

## Kingsbridge Basin Mooring Options – Public consultation feedback

Member of the Public	<p><b>Option 3</b></p> <ul style="list-style-type: none"> <li>• removal of ladders on wall - having recently seen a less agile person trying to tie up to their mooring and get out on a low tide</li> <li>• increased security of boats on pontoon</li> <li>• increase in births in basin</li> <li>• will look better than present</li> </ul>	Support for Option 3
Member of the Public	<p>Many thanks for being at last night's meeting and explaining the Kingsbridge basin 'problem'. Perversely, and this is a purely personal opinion, I think that option 2 gives the best end product. It is inefficient in use of resources and doesn't fully utilise the space available, but it removes ladders, making things safer, and maintains what is probably the best estuary view from Kingsbridge. Overall it is probably the best you can do for tourism in general in the town, apart from maintaining the status quo and that, with the state of the walls and ladders, is not really a starter. Running through your analysis of option 2 my comments are in red. (I have also added comments on the waiting list question at the end of this message)</p> <p>2.2.1 Advantages: <b>I obviously agree with all of these, see below for comments on disadvantages.</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provides 124 Pontoon berths with improved access via two bridges.</li> <li><input type="checkbox"/> Removes requirement for wall moorings.</li> <li><input type="checkbox"/> Removes requirement for ladders to be secured into quay wall.</li> <li><input type="checkbox"/> Reduces maintenance requirements, no requirement for mooring chains.</li> </ul>	Support for Option 2

- Existing pontoon can be modified for piling.
- Ease of access for future maintenance dredging.
- Option to replace existing pontoon and visitors' pontoon at a later date.
- Option to provide drying berth for visiting yachts with keels.
- Walk on berths reduces need for tender storage ashore.

#### 2.2.2 Disadvantages:

- More expensive than Options 1 & 3. **But probably better for tourism in general so will be better for the economy of Kingsbridge.**
- Six fewer berths than currently available. **Gives you the option to put 6 more berths elsewhere in the Harbour or offer Natural England more foreshore to replace the loss at the fish quay.**
- Inefficient use of new Pontoons, access to one side only. **Agreed but might be worth it in the long run.**
- More length of pontoon than Option 3 and potentially less attractive to Natural England, loss of intertidal foreshore. **The foreshore in question is already used by the boats and the pontoons would actually have a smaller footprint on the mud from their floats. So actually Natural England would be gaining foreshore.**
- Pontoon uncomfortably close to quay wall:
  - No access to wall for maintenance. **Pontoons can be removed for maintenance**
  - Potential for vandals etc to jump from quay to pontoon. **Existing moorings offer the same potential to vandals but I haven't heard of much damage being done.**
- No access to current ferry landing, requirement to install new ferry landing. **Already planned**
- There are currently 7 mooring licences on the wall at Kingsbridge. These licences would have to be relinquished and although the licence holders could be accommodated on the new facilities, the

	<p>cost to those individuals would be significantly more. Give these berth holders a reduced charge for the first year and reduce the discount over a pre-determined number of years.</p>	
South Devon and Channel Shell Fishermen	<p>We, the fishermen, are happy with your proposals for changes to the mooring arrangements at Kingsbridge.</p>	Support for Option 3
Member of the Public	<p>After attending your meeting at Quay House on 27.06.12, We both feel as boat owners that option 3 is the best option for boating, the environment and all estuary users. Although one metre further from the wall would maybe make docking easier.</p>	Support for Option 3
Member of the Public	<p>KINGSBRIDGE BASIN MOORIING PROPOSALS</p> <p>I would just like to thank you for your most eloquent presentation in Kingsbridge last night, it was easy to understand your very well reasoned explanations as to the options and the realistic long term view of the Salcombe Harbour Authority.</p> <p>MY PREFERENCE -</p> <p><input type="checkbox"/> OPTION 3 (as the Salcombe Harbour Authority view)</p> <p>OTHER CONSIDERATIONS :-</p> <ul style="list-style-type: none"> <li>• 'Rivermaid' ferry docking at the shelter is my preferred view</li> <li>• Add 1mtr to the access passageway width between the moored boats and wall</li> </ul> <p>OBSERVATIONS:-</p> <ul style="list-style-type: none"> <li>• I took the trouble to visit Whitesands today to see the pontoons and finger berths and if anyone is not convinced they should also make the same visit. I believe this will greatly enhance the look of the estuary as well as provide a much improved berthing system. What a marvellous opportunity we have to gain this superb facility, thank you</li> </ul>	Support for Option 3

	<p>Salcombe Harbour Authority.</p> <ul style="list-style-type: none"> <li>• I agree that the present system is outdated, dangerous and difficult to use. As a point of interest to state the case further I injured myself which sadly has prevented me gaining access to my boat for nearly 12 months. After a successful operation I can now swing my leg off the ladder onto the mooring. Had the boat been on a pontoon I might at least have been able to maintain it and even just enjoy just being on it.</li> <li>• At best we only get the limited opportunity of 4½hrs a day to access the boat, which presents few opportunities to maintain the boat, given I have a full time job and I would rather be sailing than cleaning.</li> <li>• The tarmac path has broken away from the wall and subsided again, the repairs to the path the year before last prevented access to the boat during the summer for about 14 days and I suppose I can expect this again any moment.</li> <li>• I believe It might be advantageous to allow an extra 1mtr between the wall and the line of boats as briefly mentioned by someone yesterday. I can vouch for the difficulty sometimes experienced when docking under limited power against the strong crosswind it can be quite challenging even for someone who is used to the quirks of the estuary and their boats.</li> <li>• I would like to see the Rivermaid docking at the top end near the shelter. It would be well sited here visually and from a convenience point of view. It would provide a really pleasant walk along the estuary to the to</li> </ul> <p>My view does not necessarily express the views of the KEBC or the majority of berth holders although I hope it does.</p> <p>I have attached a Word document of this email in the event you want to print a hard copy for reference, which also includes two pictures of your pontoon berths at Whitestrand. Please feel free to use any of this material</p>	
Member of the Public	<p><b><u>Re Kingsbridge Mooring Proposals Options</u></b></p> <p>Thank you for a most thorough explanation of the options under consideration for improving the moorings within Kingsbridge.</p> <p>The current harbour wall moorings in Kingsbridge leave a lot to be desired, being dangerous to clamber up &amp; down the ladder and constantly suffer vandalism due to their easy</p>	Support for Option 3

accessibility.

The final proposal to replace all the wall moorings with fingered pontoons will provide, to our minds, the best solution within Kingsbridge.

The benefits being

- Better quality moorings for everyone with excellent security, being separated from the quay by a secured link bridge.
- A much safer and easier access to our boat & to load equipment etc.
- Removal of the risk of the harbour wall collapsing on our boat or crew.
- The ability to reach our boat whatever the tide state enabling checking & maintenance access whenever required.
- The elimination of the necessity to use our dinghy to access our mooring with the consequent reduction in pollution from the outboard motor on the dinghy, not to mention the hassle and time to inflate ,launch etc.
- The proposed new ferry pontoon in the Car Park will generate an increase in business due to its more logical location and have the benefit of deeper water enabling a few more passages previously not possible to the shallower ferry steps.

The best benefit to us will be that the easy access to our boat from a pontoon will enable us to use our boat so much more readily and also not risk to possibility of being stranded unable to reach the shore in the dinghy because of the mud!

We really applaud the fact that it looks a possibility that boating in Kingsbridge could be about to get so much easier, safer and more enjoyable.

<p>Member of the Public</p>	<p>I am a local resident, have a boat on Kingsbridge pontoon and am a member of KEBC.</p> <p>I am in favour of option 3 from what has been proposed but would like to politely suggest that there is a bigger and much better option here, that should be combined with mooring upgrade plans.</p> <p>No matter what is done with the moorings, we are left with a drying estuary for 2/3's of the tide. This is a major drawback to Kingsbridge attracting the larger lucrative boat market as well as being able to develop new businesses along the estuary front. I strongly believe that this should be looked into as part of these plans. The income generated by being able to berth larger boats would mean that more money could be spent on the whole project. Thinking even more radically, if a new bridge was built where the estuary was dammed and the existing Embankment Road crossed over to the other side and ran through the car park, this would free up the existing space used by Embankment Road for businesses wanting to locate on a pedestrianized frontage. This could be a major new source of income for the whole area and create dozens of jobs. Even without moving the road (I believe there could be ownership issues with the existing car park), it would still be a much better option than just increasing the existing pontoon capacity.</p> <p>Summary - please think beyond just moorings!</p> <p>PS I have no commercial interests in any existing land or property in the Kingsbridge basin area. Nor am I a developer looking to get rich quick!</p>	<p>Support for Option 3 plus</p>
<p>Member of the Public</p>	<p>Having studied the proposal document and attended the public consultation meeting at Kingsbridge Quay House on 27th June, <u>I am strongly in favour of OPTION 3</u> with the central pontoon.</p> <p>(A) Care must be taken that the central pontoon is positioned far enough away from the car park wall, to allow sufficient room for boats to manoeuvre and avoid risks of collision.</p> <p>(B) At the meeting it appeared that the location of the central pontoon was being compromised by allowing access for the "River Maid" to the existing ferry landing. I propose that this iconic landing be relocated to the quayside by the public shelter, which would solve the problem and provide protection for ferry passengers in inclement weather.</p>	<p>Support for Option 3</p>

KINGS BRIDGE

OPTION 3

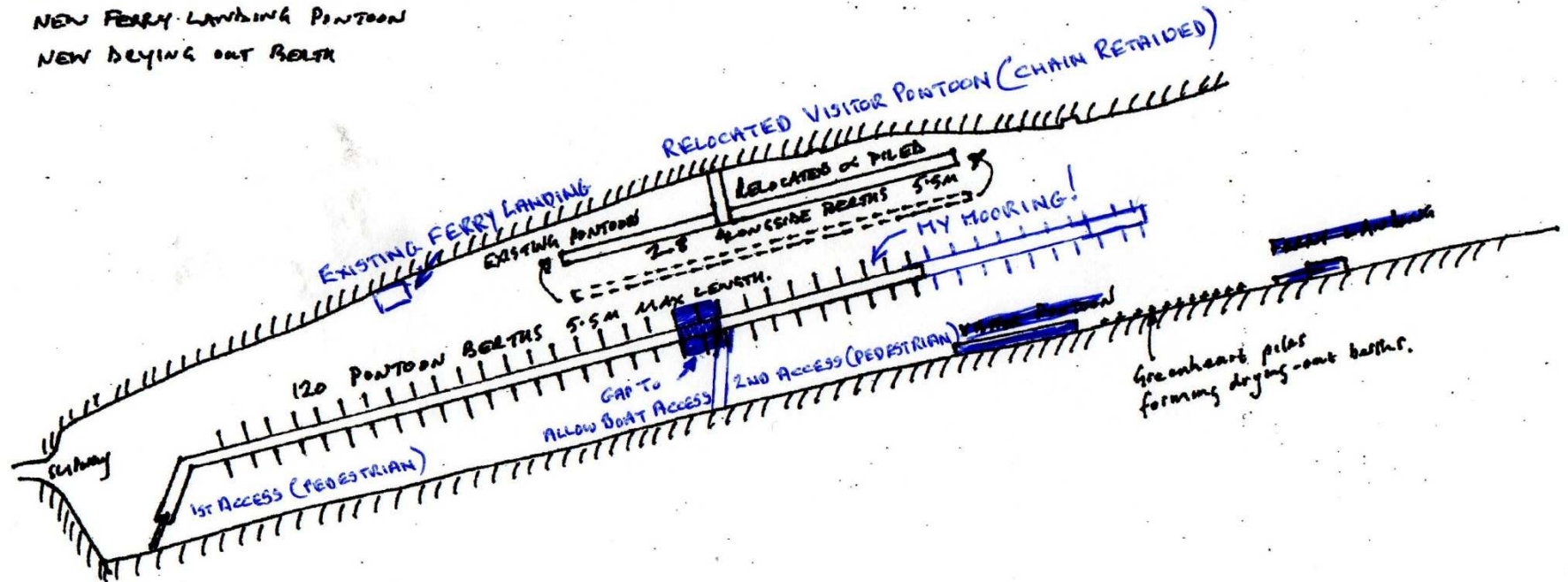
148. PONTOON BELTUS

EXISTING PONTOON RELOCATED & PILED

NEW PONTOON WITH BRIDGE ACCESS AND FINGER PONTOONS

NEW FERRY LANDING PONTOON

NEW DRYING OUT BELTUS



<p>Member of the Public</p>	<p>I attended the recent presentation at Quay House and would like to propose a slightly different approach which I believe would be easier to implement, would have greater aesthetic appearance and could be less cost. <b>Please see the attachment (above).</b></p> <p>In proposing this alternative the main criteria I have tried to achieve are:</p> <p>To keep the ferry landing in its existing location.</p> <p>To create as large a gap as possible down the estuary to give an impression of width therefore making the proposal aesthetically pleasing and easier to implement, ie fewer objections.</p> <p>In brief,</p> <p>All of the moorings would be in a line down the right hand side. The pontoon would be divided in two with separate pedestrian access points and a water gap before the second access point to allow for boat access.</p> <p>The existing pontoon would be made much smaller and moved as close as possible towards the wall to provide a visitor pontoon. The existing visitor pontoon could be resited to this position hence freeing up the existing pontoon. As this is now the visitor pontoon it could be retained by chains instead of piled if this is cheaper.</p> <p>The existing ferry landing would remain giving a cost saving and also lifting the possibility of litigation. The location of the existing ferry landing is most suitable as it is close to the town and provides a focal point for visitors.</p> <p><b>Cost</b></p> <p>The proposal would require twenty eight more finger pontoons but the existing pontoon would become surplus and could be utilised or used elsewhere.</p> <p>A new ferry landing would not be required.</p> <p>The re-sited visitor pontoon would be easier to install.</p> <p>Implementation would be quicker.</p> <p><b>Appearance</b></p> <p>With the pontoon being in one line, the visitor pontoon being as close as possible to Embankment Road wall and the existing ferry landing not intruding into the estuary, the appearance should be one of order and more space as a large part of the estuary would be free of boats and pontoons.</p> <p>I have taken the liberty in identifying my preferred mooring position as</p> <p>A) It is my idea!</p> <p>B) I am already on the pontoon waiting list!</p>	<p>Alternative Proposal, based on a modified Option 3</p>
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<p>Member of the Public</p>	<p>I attended the meeting last Wednesday June 27th, 2012 and I must congratulate you in putting forward in such a clear and concise way the options that have been put together from past work which has been done on this subject.</p> <p>Obviously there never is a situation where everybody can be fully happy with whatever is decided but I feel that for the majority of people in and around Kingsbridge will agree Option 3 has to be the one that has to be pursued as it does seem to be the only viable option for the future of the harbour. I am quite sure that once it is properly laid out it still will look quite attractive and it won't look half as bad as some people were trying to make a case for.</p> <p>Clearly and awful lot of the boating fraternity who currently have moorings are people in their late 50's / 60's/ 70's etc and obviously climbing down vertical ladders at the side of the harbour wall is not what people should be doing in their latter years - obviously health and safety has to come into this somewhere.</p> <p>As long as the ferry can be resited so it can still function in a similar way as it does at the moment then I don't see there is any real loss to Kingsbridge as some people were trying to make out with the ferry being sited slightly further down the foreshore.</p> <p><b>SO I VOTE FOR OPTION 3.</b></p> <p>Thank you for all your efforts with the work that you have done. It is very much appreciated.</p>	<p>Support for Option 3</p>
<p>Member of the Public</p>	<p>Following the Harbour Master's presentation at Quay House on the various ideas for improving berthing arrangements in the Kingsbridge basin, my preference would be for option three. However, I feel the pontoon should be positioned a metre further away from the quayside to improve access for boats &amp; minimise chances of damaging outboard engines which are usually left in the raised position by boat owners.</p> <p>With regard to the relocated ferry landing point, surely the memorial shelter would be ideal. People would have a shelter &amp; seating where they could await the ferry &amp; passengers arriving in Kingsbridge would have a pleasant walk into town along the harbour side, passing by the flower beds &amp; park which have all been greatly improved recently.</p>	<p>Support for Option 3</p>
<p>Wills Marine</p>	<p>Both my wife and I, as directors of Wills marine at the head of the estuary in Kingsbridge, attended your presentation in Quay House on Wednesday 27<sup>th</sup> June regarding the proposal for moorings in the Kingsbridge basin.</p>	<p>HM Responded on 2 July</p>

Whilst we are aware that improvement is necessary, I also feel that it is necessary to inform you of our point of view as a business.

For many years up to the present time we have had the facilities adjacent to our premises as listed below:

FML 0950	1 x LOA 6.10m
FML 0951	1 x LOA 5.18m
FML 0953	1 x LOA 7.00m
FML 0954	1 x LOA 6.10m
FML 0955	1 x LOA 4.90m
FML 1175	1 x LOA 4.56m

All of the above listed as W34; a total of six moored craft plus the tender. We also rent at commercial rates KX21, KX59 and KX60.

These moorings are the heart of our business and we rely upon them heavily, not only for rental but as a drop off and collection point for our customer's craft, to some extent made necessary from the tidal situation.

I see from your proposals that the seven current private mooring licences could potentially disappear, however this statement does not include W34, and mooring options 2 & 3 override the space W34 currently occupies.

I would wish to clarify that if any of the options go ahead, that Wills Marine will have the same number of berths as listed above with the existing historical length restraints incorporated. I would also like to believe that these moorings would occupy the same wall space that we occupy at present, with the three additional KX moorings nearby.

Thank you for your letter dated 2 July regarding the consultation on the options for the Kingsbridge Basin. I have incorporated your comments into the consultation feedback.

At this stage of the consultation process it is impossible to forecast what the final outcome will be. However, I can reassure you that whatever happens, we will keep you informed before any changes are even contemplated.



	<p>This removes even more ladder access moorings. This facility would form a huge tourist asset, to counter North and South Sands in Salcombe..... our very own in-town beach facility.</p> <p>5. A view line due South to Portlemouth, from the North end of the Basin, would be preserved, whilst maintaining Rivermaid access directly into town, and providing an attractive marine hustle and bustle from local boat manoeuvres beyond, as a delightful marine back-drop.</p>	
Posted on the Kingsbridge Ferry Web Page.	Plans to change the current mooring arrangements in the Kingsbridge Basin to a marina style pontoon system have been drawn up by the Local Harbour Master. The two options being considered will prevent the Rivermaid ferry from entering Kingsbridge Basin and operating from the long established (1880) 'Steamer Steps' at the head of the estuary.	Access for Rivermaid
Member of the Public	<p>As a boat owner who was at the public meeting on Wed 27 June I would like to add my name to the list of people who approve of option 3. I feel that this idea would give boat owners far more security and ease of access to their boats without adversely affecting the visual appeal of the estuary.</p> <p>I would however give some thought to the possibility of putting the ferry landing on the Shelter/War memorial side of the estuary as I feel the operators would lose a significant amount of passing trade if the landing were to be set up on the car park side.</p>	Support for Option 3
Member of the Public	<p>That the email address is "Salcombe.harbour" about sums this scheme up and the attitude of a Totnes-based South Hams District Council once again to Kingsbridge.</p> <p>We are extremely privileged to live in Kingsbridge and its unique beauty is largely due to the Kingsbridge Estuary, a site of special scientific interest. The estuary is one of the most magnificent examples of a ria in the world and to be able to walk around the head of this geographical phenomenon in the centre of our own town is exceptional. The thought that its character should at all be compromised to facilitate the parking of a few boats is utterly repugnant. That anyone could be considering this planned vandalism for the benefit of wealthy boat owners ought to be inconceivable.</p> <p>South Hams, and those responsible for the estuary, ought to have far more imagination in how to turn this into something that causes economic gain. The estuary itself ought to be the attraction, not the boating. It is bad enough that the pollution levels from fertiliser run-off are permitted; putting in jetties, pontoons and bridges and increasing the pollution risk from even more boats is madness.</p>	Alternative Proposal to remove all moorings

	<p>There is a fourth alternative and that is the remove all the moorings completely. The councils, and other interested parties, could then start to use their imagination as to how they help nature to cause economic growth and turn this beautiful ria into a unique selling point for tourism in Kingsbridge.</p>	
Member of the Public	<p>I would like to voice my opinion regarding the proposed pontoons in Kingsbridge. It is a wonderful idea, Option 3 being our preferred route. Not only will it give easier and safer access to the boats but it gives an element of security which we currently do not have. Our little boat Dumpling was stolen last year which caused great upset to our young son. Wonderfully the Harbour Master found her having spent many hours searching for her (we are so grateful). I understand that there is some dissent to the proposals which I fail to understand. This is not just for 'Older' boat owners but primarily for local families with children who would be able to access their boats without having to use the visitor's pontoon to load and unload safely. I sincerely hope that your proposals go through.</p>	Support for Option 3
Member of the Public	<p>Dear sir madam regards to the three option of moorings at Kingsbridge. We think anything would be better than trying to get up and down a ladder but are option would be option 3 thank you</p>	Support for Option 3
Member of the Public	<p>After due consideration we are of the opinion Option 3 is the most suitable.</p>	Support for Option 3
Member of the Public	<p>Option 3 is the proposal that is by far the most appropriate and practical in my view. Firstly, having had a wall mooring for a number of years and a regular estuary user, I am well aware of the unstable and ongoing maintenance issues with the wall and for this reason alone, would consider your Option 1 as not tackling 'head on' the inevitable deterioration of the basin infrastructure. If this is also further coupled with the mooring chains and vertical ladder issues then it makes for an even stronger case. Option 2 I dislike because the pontoons would be too close to the wall and more vulnerable from a security point of view. Additionally, the 'one-sided mooring' arrangement would not make best use of the berthing potential. Other thoughts. Moving the pontoon further towards the centre of the basin, for the proposed option 3 arrangement would allow for easier boat access on the wall side. I have no strong feeling about where the ferry landing would be but the shelter side might be more practical and less controversial. The most important thing for Kingsbridge is that we keep the ferry. There was a suggestion at the meeting that Kingsbridge Town Council had asked for more time to consider the proposals so I hope this will not jeopardise a decision. Although I was given an assurance that three months was not a long time for public consultation in Kingsbridge it seems very protracted to me and this view was shared by</p>	Support for Option 3

	<p>others at the meeting. This is a one off opportunity for the town which in my view will make a massive improvement. Clearly visiting boats do enjoy coming to Kingsbridge for what it offers, particularly the best showers and facilities on the whole of the estuary with our sports complex so we need to embrace this with improved visitors berthing integrated into the new arrangement.</p> <p>Everyone has their own view on what is best for the basin, but we should not sit on our hands and hope that the infrastructure deterioration problems goes away. The view from the end of the basin will change slightly but will remain more or less the same from the memorial onwards so to my mind this should not be a real problem. In my experience the current Harbour Board have always been constructive and competent and I have every confidence that they will produce a sensible and workable solution based on sound and sensible feedback. Lets just move it forward ~ASAP.</p>	
Member of the Public	<p>In a recent edition of the Gazette we read about the proposals for the future of the head of the Kingsbridge Estuary. The article said public consultation was welcome and that comments should be sent to you. My comments are:</p> <ol style="list-style-type: none"> <li>1 Option 1 (Keep the current arrangements) is our first choice. This has been accepted by the 100 or so boating people and by the thousands of residents and even more thousands of visitors for a number of years.</li> <li>2 It would be wrong to spoil the head of the estuary just to increase the number of berths by 18 (130 in Option 1 to 148 in Option3).</li> <li>3 The Kingsbridge to Salcombe ferry provides a service much valued by hundreds of local residents and visitors. It would be very wrong to force the ferry to move to a less desirable location just to please a few boating people.</li> <li>4 If extra pontoons are required they should be located further down the estuary and not spoil the excellent views enjoyed by so many in and around the head of the estuary.</li> </ol>	Support for the do nothing option
Member of the Public	Regarding the three options for mooring at Kingsbridge I would vote for Option 3 as being the most practical.	Support for Option 3
Member of the Public	Following the meeting at Quay House I am writing to say that my preferred option is for Option 2 from those submitted. I have been told by several members of the public that they do not like the gate that is at the entrance to the pontoon on the east bank of the basin saying that it is ugly and unnecessary. I don't how widely held this feeling is but I think putting another gate the head of the basin might be a step too far for some residents. As we already have mooring facilities with gate access could these possibly be extended to create as little change to the appearance of the basin as possible and appease some of the locals feelings.	Support for Option 2 but suggestion of a simpler option.

Member of  
the Public

**Re. Public Consultation on Plans for Improvements to the Berthing Arrangements within the Kingsbridge Basin**

**Comments forwarded by:**

26<sup>th</sup> July, 2012

**Comments on options proposed in the consultation document**

Whilst accepting that **option 1** is no longer viable, we find fault with both **option 2 and option 3** for the following reasons:

Both **option 1 and option 2** displace the current ferry landing and necessitate additional cost to build a new ferry landing on the west side of the estuary at the end of the car park. This location would not attract the passing trade that the position of the existing landing affords; and, sidelines the ferry by denying a presence near the head of the estuary and centre of town where it has long been a welcome sight and, indeed, an essential part of the 'Kingsbridge experience'.

Any displacement of the landing stage is entirely unnecessary. The Rivermaid is capable of turning almost within its own length, pivoting at the bow about the landing stage, leaving ample water for boats and a pontoon on the far side, as the accompanying photographs show.



Alternative Proposal



**Option 2**, although preferable to option 3, is flawed in that the shore side of the re-used existing pontoon in the manner depicted would not be practical for supporting alongside berths due to the tapering estuary wall at the southerly end.

**Option 3**, with the central pontoon would destroy forever the impressive view south from the head of the estuary, which is probably the most significant attraction of the town to residents and visitors alike, forever. (This view can also be appreciated from the earlier photos)

The proposed off-set positioning of the pontoon is an unworkable solution in that:

- the proposed 'boat's length' swing into the wall-side finger moorings is totally inadequate for safe operation
- the length of the pontoon would lead to at least 30 boats (more if the bridge were not centrally placed) competing for access resulting in severe congestion in a very confined space, especially given that traffic in the Kingsbridge basin is concentrated at early and latest navigable tide (something that is never experienced at Batson); and
- that at best the proximity to the wall with high mud deposits would limit the effective draft and at worst the passage of craft would scour out the mud resulting in even more damage to the wall.

**Recommendation put forward for Consideration**

We propose **option 4** (a modification of option 2) to:

- retain the existing ferry landing;
- install less obtrusive pontoons with more finger moorings on either side of the estuary;
- make more practical use of the existing pontoon; and,
- satisfy any need for drying-out berths by installing greenheart piles in front of Salt Quay, south of



the Memorial Shelter – where end-on berths will not impede traffic on the channel.

Advantages:

- Retains the magnificent central view down the estuary for the benefit of all
- Retains the traditional central embarkation point for the ferry at the existing embankment site, as a major attraction for the town
- Whist largely replicating the existing traditional design of estuary berths, offers an equally aesthetic but more practical alternative with **safe and easy access** to finger berths
- Future-proof solution, in terms of **safe and easy access** to finger berths, offers long-term savings
- Efficient use of central estuary channel for **safe manoeuvring into berths**
- **All moorings** will be able to gain advantage of immediate access to the deeper central channel
- Could accommodate 148 berths, hence no unwelcome displacements
- Removes the requirement for wall moorings
- Removes the requirement for ladders to be secured into the quay wall
- Reduced damage to quay wall
- Reduces maintenance requirements, no requirement for mooring chains
- Offers easier of maintenance of quay walls from pontoons
- Existing pontoon can be modified for piling, and made more efficient by the addition of finger berths rather than supporting alongside moorings
- existing steps can be used for access to the south-east pontoon adjacent to the memorial shelter
- easier and cheaper dredging of central channel

Disadvantages:

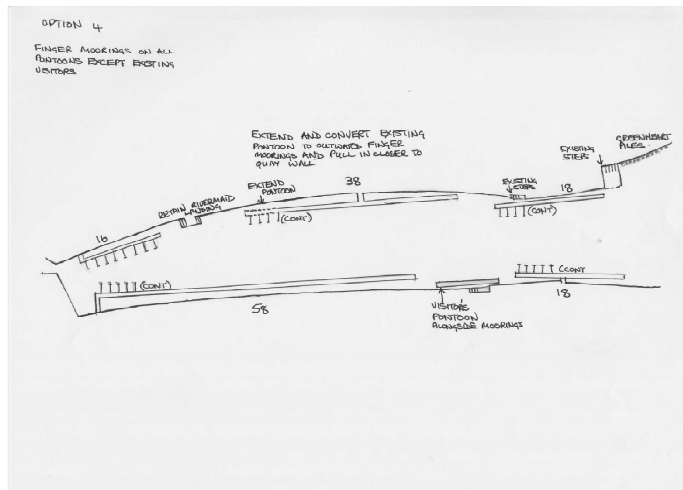
- More expensive than options 2 and 3 in terms of pontoon provision – *but cost offset by savings on not having to build new ferry landing*
- Less efficient use of pontoons – *more than offset in the long run by considerations of safety and ease of use*

*(Note: just as the dangers of ladders are only now a consideration, safe and easy boat access to*

pontoons will doubtless be a future consideration, requiring a further change - and additional cost - if not addressed now)

- There may be greater potential for vandalism

(Note: neither official police statistics nor reports from the KEBC boat watch, support the case that vandalism in the Kingsbridge estuary is a significant or serious problem)



Member of the Public

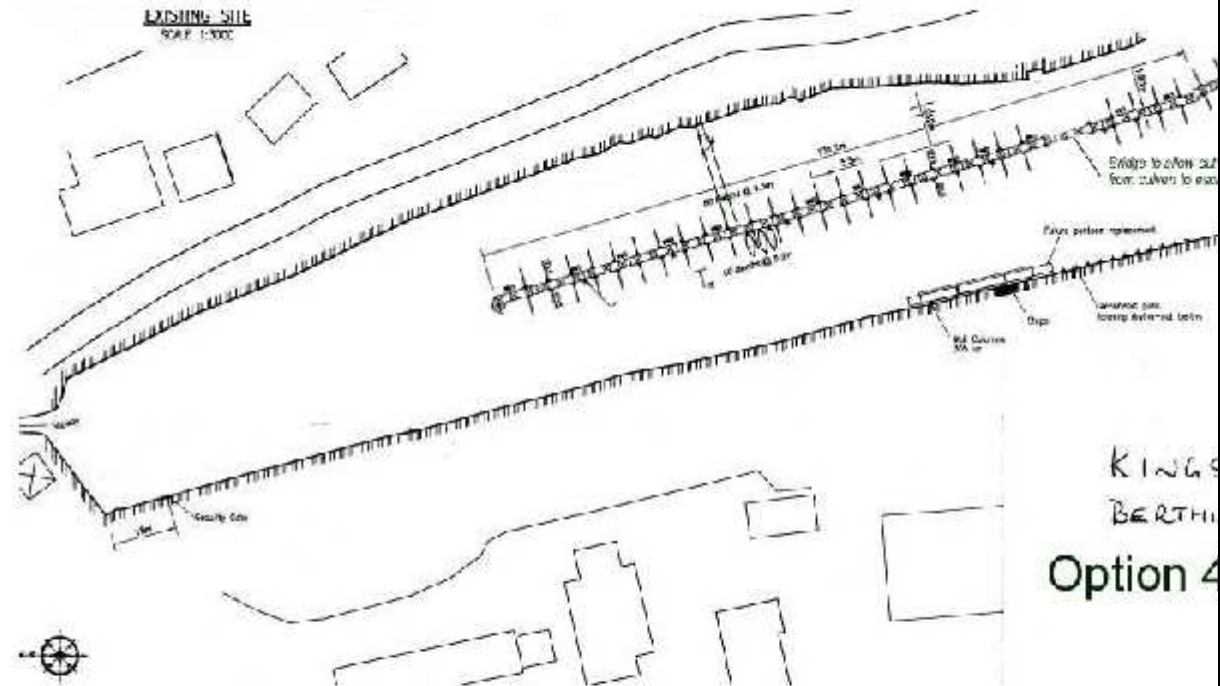
Thank you for your informative talk regarding the possible future within the Kingsbridge Estuary. I have since seen the artist's impression of the pontoons from the Northern end of the Creek and in my opinion makes a vast improvement to the creek. (just need to get the "odd" owner to clean their boats now and then!) This email is to give my full support for the plans of Option 3 (pontoon and finger pontoons just off centre in the creek) will assist many of the boat owners to spend more time on their boats which will in turn improve the look of the area. Those who still continue not to maintain their boats should be warned to improve their lot or there

Support for Option 3

	<p>maybe requests for them to depart? This will not only improve the look of the area but will also improve safety in general, no unsightly and slippery bird muck!</p> <p>As suggested at the meeting some of the slightly bigger boats could be found slots at the northern end of the pontoons and if I was to get a slot like that it would assist me personally 100%, giving 24 hour access to the boat, as I try to spend much time doing maintenance and repairs as required and on my present mooring (KX213) this is impossible for more than about two to three hours per day due to the much increased mud bank height to the east of this mooring, it is also now heavy with weed and almost impossible to row across even at high waters (especially neaps)</p> <p>Based on my comments above I fully support the option 3 being proposed</p> <p>Another suggestion would be a further pontoon for visitors, as when it is know there is a lot more space, people would be more inclined to visit and with the knowledge that the KEBC run a boat watch security is a very good bonus. I have had my boat there for the odd day or so when undertaking a larger repair and I had no problem with security</p> <p>Perhaps the possibility of supply electric on the pontoons via a “pay as you go card” for installed metres (As they have in Brixham Inner Harbour) and even maybe a water supply (Via a Metre?) so some have no excuse for not cleaning their boats.</p> <p>Although maybe not in your brief but perhaps the council could arrange for the installation of a shower in the ladies and gents toilets at the head of the creek (Visiting Yacht people) or even a long term arrangement with the leisure centre to access their facilities for visiting yachtsmen, it could be part of their visitors fee? This would not only advertise the fact Salcombe Harbour is looking after their guests but could also help to increase trade at the leisure centre.</p> <p>Good luck with the funding and hope the above is of some help</p>	

Member of  
the Public

### Kingsbridge Berthing. A fourth option?



**Pros:**

- No need to construct new ferry landing
- No new access needed to residents' pontoon
- 150+ berths possible
- Existing Ferry operations not affected
- Visual nature of upper basin maintained
- Amenity value of upper basin maintained (raft racing etc)
- Probably cheapest option.
- Relatively quick construction time

**Cons:**

- Need to cater outfall from culvert. Suggest "bridge".

Alternative  
Proposal

Kingsbridge Town Council	<p><b>12/53 POLICY COMMITTEE</b></p> <p>It was <b>RESOLVED</b> to receive and accept the Recommendations in the minutes of the Policy Committee held on 17 July 2012; save the Recommendation for agenda item 12/23: "Kingsbridge – Future Berthing Options" which was further discussed. The committee had considered 3 options and members were now aware of other proposals from members of public which included, for example, extending the current residents' pontoon with piling further south and a new 'business pontoon' for Wills Marine. Members were also in receipt of a photo image of Option 3 from the head of the estuary looking in a southerly direction. It was confirmed that SHDC's expenditure budget for works would be retained. After debate it was <b>RESOLVED</b> to respond to the public consultation for improvements to the berthing arrangements within the Kingsbridge Basin that KTC:</p> <ul style="list-style-type: none"> <li>• supported in principle new berthing arrangements,</li> <li>• rejected the 3 options currently proposed,</li> <li>• proposed a re-design of berthing arrangements to allow greater access to the head of the estuary (than provided in Options 2 and 3) and in particular to provide the Kingsbridge-Salcombe ferry access to Ferry Steps (off Embankment Road),</li> <li>• requested to have sight of consultation replies from members of public,</li> <li>• requested further discussion with the Salcombe Harbour Master on the consultation feedback and a re-designed plan for berthing arrangements i.e. a new Option 4.</li> </ul>	Reject all options so support an alternative but no proposal made
Member of the Public	<ol style="list-style-type: none"> <li>1. I am very happy to support both proposals with thanks for your creativity.</li> <li>2. I feel the ferry could be re-positioned near the memorial on the embankment side with a small version of the residents pontoon to move it out into deeper water. The shelter then becomes an asset for waiting in poor weather.</li> <li>3. I am concerned about the single pontoon spacing from the wall given the inability of some boaters to even access the current moorings with the whole width of the basin at their disposal. Retracted outboards could be at risk. Maybe some tutorial for those interested might help. My own boat often needs careful handling when singlehanded in a stiff breeze either up or down the basin, but then I do have little below the water and a lot above.</li> </ol>	Support for either option 2 or 3

	<p>4. Twin pontoons would reduce the above difficulties but I understand the cost implications. Vandalism could be discouraged with a wire fence / guardwire on the wall side of the pontoons and I wonder if the wall access for maintenance could be helped by the use of the pontoons. If I think of how then I will pass on thoughts.</p> <p>I hope this helps and thanks again for your ongoing concerns for us users of the basin.</p>	
Member of the Public	<p>Dear John,</p> <p>Whereas I can agree with the sentiment behind the KEBC draft response, that the head of the estuary should not end up looking like a crowded marina, I totally disagree with maintaining the location of the ferry steps. In my opinion, if you want maximum flexibility in the layout of the pontoons and berths, the unfortunate position of the ferry steps and the necessary space required to allow for the manoeuvring of the "Ferry Maid" is the biggest obstacle to an optimal solution.</p> <p>If these steps are considered to be "iconic" they could be dismantled and rebuilt at a new location using the original design and materials. I would have thought the best location for the steps would be adjacent to the large shelter further down the embankment. The shelter will offer protection for waiting passengers and the tidal access to the steps would be extended. Any argument that moving the steps away from the head of the estuary would effect ferry passenger numbers is nonsense, since for the majority of the time the ferry pickup is at the Crabshell!</p>	Alternative Proposal
Member of the Public	<p>Several non sailing individuals have mentioned that Option 3 as presented by the Harbour Board seems to be taking up much of the Northern part of the basin as well as limiting access for the River Maid.</p> <p>The KEBC website now includes some new proposals. One of these, referred to as "Option 4", is a development of the existing pontoon. You may already be aware of this option which seems to have many advantages and helps retain the Northern aspect of the Basin in its present state, less the boats moored to the walls of course. It also allows the River Maid to continue to use existing landing arrangements.</p> <p>I have used some pics courtesy of Google Maps and Microsoft Publisher to illustrate what Option 4 might look like from an aerial viewpoint and attach them here as a pdf.</p> <p>My boat "Chelsea Cat", a Hardy Regatta 19ft (5.8m) is currently moored on KX108 and realise this Option might possibly mean the removal of this and some adjacent moorings. I would therefore propose that arrangements be made to accommodate these slightly longer craft (perhaps 6 to 8 in total) at the Southern end of this Proposed New Pontoon where space is not at a premium.</p> <p>The only possible downside might be that quite a few boats may have to be moved to facilitate the Kingsbridge Fireworks display.</p>	Alternative Proposal

<p>Member of the Public</p>	<p>I have recently heard of proposals to change the moorings in Kingsbridge basin and whilst I understand your desire to reap as much money as possible from the sailing fraternity I must protest strongly to your plans. Kingsbridge has a beautiful and calm vista and has had the added attraction of the Salcombe ferry coming right into the town to make a living showing tourists the beauty and delights of the estuary. Please, please, please don't stop this service coming right into town. If you do you will see the business fail, and this will stop one of the joys of the town. It will put people out of work and stop the education of tourists into responsible nature lovers You know this is the truth and the future will judge you.</p>	<p>Alternative proposal that allows Rivermaid to land to the head of the estuary</p>
<p>Member of the Public</p>	<p>I attended the very informative consultation meetng at Quay House and wish to give some feedbck as requested.</p> <p>As a boat owner with a mooring at Newbridge and therefore not directly affected, I am in favour of improved mooring arrangements in the basin and I do agree that the current ladder access is out dated. Therefore I am in favour of changing to finger berth type pontoon moorings as shown in your option 3. However as a resident who enjoys the character and feel of Kingsbridge and its unique relationship with the estuary, I feel that the positioning of the proposed pontoon right at the head of the estuary could spoil that.</p> <p>I would like to propose an alternative for consideration.</p> <p>Remove the existing residents pontoon leaving the access bridge in place. Position the complete new mooring system with its sea bed pilings, (as proposed in option 3), so that the existing bridge (suitably adapted) becomes the access point to the pontoon system running south from that point and north from the bridge for a short distance (as current)</p> <p>This would leave the head of the estuary, north of the bridge; clear. Full access for the boats would be maintained down the car park side past the new moorings and full access for the ferry service to use its traditional pickup point. The proposal to provide alongside visitor moorings against the wall could be accommodated by positioning them north of the existing visitors' pontoon.</p> <p>This is obviously just the germ of an idea and so would welcome further discussion if required.</p>	<p>Support for a modified Option 3</p>
<p>Member of the Public</p>	<p>Apologies for late response but would like to register my vote in favour of the proposed plan to erect Pontoon Berths for some 148 vessels. (plan 3).</p> <p>At the age of 70, and wife 68, the 'wall ladder' is getting somewhat difficult to 'negotiate'!</p> <p>Good luck with your proposal, despite Town Council's reservations.</p>	<p>Support for Option 3</p>

<p>KEBC</p>	<p>Thank you for your invitation to respond to the proposed options for the much needed improvements to the facilities within the Kingsbridge Basin. You will remember from our previous correspondence that the club felt that any modifications to the arrangements should be sympathetic to the current usage and ambiance of the area.</p> <p>Whilst Club members have been encouraged to comment individually, the Committee would wish to make the following general comments. These have been presented to club members by the posting of a draft response on the website coupled with an individual e-mail to each member inviting comment. They have been supported by a majority of the membership that did respond:</p> <ol style="list-style-type: none"> <li>1. Whilst recognising the undoubted benefits to boat owners, the Club does not support any of the options proposed in their entirety.</li> <li>2. The Club has concluded that access for the current ferry should be maintained to the Ferry Steps.</li> <li>3. The Club feels that option 3 would result in the Head of the Estuary taking on the impression of ‘a crowded marina’ to the detriment of the attractiveness of this valued area to both boat owners and non boat owners.</li> <li>4. The Club proposes that the options are therefore reviewed and reworked such that: <ul style="list-style-type: none"> <li>The number of current moorings (berths) is at least maintained.</li> <li>That the main concentration of berths should be no closer to the Head of the Estuary than allows continued access for the current ferry to the Ferry Steps when tide and wind permit.</li> <li>That sufficient width of channel should remain to permit the current ferry safe passage to the ferry steps.</li> </ul> </li> </ol> <p>It is hoped that the above is helpful in reaching a design solution and in order to help in that process 2 options are enclosed which have been produced by club members. These have been the subject of some discussion within the club and are believed to contain elements that are worthy of further consideration.</p> <p>The KEBC has not collated all of the members detailed comment to avoid the risk of incompleteness. Hence, all those contributing to the debate have been encouraged to additionally respond to you directly. In this way it is hoped that all the feedback will have been captured, be in context and be available for your further consideration.</p> <p>The Club wishes you and the Board well in your further deliberations.</p>	<p>Proposal for a modified version of Option 3</p>
<p>Member of the Public</p>	<p>We would like to respond to your kind invitation and offer some observations as to the proposed options for mooring changes to the head of the estuary.</p> <p>We believe that the overriding consideration is to preserve the natural beauty of the head of the estuary; defining as it does the mix of Kingsbridge as both a working town and holiday/boating venue. Also the Rivermaid enjoys iconic status in Kingsbridge with both tourists and locals and therefore its access to the Ferry steps and</p>	<p>Proposal for a modified Option 3 that allows access for the Rivermaid to the head of the estuary</p>



	<p>channel should not be comprised.</p> <p>Whilst accepting that more user friendly and secure moorings would be beneficial to the boating community, to create a 'marina' would seem to be spoiling one of Kingsbridge's best assets. The head of the estuary must be one of the most photographed areas as seen on postcards, greetings cards and calendars so to sacrifice such a wonderful area would be tragic.</p> <p>As a member of the Kingsbridge Estuary Boat Club, we have been involved in putting forward ideas to accommodate the increase need for good moorings and would add our support for their proposals to enlarge and extend the existing residents pontoon to the south of the ferry steps.</p> <p>Thank you for this opportunity.</p>	
<p>Member of the Public</p>	<p>I wish to make the following points which may mean that I am against all of the options proposed thus far:</p> <p>The moorings are for the exclusive benefit of boat owners, many of whom are not full-time residents, and as such the entire cost of any project must be borne 100% by the mooring users particularly in times of austerity when non boat owners cannot be asked to meet any of this cost when there are more pressing needs for the public purse.</p> <ol style="list-style-type: none"> <li>1. The financial benefit to Kingsbridge and the local economy of the current, let alone additional, moorings must be negligible so should not be a factor in justifying extra moorings e.g. there are so few visiting boats and local owners do not spend more money in Kingsbridge because their mooring is there. To this end even if the total costs are borne by mooring holders then the detrimental impact to the view, environment and habitat damage far outweigh any other possible benefits to Kingsbridge so extra moorings or material development to existing facilities should be ruled out.</li> <li>2. If any option to develop is eventually agreed then, as stated above, this must be totally paid for by mooring holders and I strongly suggest that the cost is skewed heavily to non-permanent residents e.g. split the cost 20% for permanent resident boat owners and 80% to non-permanent resident boat owners. If this puts off non-residents then perhaps the need for expansion will go away thus not spoiling the existing harbour.</li> </ol>	<p>Support for Option 1</p>

	<p>So, Option 1 can be the only fair one to the community in the current economic climate despite the disadvantages quoted and if this is chosen then the cost of extra maintenance to ladders and the walls plus possible security can be met fully by increasing the mooring fees (no-one makes people own a boat if they are concerned about security then either do not leave the boat in Kingsbridge or be prepared to pay for extra facilities as part of the cost of boat ownership).</p> <p>Options 2 and 3, whilst possibly beneficial to boat owners, offer nothing to Kingsbridge or the local community and, indeed, have significant downsides for residents and therefore should not be considered and further.</p> <p>To make it clear I am a boat owner and have been for many years so I am used to having to pay the price of my chosen pursuit without any subsidies from others and I do not want Kingsbridge spoilt by this unnecessary, and unsightly, expansion.</p>	
<p>Member of the Public</p>	<p>This letter is my objection to the mooring plans proposed for Kingsbridge Basin and in particular to Option 3, which seems to be the preferred option.</p> <p>This option proposes to install a pontoon down the centre of the Kingsbridge Basin. The picture used to illustrate this option is of the current arrangement in Salcombe at Batson Creek. This is very much a Salcombe ‘solution’ for Kingsbridge and totally inappropriate for the Kingsbridge Basin. The visual impact of a row of pilings, akin to telegraph poles, down the centre of Kingsbridge Basin would be appalling.</p> <p>In addition, Option 3 would force the closure or greatly restrict the use of the Steamer Steps. The plaque on these steps shows that they have been in operation since 1880. To close a historic landmark on an apparent whim would be a drastic measure, which is totally unnecessary. At the meeting on Wednesday, 2012 June 27, it was stated that the Harbour Office would have the legal authority to do this provided an alternative landing of equivalent status was provided. This alternative landing is proposed to be at the far end of the Kingsbridge Quay car park. This is not a landing of equivalent status as it is in totally the wrong place. This proposed new landing may be the fanciest landing in the world but it is in the wrong place. The old ferry landing at Halwell Point might as well be re-instated at the same time.</p> <p>It was also stated that there would be sufficient clearance for ferries to continue to use the Steamer Steps.</p>	<p>Not supportive of any option</p>

However, such a clearance would be tight and there would be complaints from the owners of the moored boats about the wash caused by the ferry turning. Although the current ferry creates very little wash, inevitably, there is some wash created when manoeuvring and turning in such a tight space would restrict the options available to the ferry skipper.

This leads in to another point. It was suggested that the proposed changes to Kingsbridge Basin would benefit many people. In fact, it would benefit very few people but inconvenience a much larger number. The Kingsbridge Basin is not the sole preserve of the boat owners and users. It is not a marina. It is for the pedestrians (both locals and visitors) to walk along and look at. It is a departure and landing point for the ferry users.

Option 1, to retain the current arrangements, is not favoured because of, in my opinion, some spurious arguments. It was stated that in the future it may not be possible to employ people to go into the mud to lay and service moorings. This is speculation, not fact. Also, the question was raised about the condition of the walls in Kingsbridge Basin and that their repair and maintenance was not the responsibility of the Harbour Office. However, these walls are the responsibility of the SHDC, of which the Harbour Office is a part. So is this simply an example of each department protecting their own budgets rather than looking at the bigger picture. It would appear that some 'joined up thinking' would help here so that the repair and maintenance of the walls, ladders, etc. could be looked at as one procedure rather than separate operations.

I understand that an Option 4 has been proposed. Assuming that pontoons are required in Kingsbridge, then they could be located at a position going south from the War Memorial Shelter. Apparently, the objection to doing this would be that it would cause disruption to Kingsbridge Fair fireworks. This is a once a year event. Surely, if this is the case some alternative arrangements could be made, rather than ruling out this option on this basis, while pressing ahead with Option 3, which would cause disruption on 365 days of the year.

Another issue is what boats would be using these proposed pontoons. Currently, some of boats seem to be hardly ever or never used and are in various states of disrepair. Also, there is the issue of the types of boats, which are to be moored in Kingsbridge. Some boats on the Kingsbridge Estuary are high speed vessels with large outboard motors. Even at low speed these boats have a large wash. They plough up

	<p>into Kingsbridge throwing large wakes behind them, leaving moored boats bouncing around and banging against the quay side. A polite request to ‘watch your wake’ is met with, at the best, a blank stare, and, at the worst, a prolonged burst of profanity. Also, this large wake is probably a primary cause of damage to the Kingsbridge Basin walls.</p> <p>Before any steps are taken to make changes to the Kingsbridge Basin, especially with reference to the relocation of the ferry landing and the legality of such relocation, I believe that there should be some type of proper enquiry (Public or Judicial, I am not familiar with the exact form this would take).</p> <p>However, I believe a total rethink needs to take place. Rather than looking at as simply an issue about where to moor a few boats the impact of these changes need to be looked at part of a much larger picture.</p>	
Rivermaid Marine Services-	<p>As operator of the Kingsbridge Salcombe Ferry I strongly object to the proposed options 2 and 3 as both would prevent the Rivermaid ferry from continuing to operate from the Steamer Steps, (the departure point for ferry services since 1880).Such a loss would deny visitors and locals the opportunity of travelling to or from the head of the estuary through Kingsbridge Basin.The Steamer Steps are a prime ‘shop window’ location for the ferry service, being immediately accessible from the main road, very visible from Squares Quay car park, Tourist Information Centre, Bus Station and close to the town.The loss of use of Steamer Steps would have a detrimental effect on the viability of the service, as the proposed replacement landing would not be in a commercially viable or practical location.Kingsbridge Development Plan states ‘to embrace the quayside/ for leisure and tourism’. Use of the Steamer Steps for the ferry service should therefore be retained.The Basin in its present arrangement (option 1), allows access for a variety of craft and an arena for waterborne activities, particularly during fair week, but if Option 3 was implemented it would become a glorified boat parking lot with little marine activity or interest.Other options need therefore to be considered, such as a scheme similar to Option 3 but with the bridgework starting at the southern end of the Promenade near the shelter to pontoons which extend south, (towards the Crabshell Apartments), parallel to Embankment Road and the dredged straightened channel. Alternatively perhaps an arrangement extending from the slipway area.</p>	Proposal for an alternative solution which allows access to the Head of the estuary for the Rivermaid
Member of the Public	<p>As you are aware, the Kingsbridge/Salcombe Estuary forms a major part of the South Devon AONB. In the past, residents of Kingsbridge and its many visitors were able to enjoy an unrestricted view of the head of this estuary from the Kingsbridge Quay area.</p> <p>With the passage of time, this open aspect has been restricted by the construction of a public toilet block,</p>	Not supportive of any change

	<p>the natural beauty has been reduced on the western side by several acres of parked vehicles and the construction of an industrial estate type building which houses the present Leisure Centre. – and the existing pontoon and access bridge add nothing of beauty to the view. Nevertheless, from one corner of the head of the estuary it is still possible to enjoy a good part of the original view.</p> <p>I understand that a proposal has now been put forward to install a large pontoon, thus effectively converting the remainder of the head of the estuary into a boat park, presumably for the convenience of boat owners, who will be able to park their cars and boats within a few yards of each other.</p> <p>This would of course significantly restrict much of what remains of the view from the head of the estuary, as many status symbol boats will remain at their moorings throughout the year. While revenue from moorings may well be a significant part of its income, I would urge the Harbour Board to continue to ‘safeguard the estuary for the enjoyment of all’, and to reject this proposal to damage, for purely financial reasons, what remains of its natural aspect.</p>	
<p>Member of the Public</p>	<p>In writing to add my voice to those that think the adding of pontoons to the middle of the top of the estuary would be a mistake for Kingsbridge.</p> <p>For one thing I would hate to think that the Kingsbridge to Salcombe Ferry was elbowed out of its usual landing place as I think that it is an asset to the estuary and a good visitor attraction.</p> <p>I also think that to jam the top with boats will only increase contamination both in the water and the mud especially spillage of fuel from outboard motors thus having an effect on the bird and fish life. I like to look at the water with the birds and I think it is equally good when the tide is out. I do not want it to look like a Marina.</p> <p>If you need more moorings at the top why not look at the possibility of putting a pontoon down from the existing one past the shelter towards the Crabshell where it is slightly wider. Do you have a large waiting list of people wanting a mooring that high up as you do not have a lot of time between tides.</p> <p>Can I also ask you what has happened to the estuary this year as I have never seen so much green weed everywhere. I know that we have had a wet summer but we have had them before without this result and I wonder if this could have been exacerbated by the old mud which was blown from the top of the</p>	<p>Not supportive of any change</p>

	<p>estuary and some deposited on the mud flats as it made its way out on the tide. There is certainly more mud now opposite the Sewage pumping station, which to my mind has increased by about a foot since that work was done.</p> <p>I once again reiterate that I do not wish to see more pontoons for the mooring of boats at the top of the estuary and wish that my objection be added to those against when you next discuss this matter.</p>	
<p>South Hams Society</p>	<p>Re: Future berthing arrangements for Kingsbridge: presentation to South Hams Society, 1<sup>st</sup> October 2012</p> <p>Thank you for taking the time to come and discuss the options on this with the SHS Committee, together with Cllr. Carter. Please also thank the Harbour Master for the presentation, which brought out some new information.</p> <p>We appreciate the problems with the wall moorings and their maintenance, although as someone pointed out the quay walls will have to be maintained with or without moorings. We also appreciate the requirements of the boating community, but it was felt quite strongly that the estuary belongs to the <u>whole</u> of the town and that the preferred option, option 3, tips the balance too far in favour of the boat owners to the detriment of other interests.</p> <p>Increasing the pontoon moorings to the extent proposed, and so close to the head of the estuary, distances the estuary from the town when it should be a natural focal point. Surely it should be kept clear for access to the ferry landing, and for water activities – possibly even encouraging more. From a tourist point of view the estuary is always a draw, and any activity on the water is watched with interest. Kingsbridge in Bloom and SHDC have made considerable efforts to make the Promenade and car park more attractive, and filling the head of the estuary with pontoon moorings would not appear to be making the best of the town's assets.</p> <p>It was suggested that the main run of finger pontoons could be sited lower down the estuary on the car park side – something the Harbour Master seemed to be inclined to consider even though it would mean losing the visitors' pontoon - possibly breaking it up into smaller sections. Although this was not explored at the meeting, we wonder what the options are for siting pontoons on the opposite side along the wall below the memorial shelter, with the access running off the beach there? If this combination of pontoons could accommodate the</p>	<p>Proposal for an alternative solution</p>

	<p>necessary number of berths, then some or all of the wall moorings could be removed in time and the current pontoon re-used, leaving the head of the estuary relatively uncluttered and with continued access for the ferry and larger vessels.</p> <p>We realise there is not a simple answer to this issue, but we look forward to hearing the results of the Harbour Board's further discussions and hope that a solution agreeable to <u>all</u> interested parties can be reached.</p>	
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Analysis of 42 responses		
Option 1 Do nothing	4 supporters	
Option 2 Mimic of current arrangement with pontoons	2 Supporters	
Option 3 Pontoon with fingers either side and modified existing pontoon	20 Supporters	
Alternative Proposals	15 supporters who made alternative proposals, mainly suggesting a solution that would maintain access to the head of the estuary for the Rivermaid and that would maintain a clear area at the head of the estuary	
Remove all boats from Kingsbridge	1	