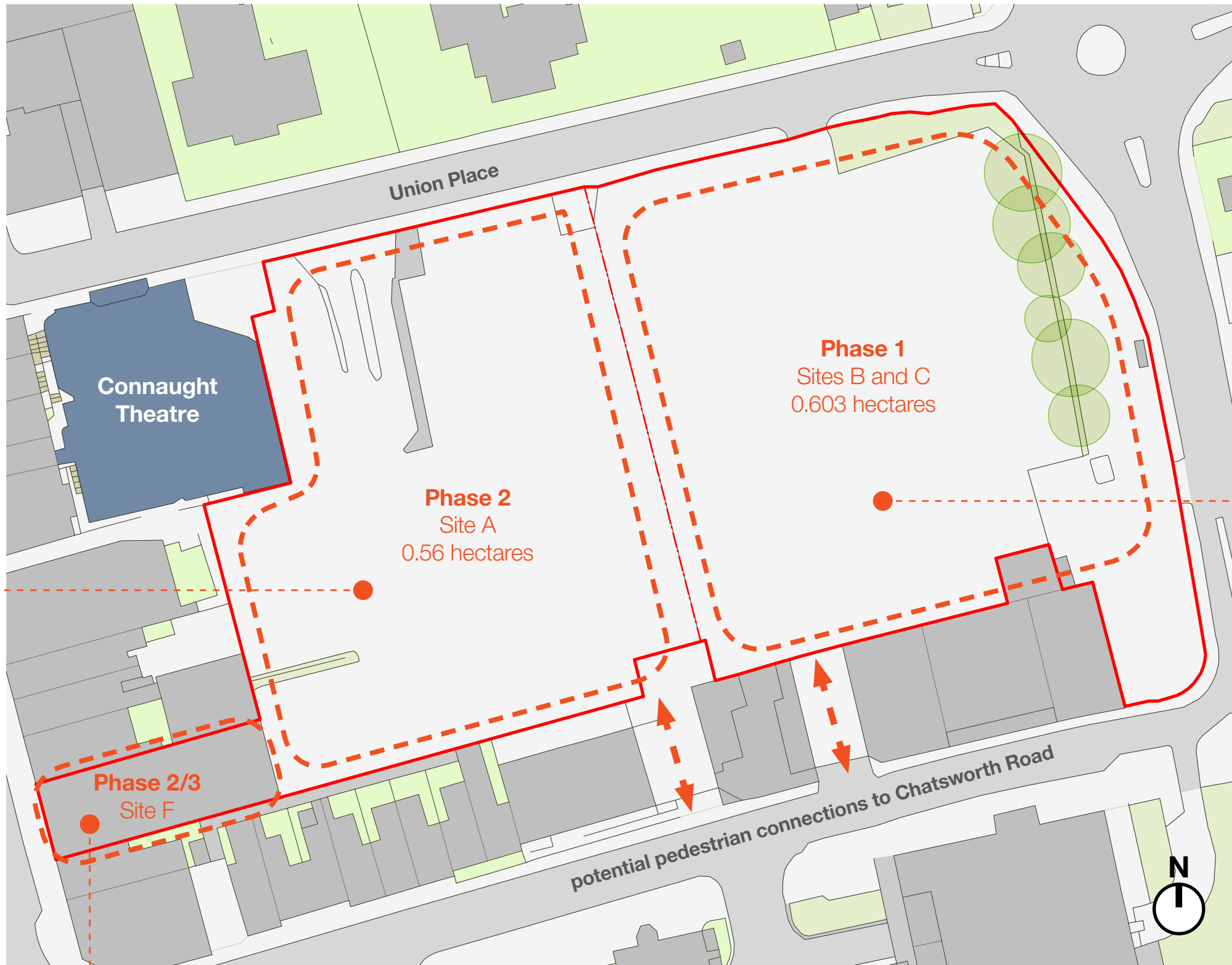
Total Provision



3 Development Options

3.9 Flexibility between schemes

Each development option has been devised to achieve a particular objective. However, the boundaries of the site allow for a flexibility to 'mix and match' between options to meet different priorities.



Site A

All Residential

Residential + Work/Leisure

Residential + Car Park

Sites B/C

All Residential

Grade A Office + Residential

Cinema/Leisure + Parking + Residential

Hotel + Residential

Site F

New Development linking to Chapel Road

Open pedestrian connection to Chapel Road

Site F undeveloped or developed independently

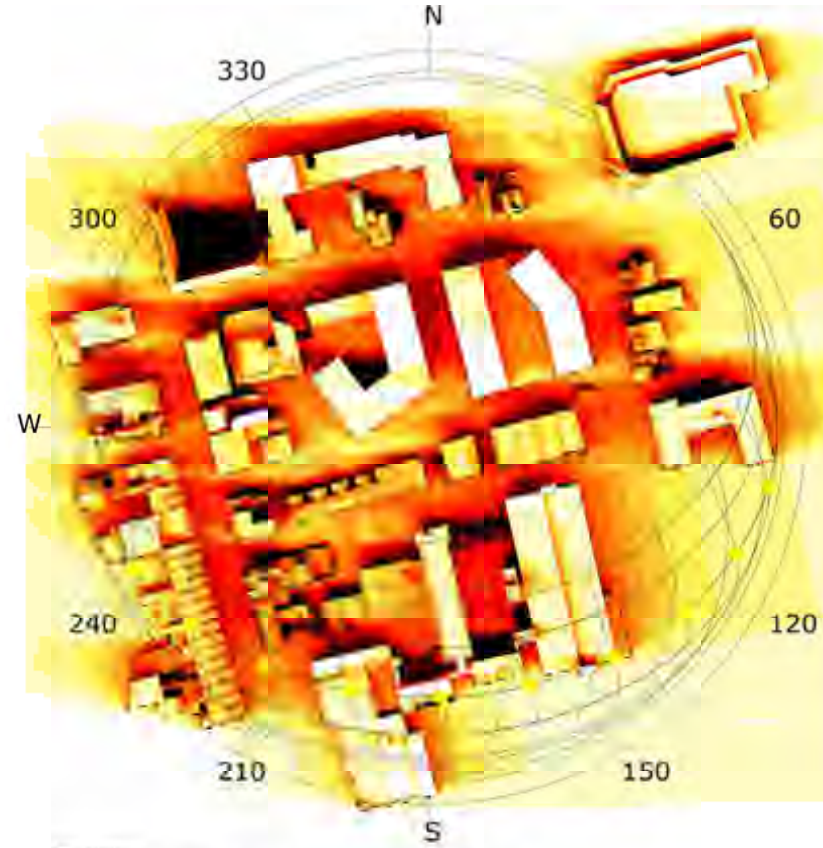
3 Development Options

3.10 Sunlight and Shading Analysis

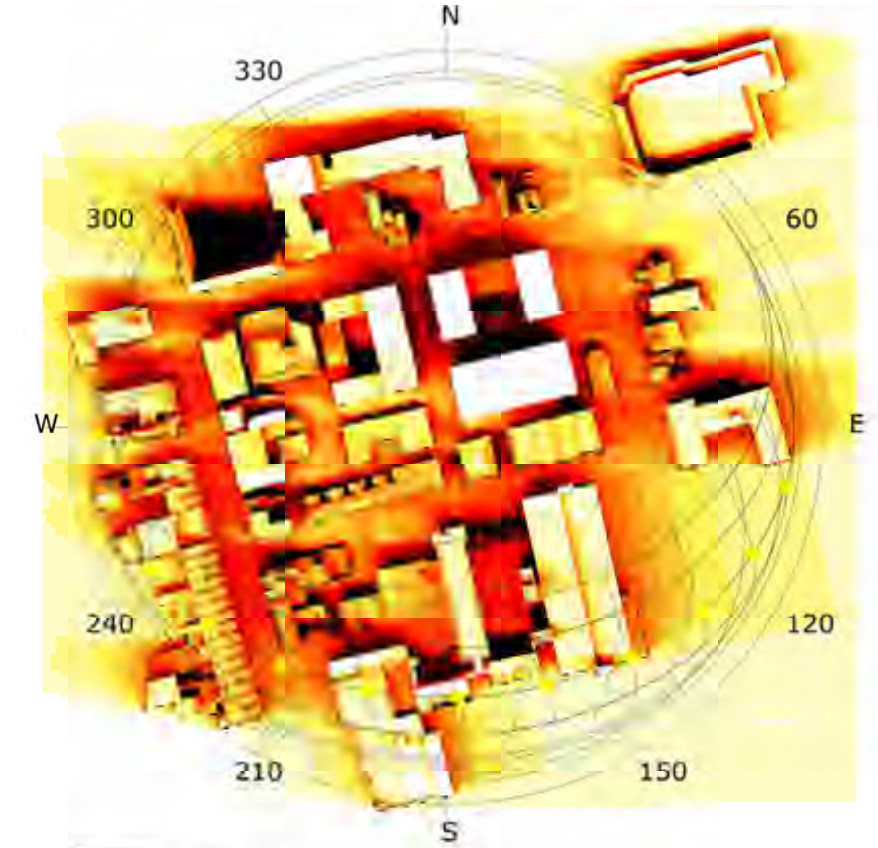
The sunlight analysis models for each option are calculated on an average number of hours across the year to show where the development could result in areas of overshadowing.

While there are areas of overshadowing within courtyards and pedestrian routes along the East-West axis, the level of overshadowing is fairly consistent with urban developments. It is also worth noting that areas of height along Union Place itself (where blocks have been modelled at 7-8 storeys, do not present an excessively adverse impact on the street.

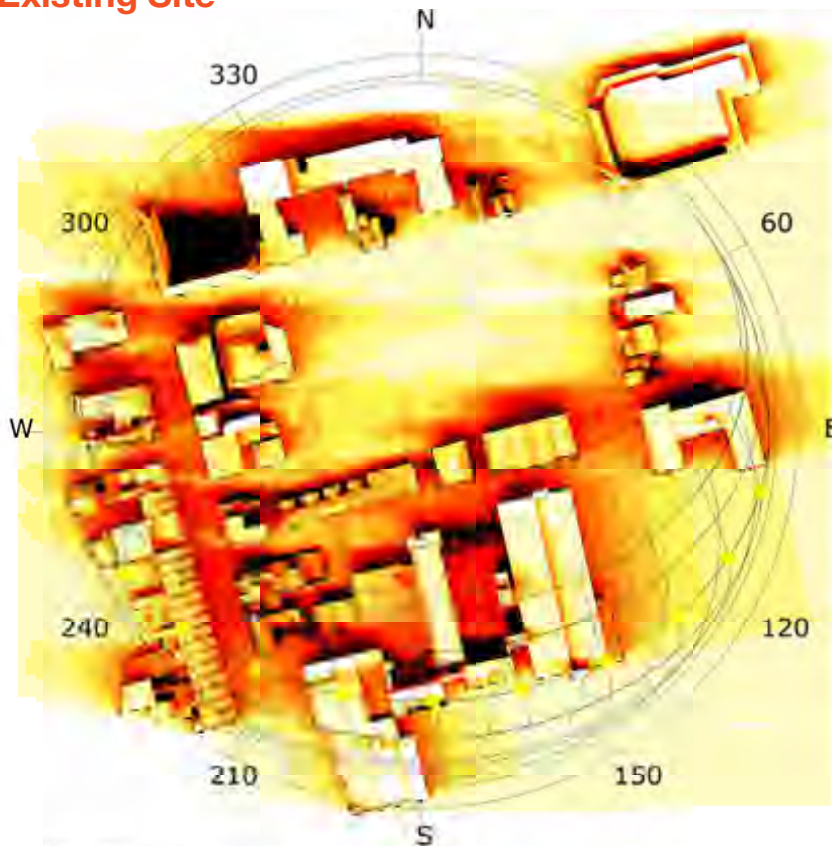
Base Case



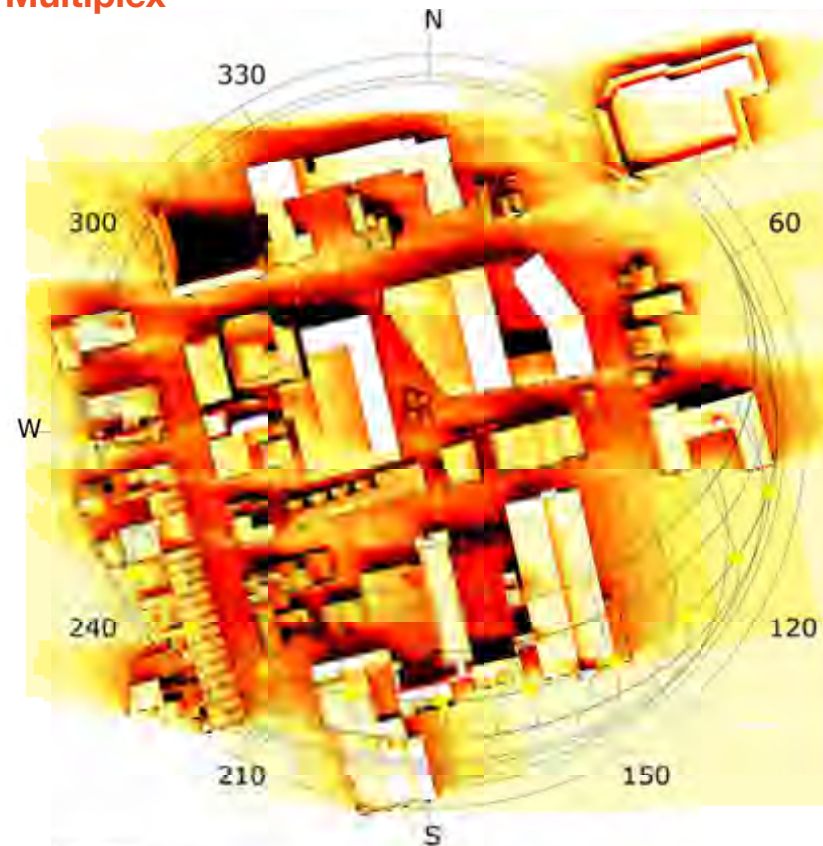
Office



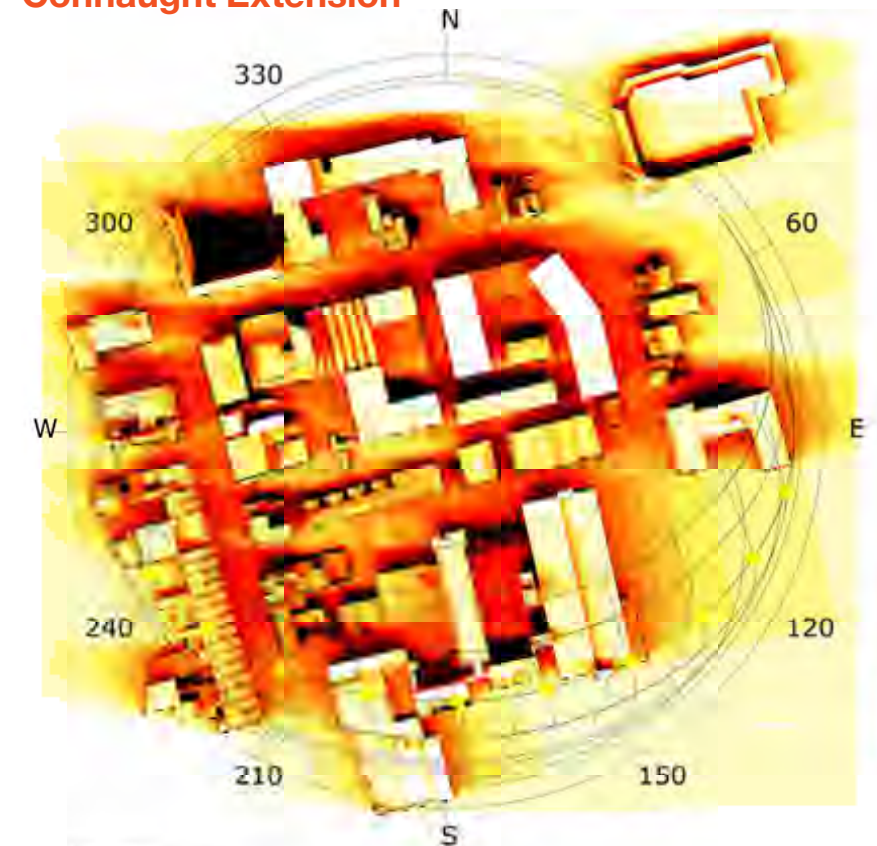
Existing Site



Multiplex



Connaught Extension









3 Development Options

3.11 Summary

Key headline data for each option is illustrated in the table below to enable quick review and comparison. Following review with LCR, Worthing Council and PRD on 05.09.18 it was agreed that the following options be tested further:

- Option 1 - mix of commercial space at ground floor with residential above
- Option 2 - mix of commercial space at ground floor with residential blocks and separate flexible workspace and commercial blocks
- Option 3 - As Option 2, but with the addition of leisure/arts use adjacent to the existing Connaught Theatre

Note that both Option 2 and 3 have inherent flexibility to adjust the use of the standalone commercial block to either hotel, or additional residential use.

	Option 1 Base Case	Option 2 Office Development	Option 3 Connaught Annexe	Option 4 Multiplex Development	Option 5 Hotel Development	Option 6 Commercial & Residential
						
Homes	242	163	194	194	197	168
Podium parking spaces	120	113	116	373	173	104
Primary provision	Maximised residential space	Residential development	Residential development	4-5 screen cinema	Residential development	Residential development
Secondary provision	Ground floors could accommodate commercial space	71,000 sqft office space 1599 sqm commercial space	1-2 screen cinema extension + 447 sqm commercial space	Residential development 1545 sqm commercial space	66 room hotel + 1815 sqm commercial space	3409 sqm commercial space
Architect's appraisal	High residential yield but would require additional basement parking to achieve 1:1 parking. Limited benefit to public realm	Office space can be provided alongside a relatively large number of homes and good pedestrian permeability. Tested location potentially creates overshadowing issues	Stronger public provision with a new arcade and enhancement of existing icon within Worthing. New yard space improves public realm. Private residential area improves saleability but reduces permeability through site	Very large blocks required with complex inter-relationships between uses. Dominance of parking impacts on existing and proposed development. New multi-storey car park retains lease income from NCP	Provides strong frontage to Union Place and High Street while retaining existing trees. Strong public permeability which could create Brighton Lanes-style atmosphere	Would be well suited to making Union Place a more vibrant area. However, commercial success is likely closely tied to development of the Guildbourne Centre to create an integrated edge of the town centre

Options to be developed

4 Refined Options

4.1 Option 1 - Residential with Ground Floor Commercial Space



Overview

Option 1 is optimised to prioritise a high-quality residential environment through two main quadrangular blocks with generous internal courtyards. Higher elements on the north-south axes of the development creates a hierarchy to the built form while creating a strong, consistent frontage to Union Place.

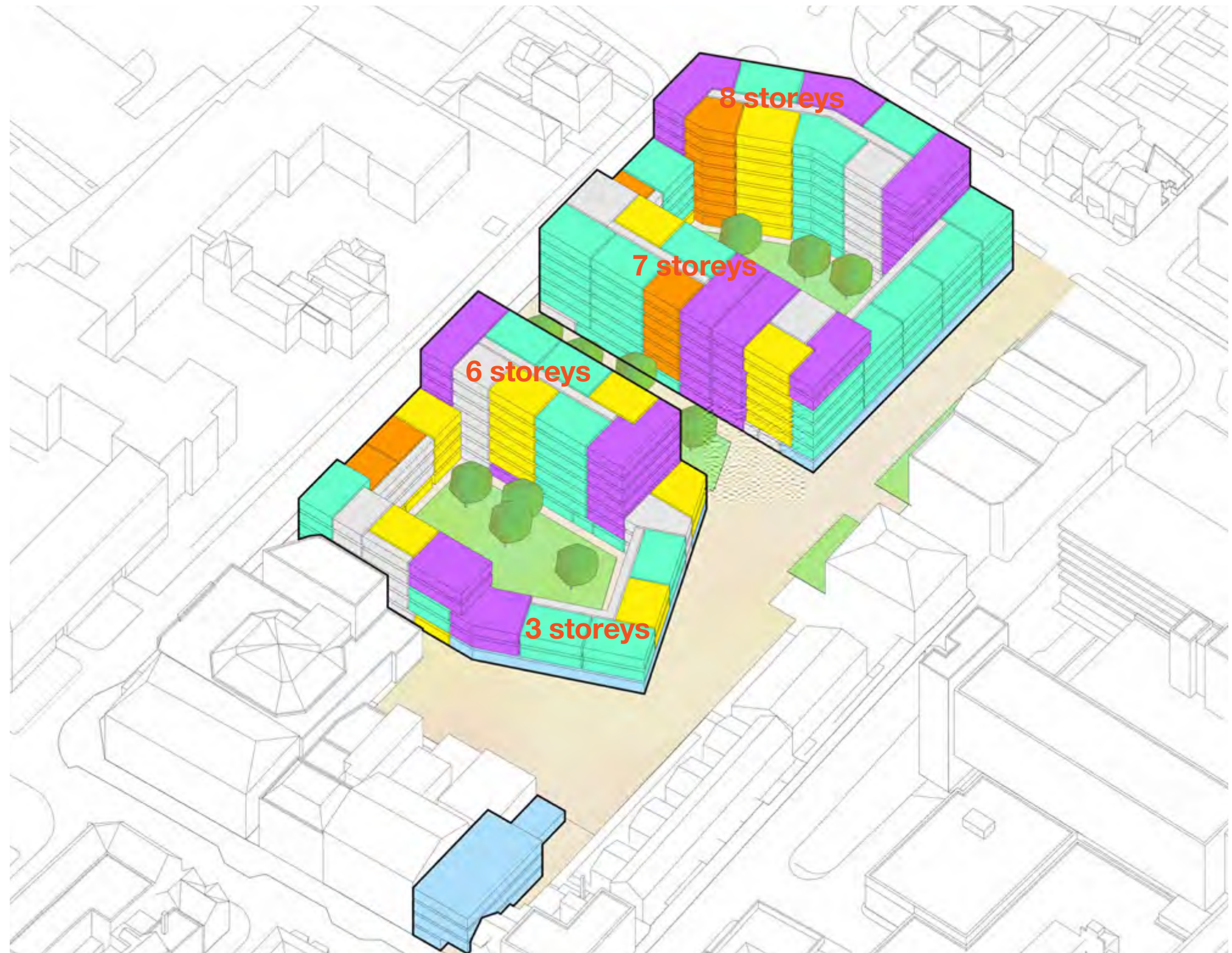
The two blocks are arranged to work with the site's ownership constraints. This also serves to create a new pedestrian route between Union Place and Chatsworth Road, as well as an east-west route along the south of the blocks.

Commercial space activates the ground floor, forming a series of shared public spaces between the town centre and the residential areas beyond.

If available, Site F would be developed to create a new pedestrian link to Chapel Road, knitting the site into its context. This could be done independently as a standalone phase.

Due to the limitations of its size, the site is unable to support a 1:1 ratio of parking to homes at ground level (even by deploying podiums) without severely compromising the public realm. For this reason, the development strategies assume a basement carpark, thereby heightening the pedestrian's and resident's experience of the site. It should also be noted that the scale of courtyard blocks in this option are considerable and will require considerable skill and experience to refine a high quality design of this density within the context.

Parking is assumed to be located at basement level, although we have included a comparison study to assess the provision if parking was to be provided in podiums.



4 Refined Options

4.1 Option 1 - Residential with Ground Floor Commercial Space

■ 1B2P	■ 2B4P	■ Circulation	■ Office	■ Hotel	Potential car park access
■ 2B3P	■ 3B6P	■ Store/Service	■ Cinema	■ Commercial	

- Potential pedestrian routes
- New pedestrian routes
- Vehicular access



Ground layout



Typical layout

4 Refined Options

4.1 Option 1 - Residential with Ground Floor Commercial Space

Accommodation Breakdown

Site A/F

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	6	10%	7%
2B3P	61sqm	25	20%	30%
2B4P	70sqm	33	50%	40%
3B6P	96sqm	18	20%	22%
Total		82		

Commercial GIA (Site A)	sqm	sqft
Total	459	4941

Commercial GIA (Site F)	sqm	sqft
Total	940	10118

Parking Spaces	Basement
Total	200

Site B/C

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	19	10%	13%
2B3P	61sqm	22	20%	15%
2B4P	70sqm	71	50%	48%
3B6P	96sqm	37	20%	25%
Total		149		

Commercial GIA	sqm	sqft
Total	925	9957

Parking Spaces	Basement
Total (Spaces)	220

Total Provision as Shown



Indicative Provision with Podium Parking



4 Refined Options

4.2 Option 2A - Residential with Standalone Office and Flexible Workspace Blocks

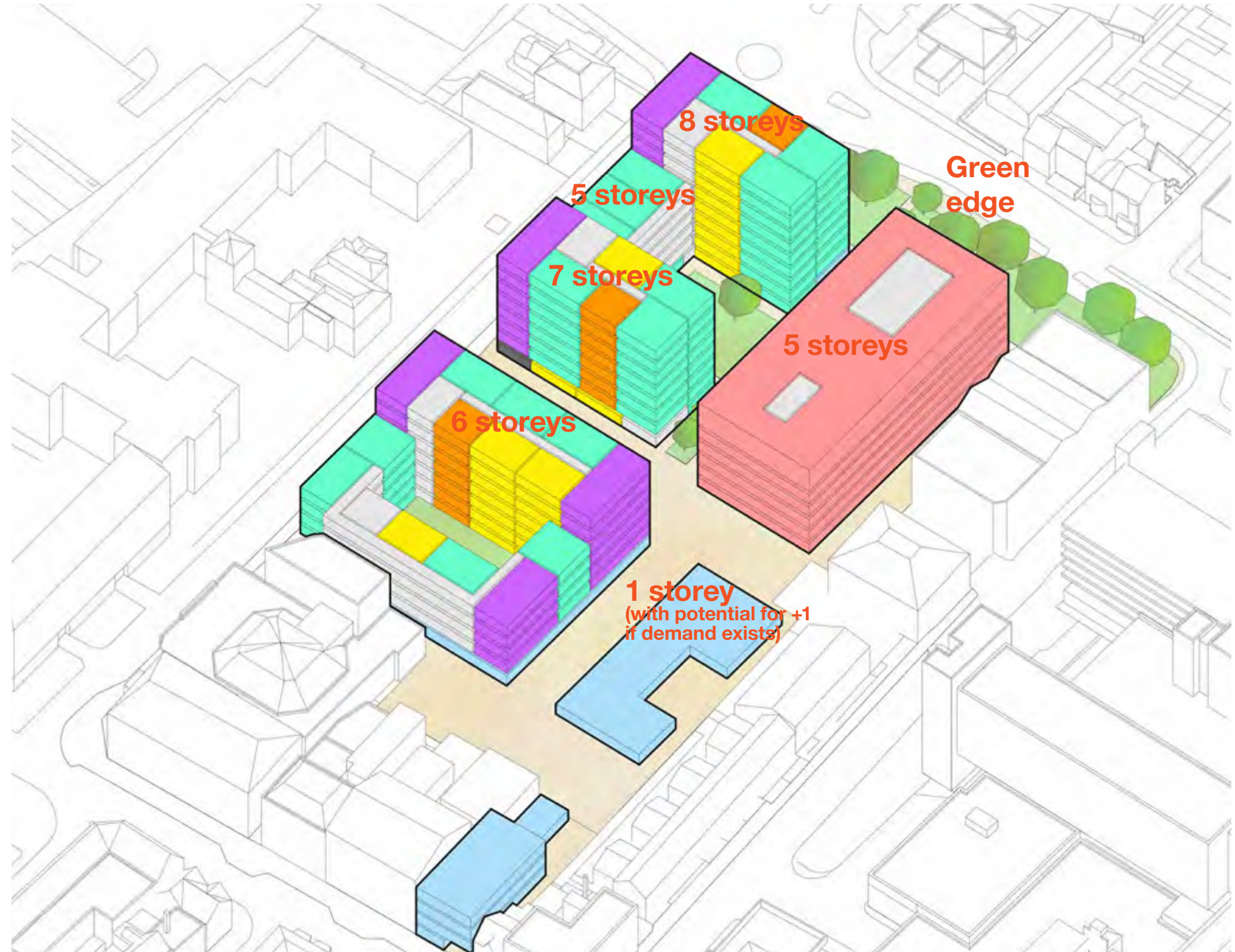
Overview

Option 2A offers approximately 70,000 sqft of Category A office space with frontages onto both High Street and the new pedestrian route through the site.

The site is organised into four quadrants, facilitating a staggered phasing strategy and maximising pedestrian permeability between buildings. A series of yards and avenues serve ground floor commercial space to form a vibrant commercial route.

If available, Site F would be developed to create a new pedestrian link to Chapel Road, knitting the site into its context. This could be done independently as a standalone phase.

Parking is assumed to be located at basement level, although we have included a comparison study to assess the provision if parking was to be provided in podiums.



4 Refined Options

4.2 Option 2A - Residential with Standalone Office and Flexible Workspace Blocks

■ 1B2P	■ 2B4P	■ Circulation	■ Office	■ Hotel	Potential car park access
■ 2B3P	■ 3B6P	■ Store/Service	■ Cinema	■ Commercial	

↔ Potential pedestrian routes
↔ New pedestrian routes
↔ Vehicular access



Ground layout



Typical layout

4 Refined Options

4.2 Option 2A - Residential with Standalone Office and Flexible Workspace Blocks

Accommodation Breakdown

Site A/F

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	7	10%	9%
2B3P	61sqm	18	20%	23%
2B4P	70sqm	37	50%	47%
3B6P	96sqm	17	20%	22%
Total		79		

Commercial GIA (Site A)	sqm	sqft
Total	1090	11733

Commercial GIA (Site F)	sqm	sqft
Total	940	10118

Parking Spaces	Basement
Total	200

Site B/C - North Plot

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	13	10%	13%
2B3P	61sqm	18	20%	18%
2B4P	70sqm	54	50%	55%
3B6P	96sqm	13	20%	13%
Total		98		

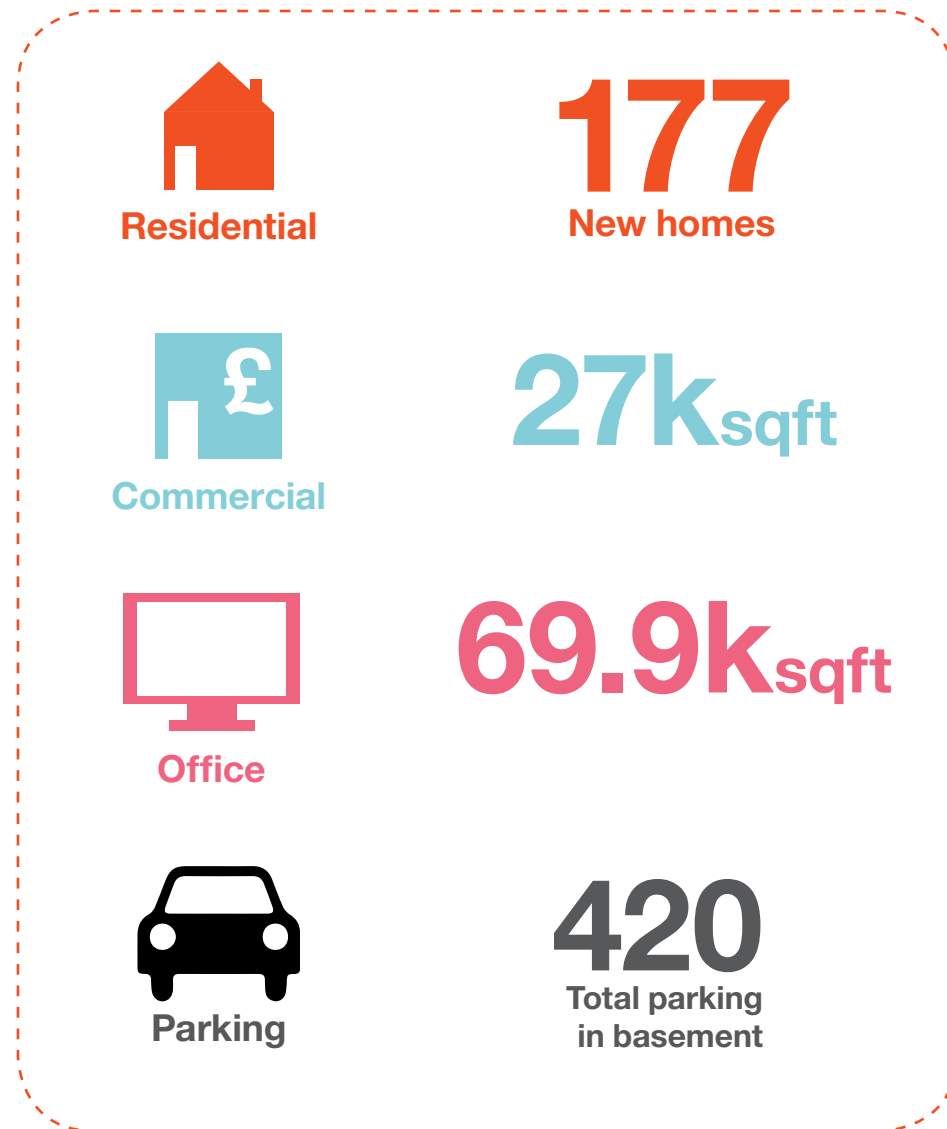
Commercial GIA	sqm	sqft
Total	471	5070

Site B/C - South Plot

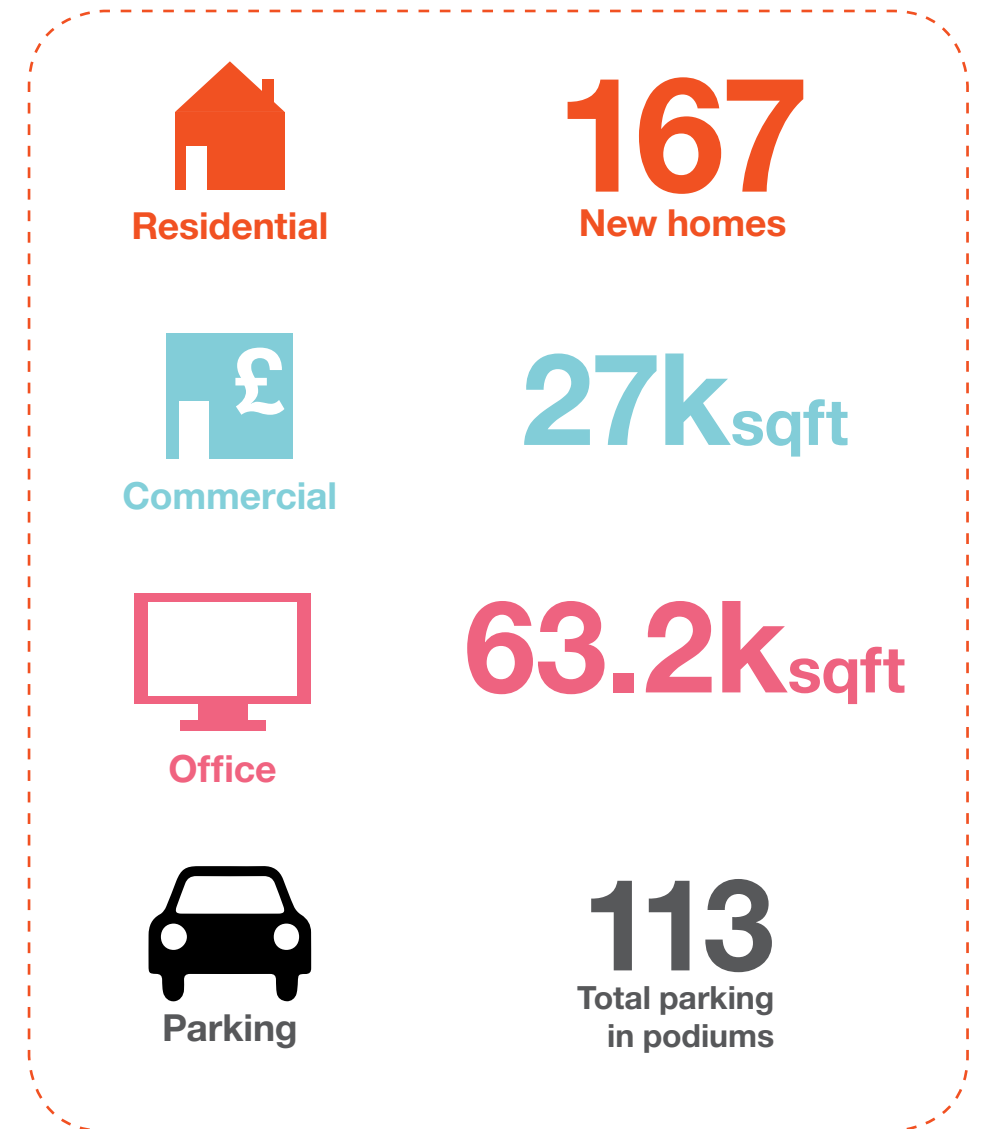
Office NIA	sqm	sqft
Total	6494	69901

Parking Spaces	Basement
Total	220

Total Provision as Shown



Indicative Provision with Podium Parking



4 Refined Options

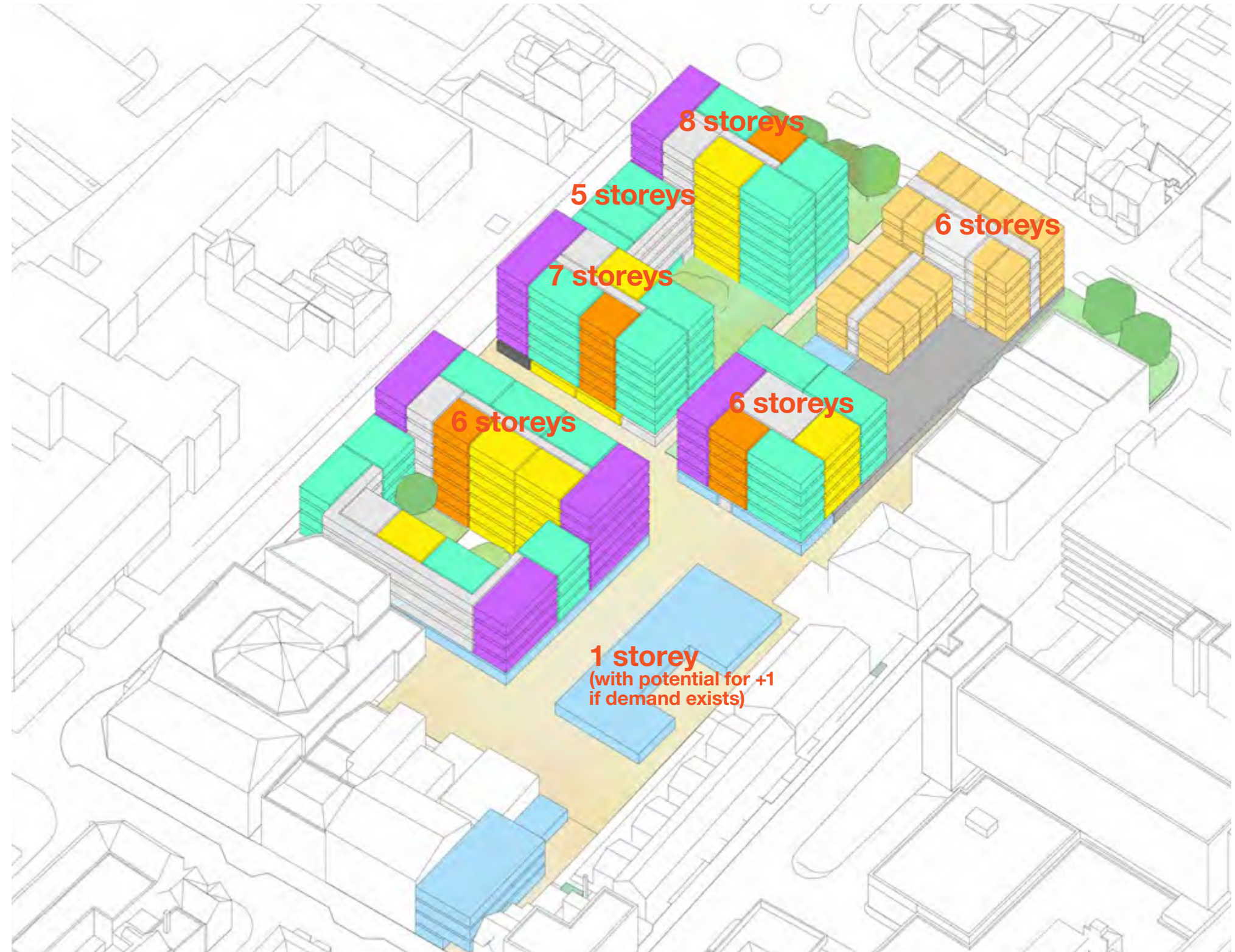
4.3 Option 2B - Residential with Standalone Commercial and Hotel Blocks

Overview

Option 2B replaces the office building with a mixed provision of additional homes plus a hotel of approximately 66 guest rooms. As a variation of the office scheme, it shares the benefit of a compartmentalised site regarding phasing and townscaping.

The additional residential block and hotel share a podium with additional parking while creating an active commercial edge to the east-west pedestrian route.



Car parking is located at basement level. Additional parking for the hotel is provided at ground level inside a podium.



4 Refined Options

4.3 Option 2B - Residential with Standalone Commercial and Hotel Blocks

Note. Hotel as shown is interchangeable with a second housing block to provide an additional 30 homes (approx).

-  Potential pedestrian routes
-  New pedestrian routes
-  Vehicular access



Ground layout

- | | | | | | |
|--|--|---|--|--|---|
|  1B2P |  2B4P |  Circulation |  Office |  Hotel |  Potential car park access |
|  2B3P |  3B6P |  Store/Service |  Cinema |  Commercial | |



Typical layout

4 Refined Options

4.3 Option 2B - Residential with Standalone Commercial and Hotel Blocks

Accommodation Breakdown

Site A/F

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	7	10%	9%
2B3P	61sqm	18	20%	23%
2B4P	70sqm	37	50%	47%
3B6P	96sqm	17	20%	22%
Total		79		

Commercial GIA (Site A)	sqm	sqft
Total	1090	11733

Commercial GIA (Site F)	sqm	sqft
Total	940	10118

Parking Spaces	Basement
Total	200

Site B/C - North Plot

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	13	10%	13%
2B3P	61sqm	18	20%	18%
2B4P	70sqm	54	50%	55%
3B6P	96sqm	13	20%	13%
Total		98		

Commercial GIA	sqm	sqft
Total	471	5070

Parking Spaces	Basement
Total (Spaces)	220

Site B/C - South Plot

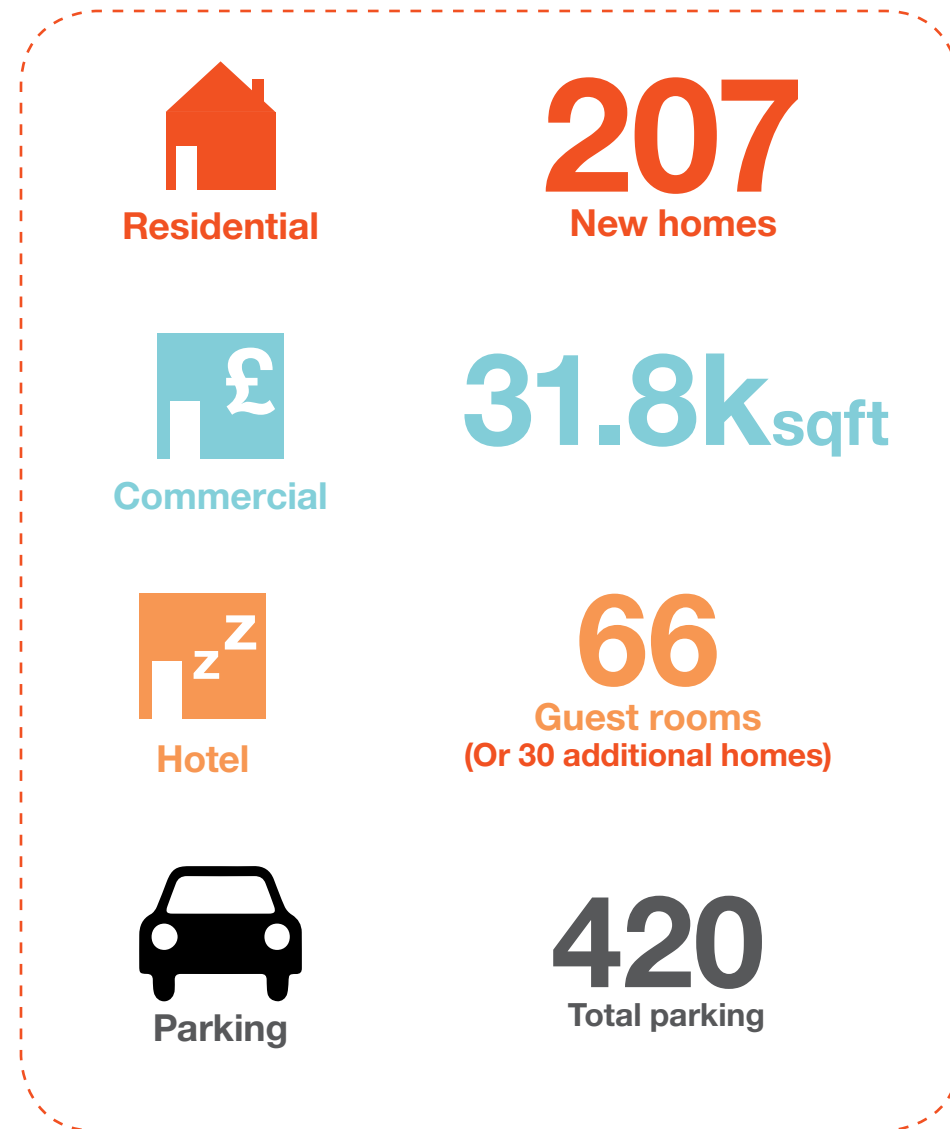
Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	5	10%	17%
2B3P	61sqm	5	20%	17%
2B4P	70sqm	10	50%	33%
3B6P	96sqm	10	20%	33%
Total		30		

Commercial GIA	sqm	sqft
Total	460	4951

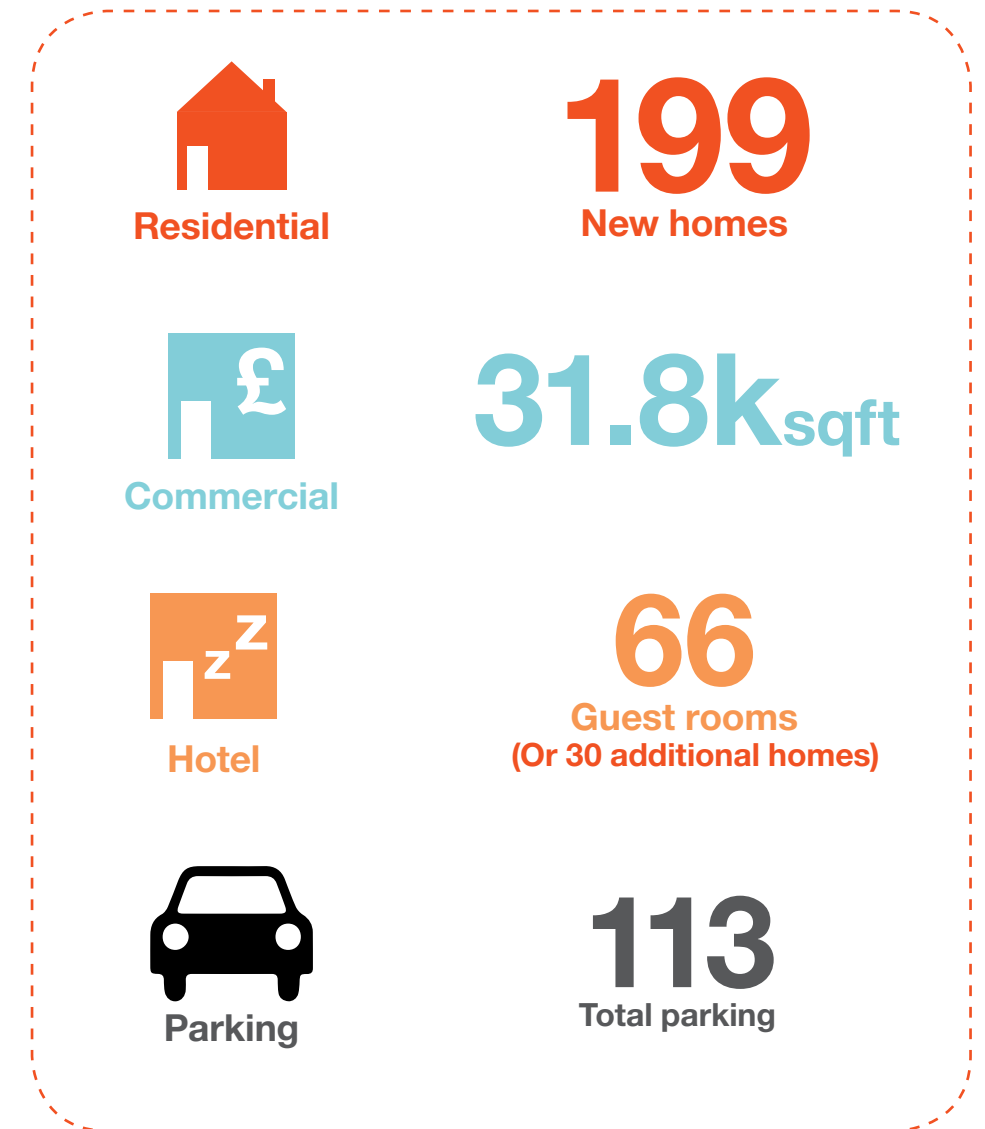
Hotel	Rooms
Total	66

Parking Spaces	Basement
Total	220

Total Provision as Shown



Indicative Provision with Podium Parking



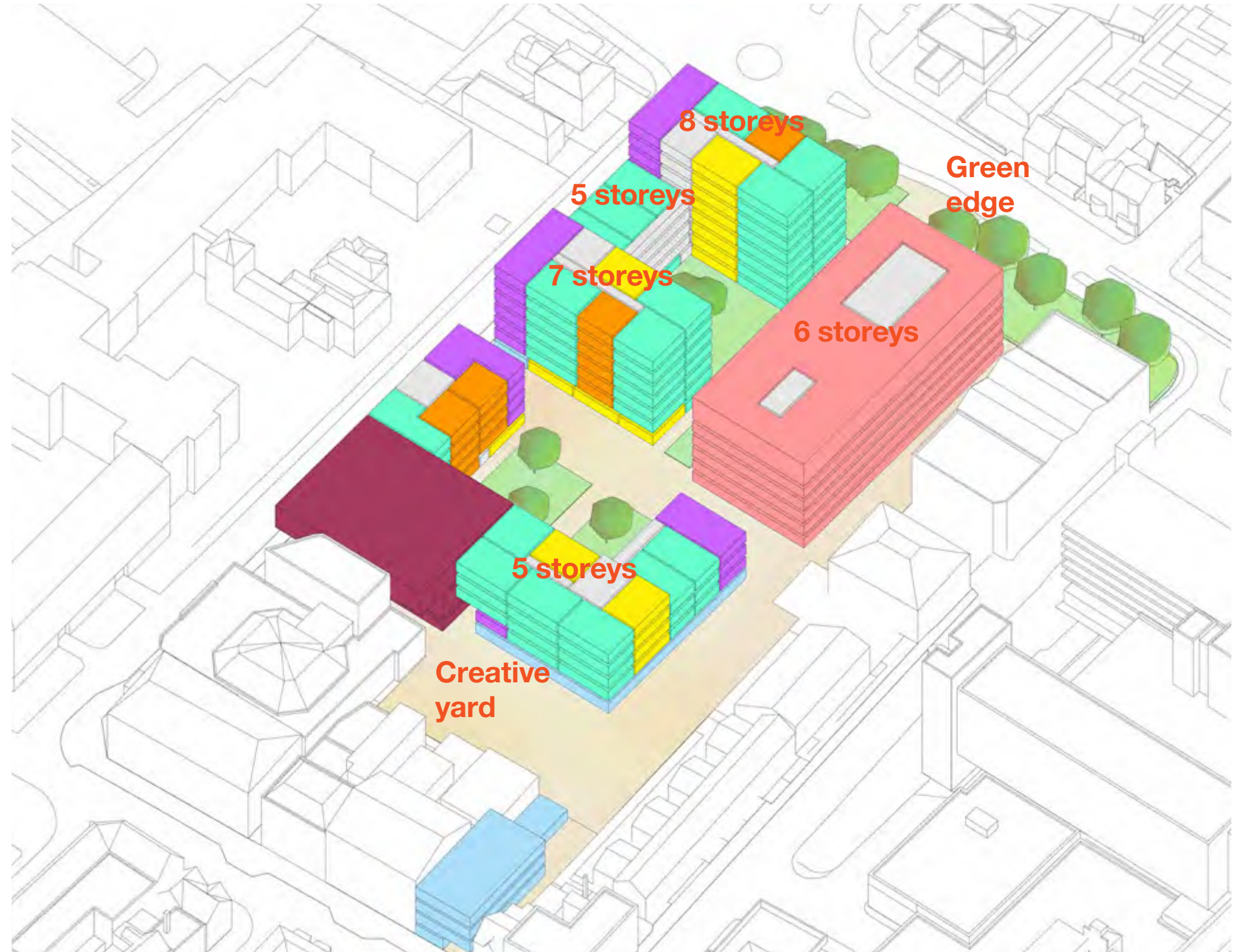
4 Refined Options

4.4 Option 3A - Residential with Standalone Office Block and Connaught Annexe

Overview

Option 3A extends the Connaught Theatre and provides a standalone office block of approximately 70,000 sqft. A series of yards and streets combine a vibrant mix of uses to activate the ground level across the site and provide new public spaces.

Parking is assumed to be located at basement level, although we have included a comparison study to assess the provision if parking was to be provided in podiums.



4 Refined Options

4.4 Option 3A - Residential with Standalone Office Block and Connaught Annexe



Enhanced cinema/theatre activating new public yard, e.g. Curzon, Brunswick Square

- Potential pedestrian routes
- New pedestrian routes
- Vehicular access

- 1B2P
- 2B4P
- Circulation
- Office
- Hotel
- Potential car park access
- 2B3P
- 3B6P
- Store/Service
- Cinema
- Car Park



Ground layout



Typical layout

4 Refined Options

4.4 Option 3A - Residential with Standalone Office Block and Connaught Annexe

Accommodation Breakdown

Site A/F

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	10	10%	20%
2B3P	61sqm	8	20%	16%
2B4P	70sqm	25	50%	49%
3B6P	96sqm	8	20%	16%
Total		51		

Cinema	sqm	sqft	screens
Total	2011	21646	2

Commercial GIA (Site A)	sqm	sqft
Total	618	6652

Commercial GIA (Site F)	sqm	sqft
Total	940	10118

Parking Spaces	Basement
Total	200

Site B/C - North Plot

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	13	10%	13%
2B3P	61sqm	18	20%	18%
2B4P	70sqm	54	50%	55%
3B6P	96sqm	13	20%	13%
Total		98		

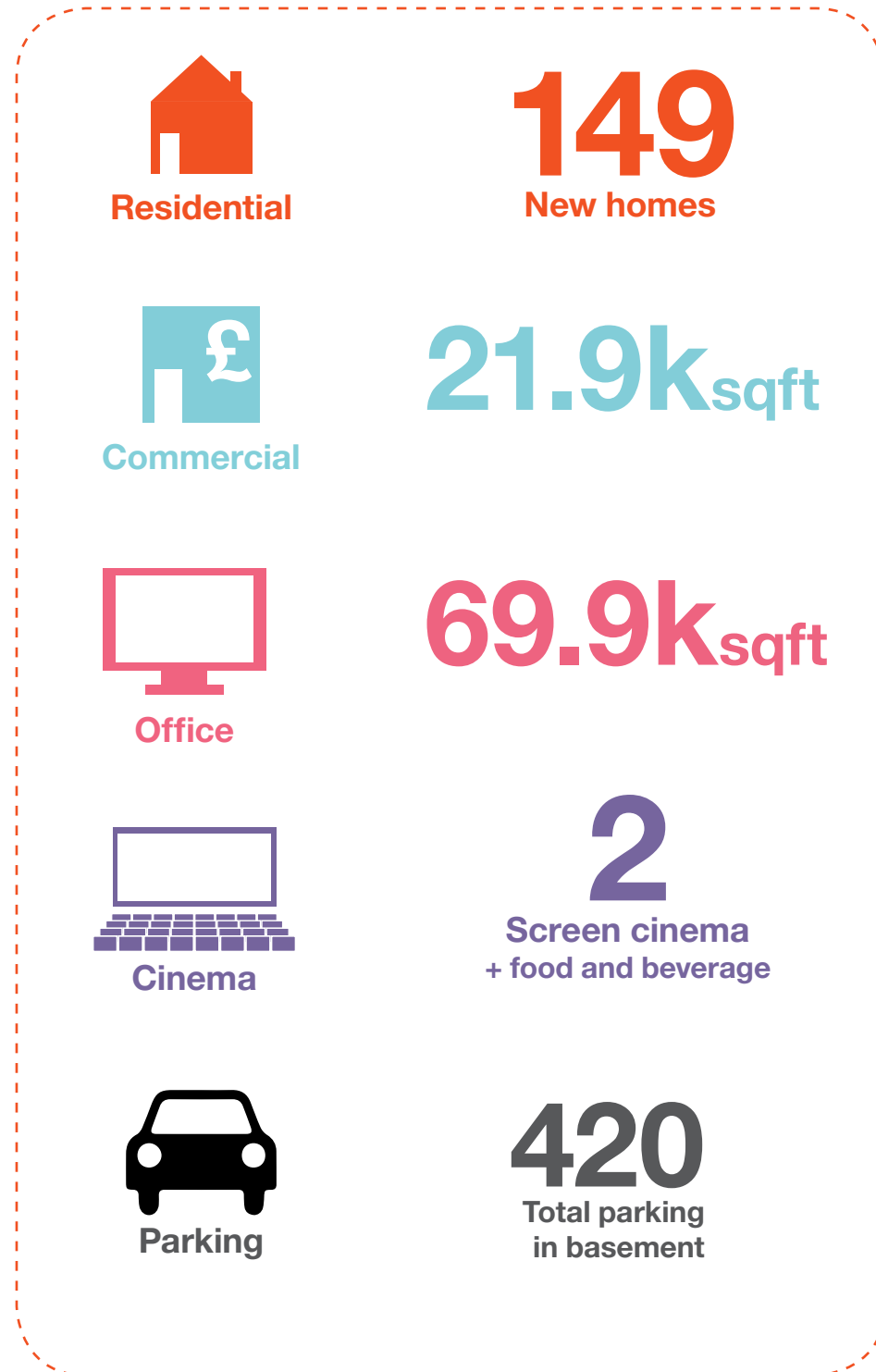
Commercial GIA	sqm	sqft
Total	475	5113

Site B/C - South Plot

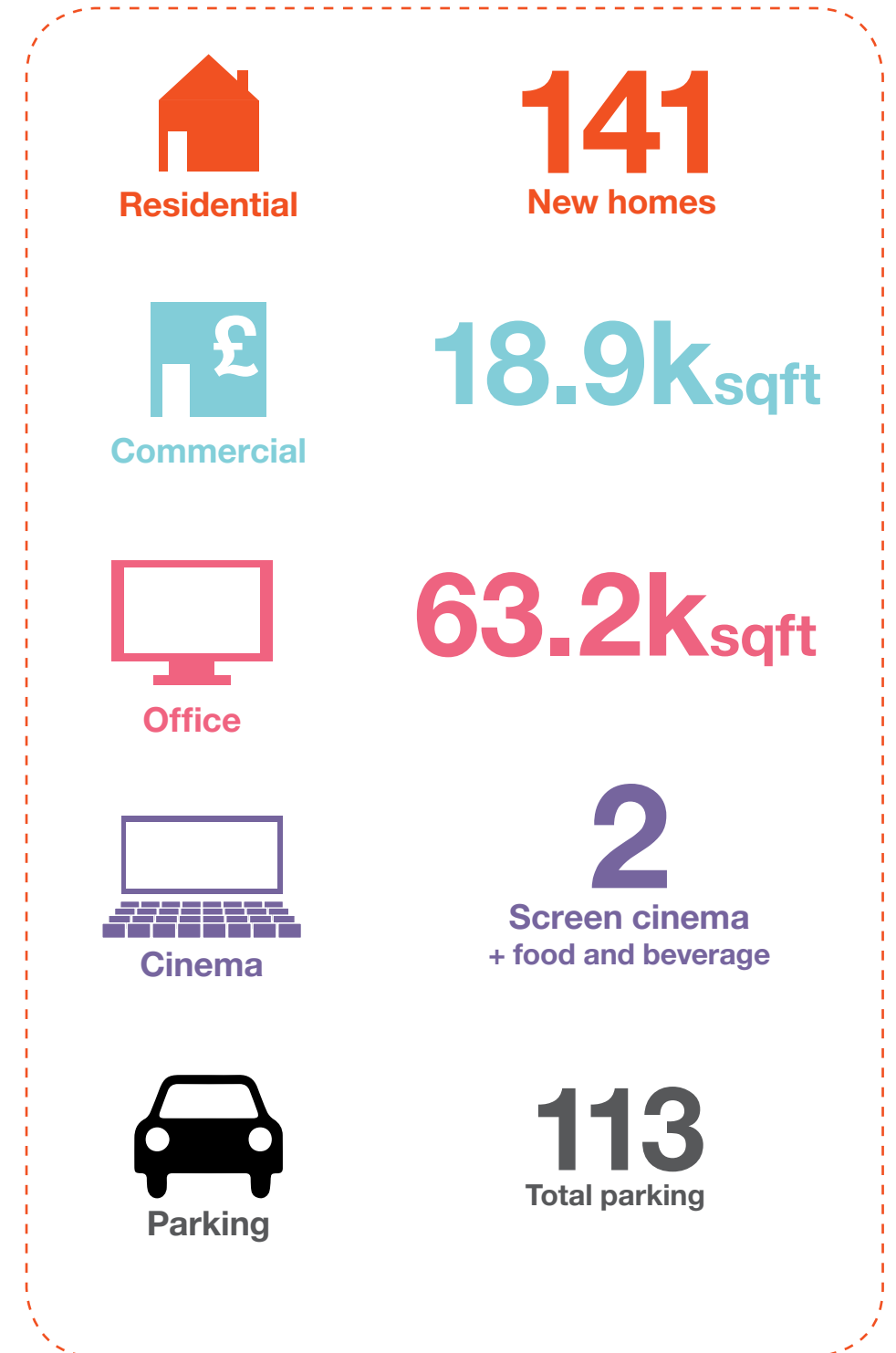
Office NIA	sqm	sqft
Total	6494	69901

Parking Spaces	Basement
Total	220

Total Provision as Shown



Indicative Provision with Podium Parking



4 Refined Options

4.5 Option 3B - Residential with Standalone Hotel Block and Connaught Annexe

Overview
Option 3B extends the Connaught Theatre and provides a standalone hotel of approximately 66 guest rooms. As a variation of the office scheme, it shares the benefit of a compartmentalised site regarding phasing and townscaping.

The additional residential block and hotel share a podium with additional parking while creating an active commercial edge to the east-west pedestrian route.

Parking is assumed to be located at basement level, although we have included a comparison study to assess the provision if parking was to be provided in podiums. Additional parking for the hotel is also provided at ground level inside a podium.

1B2P	2B4P	Circulation	Office	Hotel	Potential car park access
2B3P	3B6P	Store/Service	Cinema	Car Park	



4 Refined Options

4.5 Option 3B - Residential with Standalone Hotel Block and Connaught Annexe

Note. Hotel as shown is interchangeable with a second housing block to provide an additional 30 homes (approx).

- | | | | | | |
|--|--|---|--|--|---------------------------|
| ■ 1B2P | ■ 2B4P | ■ Circulation | ■ Office | ■ Hotel | Potential car park access |
| ■ 2B3P | ■ 3B6P | ■ Store/Service | ■ Cinema | ■ Car Park | |



Enhanced cinema/theatre activating new public yard, e.g. Curzon, Brunswick Square

- Potential pedestrian routes
- New pedestrian routes
- Vehicular access



Ground layout



Typical layout

4 Refined Options

4.5 Option 3B - Residential with Standalone Hotel Block and Connaught Annexe

Accommodation Breakdown

Site A/F

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	10	10%	20%
2B3P	61sqm	8	20%	16%
2B4P	70sqm	25	50%	49%
3B6P	96sqm	8	20%	16%
Total		51		

Cinema	sqm	sqft	Screens
Total	2011	21646	2

Commercial GIA (Site A)	sqm	sqft
Total	618	6652

Commercial GIA (Site F)	sqm	sqft
Total	940	10118

Parking Spaces	Basement
Total	200

Site B/C - North Plot

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	13	10%	13%
2B3P	61sqm	18	20%	18%
2B4P	70sqm	54	50%	55%
3B6P	96sqm	13	20%	13%
Total		98		

Commercial GIA	sqm	sqft
Total	475	5113

Site B/C - South Plot

Residential (No. Homes)				
Flat Type	Min NIA	No.	Target Mix	Mix
1B2P	50sqm	5	10%	17%
2B3P	61sqm	5	20%	17%
2B4P	70sqm	10	50%	33%
3B6P	96sqm	10	20%	33%
Total		30		

Commercial GIA	sqm	sqft
Total	460	4951

Hotel	Rooms
Total	66

Parking Spaces	Basement
Total	220

Total Provision as Shown



Residential

179

New homes



Commercial

26.8k_{sqft}



Hotel

66

Guest rooms
(Or 30 additional homes)



Cinema

2

Screen cinema
+ food and beverage



Parking

420

Total parking
in basement

Indicative Provision with Podium Parking



Residential

172

New homes



Commercial

23.8k_{sqft}



Hotel

66

Guest rooms
(Or 30 additional homes)



Cinema

2

Screen cinema
+ food and beverage



Parking

113

Total parking

5 Developing Context

5.1 Other Development Sites within Worthing

Union Place sits within a network of wider development opportunities within Worthing. The potential provision of each of these other sites should be considered holistically to provide the greatest benefit to the town.

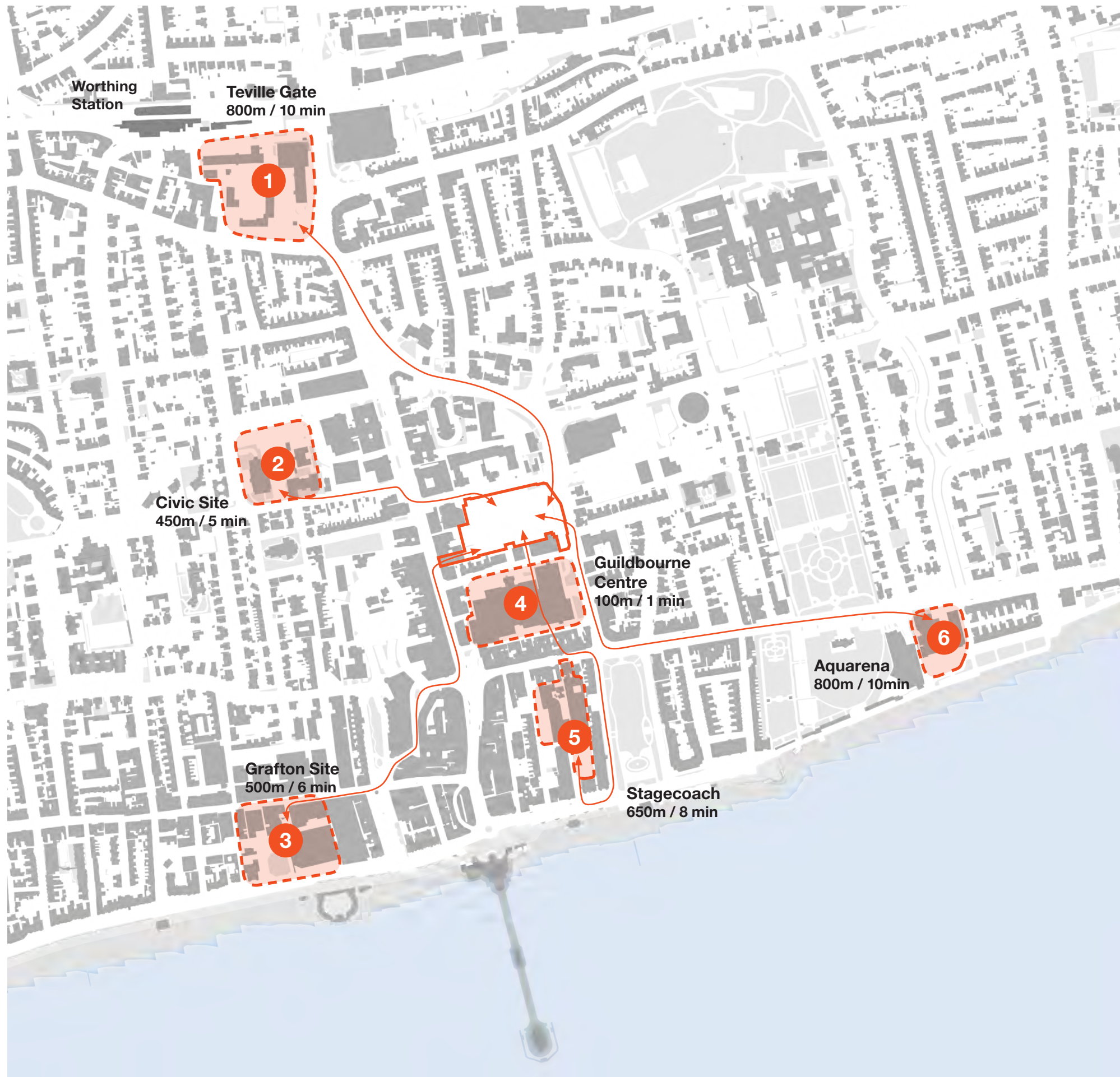
Perhaps the site with the strongest relationship to Union Place is the Guildbourne Centre. Only a few metres away, the shopping centre is currently the main pedestrian link between the town centre and Chatsworth Road, the street running across the south of the site.



- 1. Teville Gate**
- 250m away from Worthing Station
 - 2.3 ha site
 - 400 new homes approx.
 - 7,500sqm additional mixed-use



- 2. Civic Site**
- 650m away from Worthing Station
 - 2.3 ha site
 - Residential area



- 3. Grafton Site**
- 1.2 ha site
 - 200 new homes approx.
 - 12,000sqm additional mixed-use
 - Beachfront location



- 4. The Guildbourne Centre**
- 100m from Union Place
 - Primary pedestrian route to site
 - Currently under-let



- 5. Stagecoach Site**
- 0.6 ha site
 - 40 new homes approx.
 - 3,500 sqm additional mixed-use



- 6. Aquarena**
- 0.7 ha site
 - Beachfront location (under development)

5 Developing Context

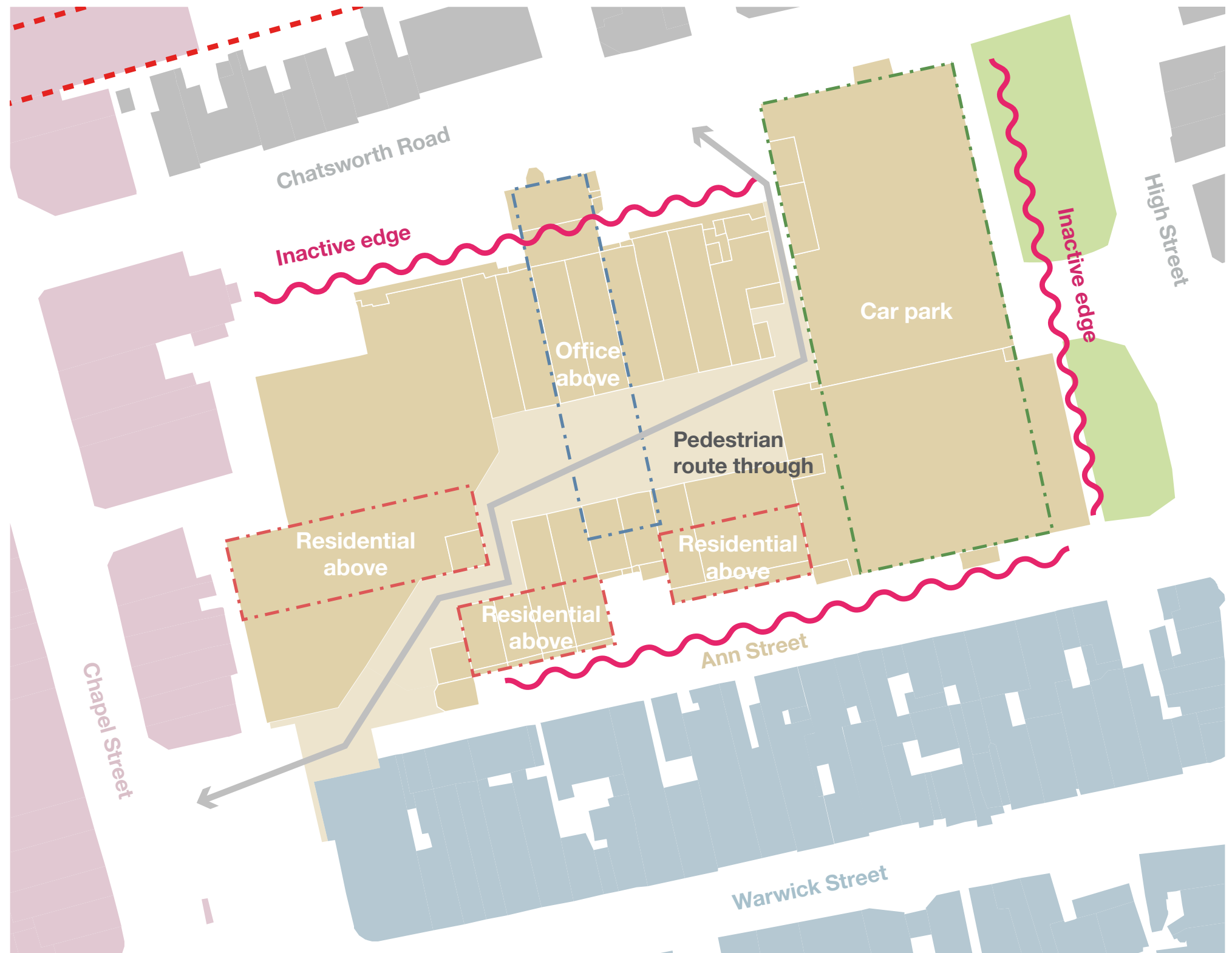
5.2 Connecting to the Guildbourne Centre

The Next Piece of the Puzzle

For the development of Union Place to be truly successful, the site needs to be considered in a wider development context.

The Guildbourne Centre in its present incarnation is one of the weaker elements in Worthing's townscape. Currently under-let, the complex is still well used as a thoroughfare. As such, due to its location immediately south of the site, it is significant in channelling footfall to Union Place.

Maximising the potential of the Guildbourne Centre should therefore be considered central to the success of both itself and Union Place. Its future use will likely be a determining factor in the chosen strategy for Union Place.



The Guildbourne Centre Organisation

5 Developing Context

5.2 Connecting to the Guildbourne Centre

Use and Opportunity

Careful development of the Guildbourne Centre could stitch together dislocated parts of the town centre and create a new connection to Union Place. To this end, future uses for the two sites should be considered that complement each other.

Given its high density of parking and existing internal volumes, the Guildbourne Centre might be better suited to leisure functions, emphasising Chapel Road and the town centre as the location of retail in Worthing. With more active functions located in this more central location, Union Place might be better suited to commercial, cultural and residential uses.

The Creation of a New Town Quarter

Thinking holistically and strategically about the future of the Guildbourne Shopping Centre could have a major bearing on the development options for Union Place.

With the right combination of uses, Union Place and a reconfigured Guildbourne Centre could produce a rich sequence of spaces, creating a lattice and gradation of activity between Chapel Road, High Street and Union Place that would truly transform this under-utilised quarter of Worthing into a vibrant new quarter.

The diagram opposite illustrates how such an holistic approach would improve the wider town centre through creating greater permeability at ground floor level combined with greater diversity of uses across these two key sites.

- Commercial
- Leisure/Cinema



Potential connections between Union Place and the Guildbourne Centre

5 Developing Context

5.2 Connecting to the Guildbourne Centre

Creative Reuse and Adaptation

Through adaptive reuse and selective demolition, the Guildbourne Centre could be reconfigured to accommodate new leisure facilities.

1. Selective demolition to internal circulation areas to create outdoor yard spaces
2. Route between yards under office
3. Potential work/maker space at ground and first/ balcony floors
4. Activated rooftop to car park, capitalising on views over Worthing
5. Continued green avenue along High Street
6. New leisure functions to retained but remodelled parts of the building
7. New active frontage to Chatsworth Road, strengthening link to Union Place
8. Green rooftops
9. Strengthened connection to Chapel Street



6 Recommendations & Next Steps

This study has followed a simple, yet robust three step methodology to understand and assess the development potential of the combination of sites at Union Place in Worthing town centre:

- Step 1 - Site Appraisal
- Step 2 - Option Analysis
- Step 3 - Option Testing

At each stage we have presented and discussed our emerging thinking with representatives from LCR, Worthing Borough Council and PRD, which has in turn informed the direction of travel and decisions on what options were identified most appropriate for the future development of the site.

The information developed to date only covers RIBA Stages 0/1 Strategic Definition / Preparation & Brief. As such the options are high level capacity and masterplan studies only. In order to continue this process we advise the following next steps to continue the meaningful regeneration of Union Place:

- Hawkins\Brown present the Options Study to key stakeholders at Worthing Borough Council - with support from LCR and PRD
- Worthing Borough Council consider the wider long-term strategy for the Guildbourne Shopping Centre
- Worthing Borough Council to confirm whether the potential acquisition of Site F is of benefit to the wider scheme and confirm whether pedestrian access can be obtained adjacent to the Police Station
- Consult with key departments within Worthing Borough Council, including, but not limited to: major projects, regeneration, planning and heritage, culture, highways, places & neighbourhoods
- Consult with key external stakeholders such as the Connaught Theatre and Guildbourne Shopping Centre to understand their strategic plans
- Confirm the preferred mix of uses and key strategic drivers for Union Place
- Agree the project's optimum delivery and funding model
- identify a preferred option for further development
- Agree a strategy to develop the preferred option to RIBA Stage 2 and appoint a design team

Hawkins\Brown would be delighted to support Worthing Borough Council with any future steps in this process.

Commercial
Leisure/Cinema



Potential holistic vision for Union Place & Guildbourne Shopping Centre

Contact

AJ100 Practice of the Year 2016 & 2017

AJ100 Building of the Year 2018

Winner

London

159 St John Street

EC1V 4QJ

+44 (0)20 7336 8030

mail@hawkinsbrown.com

Manchester

3C Tariff Street

M1 2FF

+44 (0)161 641 5522

mail@hawkinsbrown.com

hawkinsbrown.com