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5 Smugglers Walk
Goring By Sea
West Sussex
BN12 4DP

Reference Planning Application AWDM0261/15

Peter Barnett
Copy to; James Appleton

Development Management,
Adur & Worthing Councils,
Portland House,
44 Richmond Road,
Worthing,
West Sussex,
BN11 1HS

10th March 2016

Dear Sir
Following on from the meeting with Tim Loughton last week I feel it is important to reiterate some of the point which have a direct affect on the operation of the Adur Centre Sailing Club and Shoreham Sea Scouts.
This stretch of the Adur River is one of the most crowded and heavily used areas of the river. It has numerous moorings used by the Adur Cruising Association and is a regular venue for both our sailing club, the Sea Scouts, the Adur Activities Centre, the Kingston Rowing Club and the Adur Canoe Club.
The tidal run on this section is such that our club is only able to sail on this stretch for two hours each side of high tide and when doing so we have safety boats stationed to assist pupil sailors when they get into difficulty.
These difficulties arise from the obstructions of the railway bridge, the road bridge, moored craft, recreational users and anglers.
With an incoming tide boats are often in danger of being swept upstream under the railway bridge and conversely with the outgoing tide they are at risk from the A259 road bridge. The stretch of water is subject to prevailing south westerly winds therefore any boat that gets into difficulty will be swept upstream not only by the tide but also the wind and once beyond the railway bridge there is not way of returning other than being towed. To add to the built hazards there is also the contours of the river to consider.

Both of these bridge obstructions have insufficient clearance for dinghy masts let alone small yachts. The siting of the proposed slipway means that any sailing boat launched from this proposed slipway will be confined to the already crowded area between the two bridges. Propeller driven craft although not confined by headroom will be confined by draught, as the depth of water at the proposed site will be insufficient to regain the slipway at two hours after high water. Any boat wishing to go afloat on a falling tide will need to remain below the Shoreham footbridge for at least six hours before the returning tide will allow them access to the proposed slipway. At the site of the proposed slipway access the river meanders quite markedly toward the western bank. This meander causes an increase in tidal flow on both incoming and outgoing tides and has resulted in severe scouring against this bank. Any construction in this area will increase this scouring with the result that further undercutting and deposition will take place. For this reason both the Scouts and the Activities Centre slipways are built on pilings to allow free flow of the river beneath.

Having said that the river bridges will not limit the clearance for power craft, the retention of the height barrier at the car park entrance will exclude any craft other that day boats or dinghies.

A further point for consideration is that access to the recreation ground car park is via a narrow single-track slip road with limited turning space, which is accessed, to and from the A259 on a one-way section of carriageway.

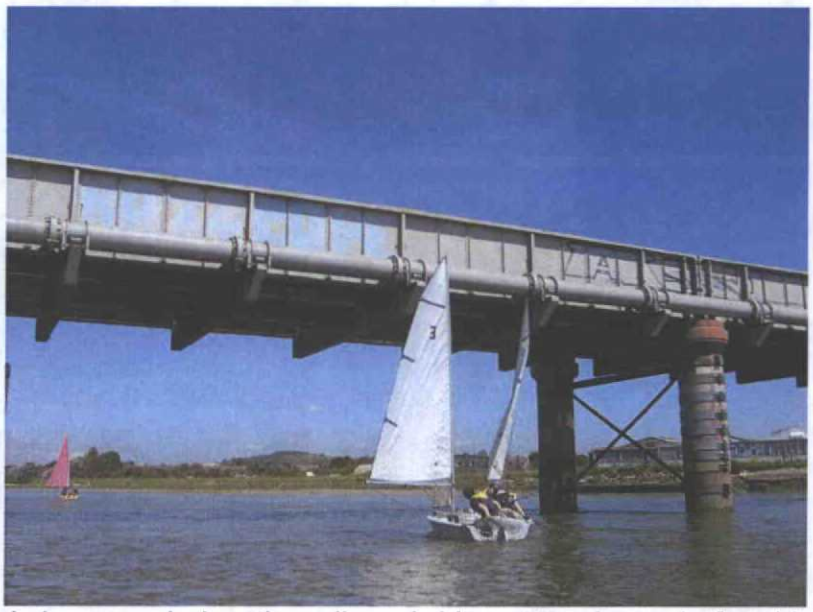
The Adur Centre Sailing Club's aim is to encourage young people to take part in water sport with easy access the water in a safe environment. The addition of a fifth slipway in this confined and congested area added to the temporary closure of the Activities Centre, the restricted water access due to the Flood Wall scheme and the work on the railway bridge will be counter productive to these aims and could well lead to the loss of the Clubs RYA teaching status or the demise of the Sailing club.

The proposal of the alternative site at Ferry road however does have a great deal of merit. Being closer to the foot bridge and adjacent shops it will produce some income for the town. Being down river from all obstructions with uninhibited access to the open sea is an obvious advantage, access and availability to parking is much better and best of all there is little tidal restriction at the site. This proposal really does hold water.

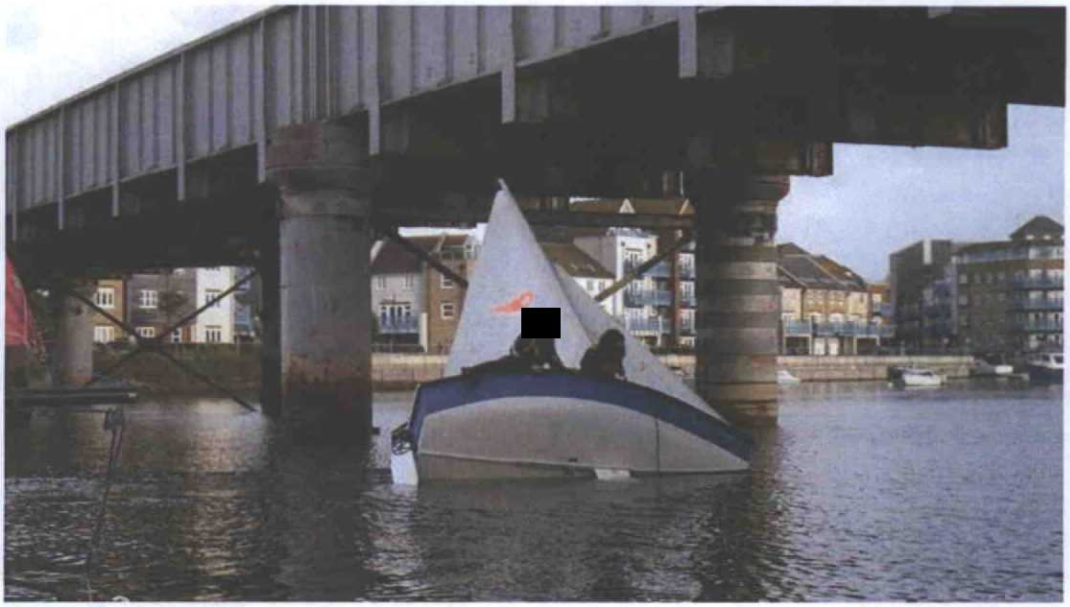
Yours faithfully

[redacted]

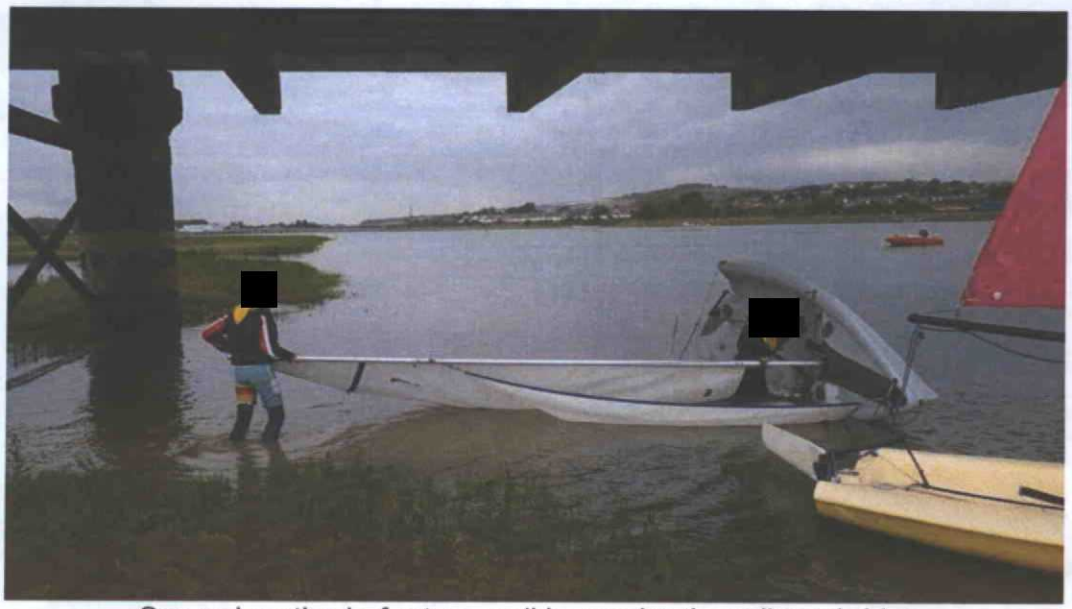
Christopher Lane
. Adur Centre Sailing Club



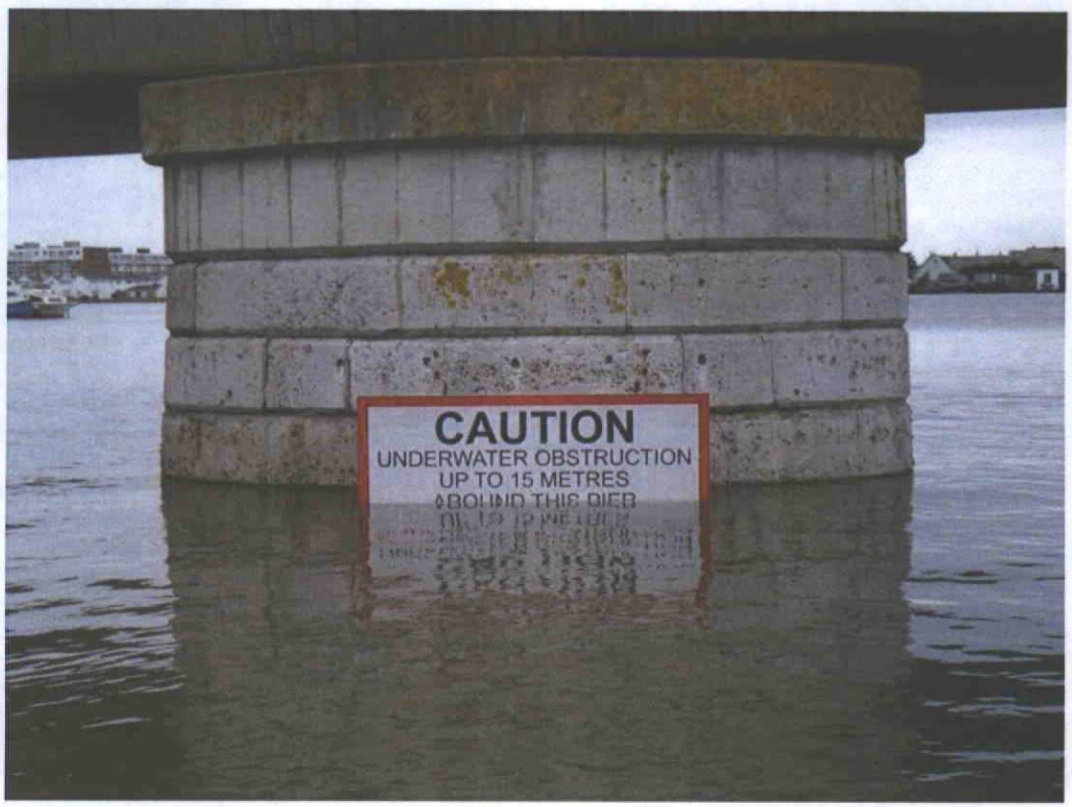
Limited clearance below the railway bridge at two hours before high tide



Two options for returning under the railway bridge two hours after high water.



Second method of return walking under the railway bridge.



Access out to the sea at high water below the A259



Irresponsible river user exceeding speed limit in what should be a safe area.