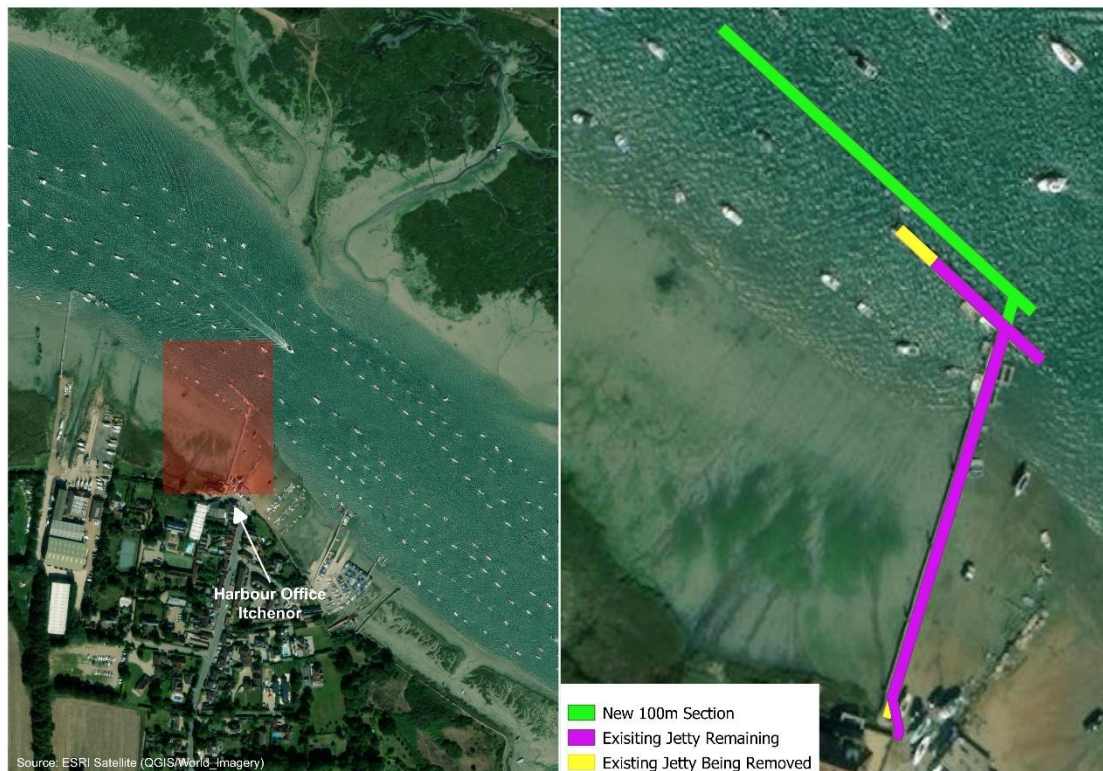
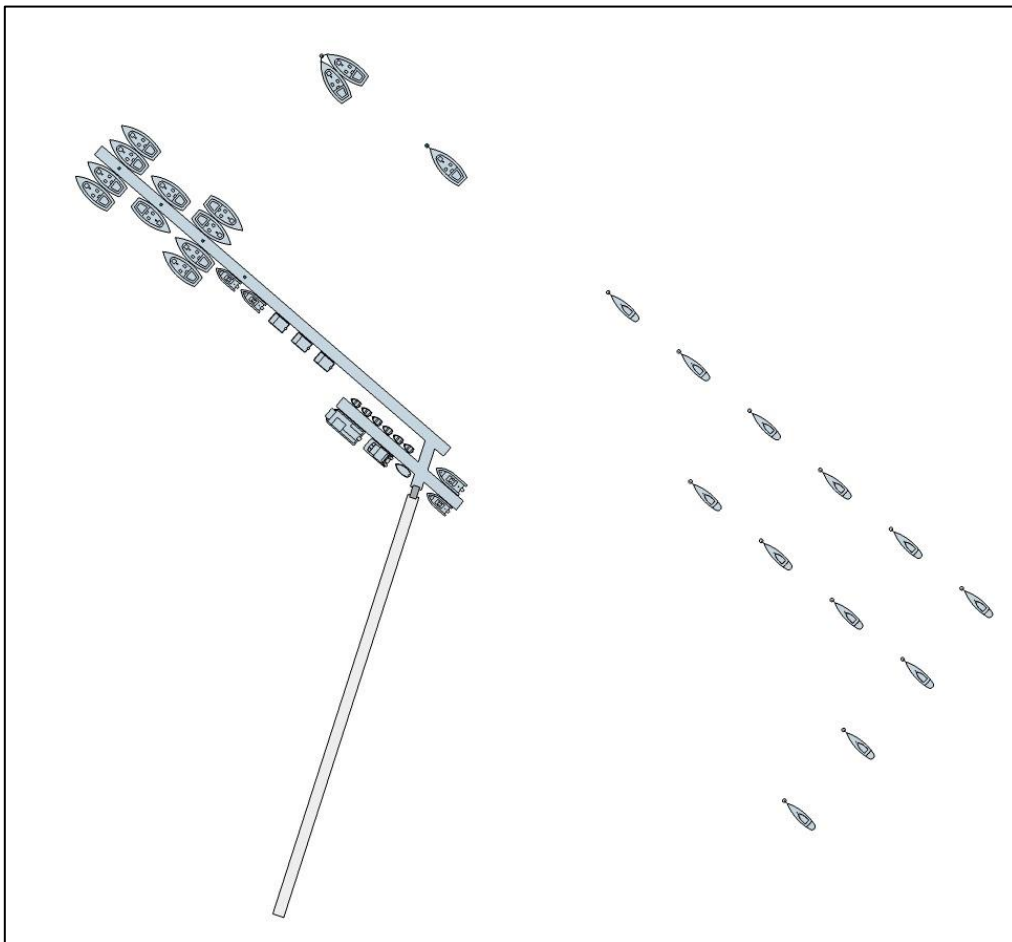
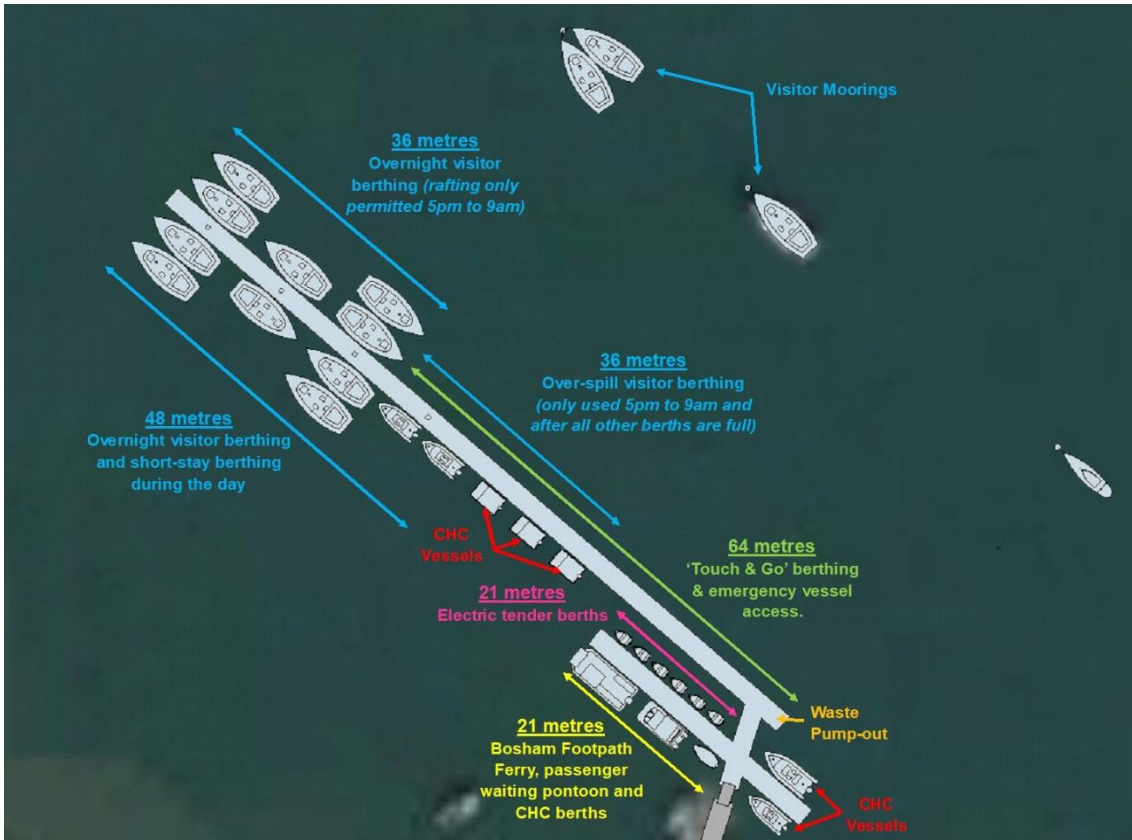


## Proposed Development

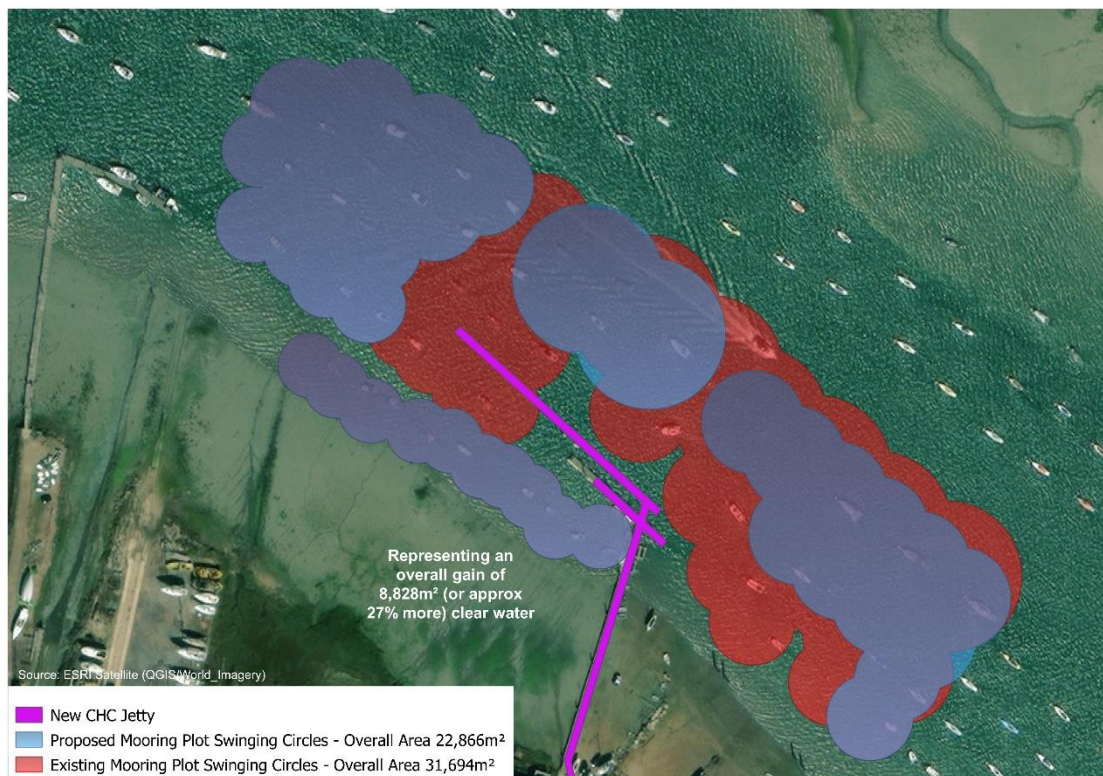


A new 100 metre section of outer pontoon, extending a further 7 metres into the channel, is planned to enhance the utility of the existing facility. It will provide a greater length of 'touch and go' berthing for harbour users during the day and dedicated walk-ashore berthing for visitors during overnight stays. Short-stay, daytime berthing will provide safe areas for visitors and mooring holders to leave vessels while visiting the Harbour Office and local amenities such as the boatyards, Sailing Club, restaurants and road access to Chichester. The existing inner pontoon will be shortened for use as berthing for Harbour Authority vessels and the Itchenor Ferry. The inner pontoon will also provide a safe place for ferry passengers to wait, away from the vessel movements on the outer pontoon. The existing small craft berthing for local marine businesses will also remain in place. The waste pump out facility will re-locate to the new outer pontoon and will remain free to use and accessible 24 hours a day. Increased waste disposal facilities, including recycling and International Catering Waste will also be provided.



To enable the pontoon improvements there will be a reduction in the number of visitor moorings and a reorganisation of the moorings in the surrounding area. This will provide more open water to ease vessel congestion and assist safe navigation through the study area.

The proposed arrangement will provide two visitor moorings opposite the newly extended pontoon. This maintains two access gaps on either side of the visitor moorings for other craft to transit the area. The proposed moorings will be arranged to provide a clear navigation route running parallel to the newly extended pontoon. The overall area occupied by the proposed mooring plan totals around 22,866 m<sup>2</sup>, representing an overall gain of 8,828m<sup>2</sup> (or approx 27% more) clear water.



The current jetty connects to the shore slightly above the level of Mean High Water Springs. Consequently, on many high tides there is no 'dry foot' access and this places limitations on persons accessing vessels, especially for persons requiring disabled access. Sea levels have risen faster over the last hundred years than any time in the last 3,000 years. This acceleration is expected to continue with a further 15-25cm of sea level rise expected by 2050.

To address the medium-term access issues, it is proposed to build a raised landing section with a hinged ramp connecting to the jetty, which will be canted to the east. This will facilitate dry foot access, even over high spring tides. It will also free up an area of developed intertidal land which can be returned to nature.



