

From:
Date: Sun, 16 Nov 2025 at 19:30
Subject: Objection to AWDM/0738/25
To: <planning@adur-worthing.gov.uk>

From: Adur Residents' Environmental Action (AREA) Barb O'Kelly

To: Adur and Worthing Planning

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Subject: AWDM/0738/25 Kwik Fit

This submission from Adur Residents' Environmental Action relates to deep concerns we have about the Kwik fit development and request that all the issues mentioned below be considered when making a decision whether to approve or turn down the above development.

.1.The noise from the car wash - could that give rise to complaints as was anticipated at the Duke of Wellington with the live music. Nothing appears to have been included in terms of additional clauses to protect the operation of the car wash from complaints about noise. Shoreham has already lost a number of businesses due to development and so far, there has been no increase in the use of new business premises. The JAAP was meant to be an area of housing and to improve the business prospects.

2.Should there not be more concern about the access arrangements for the car wash, air pollution and detail about the amount of traffic accessing the car wash via the back Lane due to the canyon effect of the trapped pollution? No information has been supplied about the frequency of traffic for the car wash. There will likely be very little air circulation due to the proximity and height of the surrounding buildings. How will that affect residents of Free Wharf and the Kwik Fit site?

3.Under **Transport Assessment** 3.11.19 it is stated that at Ropetackle roundabout there are no material delays at PM peak!!! but that there are at AM peak, with considerable queues. That doesn't tie in with the observable queues, particularly at PM. Nor does it tie in with comments in the Parsons Brinckerhoff report of 2014 that stated (4.3.12) that" both approaches to the roundabout are above capacity in both the morning and pm peak. (4.2) Collective impacts from all developments are significant." The developer mentions plans for increasing the size of the roundabout to mitigate traffic queues, but those plans have been around for 11 years and nothing has happened. The financial resources and ground space to implement these changes are unavailable and this should not be included as a mitigating factor.

4. Air Quality Assessment 5.2.2 The transport assessment concluded that the traffic flow in the area and along Brighton Rd. were relatively low. Therefore, it was anticipated that the emissions from local traffic are low and effects on air quality are minimal! This is a bit hard to believe given the queues at Humphreys Gap and all along the High St., particularly in the evening rush hour. We question the accuracy of the transport assessment regarding queues at Humphreys Gap. There is no mention of the effects on the children in the Skate Park, with the prevailing wind from the SE.

The increased volumes of traffic from all the new developments if/ when they are occupied will increase air pollution, especially PM2.5. Car ownership is increasing, according to government data, so, while NO2 is decreasing due to more electric cars PM 2.5 will increase due to more and larger, heavier electric cars on the road. Traffic figures taken from the Adur 2024 Air Quality report based on 2023 stats states that traffic on the High St east of Middle Rd has increased by 212

vehicles from 15,232 in 2023.(average annual daily traffic). This development will add further to the air and noise pollution

Table 4.2 PM2.5 levels of 10.7 for 2023 are above WHO recommended levels. There is no safe health level for PM2.5 Health considerations should be of primary importance in planning decisions, especially given the already stretched resources of Adur Health Partnership.

Speed travelled was assumed to be 50km per hour. That is unrealistic and ignores the stop /start flow of traffic approaching the Humphreys Gap traffic light. Stop-start and braking create further pollution as do idling engines.

5. There is no indication as yet whether parking spaces will be allocated. Unallocated parking could increase traffic churn, congestion and pollution. The ratio of 0.37 spaces per flat is also very low, goes against the WSCC parking calculator and could result in further traffic churn as residents of the new development who own cars and don't have an allocated space look for a public place to park. They will be vying with residents from the nearby new developments which also have a considerable shortfall in parking spaces.

By employing consultant Tim Chapman the Council obviously thought it was necessary that a report on the overdevelopment of the WHA was necessary particularly given the lack of infrastructure improvements – traffic congestion, parking, lack of green space, play facilities, health /medical facilities and secondary schooling.

There are no plans for improvements to the nearby road network, aside from the cycle lane, or for improved town parking facilities and public transport.

The Pond Rd surgery is not fit for the dramatic increase in population and Adur Health Partnership does not have the financial resources to put into the development of the surgery.

There are no plans for easily accessible children's play facilities and open green space in the WHA, all necessary for a healthy community and to combat the effects of rising temperatures. The paucity of trees to improve air pollution and provide shade and a cooling effect are further shortfalls of this development.

This KWIK FIT development will further increase the density of buildings in the area, is too tall and dominant on the A259 frontage.

If the density was thought to be so great that the Council felt they needed to spend tax- payers money on a consultant then how is it right to grant permission to the Kwik Fit development, increasing the density and feeling of overcrowding and going against the concerns of the Council 2 years ago when they commissioned the consultant.

AREA do not believe that this development, AWDM/0738/25, should be approved for the reasons given above and below:

JAAP 4.7.32 New developments will generate the need for new open space provision." *No usable green space of any size or with viable equipment for children has been provided. The skate park is not suitable. The Open Space Study in 2019 concluded that local residents considered 10 minutes to be an acceptable walk time to a park or play area. The nearest area is considerably further.*

JAAP 4.7.64 Mixed use developments will be expected to have features and facilities to attract young families such as play areas and leisure uses. *The play area is totally inadequate*

JAAP4.7.58 Landscaping treatments will also be important for creating setbacks between new developments and the A259 to prevent noise and air quality impacts. *There are 6 trees along the A259 and no trees between Free Wharf and the Lane.*

The NPPF states that developments should promote developments with healthy lifestyles with open spaces. *The open spaces in this development are small, primarily terraces and balconies with no safe space for play.*

For these reasons AREA request that the Kwik Fit development AWDM/0738/25 be turned down. November 16 2025 Additional comments based on adaptations made in October

1. The proposal to use darker fascia materials for the top floor does not improve the appearance. It emphasis the top and height of the building and has not been done on the nearby developments. The lighter colour helps the top floor to blend into the horizon.

2. The recessed top floor on Kwik Fit on the Brighton Rd at 34.5m is higher than the equivalent on Block H of Free Wharf. This establishes an unwelcome precedent for any future developments, just as Free Wharf has established precents of “too high” buildings along the Brighton Rd.

Adur Residents' Environmental Action confirm that this development should be refused.