

Notes of Question and Answer Sessions:

Access – Q. Have the issues connected with Trinity Slipway been brought into the discussion?

A Will refer to EDDC.

Access – Q What about trailer parking at Mamhead? There isn't any room since development proposals for near the slipway have been approved.

A A Section 106 agreement is being discussed with the developer.

Antisocial behaviour – Q Is the patrol boat fit for purpose?

A Currently just about, but needs lots of TLC to keep the engine going. Admit it would be nice to have new boat or engine. If there is enough support and demand for new facility, Exeter City Council will respond accordingly.

Disturbance – The disturbance study is being used to justify the Lower Clyst project. But a study by a locally renowned ecologist has been done which questions findings. Is that report being considered?

A Yes, aware of that study, and of errors in it. Should point out that the disturbance study was not done specifically in relation to the impacts associated with the proposed housing.

Antisocial behaviour – Q How many prosecutions for speeding have there been over the last 5 years? A None. Why? It is very difficult to prosecute people for speeding on the water, mainly because of the evidence required. Salcombe Harbour Master did secure a prosecution based on his professional experience. Prosecution also in Poole Harbour. But there, the patrols are on the water every day and crewed by paid people. Exe patrol boat volunteer cox expressed the view that a high profile prosecution on the Exe would help by acting as a deterrent to others and raising awareness.

Fisheries – Q There seems to be a move away from feeding people, towards flooding land to feed birds, and always increased regulation.

A D&SIFCA is fulfilling its legal obligation under EU Law. There is a need to balance all interests and ensure there are enough fish for people to catch, by conserving special features where these arise (e.g. in estuaries such as the Exe).

Fisheries – In the Lower Clyst, habitat creation is being imposed, and the argument is EU legislation. Isn't dogma driving projects?

A D&SIFCA is hoping that through the byelaw review fishing can be allowed to continue. We have to balance environmental, economic and social considerations for the long term benefit of all.

(Midge Kelly, Exe Estuary Officer)