



**CORNWALL
COUNCIL**
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A future for Maritime Cornwall:

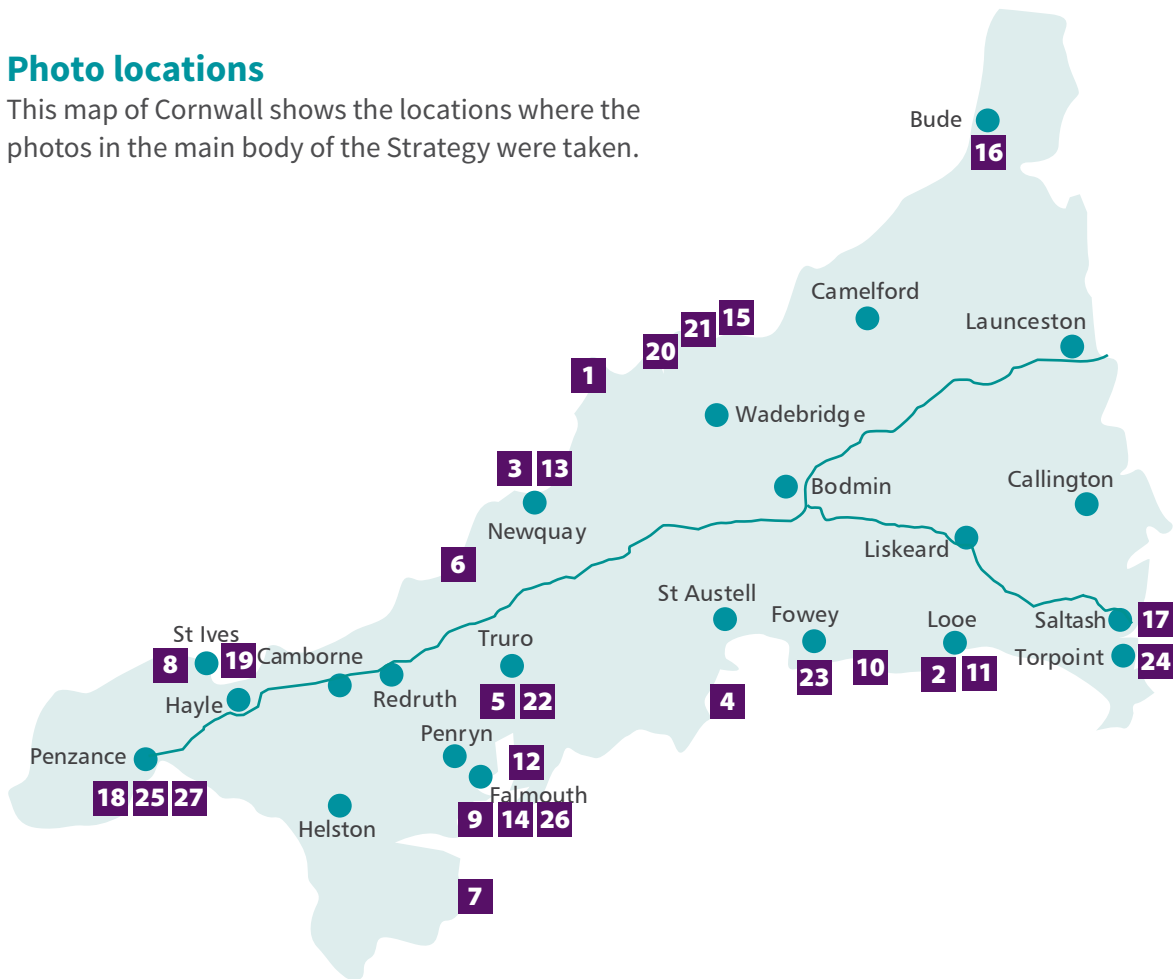
The Cornwall Maritime Strategy

2019-2023



Photo locations

This map of Cornwall shows the locations where the photos in the main body of the Strategy were taken.



Strategy

- Version 1:** 11 November 2010: Internal Council Draft
- Version 2:** 18 November 2010: Draft for Informal Consultation
- Version 3:** 18 January 2011: Proposed Consultation Draft
- Version 4:** 02 February 2011: Proposed Consultation Draft
- Version 5:** 24 March 2011: CC Internal amendments
- Version 6:** 08 September 2011: Public Consultation document
- Version 7:** 13 March 2012: CC Internal amendments
- Version 8:** 1 June 2012: CC Internal amendments
- Version 9:** June 2018, draft refresh version for stakeholder review
- Version 10:** 10 December 2018, CC Internal amendments
- Version 11:** July 2019, CC Internal amendments
- Version 12:** 24 July 2019, Final edits after Cabinet approval

Thanks to Jenna Proctor and all the stakeholders who contributed to this strategy.

Photo credits: Cornwall Council, Cornwall Wildlife Trust, Cornwall Marine Network, Tony Sutton, Rob Dixon, Fowey Harbour Commissioners, Padstow Harbour Commissioners, A & P Falmouth, Looe Harbour Commissioners and the RNLI.

Front cover images (clockwise from top right): Surfer, Porthcurno Beach, Basking Shark, A & P Falmouth, Racing Yacht.

Foreword

Cornwall is truly a maritime region and our culture and heritage have been heavily influenced by our proximity to the sea. Cornwall Council recognises the importance of the maritime sector together with the maritime environment and all that it supports.

Cornwall's rich and varied maritime heritage has contributed to the region's sense of local distinctiveness, place and cultural identity. It is recognised as being a nationally important resource with international interest.

In modern day Cornwall the maritime world is diverse and consists of everything from fish markets, freight handling and ship repair to sailing, surfing and marine renewable energy. Our marine sector depends on a healthy and diverse marine environment and the right onshore infrastructure to be able to support it.

A wide range of stakeholders contributed their support and expertise to this refresh of the Cornwall Maritime Strategy and we are grateful for their invaluable input. This updated version reviews progress made since the original strategy was launched in 2012, updates the context and determines the priorities for the next five years.

Overall it's estimated that Cornwall's marine industry sector generates £1.1 billion per annum to the Cornwall and Isles of Scilly economy.¹ It supports 8,500 full time equivalent jobs.² The average boat builder (including ship repair) adds around £50,000 GVA per person to Cornwall's economy. The development potential of Cornwall's maritime sector will



Councillor Rob Nolan
Portfolio Holder for
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Planning

be critical to the region's future and long term prosperity.

Tourism is also central to Cornwall's economy. We attract around 4.5 million visitors annually, and the sector is valued at £990m (GVA). It accounts for 9.9% of the total economy and supports 37,300 jobs. Our marine and coastal environment is a key factor in people choosing Cornwall as holiday destination.³

Cornwall's coast is an ecological hotspot demonstrated by the designation of a number of nature and landscape conservation areas - 66% of the Cornwall Inshore Fisheries Conservation Authority district is covered by one or more Marine Protected Areas. These cover the sheltered muddy creeks of our estuaries, rugged granite cliffs, rocky reefs, islands and beaches to more specialist habitats such as the ancient maerl beds - the Cornish equivalent of a coral reef. These areas all support an amazing array of species including commercially important fish and shellfish.

The Cornwall Maritime Strategy represents an important opportunity to engage with all maritime interests. The Strategy continues to guide the future direction of work, increase the recognition of the importance of the maritime sector and respond to the various challenges and opportunities that lie ahead.

¹ University of Exeter, 2018.

² This figure includes both direct and indirect employment. Included within this definition of the sector are: fishing and aquaculture (including fish processing); ship building and repair; water related passenger transport; freight transport; and other services related to the sector (warehousing and cargo handling and renting and leasing of water transport equipment). This definition does not include tourism. The employment figures are derived from BRES data with indirect jobs estimated using multipliers from input output analysis. Methods for estimating jobs in the maritime sector have been refined and are therefore not directly comparable to job figures listed in the previous version of this strategy."

³ Sources: ONS release in 2016 and Visit Cornwall, The Economic Impact of Cornwall's Visitor Economy 2015

Raglavar

Kernow yw yn hwir ranndir morek ha'gan gonisogeth hag ertach re beu delenwys yn tour der agan nester dhe'n mor. Konsel Kernow a aswon posekter an rannfylgh morek war-barth ha'n kerghynnedh morek ha puptra a skoodh ev.

An ertach morek rych ha liesek a Gernow re gevros dhe omglewans a dhiblanseth, tyller ha honanieth wonisogethel leel. Aswonys yw avel asnodh posek kenedhlek gans bern keswlasek.

Yn Kernow a'n jydh hedhyw an bys morek yw divers hag y syns ynno puptra a varghasow puskes, handlans karg hag ewnans lestri bys dhe wolya, mordardha ha nerth nowedhadow morek. Agan rannfylgh morek a greg war gerghynnedh morek divers ha yagh ha'n isframweyth ewn war an morrep a yll y skoodhya.

Kevres ledan a gevrenogyon a gevros aga skoodhyans ha konegeth dhe'n dhaswel ma a Strateji Morek Kernow ha synsys on ni a'ga ynworrans a bris ughel. An versyon nowedhys ma a dhaswel avonsyans kowlwrys a-ban veu lonchys an strateji derowel yn 2012, nowedhi an gettesten hag ervira an ragwiryow rag an pypm bledhen a dheu.

Dre vras dismygys yw y hwra rannfylgh diwysyans morek Kernow kevri £1.1 bilvil pub bledhen dhe erbysiedh Kernow ha Syllan. Skoodhya a wra 8500 soodh kehaal orth leun-dermyn. An drehevyor skathow kresek (ow komprehendya ewnans lestri) a geworr a-dro dhe £50,000 TKK pub person dhe erbysiedh Kernow. Galadewder displegya rannfylgh morek Kernow a vydh posek dres eghen dhe dhevedhek ha sewena hirdermyn an ranndir.



Tornyaseth yw kresel ynwedh dhe erbysiedh Kernow; ni a denn a-dro dhe 4.5 milvil havyas pub bledhen, ha'n rannfylgh yw talvedhys orth £990m (TKK), ow komprehendya 9.9% a'n erbysiedh kowal ha skoodhya 37,300 soodh. Agan kerghynnedh morek hag arvorek yw elven bosek rag tus dhe dhewis Kernow avel pennhyns dy'gol.

Arvor Kernow yw tyller balek ekologel, dell yw diskwedhys gans apoyntyans a niver a ranndiryow gwithans natur ha tirwel - 66% ranndir an Awtorita Gwithans Pyskva Nesarvorel Kernow yw komprehendys a-ji unn po moy Ranndir Gwithys Morek. Yma y'n mysk a'n re ma heyllynow leysek klys a'gan heyllyow, alsyow growanek garow, kribow karnek, enesow ha trethow, keffrys ha bewvaow moy arbennek kepar ha hen weliow marl - an ekwal kernewek orth krib goral. Oll an rannow ma a skoodh aray marthys a eghennow, y'ga mysk puskes ha puskes-krogenyek yw posek yn kenwerth.

Strateji Morek Kernow a omdhiskwedh avel chons posek dhe omgussulya gans oll an lesow morek. An Strateji a bes gedy a tu devedhek a'n ober, ynkrassyas aswonvos posekter an rannfylgh morek ha gorthebi dhe'n challenjys ha chonsyow divers usi a-dheragon.

Executive summary

The refreshed Maritime Strategy for Cornwall covers the period 2019-2023 and provides a unifying and long-lasting policy framework for the planning of Cornwall's land, sea and coast well into the 21st century.

The vision for Maritime Cornwall is:

By 2030:

- Cornwall has a sustainably managed maritime environment, which is well understood and known internationally as an excellent location for work, wildlife and for recreation;
- Cornwall's economy is supported by a diverse range of opportunities for ports, marine-related industries, transport and businesses including environmental technologies;
- Cornwall has a rich and enviable maritime heritage, a healthy maritime natural environment and landscape;
- Cornwall has distinctive, well-connected communities, resilient in the face of change.

This vision is underpinned by seven overarching and cross-cutting themes, each supported by a high level objective and aims to help deliver the overall vision for Maritime Cornwall:

- A** A sustainable approach
- B** A joined-up approach
- C** Encouraging maritime enterprise and innovation
- D** Healthy and resilient coastal communities
- E** A working peninsula
- F** Connecting land and sea
- G** Highly valued, high quality cultural, natural and historic assets

Cornwall Council has adopted this Maritime Strategy to guide the development of policy and programmes across its operations and in its work with other organisations, stakeholders and the community.



1 Golden Burn Beach, Porthcothan

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1 An Introduction to the Cornwall Maritime Strategy



2 Looe Harbour

1.1 Why do we need a Cornwall Maritime Strategy?

Cornwall has a unique environment and history that is strongly influenced by the sea. Cornwall's coastline stretches for over 700 kilometres and no town or village is further than 20 miles from the coast. More so than for most other local authorities in the UK, Cornwall's future wellbeing is underpinned by the maritime environment and economy and their management.

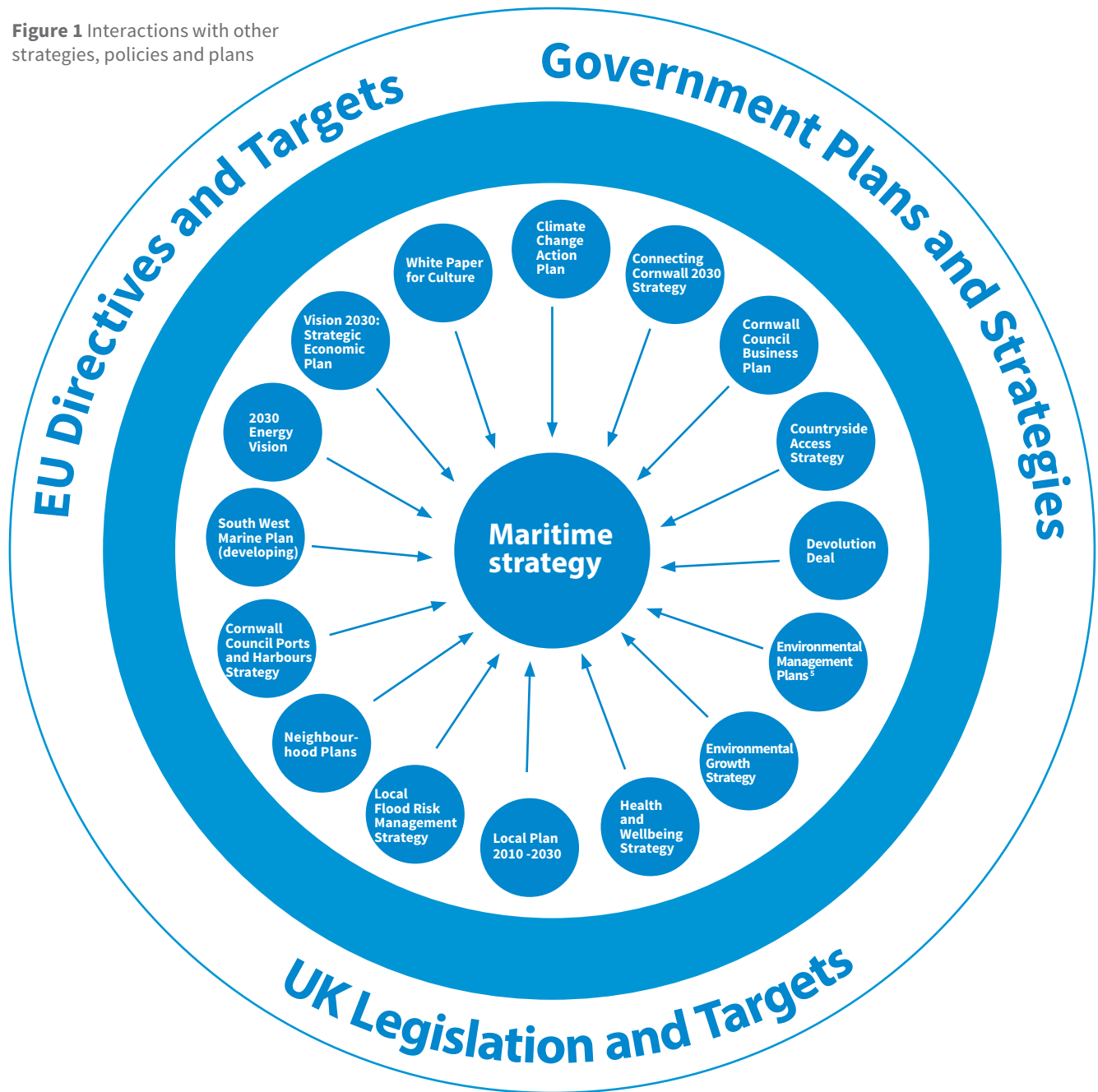
Planners have historically focused on land use and land based activities. However, with increasing pressures on the marine environment and coastal areas, there is a need to integrate maritime issues into spatial and land use

planning. The Maritime Strategy for Cornwall enables better planning and management of the maritime area to achieve sustainable development⁴. It helps integrate maritime issues into Council policy and strategy.

The Maritime Strategy was adopted in 2012. It is reviewed every five years to ensure progress is being made and that the strategy remains relevant to its context. This refreshed version sets Cornwall Council's priorities for 2019-2023. The Strategy provides a unifying and long-lasting policy framework for the planning of Cornwall's land, sea and coast well into the 21st century. The Strategy is used by the Council to guide the development of policy and programmes across its operations and in its work with other organisations, stakeholders

⁴ See glossary for definitions.

Figure 1 Interactions with other strategies, policies and plans



1.2 Where does the strategy fit?

This Maritime Strategy was adopted by Cornwall Council on 9 May 2012. It sits alongside and is linked to the Local Plan⁶, the Local Transport Plan⁷, Economic Strategy⁸, Cornwall Area of Outstanding Natural Beauty Management Plan and others as shown above. As an adopted strategy, it is a material consideration for planning matters.

1.3 Where is Maritime Cornwall?

Whilst this is a maritime strategy for all of Cornwall, the Strategy focuses on the coastal zone and inshore waters from the Tamar Estuary to Land's End to Marsland Mouth. The Isles of Scilly are not covered by this strategy although the significance of their links with Cornwall is recognised.

⁵ The Environmental Management Plans include: AONB Management Plan, Beach Dune Management Plans, Catchment Flood Management Plan, Coastal Change Management Plans, Estuary Management Plans, Flood Risk Management Plan, Shoreline Management Plan, World Heritage Site Management Plan.

⁶ Cornwall Council Local Plan: Planning for Cornwall's Future, adopted November 2016.

⁷ Connecting Cornwall: 2030

⁸ Vision 2030: Strategic Economic Plan

The coastal zone includes natural features such as dunes, rocky shores, coastal cliffs and grasslands, estuaries and intertidal areas.

Coastal communities and built features including coastal towns and villages, ports and harbours are also dealt with in the strategy. No precise boundary between land and sea exists as the inter-tidal area is constantly changing and is covered by multiple administrative regimes.

The inshore waters extend off the coast up to a 12 nautical mile limit, however where relevant issues are outside of these waters (for example, potential offshore energy projects), they have been considered in the Strategy.

1.4 Cornwall's Maritime Character

Cornwall's marine and coastal environment with its distinctive geography provides the setting for this strategy. Its geology, wildlife, landscape and seascape have heavily influenced Cornwall's history and economic development and still today help to forge its character and cultural identity. They also provide the basis for Cornwall's strong maritime economy and individual coastal communities. The seas around Cornwall boast a unique, rich and varied heritage -



3 Newquay Harbour

both cultural (for example, historic wrecks) and ecological. Historically the extensive and diverse coastline was a base for fishing, shipping, industry and transportation. The traditional coastal communities that have developed are now the mainstay of today's tourist industry. Cornwall's unique coastal setting, its Area of Outstanding Natural Beauty and the South West Coast Path also provide a consistent draw for tourists, such that tourism now plays a significant and growing role in the Cornish economy.



4 Mevagissey

Cornwall's ports, harbours and rivers play an important role in the transportation of goods, services and passengers around the coast and to destinations in UK waters and beyond. Ports and harbours are vital to Cornwall's character and maritime activity. They are important contributors to the economy serving as gateways into and out of the region and provide a base for trade and employment serving local, national and international markets.

For a long period agriculture, fishing, mining and china clay working have fuelled Cornwall's economy and shaped its landscape. Boat building and repair are growing industries. Renewable energy and marine-related innovation and environmental technology continue to expand and provide opportunities for local businesses. For example, the seas surrounding Cornwall have been identified as a central element of the commercialisation of the marine energy industry in the south west⁹.

Emerging sectors in 2019 include marine autonomous vehicles, offshore renewables (especially floating wind), data, electric motors and low carbon engine emissions.

With over 60 coastal and marine nature conservation sites, and much of its coast subject to protective landscape designation,



5 Scrap vessel, Truro

299 Scheduled Monuments on its coastline and 8 protected wrecks in its water, Cornwall has a justified reputation for its natural beauty, historic significance and marine and coastal wildlife.

High quality beaches and bathing waters attract tourists and locals, to engage in outdoor recreation and water sports such as; surfing, angling, sailing, walking and boating.



6 Plastic mermaid, Perranporth

⁹ South West Marine Energy Park Prospectus, 2012; Offshore Renewable Resource Assessment and Development, Regional Development Agency, 2010.

Other popular activities include: coasteering, kayaking, wind and kite-surfing, and simply relaxing on the beach. In deeper waters off the Cornish coast yachting, recreational fishing and diving also attract active visitors from near and far.

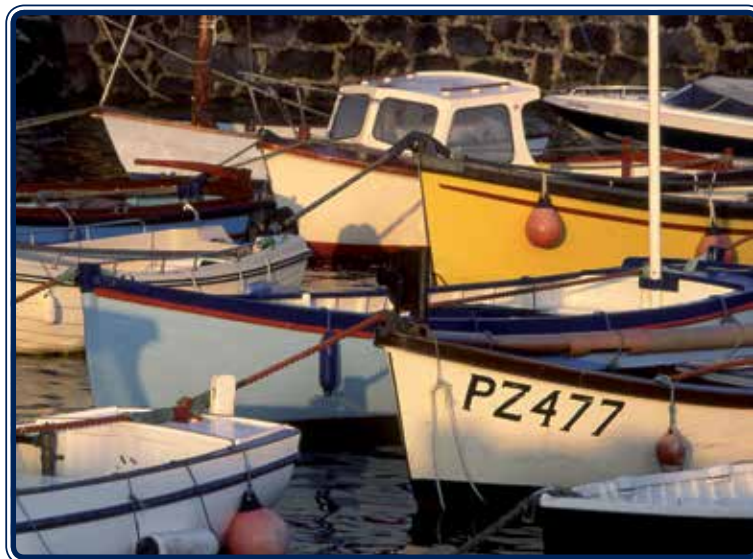
1.5 How this strategy was prepared

The Cornwall Maritime Strategy was adopted by Cornwall Council in 2012 with unanimous cross-party support at Full Council. It was developed by a cross-sectoral Cornwall Council working group, with consultancy support and involved a number of stakeholder events and consultation activity. It was produced for and on behalf of not only Cornwall Council to reflect its broad range of maritime functions, but also for the wider maritime sector and interest groups. It is a material planning consideration and has been cited in a number of local planning applications.

The Strategy set out a commitment to review the document every five years. In 2017, officers reformed the Council Working Group in order to formulate a process for review. This activity coincided with the start of the SW Marine Plan production which is being carried out by the Marine Management Organisation (MMO).

The internal review concluded that the Strategy was still fit for purpose and would only need a very light-touch refresh and report setting out what had been achieved since adoption.

The following tables summarise the key achievements in delivering the strategy over the last 5 years and Cornwall Council's priorities for the next 5 years (next page).



7 Fishing boats, Coverack



8 St Ives

Table 1.1

Achievements 2012-2017

Example projects and activities that help implement the Cornwall Maritime Strategy

A: A sustainable approach

- **Intertidal Discovery Project** – mapping project. Environmental Records Centre for Cornwall and Isles of Scilly. <http://ercis.org.uk/IDP>
- **VALMER** - Interreg Partnership Project exploring the use of Ecosystem Service Assessments in decision-making in Cornish waters. University of Plymouth.
- **Citizen Science initiatives** – Cornwall Wildlife Trust’s Seaquest and Your Shore projects, plus Cornwall Seal Group, beach cleans etc.
- **SW Regional Coastal Monitoring Programme** – routine collection consistent, high-quality coastal monitoring data available for free from Plymouth Coastal Observatory
- **University of Exeter Medical School and University of Exeter Marine** – multiple research projects have grown the evidence base on blue health, bacterial pathogens on the coast, plastic pollution, climate change impacts on fisheries, marine noise etc.
- **SW Bottlenose Dolphin Consortium** – this cross-sector partnership established in 2016 identified England’s only resident bottlenose dolphin population in the south-west.
- **SW Regional Coastal Monitoring Programme** – routine collection of consistent, high quality coastal monitoring data available for free from Plymouth Coastal Observatory.



B: A joined-up approach

- **Cornwall Beach/Dune Management Plans** complete. Cornwall Council. www.cornwall.gov.uk
- The Cornwall Maritime Strategy has strengthened our voice during the development of the **SW Marine Plan**. www.gov.uk/government/collections/south-west-marine-plan
- **Coastal Concordat** agreed between Cornwall Council and Marine Management Organisation



C: Encouraging maritime enterprise and innovation

- **Cornwall Marine Capital Fund** - Cornwall Marine Network £1.75M invested in 17 local marine businesses who matched £5.1M of private sector investment to create 163 new jobs and safeguard 32 jobs.
- **Test sites for marine renewables up and running** - FabTest, Wave Hub. Falmouth Harbour Commissioners, Wave Hub.
- Designation of the **UK’s first Marine Energy Park** www.regensw.co.uk
- **PRIMaRE**: Partnership for Research in Marine Renewable Energy.
- Partnership with Cornwall Marine Network and Exeter University to understand extent and needs of maritime sector in Cornwall
- **The Cornwall Apprenticeship Agency** (CAA) was created as a national pilot support solution by the UK Commission for Employment and Skills. In just 5 years CAA created and filled 1,350 new apprenticeships in Cornwall. CAA is recognised by the European Alliance for Apprenticeships as a best practice example in Europe of a private company helping SMEs to engage with Apprentices.



D: Healthy and resilient coastal communities

- **Cornwall Marine and Coastal Code** to reduce recreational disturbance to wildlife. Cornwall Wildlife Trust. <https://cornwallmarinelifecode.org.uk>
- **Production of the Cornwall Good Seafood Guide** Cornwall Wildlife Trust. www.cornwallgoodseafoodguide.org.uk

- **Neighbourhood Plans** for 15 coastal communities adopted by February 2018. www.cornwall.gov.uk
- **Jubilee Pool** – refurbishment, recognised by ICE 2017 People’s Choice Awards.
- **Long Rock** – European Regional Development Fund secured for work to reduce flood risk at Long Rock. Cornwall Council.
- **Shoreline Management Plan 2 and 2016 Review.** Cornwall Council
- **OWWLS** - coastal flood warning system for Cornwall developed by the University of Plymouth through SWEEP (SW Partnership for Environment and Economic Prosperity). <https://sweep.ac.uk/>



E: A working peninsula

- **Review of Local Authority ports** in 2014 resulting in a draft Harbour Revision Order, a 21% financial saving and Cornish ports being recognised as exemplars. Cornwall Council.
- **Falmouth Wharves** in Penryn future-proofed for maritime uses by a planning appeal decision which cited the Maritime Strategy. Cornwall Marine Network’s Cornwall Marine Capital Fund subsequently enabled the wharves to be protected for maritime use.
- **Hayle Harbour redevelopment** – South Quay improvements, Marine Renewables Business Park.
- **Wet Basin development** – new infrastructure in Falmouth Harbour. Pendennis Superyachts



F: Connecting land and sea

- **Cremyll Ferry** timetable improvements and reduced fares for pedestrian ferry between Plymouth and Mount Edgcumbe. Cornwall Council, Plymouth City Council. www.plymouthboattrips.co.uk/ferries/cremyll-ferry
- **Promotion of SW Coast Path** - via leaflets, posters and interpretation boards.
- **AONB cycle route links mapped.** Extension of Marazion national cycle network underway
- **Griggs Quay to Lelant** coastal footpath installed
- **Fal Mussel Card.** www.falriver.co.uk/getting-about/fal-mussel-card



G: Highly valued, high quality cultural, natural and historic assets

- Adoption of the **Cornwall Environmental Growth Strategy** in 2016 – a material consideration for planning. Cornwall and Isles of Scilly Local Nature Partnership.
- **Beachcare project.** www.facebook.com/beachcare
- **Cornwall Plastic Pollution Coalition** public engagement in local projects to reduce plastics in our coast and seas. For example Clean Cornwall, Fishing for Litter, Plastic-free towns and ReFill
- **Designation and management of new marine protected areas** – e.g. Marine Conservation Zones, Voluntary Marine Conservation Groups and a new Falmouth Bay to St Austell Bay Special Protection Area.
- **Cornish Ports and Harbours project** – 15 port studies and a Historic Environment Action Plan completed for Cornwall’s ports and harbours. Cornwall Archaeology Unit. <http://archaeologydataservice.ac.uk/archive>
- **Maritime cultural events and exhibitions** through FEAST Cornwall and Cornwall Museum Partnership: e.g. Sea Salts and Sails Festival, Voyage of the Mystery, Tate Stories of the Sea, St Ives Harbour Lights parade and Saltash Regatta.
- **Cornwall Council Historic Environment Record** - 24,245 maritime and coastal historic assets documented.
- **Historic Seascape Characterisation** of the coast and four aspects of the sea (surface, water column, seabed and sub-seabed) completed. Delivered by Cornwall Council and English Heritage.



Table 1.2

Priorities 2019-2023

(Objectives from refreshed version of the Maritime Strategy)

These are Cornwall Council's priorities for 2019-2023 and include projects the Council is either delivering or supporting in some way.

A: A sustainable approach

- Continue to develop an accessible **evidence base and metrics** – e.g. Environmental Records Centre for Cornwall and Isles of Scilly, Plymouth Coastal Observatory, South West Partnership for Environment and Economic Prosperity (SWEEP) and University of Exeter's Environmental Sustainability Institute and European Centre for Environment and Human Health

B: A joined-up approach

- Strengthen **integration of maritime and coastal strategies** with other local strategies and planning policies.
- Work with the Marine Management Organisation on development of the **SW Marine Plan** to ensure it is relevant to and integrated with Cornwall's needs, character and priorities.
- Strengthen **coordination and awareness** of cross-sectoral maritime interests in Cornwall.

C: Encouraging maritime enterprise and innovation

- **Support innovation in marine technology and research** – e.g. through MARINE-i and PRiMARE.
- **Develop the marine and maritime economy**, including through regional collaboration – e.g. CIOs LEP 10 Opportunities, offshore renewable energy and influencing national policy.
- Develop a skilled marine workforce through excellence in the provision of education and training – e.g. PROPEL project.

D: Healthy and resilient coastal communities

- Improve the **resilience of coastal communities** to climate change, flooding and coastal erosion - e.g. Long Rock flood management scheme, Community Flood Risk Profiles, Community Emergency Plans, coastal change planning guidance and Shoreline Management Plan.
- Use a **place based approach** that incorporates the community to build sustainable, safe and vibrant coastal communities – e.g. through Neighbourhood Plans and place-shaping projects.

E: A working peninsula

- **Ensure Cornwall Council's ports and harbours are sustainable in the long term** – e.g. through a new Harbour Revision Order and staffing review.

F: Connecting land and sea

- **Better Sustainable Transport Connections:** e.g. the Bay to Bay cycle trail, South West Coast path improvements and Beach Access Strategy.
- **One Public Transport System for Cornwall** - improve connectivity between and for coastal communities. www.cornwall.gov.uk

G: Highly valued, high quality cultural, natural and historic assets

- Delivery of the **Environmental Growth Strategy** <http://www.cornwall.gov.uk>
- **Initiatives to reduce marine and coastal litter:** e.g. Clean Cornwall, Final Straw, Fishing for Litter, free water refill schemes, Two Minute Beach Clean group
- **Maintain and improve inland and coastal water quality through a catchment-based approach** – e.g. monitoring of bathing water designations and projects to reduce run-off.
- **Understand, support and promote Cornwall's distinctive maritime history and culture** – e.g. Rapid Coastal Zone Assessments for north and south coasts (CC with support from Historic England). Also, inclusion of maritime matters in the forthcoming Cornwall Historic Environment Strategy.

2 The future for Maritime Cornwall

2.1 The wider picture - marine planning in the UK

The need for marine planning was recognised by government in the Marine and Coastal Access Act (2009) and publication of the Marine Policy Statement (MPS) in March 2011. Marine plans that cover matters relating to marine development and conservation will be produced over the next few years for areas around the coast of the UK. They are being prepared by the Marine Management Organisation (MMO), with input from local authorities and other agencies. Cornwall sits within the South West England inshore plan area (including the Severn Estuary coast to the north and South Devon coast to the east); which is in turn enveloped by the South West offshore plan area (map available at: <https://www.gov.uk/government/publications/marine-plan-areas-in-england>).

The MPS sets out the UK's high level marine objectives and the requirements for marine plans. In advance of the production of these plans the Department for the Environment Food and Rural Affairs identified Marine Conservation Zones (MCZ) as part of the Marine Protected Areas network in 2012¹⁰. This was based on recommendations from stakeholders involved in "Finding Sanctuary", a partnership project which aimed to secure a healthy and productive future for the coasts and seas of south-west England.

Development of the South West Marine Plan started in 2016 and is due for completion from 2020. Until the South West Marine Plan is adopted the Marine Policy Statement will continue to be used for planning decisions.

2.2 Which factors will influence the future of Maritime Cornwall?

Alongside the national and local policy context, there are a range of other factors that are likely to influence the future of maritime Cornwall. Whilst the future is difficult to predict, trends can help point us to the challenges and opportunities that are likely to be faced over the lifetime of the strategy. The key trends that may affect maritime Cornwall over the next five years are summarised in table 2.1.

¹⁰ www.gov.uk/government/collections/marine-conservation-zone-designations-in-england

Table 2.1

Key trends and factors in Maritime Cornwall

National marine policy

The new policy trend for marine planning and conservation (including designation of Marine Protected Areas) will continue. This responds to increased competition for space in the maritime area and a need to seek compromise and agreement between sectors and interests.

Economic interest

Commercial interest in marine resources will increase, including energy generation, exploitation of seabed resources, marine food resources and pharmaceuticals, mining, aggregates and shipping

Localism

The Cornwall Devolution Deal will give Cornwall Council greater powers over public spending. It includes a resilience theme which will join together funding for flood and coastal defences. Greater local influence and control will also be exercised through Neighbourhood Plans and devolution of powers to parish and town councils.

Brexit

The UK is due to leave the EU in 2019. The impact of Brexit on water quality, environmental designations, fisheries, agriculture, economy, trade and exports is unknown. New Fisheries and Environment bills are anticipated.

Investment

Continued austerity cuts and the pace of economic growth are likely to influence funding and investment. Future funding and investment opportunities include the Shared Prosperity Fund which is expected to replace European funding post Brexit. There are



9 Gig racing, Gyllyngvase Beach, Falmouth



10 Harbour, Polperro

also likely to be continued opportunities for maritime regions to work together (both in the UK and Europe), plus the opportunity to continue spending available EU funding until the end of 2023.

Demographics and housing

Development pressure and housing affordability on the coast are already significant problems which are likely to be exacerbated due to the relationship between pay and housing availability, second home ownership, the increasing popularity of shoreline property, smaller average household size, residents living longer and continued migration into Cornwall.

Table 2.1

Travel and leisure

More people are holidaying in the UK, with increased visitor numbers in Cornwall likely. The tourist season is extending and growth is expected in the adventure and sustainable tourism sector.

Climate change

Climate Change is leading to increasingly uncertain weather patterns, particularly if the Gulf Stream weakens. Impacts include loss of biodiversity, changing species distribution, exposure of coastal landfill sites and damage to the historic environment

Cornwall 2030 Energy Vision

Cornwall aims to become a world leader in renewable energy and sustainable development, including enhanced capacity in wind, solar, wave and tidal power. Government subsidies have switched to a more favourable focus on offshore renewables

Sustainable fisheries and aquaculture

Maintaining sustainable fish and shellfish stocks is important and is controlled by the MMO and CIFCA (Cornwall Inshore Fisheries and Conservation Authority). Consumer demand for sustainably sourced fish is likely to increase, alongside a looming skills gap.

Natural and historic environment

There will be increased pressure on the natural and historic environment. Future proofing will be needed to protect them from pollution, disturbance and damage and to enable them to grow. Biodiversity will be impacted by invasive species. New solutions will be needed to tackle the growing problem of plastic waste and pollution. Positive drivers include the Environmental Growth Strategy, DEFRA 25 Year Environment Plan and new national planning requirement for biodiversity net gain.

Skills trends

In the next five years, the demographic trend of an ageing marine workforce will continue



11 Fishing boat, Looe



12 Erosion sign, Pendower, Roseland

to accentuate and the severe lack of skilled engineers will become an increasingly pressing issue. This, combined with the evolution from a career for life to a life of multiple careers, will require a new approach to skills in the short and medium term to enable broadening the skills of people to cope with emerging technologies and to support businesses to invest in training, reskilling and lifelong learning.

Technology and research

Technological innovation will continue - for example, Cornwall has major aspirations in the development of marine technology and marine autonomous vehicles. Knowledge-based industries, including those with a maritime theme will continue to expand. The trend for evidence-based decision making requiring robust data will continue. Improved information technology makes Cornwall a more attractive place to do business.

3 The Strategy

3.1 A vision for Maritime Cornwall

This vision is underpinned by seven overarching and cross-cutting themes, each supported by a high level objective and aims to help deliver the overall vision for Maritime Cornwall:

- A** A sustainable approach
- B** A joined-up approach
- C** Encouraging maritime enterprise and innovation
- D** Healthy and resilient coastal communities
- E** A working peninsula
- F** Connecting land and sea
- G** Highly valued, high quality cultural, natural and historic assets

The priorities in Table 1.2 are focus areas for Cornwall Council’s activity over the next 5 years. The longer list of objectives in this section reflect the interests of Cornwall’s wider maritime community and are material considerations for planning.

By 2030:

- Cornwall has a sustainably managed maritime environment, which is well understood and known internationally as an excellent location for work, wildlife and for recreation;
- Cornwall’s economy is supported by a diverse range of opportunities for ports, marine-related industries, transport and businesses including environmental technologies;
- Cornwall has a rich and enviable maritime heritage, a healthy maritime natural environment and landscape that supports a sustainable economy;
- Cornwall has distinctive, well-connected communities, resilient in the face of change.



13 Surfing Competition, Fistral Beach, Newquay

Aim A A sustainable approach

Target Outcome A. Achieve a sustainable future for maritime Cornwall that balances appropriate economic growth, supports resilient communities and protects environmental assets.

Objectives

- A1** Embed the principles of sustainable development throughout the process of delivering this Strategy, balancing environmental, economic and social considerations in order to meet the needs of the present without compromising the ability of future generations to meet their own needs.
- A2** Work with academic establishments, businesses and data centres to support accessible research and development to better understand and monitor the impacts, opportunities and challenges facing maritime enterprise, communities and the environment ¹¹.
- A3** Ensure that a sound evidence base, including socio-economic impacts and valuation of natural capital is used to inform all strategic decision making in the maritime area ¹².
- A4** Increase understanding of the potential for combined and cumulative effects of plans and projects on the marine environment, plus risks and opportunities presented by climate change.
- A5** Work in partnership with local communities to capture evidence and support the development of community resilience plans. Develop options for future funding models and fairer funding for community resilience.



14 Traditional Oyster Fishery, Fal Estuary



15 Marine survey work

¹¹ For example the Coastal Observatory, Environmental Records Centre for Cornwall and the Isles of Scilly, the University of Exeter Environment and Sustainability Institute, and Cornwall Council Historic Environment Record.

¹² For example marine and wind energy research, climate change seascape/landscape assessments.

Aim B A joined-up approach

Target Outcome B: Achieve more integrated approaches to managing the maritime area, encouraging partnership working across organisational, community, sectoral and geographic boundaries

Objectives

- B1** Identify a mechanism to improve the coordination of cross-sectoral maritime interests in Cornwall.
- B2** Improve coordination of management and decision making in the maritime area, both within the Council and between the Council and other organisations.
- B3** Ensure that maritime, coastal and terrestrial Council functions, are integrated within a coordinated framework of plans, projects and strategies¹³.
- B4** Continue to encourage and support cross-border integration cooperation and partnership-working over the management of the maritime area, both in the UK and Europe
- B5** Ensure Cornwall influences and engages with Marine Planning, identification of marine renewables areas and the management of Marine Protected Areas in the South West, setting up appropriate governance arrangements with relevant authorities and stakeholders and developing a strong evidence base¹⁴.
- B6** Work in partnership with the Marine Management Organisation and Cornwall Inshore Fisheries and Conservation Authority to assist in the delivery of their functions and where there is overlap with the Local Planning Authority at the coast. Support improved inter-agency management and enforcement of local

byelaws, fisheries legislation and Marine Protected Areas.

- B7** Ensure that the benefits of the Maritime Strategy reach all relevant sectors throughout Cornwall.



16 Bude Harbour



17 Saltash and the Tamar Bridge

¹³ Examples of taking an integrated approach include Cornwall Environmental Growth Strategy, Shoreline Management Planning, Cornwall Beach Management Strategy, Estuary Management Plans, integrated assessment of landscape and seascape (including historic landscape/seascape), coastal change management and ensuring the economic benefits of Cornwall's marine energy programme (as part of the South West Marine Energy Park) are effectively coordinated with environmental priorities.

¹⁴ For example, by contributing to development of the MMO's South West Marine Plan.

Aim C: Encouraging maritime enterprise and innovation

Target Outcome C: To promote low carbon maritime enterprise and productivity throughout Cornwall as a key component of economic revitalisation and international excellence

Objectives

- C1** Achieve a sustainable economic future for Cornwall, working with industry to provide a wide range of jobs and skills in maritime employment.
- C2** Support the Local Enterprise Partnership (LEP) and Cornwall Marine Network in promoting and developing sustainable maritime enterprise.
- C3** Ensure that Cornwall develops a skilled maritime workforce through excellence in the provision of marine and environmental education and training,¹⁵ (including higher education and vocational employer-led skills delivery), building on existing capability and expertise integrated with business incubation¹⁶.
- C4** Harness the potential of marine renewables within the context of a broad-ranging strategy for sustainable energy production in Cornwall to create an internationally recognised centre of excellence¹⁷.
- C5** Promote the development and deployment of marine renewables and other technology including supporting research and development into wave, tidal and wind energy¹⁸. Ensure the economic benefits of the development of Cornwall's marine energy programme are effectively coordinated with environmental priorities.
- C6** Support the implementation of the Crown Estate Strategic Resource Areas, maximising opportunities for collaborative working.
- C7** Support the infrastructure required for sustainable maritime enterprise, including the availability of high speed broadband and digital fibre connectivity. Support infrastructure for onshore and offshore renewables.
- C8** Achieve excellence in a sustainable maritime economy; including ports and shipping, recreational and commercial

¹⁵ For example using Cornish training providers such as Falmouth Marine School, Cornwall Marine Network, Cornwall College.

¹⁶ For example through the Propel Cornwall project, marine industry conferences, establishing a Fisheries Training School at Newlyn or delivering training in boat building.

¹⁷ For example through the South West Marine Energy Park including Wave Hub, FabTest.

¹⁸ For example the Partnership for Research in Marine Renewable Energy (PRIMaRE) facility at the Combined Universities in Cornwall.



18 Newlyn Fish Market

Aim C: Encouraging maritime enterprise and innovation



19 Installation of the Wave Hub off Hayle Harbour

fishing, ship repair, leisure, superyacht and boat construction, marine renewables, waste processing and emerging knowledge-based industries.

- C9** Promote and support the role of sustainable tourism in local economic development, including sea angling, adventure tourism, and seaside holidays.
- C10** Develop enterprise linked to Cornwall's natural assets including tourism, research, fish and offshore wind.
- C11** Encourage the use of sustainable environmental practices by businesses, landowners and other organisations

operating in the maritime area and river catchments¹⁹. Support innovation, development and application of sustainable marine technologies²⁰.

- C12** Work to enhance the sustainable use of marine resources, including minerals, dredged materials, sustainable fisheries, shellfisheries and aquaculture. Pursue opportunities that integrate environmental, social and economic objectives.
- C13** Support the emergence of the Marine Autonomous Vehicle (MAVs) industry, including through the use of Cornish waters as a site for testing of unmanned marine systems in deep water environments.

¹⁹ For example hand picking litter on beaches, WiSe Wildlife Safe accreditation scheme for boat operators and TEVI Environmental Growth for Business project

²⁰ For example through the Marine-i themes of Marine Environmental Technology, Marine Energy Resource, Marine Manufacturing and Maritime Operations.

Aim D: Healthy and resilient coastal communities

Target Outcome D: Cornwall has healthy, safe and vibrant coastal communities that have a strong relationship with the sea and coastal environment

Objectives

- D1** Support neighbourhood planning and regeneration initiatives, including the creation of employment and business opportunities, that maintain and enhance the viability and vibrancy of coastal communities.
- D2** Use programmes and initiatives to nurture the strong relationship between coastal and inland communities and the sea, coast and beaches²¹.
- D3** Understand the value of the marine environment in supporting active healthy lifestyles; promote coastal access to beach and water for visitors and residents of all ages, abilities and socio economic backgrounds²².
- D4** Promote coastal walking and cycling as a means of healthy and enjoyable transport.
- D5** Support and promote sustainable levels of water-based and coastal recreational activities²³ for residents and visitors. Promote approaches that reduce conflict and increase safety and enjoyment²⁴.
- D6** Provide information to enable beach users to minimise risks to their health and safety.
- D7** Use a place based approach to strengthen the resilience of maritime communities to the social, environmental and economic impacts arising from future events and shocks, including natural hazards, climate change and socio-political change²⁵.
- D8** Actively support and promote community emergency planning in rapid response catchments and coastal communities through resilience networks. Use a participatory approach to community
- resilience to support implementation of the Shoreline Management Plan and our changing coasts.
- D9** Support and work in partnership with the police and other enforcement agencies to reduce crime and anti-social behaviour in the maritime area.
- D10** Enable opportunities for communities to generate their own electricity.
- D11** Maximise opportunities for the developing marine energy industry, including offshore wind, to act as a catalyst for reinvigoration of Cornwall's ports, harbours and surrounding communities.



20 Padstow Harbour



21 The South West Coast Path, near Port Isaac

²¹ For example, through Adopt-a-Beach schemes and Coastal Partnerships.

²² For example - the Blue Gym: www.bluegym.org.uk/sdsz

²³ As supported by instruments such as the national coaststeering charter.

²⁴ Promote Cornwall Marine and Coastal Code to minimise wildlife disturbance.

²⁵ For example, through Shoreline Management Planning and Emergency Plans.

Aim E: A working peninsula

Target Outcome E: To recognise, protect and further develop the ‘working harbour’ role of Cornwall’s estuaries, ports and harbours

Objectives

- E1** Gain a better understanding of the role and character of Cornwall’s ports and harbours, highlighting their strengths, issues and opportunities.
- E2** Future-proof maritime areas for maritime- related business and community uses through protecting waterfront land in urban environments, improving access to ports and harbours and ensuring that port infrastructure and waterfront locations are at the heart of regeneration schemes. Ensure new developments pay due regard to Cornwall’s Maritime Strategy.
- E3** Protect and develop port infrastructure where it is sustainable and economically viable to do so, so that they continue to be an important part of modern and future maritime Cornwall.
- E4** Achieve more coordinated management of and advocacy for ports and harbours, to encourage further economic development whilst balancing the operational, leisure and environmental uses ²⁶.
- E5** Where appropriate, promote port development that facilitates the expansion of other economic activities, including renewable energy, leisure fishing, freight handling, export of mineral resources, ship repair, yacht and boat construction.
- E6** Ensure that ports and the coast accommodate the promotion of leisure/ recreational activities and coastal access without adverse effects on economic

activity and environmental quality.

- E7** Maximise the opportunities for supporting and promoting sustainable local fisheries and aquaculture; including the provision of shore side facilities for handling and processing landings.
- E8** Promote the role of Cornwall’s large and small ports and harbours in creating job and business opportunities for the development of the marine and offshore energy industry, its supply chain, technology development, manufacture and maintenance.
- E9** Work with port and vessel operators to monitor and report fossil fuel consumption and promote the uptake of low emission propulsion systems.



22 Laid up ships, Port of Truro



23 Commercial Ship, Fowey Harbour

²⁶ One example of how this may be achieved is through creating zones for leisure based activities in waterways, rivers and in ports.

Aim F: Connecting land and sea...

Target Outcome F: Cornwall's coastal communities are better connected through sustainable, low carbon transport

Objectives

- F1** Further develop and promote low carbon water-based movement, for freight, commuting, access to services and leisure²⁷.
- F2** Seek solutions to better connect people with waterfront land²⁸, beaches, the sea and estuaries and their associated activities (including walkways, cycle routes, affordable public slipways and boating facilities and the removal of physical barriers)²⁹.
- F3** Seek to ensure that coastal communities are better connected to each other and with employment centres, particularly by walking, cycling and public transport routes³⁰.
- F4** Improve connections between maritime and terrestrial transport



24 Torpoint Ferry, Tamar Estuary



25 Scillonian III Penzance Harbour

(for example coordinating bus and ferry timetables) to ensure Cornwall's transport is truly integrated.

- F5** Ensure efficient use of waterfront infrastructure and improve functional connectivity between land and sea, for example through investigating the shared use of facilities, sensitive re-use of historic assets and multi-functional role of ports and harbours³¹.
- F6** Deliver measures to enhance, promote and support the sustainable use of the South West Coast Path, adjacent land³², coastal public open spaces and beaches, for example by improving public transport connections and preparing for sea level rise and increased risk of coastal erosion.
- F7** Provide quality, accessible Green Infrastructure for and between coastal communities, taking into account the needs of all groups of people, including the disabled and elderly.

²⁷ This includes the ferry links to the Isles of Scilly and Plymouth/Devon, also on the Fowey, Fal, Helford, etc.

²⁸ Including places of maritime interest.

²⁹ For example strategically through Connecting Cornwall: 2030 Moving Towards a Green Peninsula Local Transport Plan. One practical example is to provide pedestrian crossings and use traffic calming measures on busy roads.

³⁰ For example through investigating misconnections and improving and developing multi-use access paths.

³¹ Examples include the Falmouth Park and Float and boat storage facility and the Wave Hub in Hayle which connects the land with the nearby marine energy resource at sea.

³² For example by safeguarding areas immediately inland of the Coast Path to protect continued future access where cliff and beach erosion have the potential to remove land over which the existing route runs. To be included in a new Chief Planning Officer Advice Note and Neighbourhood Plan policies on coastal erosion.

Aim G: Highly valued, high quality cultural, natural and historic assets

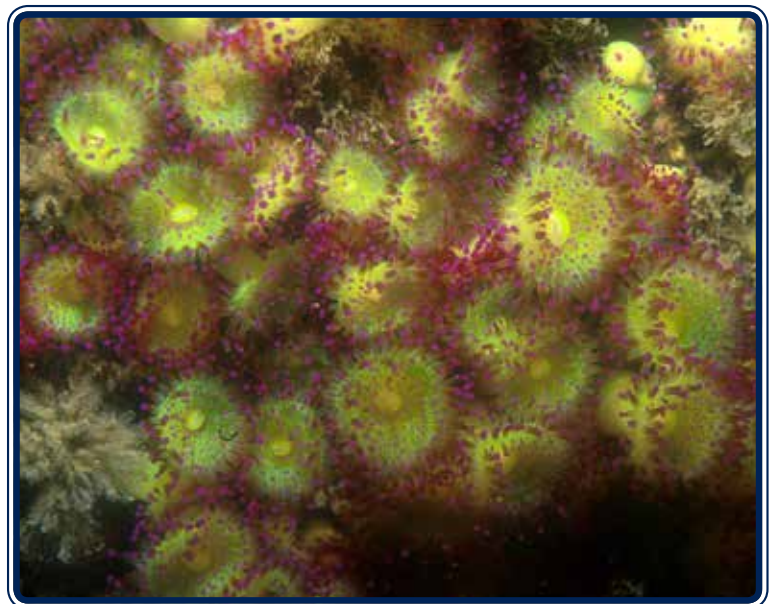
Target Outcome G: Cornwall's natural and historic maritime environment and culture is of a high quality, and is highly valued and appreciated by its communities, visitors and worldwide audiences.

Objectives

- G1** Seek opportunities for environmental growth and enhancement through habitat creation and species recovery, heritage restoration and improved management³³.
- G2** Engage, educate and inform people about Cornwall's coast and seas. Inspire and encourage people to have pride in the management of the maritime environment in active partnership with the Council³⁴.
- G3** Support the implementation and management of the UK statutory and voluntary Marine Protected Area network, including in the post Brexit era. Maximise opportunities for collaborative working with other designated areas such as the AONBs and World Heritage Site. Explore opportunities arising from other land-based and marine designations as appropriate.
- G4** Establish a mechanism within Council departments and beyond, to promote a better understanding of the marine and coastal environment and the significance of natural and historic assets. Ensure that relevant Council functions are undertaken with respect to these.
- G5** Work collaboratively with all sectors to secure the protection and sustainable management of Cornwall's maritime natural and historic environment through a range of public and private investment.
- G6** Protect Cornwall's significant geodiversity from damaging activities. Safeguard marine mineral resources for future use.
- G7** Understand, maintain and enhance the distinctive character, value and setting of local coastal towns and villages, ports and harbours. Promote high quality seaside architecture, access, signage and innovative design that is inspired by and sensitive to local seascape, landscape and townscape when viewed from the land and from the sea.

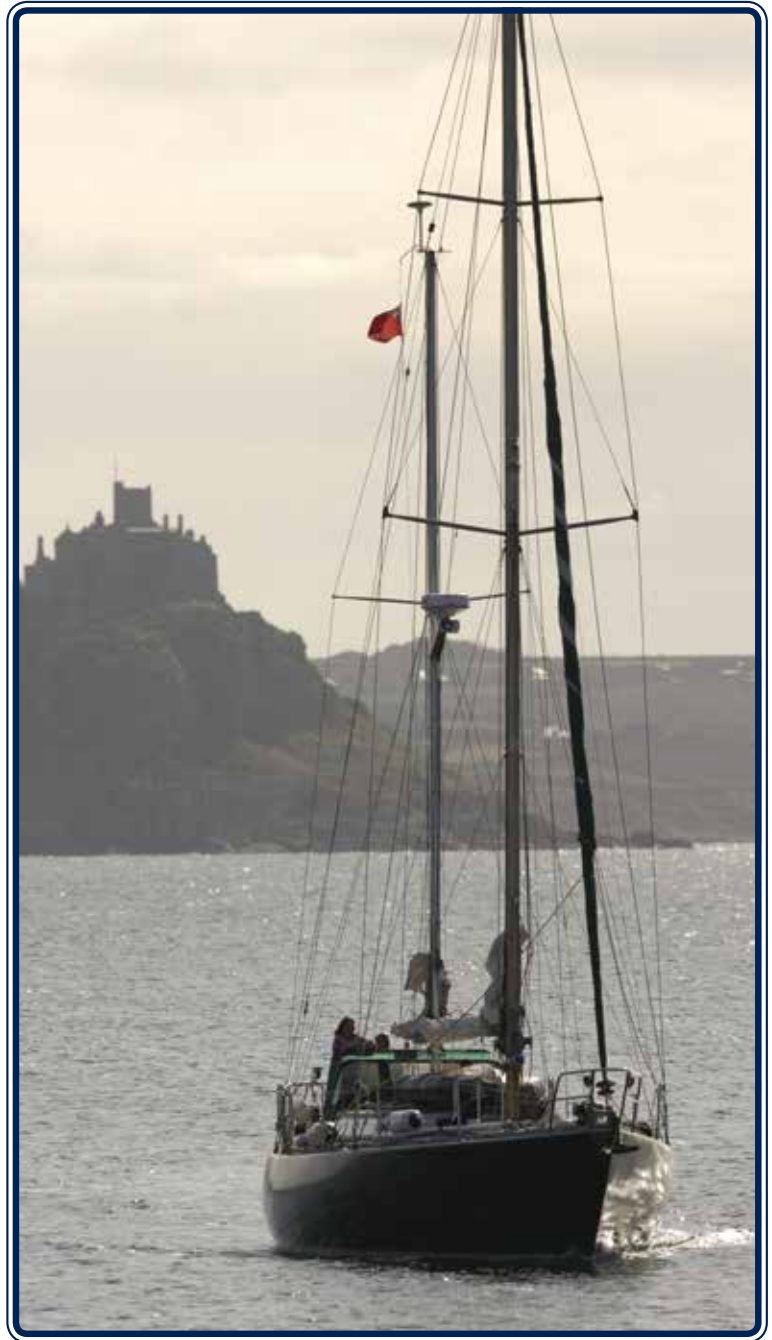
³³ Examples include through the Cornwall Environmental Growth Strategy, Shoreline Management Plan process, Green Infrastructure for Growth, World Heritage Site, Historic Environment Strategy and Action Plans, Cornwall and Tamar Valley AONB Plan and Cornish Distinctiveness Study. This will help to increase resilience of the natural and historic environments to the effects of climate change and other cumulative pressures.

³⁴ For example, through encouraging participation in Clean Cornwall week, the Beachcare Project, coastal fora, Voluntary Marine Conservation Areas; and collaborative research and outreach programmes with universities, colleges and schools.



26 Jewel Anemones, Fal and Helford Estuaries

- G8** Promote Cornwall’s natural and historic environmental qualities as positive assets, essential in enhancing quality of life and in attracting tourism, business and innovation that recognise, protect and enhance the maritime environment³⁵.
- G9** Promote and support maritime natural, historical and cultural activities and events to celebrate Cornwall’s distinctive environment and heritage³⁶. Further encourage maritime-based arts and cultural activities, including festivals, events and venues³⁷.
- G10** Gain a better understanding of Cornwall’s natural and heritage capital and its value to health and wellbeing, tourism, recreation and the economy³⁸
- G11** Actively work with other regulators, landowners and businesses to maintain and improve Cornwall’s water quality (inland and coastal); minimise wildlife disturbance; reduce sources of litter and pollution (including noise, air and light pollution from watercraft, shipping and coastal development); and control invasive species³⁹.
- G12** Engage with maritime communities and visitors to positively change attitudes and behaviour towards litter and single use plastics.
- G13** Enhance and support sustainable local seafood production, harvesting and consumption.



27 Mount’s Bay, Penzance

³⁵ Examples include the South West Coast Path and The National Maritime Museum.

³⁶ For example, maritime based arts and crafts, festivals and venues; leisure sailing and yacht clubs, beach based holidays and local food production; the fishing industry, traditional and innovative boatbuilding and design.

³⁷ Examples include Falmouth Week and Tate St Ives.

³⁸ By assessing the value of maritime ecosystem goods and services in Cornwall, following on from the National Ecosystem Assessment, 2011.

³⁹ For example, through initiatives such as Fishing for Litter, Clean Cornwall, free water refill schemes, The Final Straw, Upstream Thinking and implementation of Sustainable Urban Drainage Systems in Council-owned car parks; Cornwall Marine and Coastal Code, hand picking litter on beaches or the Wildlife Safe (WiSe) accreditation scheme for boat operators.

Glossary

Area of Outstanding Natural Beauty (AONB)	An area of countryside considered to have significant landscape value in England, Wales or Northern Ireland. Designated under the 1949 National Parks and Access to the Countryside Act.
Coastal Change Management Area (CCMA)	An area identified as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion). In Cornwall the Shoreline Management Plan recommends where CCMA's should be designated and individual Coastal Change Management Plans are being developed. CCMA's aim to ensure that inappropriate development is not undertaken in vulnerable areas.
Cornwall Marine Network (CMN)	An organisation dedicated to supporting the marine sector in Cornwall via initiatives that improve profitability and encourage growth through quality and innovation. CMN has grown to become the UK's largest trading employer-owned marine cluster organisation that supports members to grow. CMN support for members has created 1,650 new direct jobs, plus 1,250 new apprenticeships and has supported 600 unemployed people into work, using £24 million of project funds and adding £300 million of value to Cornwall's economy as a result.
Ecosystem goods and services	Ecosystem services are the conditions and processes through which natural ecosystems sustain and fulfil human life. They maintain biodiversity and the production of ecosystem goods, such as seafood, pharmaceuticals, industrial products, and their precursors. Ecosystem services are the actual life-support functions, such as cleansing, recycling, and renewal, and they confer many intangible aesthetic and cultural benefits as well (Daily, 1997)
Environmental Growth	Achieving a net gain in our natural and historic environment to ensure a sustainable future. A healthy economy and society needs a healthy environment in order to function and grow. An increase in natural capital is needed to support population growth and economic growth. Environmental Growth includes conserving and enhancing the historic environment, for instance by making its significance more visible, better understood and accessible, or through restoration.
Harbour	A place of shelter for ships and which may or may not encompass a port
Healthy natural maritime environment	Healthy marine and coastal habitats occur across their natural range and are able to support strong, biodiverse biological communities and the functioning of healthy, resilient and adaptable marine ecosystems. (UK Marine Policy Statement)
Heritage	That which is inherited from the past and includes 'natural heritage' which is the inheritance of fauna and flora, geology, landform and other natural resources, and 'cultural heritage' which is the legacy of physical remains of buildings, artefacts and historic landscape as well the more intangible practices and expressions of a group or society.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, whether visible, buried or submerged, and landscaped and planted or managed flora (PPS5, CLG 2010).

Inshore	The waters off the coast up to a 12 nautical mile limit.
Local Enterprise Partnerships (LEPs)	Locally-owned partnerships between local authorities and businesses. LEPs aim to play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.
Local Nature Partnership (LNP)	A local partnership of organisations, businesses and people working to improve their natural environment. The Cornwall and Isles of Scilly LNP has a focus on environmental growth and its guiding principle is that the culture, communities and environment of Cornwall and the Isles of Scilly remain special and unique
Local Transport Plan	Sets out a Council's transport strategy and policies for maintaining and improving all aspects of the area's transport system.
Material Consideration	When a decision is made on a planning application, only certain issues are taken into account; these are often referred to as 'material planning considerations'.
Marine	Relating to or found in the sea.
Marine and Coastal Access Act (2009)	UK legislation that aims to ensure clean healthy, safe, productive and biologically diverse oceans and seas, by putting in place better systems for delivering sustainable development of marine and coastal environment.
Marine Conservation Zones	Enacted through the Marine and Coastal Access Act (2009), MCZs protect nationally important marine wildlife, habitats, geology and geomorphology.
Marine Energy	In the UK, marine energy refers to wave and tidal energy. In Europe the terminology may have a wider interpretation, but is more generally referred to as 'Ocean Energy' which may also encompass offshore wind generation.
Marine Policy Statement (2010)	The overarching policy framework for the UK marine area. It provides the high level policy context within which Marine Plans will be developed, and sets the direction for marine licensing and other relevant authorisation systems.
Marine Protected Areas	Protected areas whose boundaries include some area of ocean. In the UK, MPAs are zones of the seas and coasts where wildlife is protected from damage and disturbance.
Marine Management Organisation (MMO)	An organisation established to make a significant contribution to sustainable development in the marine area and to promote the UK Government's vision for clean, healthy, safe, productive and biologically diverse oceans and sea
Maritime	Bordering on the sea; connected with the sea, especially in relation to seaborne trade or naval matters.
Natural Assets	Natural assets are assets of the natural environment. These consist of biological assets (produced or wild), land and water areas with their ecosystems, subsoil assets and air (OECD, 2010).
Natural Capital	Natural assets (e.g. soil, air, water, living things) from which humans derive ecosystem goods and services.

Natural environment	The ecological units that function as natural systems including landscapes, flora and fauna, freshwater and marine environments, geology and soils (Natural England 2008). The natural environment is concerned with biodiversity and geodiversity.
Port	Generally assumed to be a place which has facilities for the loading and unloading of ships and in the context of this strategy would mean a place where cargoes (excluding fish and shellfish) are loaded or discharged for onward transit.
PRIMaRE	Partnership for Research in Marine Renewable Energy. A consortium of marine renewable energy experts across higher education, including the University of Exeter and University of Plymouth.
Seascape	There is no legal definition for seascape in the UK. The European Landscape Convention (ELC) defines landscape as “an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”. The draft Marine Policy Statement states that, in the context of that document, references to seascape should be taken as meaning landscapes with views of the coast or seas (Marine Policy Statement, 2010).
Shoreline Management Plan (SMP)	A Shoreline Management Plan (SMP) is a large-scale assessment of the risks associated with coastal processes and which helps reduce these risks to people and the developed, historic and natural environments.
South West Marine Energy Park	Collaborative partnership between local and national government, Local Enterprise Partnerships, technology developers, academia and industry within the physical and geographical zone of the south west. It provides a prioritised focus for marine energy development, generation projects and industry growth.
South West Marine Plan	The purpose of Marine Plans is to make sure the right activities take place in the right place and in the right way within the marine environment, placing sustainable development at the centre of all decisions. The south west marine plan area includes the inshore and offshore areas. It covers approximately 2,000 kilometres of coastline, stretching from the River Severn border with Wales to the River Dart in Devon.
Sustainability	The property of being sustainable, the condition where human activity may be continued indefinitely without damaging the environment and where the needs of all peoples are met equally
Sustainable development	That which meets the needs of the present without compromising the ability of future generations to meet their own needs, refers to the processes by which sustainability may be achieved.
Sustainably managed	To manage a system in a way that balances social, environmental and economic considerations in order to meet the needs of the present without compromising the ability of future generations to meet their own needs.
SWEEP	South West Partnership for Environment and Economic Prosperity. A £5m initiative funded by the Natural Environment Research Council (NERC), which aims over a 5 year period to enhance the usage and protection of natural capital in the southwest.

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