Mr. Peter Barnett
Adur & Worthing Council
Planning Services,
Portland House, 44 Richmond Road

ADUR & WORTHING
10 JUN 2016
PLANNING SERVICES

Mr. Robin Hodgson
14 Riverside Road
Shoreham by Sea
West Sussex. BN43 5RB

9th June 2016

Dear Mr.Barnett

I wasn't able to attend the recent meeting at which the planning committee approved the infilling of Tarmount Hard in Shoreham (AWDM/0784/14). But on reviewing the plans last month at Portland House I noticed that the essential approval by the Crown Commissioners' and other Port Authorities to the proposed revisions hadn't been obtained

I fully intended to write notifying you of the applicants, Sussex Yacht Club (in association with WN Developments) omission. But as you can appreciate the exigencies imposed by government on local authority budgets effect everyone and unfortunately it completely slipped my mind. However its very important that this isn't further compounded, by either the applicants or planning, by permitting work to begin without these consents.

As you know many local residents are implacably opposed to the development. And because constraints in the procedures aren't ascertaining all of the disadvantages and problems that this and presumably other projects represent, mistakes are virtually inevitable. Surry Hard was infilled last year depriving the community of a valuable facility which because it falls into a grey area for upkeep and maintenance between the council and the port authority isn't a high priority on the agenda of either. Simply neglected these areas. become targets for business to exploit and the main reason for Macadamming the entire area at the first opportunity that presents itself.

It is now private parking facilities exclusively for one of the associate partners to the apartment and shopping complex now under construction at the site. It doesn't stretch credulity to far to imagine the third party to this entire development is fully intending to make Tarmount Hard a similar facility providing a handsome annual return on land that once belonged to the Public.

The Harbours Docks and Piers Act 1847 and the Docks and Harbours Act 1966 remain as active today in the regulation of a working port as they were when first statuted. Clause 12 in the former and 44 in the later Act especially. And fortunately for local residents who are fully intent on invoking both in order to ensure there concerns are fully understood by the authorities leave little room for legal misinterpretation. And I would formally submit in this letter that this is more than grounds for appeal against the decision by the Planning Committee to approve the development. Could you please familiarise yourself with them and comment as quickly as possible.

Yours Sincerely

[redacted]

Robin Hodgson