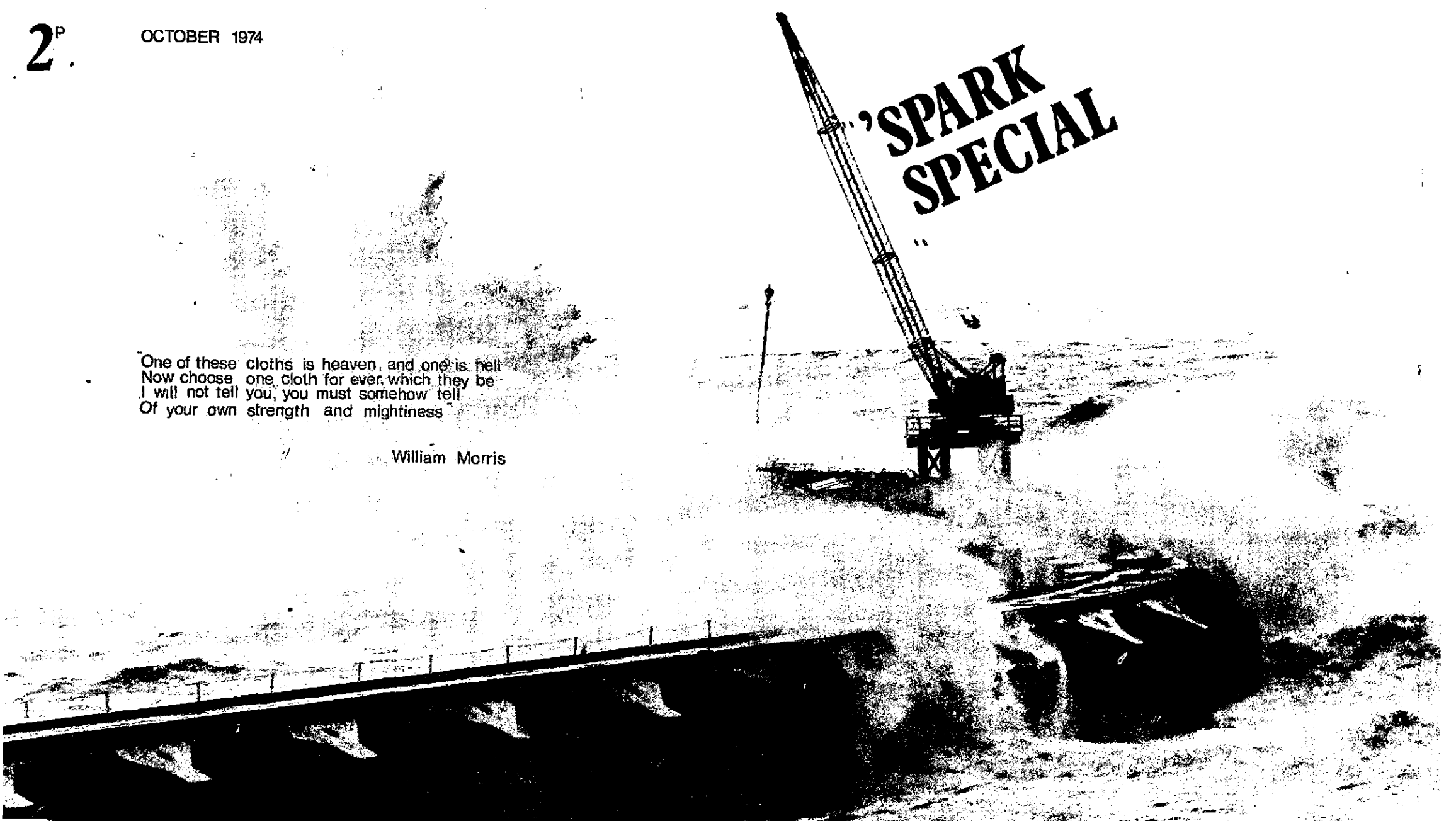


SPARK SPECIAL

One of these cloths is heaven, and one is hell  
Now choose one cloth for ever, which they be  
I will not tell you, you must somehow tell  
Of your own strength and mightiness

William Morris



On October 22nd the Public Enquiry on the Marina opens at the Town Hall. Because of the sums involved and the enormous influence which the Marina will have on the area, we thought we should try - as an area - to present our views to the Enquiry. Hence this supplement.

We would probably have a chance to have our say around the middle of November. It is current practise to write a letter to the Inspector at least 24 hours before one gives evidence. On this page, therefore, is a draft letter to the Inspector. It is meant only to contribute to a local discussion, and not to be sent to the Inspector until a revised text (or texts) has been agreed.

Over the page are our main criticisms of the Company's current plans, and a sketch of an alternative Marina. Many people may strongly disagree with the letter, our criticisms and the alternative. So much the better. All we hope is that

everyone who reads this will talk over the ideas and then write in their comments on the Marina form inside. For, against, other alternatives: whatever strikes you.

Then, when all the comment forms are in, we have called a meeting for Wednesday November 13th at St Lukes Infant School, 7.30 p.m. The main aim of the meeting is to hear a report on the progress of the Enquiry, discuss all the ideas sent in, and to try and revise the letter and the alternative plans for submission to the Inspector the following week.

If there is disagreement we can send in two letters. The important thing is to lay our claim to a hearing, to ask the Inspector and the Minister to listen not only to the voices of lawyers and experts, but to the ordinary language of an area, and to its collective views, reached thoughtfully after common discussion.

# MARINA AN ALTERNATIVE

Dear Mr Widdicombe,

We write on behalf of QueenSpark, a community newspaper with a circulation of 2,500 in the area to the North-West of the Marina. The paper grew out of a campaign to have a nursery school rather than a casino lodged in an old Spa at the corner of our local park. Later, we have been concerned more generally with the way community and social facilities in our area - halls, schools, open spaces - are being squeezed or pulled down to make way for private property development.

Our view of the Marina should be seen in this context. For us the main question is not whether the town will gain in rates or not, or whether trade will rise 10% here and fall 10% there. It is whether - in a time of impending economic crisis - we approve of national resources being used to build a massive luxury playground for the rich. We have no hesitation in our answer. When many of our incomes are being eroded by inflation, when trade unions are asked not to make further wage demands, and when East Sussex is preparing for massive cuts in social spending, we regard it as topsyturvy - no, scandalous - that the building of the Marina should continue unabated save for the lashing of the winds.

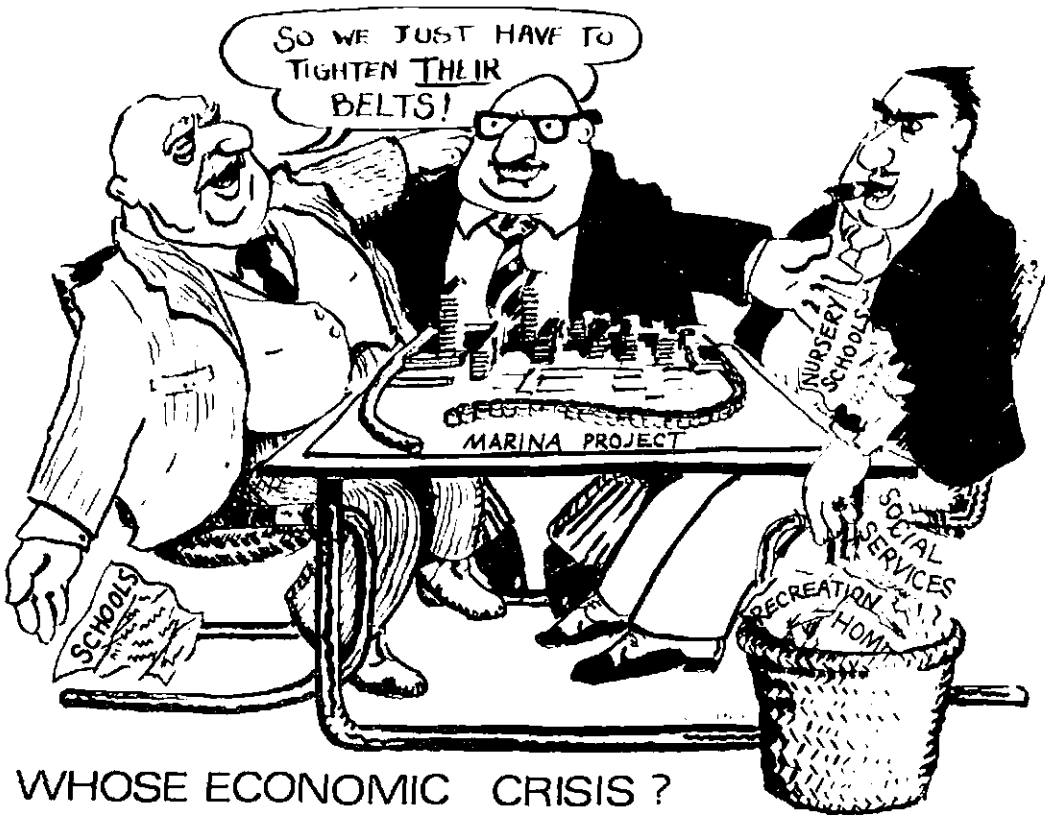
We say this of the Marina as it now stands. But there is an alternative vision of the Marina which reflects our priorities. Some details can be seen overleaf. Compare these alternative ideas with the current plans for the exclusive Marina before you. Instead of a luxury playground, ordinary needs are met: holidays with the family at modest prices; the needs of schoolchildren to come to the seaside to learn about the sea directly; the needs of old people, particularly the disabled and infirm.

It would involve a national decision to use the Marina in this way. Given the present government's commitment to restrict luxury spending and to aid the disabled and needy, we believe our scheme is in line with national priorities. As a first estimate we think that the Marina Company should be refused planning permission and offered £10 million as the value of the one set of plans which were democratically debated - those of 1968. A portion of this would be raised by floating a co-operative. £1 shares would be issued to all users of the Marina, who, in co-operation with the local authorities, the Trades Council, and the Government Departments concerned, would run it as a service. The main funds would come from the government through an increase in the wealth and luxury consumption taxes.

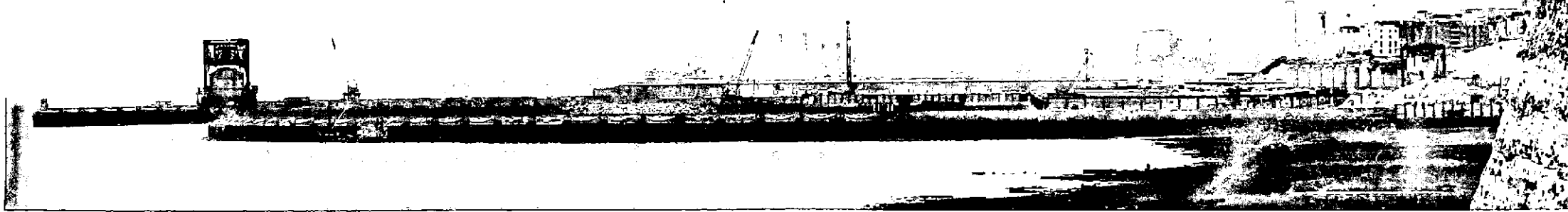
Most people (including the rich) would agree that the alternative Marina meets real needs to a far greater extent than the current exclusive proposal. National wealth in the end is our wealth. We should have the power to decide how it might be used. We urge you and the Minister to use your powers to make the Brighton Marina a symbol of justice and reason, by realising a vision, and securing it for social needs not the profits of finance houses and their associates.

Yours sincerely, etc.

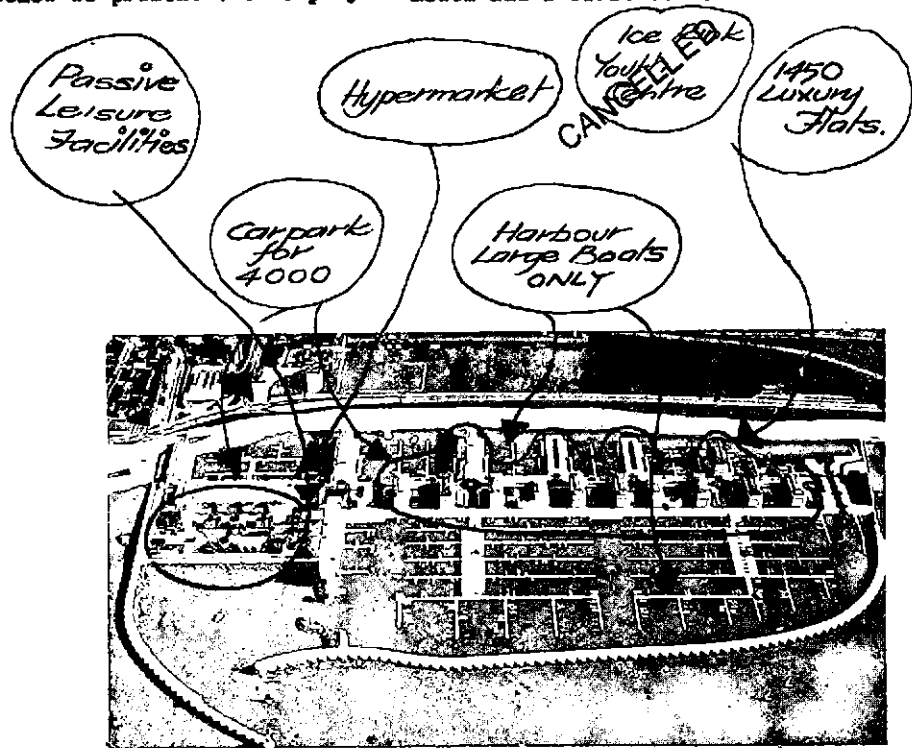
Published by QueenSpark, 14 Toronto Terrace. Photographs by Ronald McTeare and Klondike Kate. Cartoon by Gary Turner. For further information ring 680902 or call at any of the QueenSpark addresses.



WHOSE ECONOMIC CRISIS?



The Marina arms are nearly finished, the twentieth century version of Brighton's two piers. The question is, what is to go inside them? Below we present the Company's model and a first set of ideas of what could go on an alternative Marina.



## THE COMPANY'S MARINA

"The main impression is that the man in the street is now superfluous to the project, which is not at all how it appeared in the beginning." Argus.

### The Case Against

Our main objection is that the Company's Marina is a luxury playground for the rich, not a Marina for all. The current plans involve the following:

- Luxury flats.** This is what the Company cares about. It has increased them from 330 in 1968 to 1,450 now. Average price £30,000. Lowest income for mortgage, £200 a week.
- Boats.** Moorings for 2,000 luxury yachts and power boats (minimum size 26 foot, no sailing boats without engines allowed). Average boat price £10,000. Berths approx. £3,000 for lease. No hard for small dinghies as Company promised before town poll.
- Gimmick leisure.** Like American Disneyland: 360° cyclorama, dancemas, Caribbean Gardens. Treats us like rats in a laboratory, to be titillated not satisfied. Charges for fishing. Ice rink and youth centre cancelled. "Not sufficiently viable," says Henry Cohen.
- Community crowding.** None of the usual social welfare necessities have been provided on the Marina (except a private police force). Nor have the Council made any preparations for the extra demand for these necessities (school places, hospital treatment, welfare services, play space, housing and public transport) for the 2,000 adults and children in the families of the workers who move in to service the Marina, and the 3,000 people from the Marina itself. Add to this an extra peak of 6,000 cars in the centre of Brighton and down the previously quiet streets in Whitehawk and one sees the standards of our day to day life declining as the luxury flats rise.

5. **Few benefit, all pay.** The majority of Brighton people will not be able to afford the main Marina facilities. A Company spokesman told us that we would probably have to pay even to enter the Marina.

Who finances the Marina? Ultimately national wealth is created by our labour. Behind the money that goes to buy the flats and the yachts is value formed from our work - most of it in the hands of profiteers, rentiers and expense account experts who have managed to avoid social taxes. So in the end it is the country's labour which is financing the scheme.

Locally, the Council have claimed that the rates will benefit. But a recent estimate by an economist from the Marina Action Campaign suggests that this is not so, and that with escalating costs on the Interchange the rates may well suffer a loss.

### Their Reply

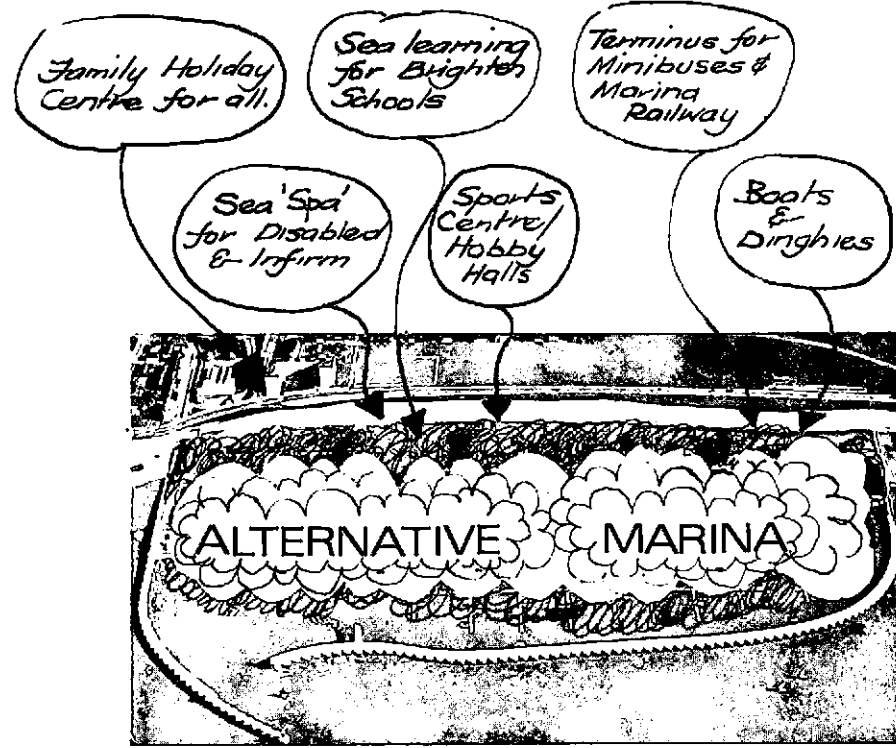
Company and Council officials have refused to talk. Not even our Hanover councillor, Ian McGill has been allowed to see the Council's files on their deal with the Marina Company. Instead we have been given public relations hand-outs, misleading figures, and what time has shown to be empty promises.

"There is clear pressure on marina consortia to place one plan before the public and parliament, and produce a more 'commercial' one later when initial opposition has receded." Evening Standard.

A photographer's view of the Marina from the Company's own scale model.



"NOT SO MUCH A MARINA - MORE AN OFFSHORE PROPERTY DEVELOPMENT" Cllr Bob Brown



## OUR MARINA

The main point about our alternative is that it is meant to meet general needs: recreation, restoration, medical help, education and training, production. Instead of separating everything, (old from young, the infirm from the healthy, neighbour from neighbour, learning from doing, consumption from production,) we have tried to bring them into contact. Suggested features:

- Family holiday centre for all.** - instead of tall flats, smaller holiday flats and chalets with choice (some people want to be self-contained, others would be happy with youth hostel dormitories). - facilities for family: adventure playground as on coast at Dieppe, creche, baby-sitting if needed, cheap restaurant, information centres. - things to do, either on site (discos, dance, working mens' club South Wales style, sports centre, sailing, swimming) or in town and country. - minibuses (key to success). Regularly leaving for picnic areas, different parts of Brighton, walks from Woodingdean. All minibuses to have radios so that people can ring in and be picked up by nearest minibus in the area. Some cars for hire. People met from station in minibuses. Aim: save car parking space on the Marina and avoid congestion in town.
- Resort for disabled and infirm.** All the year-round facilities for the infirm to have a holiday, and for disabled both to rest and recuperate (including re-training). For example: national centre for arthritics. Specially designed flats (baths, WC's, cooking, sleeping). Containerisation of transport: motorised wheel chairs or platforms which do not shame, to fit into Marina railway that takes people along the spine. Minibuses with hydraulic back platforms for excursions. Restorative treatment, such as sea baths, massage etc. Also good medical facilities (consultants on site - why in Harley Street, why not coast for a spell?). Important for all who come in winter months (off-peak capacity can coincide with treatment periods by consultants) that there should be a large undercover area, solarium etc. Weekly train from Victoria with special carriages.

- Educational and training centre.** Marina to serve all Brighton schools for sea-learning: about sailing and swimming, about the weather and marine life (see below). Facilities also for week's holiday by the sea for London schools and for Open University winter residential courses (much needed). Apprenticeship in boat building (on east of lock) and in cooking (for winter visitors).
- Cheap sports and Recreational Centre.** Dinghy sailing, bigger boats for hire, plus rented moorings, swimming pool, ice rink, gymnasium, cost-price health centre, free fishing, squash courts (15 p a ½ hour), saunas, indoor football. TV rooms and cinema. Also 'hobby hall', with rooms, studios, workshops (classes available).
- Production** (not just consumption). Extending port area for fishing fleet and fish market. Boat building and repairing. Site (with University of Sussex) for sub-marine research.
- Planned expansion of public services** in Brighton to meet new demands, particularly for housing and school places from workers at the Marina who are new to Brighton.
- All benefit, all pay.** All these facilities would be open to us all in Brighton. But at the same time we would be offering our coastline and sea air for others to enjoy and recover in. As for finance, a major part of it should come from the government departments concerned with health, social welfare, education and industry, to be financed from a tougher tax on luxury consumers. The ideas above are not final. A team of six architects have offered to help QueenSpark, free of charge, to draw up our plans so that they can be submitted to the Inspector at the Public Enquiry.

Please send in your comments on the form, or call at your street or area contact. And we hope you can come and discuss the plans and the submission to the public enquiry on Wednesday November 13th at St Lukes Infant School, 7.30 p.m.

**Further Reading**

Marina Factsheets	5p
Marina Outrage	Free
Marina Action Campaign News	Free
Marina Action Campaign Leaflet	Free
Marina '74 (Marina Company)	Free
QueenSpark no.4	2p
Brighton Voice no. 18.	5p

all obtainable from QueenSpark area contacts or from 62 Bentham Road, 14 Toronto Terrace, 11 Grove Street.