

“What improvements would you like to see in Newlyn within the next five years and within the next ten?”

*Aspirations & opinions collected by the Advisory Board; January to May 2020
(Recorded verbatim)*

(Questions for AB to consider at May meeting are in RED)

Harbour capital improvement ideas:

More land has to be made available and any industrial units openly tendered for.

Need harbour facilities for wet fish and shellfish landings into trucks.

Hardstanding with careening grid, water and electric points for small vessels

More gear stores-inside and out

More engineering workshop units

More cranes

Warp reels and bollards in place

Better water supplies

Only electric forklifts

Bigger slip

Dry dock

More and improved ice supplies—for all sizes of vessels.

Dock gates at the harbour entrance

Revisit Tolcarne development idea

Gang planks

Issues in the existing harbour.

Draft, dredging and berthing.

Draft inside harbour is restricting investment in larger vessels

Dredging is desperately needed

Fuel supplies

Too small, too expensive and too inaccessible.

Tankers on the quay unacceptable

Dedicated fuelling berth is needed

Crew facilities

Big loss when The Mission was sold; Newlyn Harbour should have some crew refreshment facilities; maybe within a training centre?

Shower facilities for fishermen available 24 hours a day are a basic necessity.

Mission style accommodation the laundry are sorely missed.

Fishing industry car parking

The public keep filling up the car park. There should be a dedicated fishermen's car park.

There is no need for cars to be parked on the quay.

Fish market and auction.

Market management is non-existent

A mackerel grader is still needed, and available for fishermen to use.

More pallet trucks are needed for landing and they should all be working.

More and working scales. (some with smaller tare divisions for weighing individual fish.)

Auctioneers have a conflict of interest – buying and selling from their own boats

Who pays the electric bill for the market?

The auction should be independent.

The auction should pay all operation costs, like any other market.

The auction should stand on its own two feet, not be subsidised.

If the auction was independent we would base more boats in Newlyn.

There is no output chill for haulage companies to receive and collate packed fish.

Is the existing market size and location sufficient for the next 5 years?

Is the existing market size and location sufficient for the next 10 years and beyond?

Sandy Cove:

Sandy Cove is a disgrace, how it is used and by whom.

Develop Sandy Cove, we need a larger base for the fishing industry. The possibilities for alternative uses of the existing harbour for artistic and tourism uses would be endless.

Sandy Cove has the potential to provide enough net sheds and engineering workshops.

Make a new market at Sandy Cove and use the existing one for processing or for an “inshore” afternoon sale, as on the continent.

MDL could be interested in discussing a joint venture.

Should the harbours of Penzance and Newlyn be having joint discussions to focus and capitalise on their individual commercial and tourism roles within Mount's Bay?

Slip and maintenance facilities

Bigger slip

Dry dock

There are no careening catch points

Slip rails need sorting if it is to be kept, the trolley jams too often. It needs continual, costly maintenance.

The slip should be long enough to take three large vessels at the same time.

How about a boat lift?

Community aspirations:

Dedicated car parking for residents and visitors

Could the land that CC own up the Coombe be made into a public car park?

More affordable houses are desperately needed; ignore the Nimby's

A By-Pass would isolate Newlyn?

What hospitality and leisure opportunities are there if Newlyn harbour develops?

Are more artisan and maritime leisure shops desirable?

Joint venture possibilities

MDL, Newlyn Harbour and Cornwall Council.

MDL and Newlyn Harbour.

Newlyn Ring road

A ring road would enable new opportunities to be developed both inside and outside the harbour.

Sandy Cove cannot be fully developed without a ring road.

A ring road would isolate Newlyn

A ring road would enable local houses to be built at the top of Newlyn and relieve traffic on Paul Hill.

Traffic to and from Mousehole and beyond would not have to go through Newlyn if there was a ring road.

A ring road would define Newlyn's boundary for future development.

Additional considerations:

There are long term capital maintenance costs associated with the Many Williams Pier and the North and South Piers.

The North Pier industrial units are not only too small but also need upgrading.

Any development proposals from the AB should take into consideration capital projects which can at the same time eliminate these on-going maintenance costs.

There have been many studies and development proposals for Newlyn over the last thirty years with hundreds of thousands of pounds spent on consultancy fees. Can any of the previous technical studies or plans be re-used?

The AB should also consider why none of the previous proposals have been delivered; what structures in Newlyn need to adapt or change to see successful long term development?

What drove the Harbour Commissioners, 120 years ago, to expand the port by investing in the building of the North and South Piers?

What incentives will the existing Commissioners need to invest in Newlyn for the next 100 years?