

**Minutes of the Consultative Committee Meeting**  
**Wednesday 12 March 2008 at 1000 Hours**

**Present:** Cliff Brown (Chairman)  
Mark Sansom (Harbour Master and Chief Executive)  
David Bickle  
Peter Morgan  
Tony Richards  
Sarah Leverton (Administration Assistant)

**Apologies for Absence:** Ian Mundy  
Walter Amos  
Tim Light

**The minutes of the previous meeting were approved.**

**Matters Arising:** a.) Waterfront Development- Cliff Brown informed the committee that Rodger Radcliff, the Economic Development Officer for Carrick District Council, has filed a report in regards to the development of Church Street Car-park, and plans are still in place to remove the top surface of the car-park to check for contamination. As yet nothing new seems to have come out of the report, however, it is encouraging that this work has been organised.

There has been agreement that, whilst Church Street car-park remains, a rising bollard should be erected in the centre of town to deter through traffic from driving down the high street. However, the council are saying that any developments to the town or the car-park be made after the Tall Ships race in September. Cliff Brown put forward that issues such as this are being put to one side due to the 'One Cornwall' integration. He suggested that letters be sent by the individual committee members to push forward the change.

b.) Falmouth Harbour Bye-Laws- Mark Sansom reported that the proposed port safety bill will now not include powers enabling Harbour Authorities to create their own by-laws and new by-laws will still have to be approved by the Department for Transport.

Mark Sansom also informed the committee of the difficulties St. Mawes Harbour are having in creating an 8 knot speed limit due to RYA objections. The RYA are campaigning that sailing craft be completely exempt from speed limits, despite the fact that the Harbour Authority have consented to make organised events, such as racing, exempt with the permission of the Harbour Master.

The committee discussed potential alterations to current by-laws.

It was thought that a temporary routing scheme for non-race traffic should be in place during Falmouth Week to allow for those not racing to navigate the harbour safely without interfering with the racing. It was suggested that consideration be given to the possibility of a channel being introduced at the entrance of the harbour, to allow non-racing boats to pass.

In regards to the letter send by the Sunbeam Association re finishing lines during Falmouth Week, Mark Sansom is to refer them back to their racing authority.

**c.) Mooring Holders Questionnaire-** A copy of the 2005 questionnaire was distributed to the committee for potential alterations.

Alterations are to be made to:

6 b.), to include 'limited stay facilities for tenders'.

6 d.), 'Additional water outlets' is to be changed to 'additional points for fresh water outlets, other than the Yacht Haven'. Also to provide an option for wash down facilities with fresh water, possibly with a pressure washer (currently not permitted).

An addition question is to be added, noting the concerns to safety over the following: fishing gear, navigation without lights, navigation through the moorings.

**d.) Proposed Dredging Scheme:** Mark Sansom reported that completion of the EIA will be delayed due to Natural England turning against the original plans for the redistribution of maerl, despite their support at this solution earlier on in the process. As a result, the EIA process is now extended until July. The designation of Falmouth Harbour as a Special Area of Conservation is proving to be a significant problem for any developments.

Tony Richards noted that problems have arisen in regards to touching the seabed when demolishing the docks. There are also objections being made to 'spudlegs' on barges due to the disturbance of the seabed. This new interpretation of the regulations appears to have been instigated by the MFA.

**e.) Harbour Regulation Issues-** There were no new incidents to report. A pollution incident is currently going through the courts, where a fishing boat overfilled its tanks and allegedly swept the excess diesel overboard.

## **Minutes of Harbour Board Meetings: Nov 07, Dec 07, Jan 08:**

Cliff Brown asked as to the Integration of Powers Report, and Mark Sansom informed him that this is the possibility of rationalising powers within the Docks waters. Cliff also asked about the carrying capacity survey, a potential survey investigating the amount of craft on the estuary, which was put forward by Cornwall County Council. Cliff also queried the change in Oil Pollution response providers, which has now been changed to DV Howells.

### **Any Other Business:**

Cliff Brown asked as to the potential purchase of Prince of Wales Pier. Mark Sansom replied that a letter has been written to One Cornwall, asking about the possible future combining of Harbour Authorities, but he has not received a reply as yet.

Tony Richards informed the committee of the excessive wash that results from the lifeboat on occasions, and reported that this happens when on exercise rather than on a genuine call-out. One incident caused a man working in a dory to be knocked out of the boat, and another incident resulted in a dory being flooded. The committee recommended that complaints be made at the time to the Harbour Commissioners so that the incidents can be investigated.

Peter Morgan informed the committee that the price of Red Diesel is altering as of 2009 to include payment of duty. From then on, only commercial craft will be able to pay the lower price at the pump, however, leisure craft will have to declare they are so and pay full price. Mark Sansom reported that this has potential to become a logistical and administrative nightmare, and FHC will have to look at how they run the fuel barge in conjunction with this new legislation.

**Meeting Ended: 1130**

**Date of Next Meeting: Tuesday 10<sup>th</sup> June 2008**