

Dolphin Quay Conditions Discharge

Condition 7: “To safeguard the amenities of the locality”

Our understanding of the issues relating to the moorings differs markedly from that reported in the Chichester Harbour Conservancy response (1st April 2019)

1. Pedestrian access to the pontoons.

In her 2017 report (para 3 4) and at the DMC (February 2017) the Planning Officer specified that

“Access would also be retained by way of a footpath along the eastern edge of the site to the existing moorings with one stepped access and one ramped access being provided to gain access over a new 900mm coastal flood defence wall. All the existing berths which currently exist are not proposed to be changed within this application”.

The footpath, ramps and steps are clearly shown on the Proposed Site Plan Agenda Item 10 Appendix B.

The Planning Officer also confirmed that Condition 7 would ensure this commitment was implemented and that this pedestrian access would be permanently protected.

HBC needs to be confident this commitment will be met before discharging Condition 7.

2. Pedestrian access arrangements during the development work (estimated to last approximately 16 months).

These were not specified by the Planning Officer but are implicit in the commitment to the future of the moorings, as they would cease to be viable if there was no access over such a long period and most of the boats would leave. HBC must be assured that suitable access arrangements are incorporated, or HBC will have failed

“to safeguard the amenities of the locality”.

3. Positive impact on the natural beauty of the AONB.

The Queen Street Group disagree strongly with the CHC view that the development will have a positive impact. The CHC reports *“the small commercial boatyard is rather run down”*. It is actually shamefully rubbish strewn and has been totally neglected for the last 6 years by the owner, who gave notice to the boat builder in 2012 to vacate the site,

in order to get permission for residential development. The boat builder sent testimony to this fact by letter to HBC dated 5th July 2014 and confirmed the suitability of the DQ site for his business. His statement was ignored and his comments re the viability of the site for a boatyard regardless of his own position was widely mis represented during the planning process.

This waste of the maritime site could have been and still could be remedied by the various parties interested in restoring the boatyard and associated functions.

This would be a much more positive and appropriate way to deal with the impact of the disgraceful state of this derelict site on the *“natural beauty of the ANOB”* which the CHC seem to believe can only be effected by the construction of six houses, which will destroy the maritime heritage for ever.

HBC needs to prove that the proposed discharge of the conditions fulfils the terms, as specified, of policy CS16 of the HBC Local Plan (Core Strategy) and the National Planning Policy Framework.

Shirley Farmer

On behalf of the Queen Street Group

5th April 2019