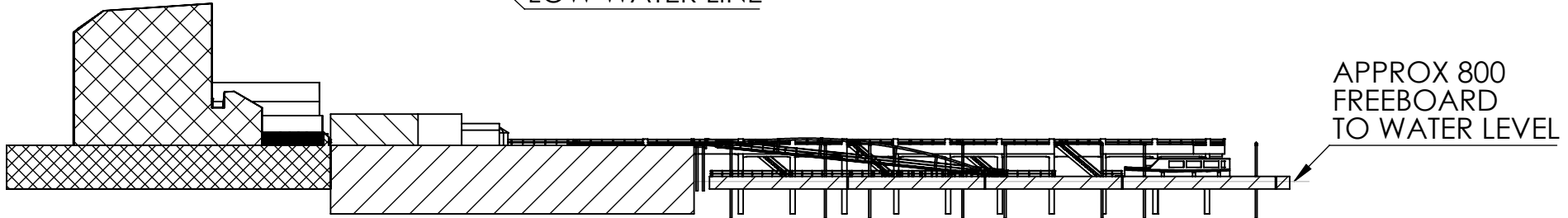
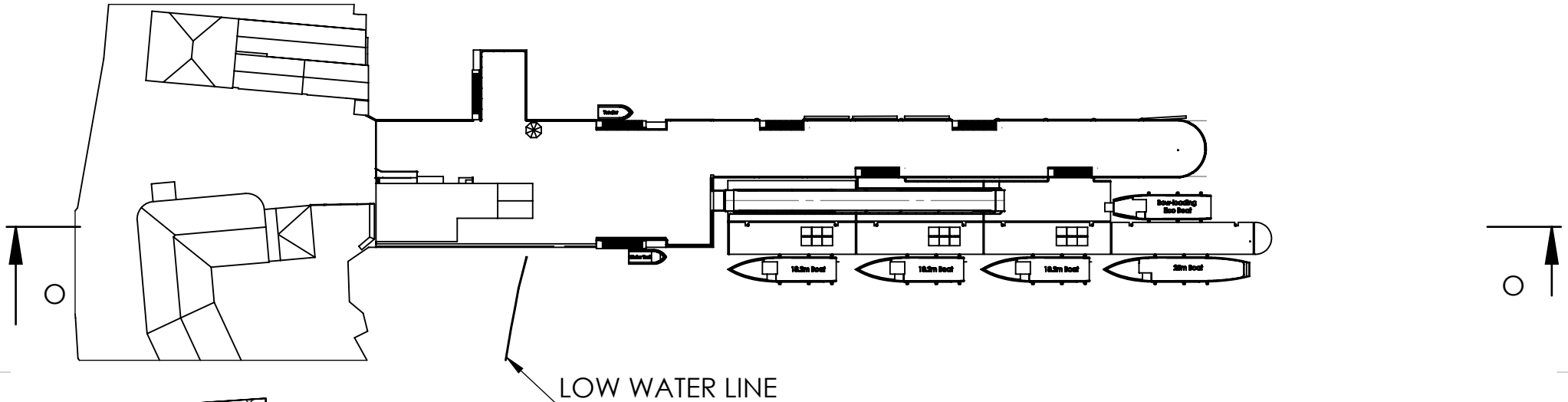


Notes:

- a. Provision for 4/5 commercial vessels berthing on the pontoon at one time
- b. Crew-only access to the existing steps. Public use not permitted without supervision
- c. The pontoon structure would be independent of the pier but would protect its SE side from storms and impact by boats. The line of piles would be totally separate - 7.5 metres away from the legs of the pier
- d. Entrance to the brow from ther pier would require an opening to be made in the existing handrail. Plans for restoration of surfaces and street furniture, railings and lights with cast iron replicas, would form part of a future application
- e. The bank seat would be supported on legs independent of the pier or quay structure
- f. Subject to dialogue with SW Water, it is hoped to reduce the visible impact of the existing sewage discharge pipe by extending it at least to the end of the pier
- g. For durability and minimal maintenance, piles would be specified, but flexible (Seaflex) mooring could be an alternative for the eastern end of the pontoon
- h. A split line down the centre of the pontoon would enable the brow to be hoisted onto it in the fabrication yard before being floated into position and attached to the bank seat at full tide. This technique would also enable sections to be removed for maintenance and negate the use of heavy lifting gear on site
- i. Shelters would provide waiting passenges with protection from adverse weather
- j. The open arched structure of the brow would provide a relatively unhindered sight line of the harbour views beyond
- k. Views from the existing cafe and/or proposed replacment building (to form part of a future application) would also be uninterrupted
- l. The brow would have a welcoming entrance visible from Market Strand - its 3 metre width providing clearance for 2-way foot traffic, push chairs, bikes and electric buggies
- m. Generous pontoon deck space would make provision for other waterside commercial activities
- n. Round-shaped end would be in harmony with that of the pier

FIRST ANGLE PROJECTION	ORIGINAL DRAWN BY	DATE	VERIFIED BY	DATE
DWG # OYI 206	TC	16.3.20		
FHP Phase 1A Option E ASSEMBLY		CURRENT ISSUE #	DATE OF LAST CHANGE	
		02	13.8.20	
FALMOUTH HARBOURSIDE CIC		SHEET FORMAT DR002 Issue 2 10.04.08		
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SCALE: 1 : 2000		SHEET # 1 OF 2		

COMMERCIAL BOAT ACTIVITY WOULD BE RELOCATED FROM THE PIER TO THE PONTOON ON ITS SE SIDE.  
 THE VACATED NW SIDE WOULD THEN BE FREE TO HOST OTHER MARITIME ACTIVITY INCLUDING VISITING HERITAGE BOATS AND OTHER CRAFT OF INTEREST



SECTION O-O  
 SCALE 1 : 1000

FIRST ANGLE PROJECTION	ORIGINAL DRAWN BY	DATE	VERIFIED BY	DATE
DWG #OYI 206	TC	16.3.20		
FHP Phase 1A Option E ASSEMBLY FALMOUTH HARBOURSIDE CIC		CURRENT ISSUE #	DATE OF LAST CHANGE	
		02	13.8.20	
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SCALE: 1 : 1000		SHEET # 2 OF 2		