

Comments for Planning Application AWDM/0628/26 Reps and Consults x



planning@adur-worthing.gov.uk
to me ▾

Fri 4 Sept, 07:30 (3 days ago)

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 04/09/2026 7:30 AM from Mr Duncan Fox.

Application Summary

Address: Land Between Sword Street And Martlets Way Worthing West Sussex

Proposal: Full planning application for a mixed-use development comprising 123 dwellings and commercial floorspace together with associated parking, landscaping, open space and drainage [Land at Durrington Gasworks]

Case Officer: Giles Holbrook

[Click for further information](#)

Customer Details

Name: Mr Duncan Fox

Email:

Address: 35 Sword Street Goring Worthing West Sussex

Comments Details

Commenter
Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Design
- Highway Access and Parking
- Other
- Overdevelopment
- Trees and Landscaping

Comments: Please find below my objections to this development

Policy

A proposed development of this scale is contrary to Policy A10 of the Worthing Local Plan that allocates a much larger area of the land for employment use. There is inadequate justification for the loss of the employment allocation. The scheme is now residential led with a small 'token' element of employment, which has the added disadvantage of placing a greater burden on the highways through the existing Bellway housing development than the local plan envisages, and reduces the amount of employment development supported by the Local Plan.

The viability assessment is noted but frankly irrelevant. The price paid for the land should reflect the local plan allocation and other demands placed on the development through development plan policy.

Highways/traffic and access

Although the TRICs data may show that there is capacity at the junction between Barrington Road and Shaftesbury Avenue, there is significant conflict around this junction with a pedestrian crossing to the south, close to the existing bus stop, the entrance/exit from the leisure centre opposite, and a sub-optimal narrow right turning lane from the north, into Barrington Road. An additional 123 houses will add to this conflict and increase the potential for accidents.

On street parking occurs on Barrington Road between the Sword Street junction and Shaftesbury Avenue especially during school pick-up and drop-off times. This causes conflict with pedestrians/cyclists coming to the end of the wide 'newly formed' footpath/cycle path to join a narrow footpath close to the entrance to Sword Street and Roseberry Avenue, leading to danger and conflict with road users, pedestrians and cyclists. The on-street parking also results in drivers accessing Sword Street to be in the middle of the road exacerbating conflict with drivers exiting Sword Street.

Bridge House on Barrington Road now has permission for a further 101 flats, this will add to the number of vehicles movements throughout the day causing additional conflict and danger on this small stretch of road between Sword Street and Shaftsbury Avenue. No account appears to have been given to this permitted development, nor to the fact that the most recent application 'carved out' a plot for future development.

Bellway Homes must carry out the approved works to widen the road and footpath at the southern end of Sword Street with Barrington Road (east) before any more houses are built, that propose access from it. The 90-degree blind bend at the entrance to sword Street is becoming increasingly dangerous. Any additional traffic and construction vehicles will cause additional conflict and danger.

Bellway Homes must carry out the agreed traffic calming measures along Sword Street before they put any further houses from it as there are already cars speeding along this straight road, causing danger to those, particularly children, crossing the road to access the play area. This danger is exacerbated by the minor 'kink' in the road layout in proximity of the play area which drivers at speed currently ignore. This road is meant to be a 20mph road. The road traffic movements from a further potential 123 houses will add significantly to this danger.

Given the inadequacies of the existing Sword Street layout, consideration should be given to alternative or additional points of access onto the development e.g. through Martlets Close, or even through the opening up of the Bellway development emergency access to through traffic providing a more even spread of traffic to disperse onto the highway network, in preference to the bottleneck of Shaftesbury Avenue and the junction with Barrington Road (east)

It is interesting to note that the highway engineers suggested removal of a 90-degree turn within the proposed new development, presumably because it was unsatisfactory. Yet they have allowed that same layout at the end of Sword Street as it approaches Barrington Road. Adding a further 123 houses will exacerbate use of this poor layout, and increase the risk of accidents.

The developers make much play of the accessibility to local amenities and proximity to the railway station. That may be so for people without mobility challenges, however for older people, those with disabilities and mothers with young children in prams, the railway acts as a physical barrier to local accessibility. If the development is to proceed, it should be subject to a legal agreement requiring lifts to be installed at the railway station.

Design

The development is a bland, dense form of development with no sense of place or

connection to existing development and will lead to a 'rabbit warren' of dense uninteresting housing.

The northern terrace of houses is particularly bland and monotonous, leading to a block of flats which bears no context to the site of adjoining development.

The properties on the south side of the proposed development have short narrow gardens which back onto significant trees on the southern side that are protected by a TPO. The short gardens and leaf droppings from the trees are likely to cause significant pressure to remove or reduce these TPO trees further to the detriment of the amenity of the area.

In my opinion, tree removal is excessive. Tree works to lift the canopy of the trees to 5 metres are also excessive.

Finally

We support residential development which is much needed, but the number, form and layout of the proposed development is unacceptable especially without the adequate infrastructure including an appropriate access to support it. Loss of further designated employment land must be soundly justified. Please note that there are also still approximately 148 flats to build close to the entrance to the site. These should be completed before any further new residential development commences to avoid the current eyesore being retained any longer than necessary.
