

29.06.20

Dear Marvin,

Thank you for your email of 27th May. I am sure you are still very busy with Covid 19 stuff and trying to interpret the Government's latest pronouncements.

However I think it is useful to keep a dialogue open on Western Harbour and your email gives me the perfect opportunity to do that.

You say in your email –“The developments you mention below are not part of the Western Harbour project.”(I had mentioned Payne’s yard, Clanage Rd and the Caravan site). On this we have to disagree.

We have looked again at the boundary as drawn in the Local Plan Review and find that both the Payne’s Shipyard and the Caravan site are within the boundary. We can see that the Clanage Road development is not strictly within the Western Harbour boundary although it abuts onto it. Indeed the development here could have a particular relevance to the opportunities available for roadway changes which might be considered in relation to Western Harbour.

We recognise that Payne’s Yard is not in the ownership of the Council and is therefore different from the rest of the space, however the Caravan site is and it is very much part of the Western Harbour area as currently defined.

We are having to deal with planning consultants quoting "emergent Western Harbour policy" ["DS4", etc] , some claiming they need to build to 9-stories or beyond (be-it public open space, park or brownfield) to be policy compliant. The danger is, the area becomes planned by precedent not a master-plan.

Meantime the Covid-19 lockdown has proven the immense value of the riverside parks and open spaces in the redline to the existing surrounding populations, in several wards, for leisure, exercise and wellbeing . They cannot just be expected to lose these to development. Existing surrounding permissions and proposals as yet un-built outside the redline can only intensify this demand.

Our point is that in thinking around possible developments within the Western Harbour area it is important to join up the potential picture, not just within the boundary but also with adjacent areas so that we have a more comprehensive picture of what might develop, what facilities and amenities will be part of that area and so on. The latter are of course just as likely to serve the populations which are adjacent to the development as the populations within the area. It is all these sorts of factors which make it important to think about the space around the boundary line as well as that within it.

We are obviously interested in your reactions to the above and we look forward to further dialogue on these matters as and when that is possible.

Keep well

Best wishes

Dennis Gornall
Cumberland Basin Stakeholder Group