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

Strategy
Version 2: 18 November 2010: Draft for Informal Consultation
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.

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 cultural heritage of fishing, trade, industry and communications 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 surfing to fish markets, the industries of ship repair and boatbuilding to sailing around one of our many ports and harbours, or gig racing to 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 consists of 855 companies which generate a combined GDP turnover of £1.2 billion per annum.1 It supports 8500 full time equivalent jobs. The average boat builder (including ship repair) adds around £50,000 GVA per person to Cornwall’s economy compared to £11,000 per person in Tourism.2 The development potential of Cornwall’s maritime sector will be critical to the region’s future and long term prosperity.

Tourism is also central to Cornwall’s economy. Cornwall and the Isles of Scilly 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, landscape and activities are a key factor in people choosing Cornwall as holiday destination.3

Cornwall’s marine and coastal environment draws people from all over the world. The sheer diversity of maritime wildlife makes Cornish waters an ecological hotspot demonstrated by the designation of a number of nature and landscape conservation areas; covering 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 Cornwall Marine Network.
Kernow yw yn hwir ranndir morek ha’gan gonisogeth hag ertach re beu delenwys yn poos der agan nester dhe’n mor. Konsel Kernow a aswon posekter an ranngylgh morek war-barth gans an kerhynnedh morek ha puptra a skoodh ev.

An ertach gonisegethel morek rych ha liesek a Gernow, a byskessa, kenwerth, diwysyans ha keskomunyans re gevros dhe ommelaws a dhiblanseth, tyller ha honanieth wonisogethel leel a dus hag yw aswonnys avel asnodh posek kenedhlek.

Yn Kernow a’n jydh hedhyw an bys morek yw divers hag y syns ynno puptra a vordardha dhe varhasow puskes, a dhiwysyansow ewnans lestri ha drehevel lestri dhe wolya a-dro dhe onan a’gan lies porth, a resek skathow-hir dhe nêth nowytoadhow morek. Agan ranngylgh morek ynwedd a greg war gerhyynnédh morek divers ha yagh.

Ni re oberis yn kales dhe omworra gans an skodhyan ha konnykker a gevres a gevrenogyon dres askorran an Strateji Morek Kernow hag yth on ni synsys a’ga ynworrys a bris uhel. Hemm yw kynsa kamm a dhiwedh, del watyn, ow surhe bos daldraow morek orth bleyn a bryswow tus.

Ranngylgh morek Kernow a gompt rag ogas hag onan yn seyth soodh morek y’n RU hag 8% a’nn treusys diwysyans morek an RU. Dre vras yth yw dismygys y hwra ranngylgh diwysyans morek Kernow kevri moy es £500mvl dhe’n Kowal-Askor Tre a Gernow, yn unn skoodhya 14,000 soodh. Galadewder displegya ranngylgh morek Kernow a vydh posek dres ehen dhe sewena dhevedhek hirdermyn an ranndir.

Tornyaseth ynwedd yw kresel dhe erbsiyeth Kernow; ni a denn a-dro dhe 5 milvil havyas pub bledhen, neb a spen £2.0 bvl ha skoodhya 28,000 soodh – 14% a bub arveth. Agan kerhynnedh, tirwel ha bewderyow morek hag arvorek yw rann a vri rag tus dhe dhewis Kernow avel pennhyns dy’gool, kerhynnedh arvorek ha morek Kernow a denn tus a-dhyworth an bys dien. An dhiverseth pur ewn a wodhvewnans morek a wra an dowrow Kernewek dhe vos tyller-tomm bewdhiverseth, diskwedhys y’n nier a apoynyansow tirwel ha gwithans natur, synsys ynna an heyllynnow leysk klys a’gan heyllyow, alsyow growanek garow, kribow karnek, enesow ha trethow, dhe vewvaow moy arbennek kepar ha hen wello marl – an ekwal kernewek a grib goral, oll anedha ow skoodhya array barthusek a ehennow, y’ga mysk puskes ha pysk-krogenyek posek yn kenwerth.

Strateji Morek Kernow a nivel uhel a omdhiskwedh avel chons posek dhe omworra gans pub les morek. An Strateji a wra gedy a tu devedhek a ober, kressya aswonnvos posekter an ranngylgh morek, ha gortheybi dhe’n chalenjys ha chonsyow divers usi a-dheragon.

A future for Maritime Cornwall
Executive summary

The Maritime Strategy for Cornwall covers the period 2012-2030 and provides a unifying and long-lasting policy framework for the planning of Cornwall’s land, sea and coast well into the 21st century.

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  Pride, recognition and responsibility for 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.

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.
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<td>Table 2.1: Key trends and factors influencing Maritime Cornwall</td>
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An Introduction to the Cornwall Maritime Strategy

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 400 miles 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, 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 development. It helps integrate maritime issues into Council policy and strategy.

The Maritime Strategy covers the period 2012-2030. 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 the priorities for 2017-2022. 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 and the community.

1 See glossary for definitions.
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 Plan\textsuperscript{2}, the Local Transport Plan\textsuperscript{3}, Economic Strategy\textsuperscript{4}, 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. The coastal zone includes natural features.

---


\textsuperscript{2} Cornwall Council Local Plan: Planning for Cornwall’s Future, adopted November 2016.

\textsuperscript{3} Connecting Cornwall: 2030

\textsuperscript{4} Vision 2030: Strategic Economic Plan
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 (see figure 2). Its geology, wildlife, landscapes and seascapes have heavily influenced Cornwall’s history and economic development and still today help to forge its character and cultural identity. These characteristics provide the basis for Cornwall’s strong maritime economy and individual coastal communities. The seas around Cornwall boast a unique, rich and varied heritage - 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.

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 mineral extraction (most particularly china clay) have fuelled Cornwall’s economy and shaped its landscape. Boat building and repair are growing industries and renewables and marine-related 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 west 5.

With over 60 coastal and marine nature conservation sites, and much of the Cornish coast subject to protective landscape designation, Cornwall has a justified reputation for its natural beauty 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. 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 the priorities for the next 5 years (next page).

---

### Achievements 2012-2017

Example projects and activities that help implement the Cornwall Maritime Strategy

#### A: A sustainable approach

<table>
<thead>
<tr>
<th>Project/Initiative</th>
<th>Description</th>
<th>Website/Link</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Intertidal Discovery Project</strong></td>
<td>mapping project. Environmental Records Centre for Cornwall and Isles of Scilly.</td>
<td><a href="http://erccis.org.uk/IDP">http://erccis.org.uk/IDP</a></td>
</tr>
<tr>
<td><strong>VALMER</strong></td>
<td>Interreg Partnership Project exploring the use of Ecosystem Service Assessments in decision-making in Cornish waters. University of Plymouth.</td>
<td><a href="http://www.valmer.eu/">http://www.valmer.eu/</a></td>
</tr>
<tr>
<td><strong>Citizen Science initiatives</strong></td>
<td>Seaquest SW, Your Shore, Cornwall Seal Group, Beach cleans</td>
<td></td>
</tr>
</tbody>
</table>

#### B: A joined-up approach

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Description</th>
<th>Website/Link</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Cornwall Maritime Strategy</strong></td>
<td>has strengthened our voice during the development of the <a href="https://www.gov.uk/government/collections/south-west-marine-plan">SW Marine Plan</a>.</td>
<td></td>
</tr>
<tr>
<td><strong>Coastal Concordat</strong></td>
<td>agreed between Cornwall Council and Marine Management Organisation</td>
<td></td>
</tr>
</tbody>
</table>

#### C: Encouraging maritime enterprise and innovation

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Description</th>
<th>Website/Link</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cornwall Marine Capital Fund</strong></td>
<td>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. Cornwall Marine Network.</td>
<td><a href="http://www.cornwallmarine.net">www.cornwallmarine.net</a></td>
</tr>
</tbody>
</table>

#### D: Healthy and resilient coastal communities

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Description</th>
<th>Website/Link</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cornwall Coastal and Marine Code</strong></td>
<td>to reduce recreational disturbance to wildlife. Cornwall Wildlife Trust.</td>
<td><a href="http://www.cornwallwildlifetrust.org.uk">http://www.cornwallwildlifetrust.org.uk</a></td>
</tr>
<tr>
<td><strong>Production of the Cornwall Good Seafood Guide (D8)</strong></td>
<td>Cornwall Wildlife Trust.</td>
<td><a href="http://www.cornwallgoodseafoodguide.org.uk">www.cornwallgoodseafoodguide.org.uk</a></td>
</tr>
<tr>
<td><strong>Jubilee Pool</strong></td>
<td>refurbishment, recognised by ICE 2017 People’s Choice Awards.</td>
<td><a href="http://www.jubileepool.co.uk">www.jubileepool.co.uk</a></td>
</tr>
</tbody>
</table>
### E: A working peninsula

<table>
<thead>
<tr>
<th><strong>Review of Local Authority ports</strong> in 2014 resulting in a draft Harbour Revision Order and Cornish ports being recognised as exemplars. Cornwall Council.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Falmouth Wharves future</strong> - proofed for maritime uses during a planning appeal thanks, in part, to the Maritime Strategy.</td>
</tr>
<tr>
<td><strong>Hayle Harbour redevelopment</strong> – South Quay improvements, Marine Renewables Business Park.</td>
</tr>
<tr>
<td><strong>Wet Basin development</strong> – new infrastructure in Falmouth Harbour. Pendennis Superyachts</td>
</tr>
</tbody>
</table>

### F: Connecting land and sea

<table>
<thead>
<tr>
<th><strong>Cremyll Ferry</strong> timetable improvements and reduced fares for pedestrian ferry between Plymouth and Mount Edgcumbe. Cornwall Council, Plymouth City Council. <a href="http://www.plymouthboattrips.co.uk/ferries/cremyll-ferry">www.plymouthboattrips.co.uk/ferries/cremyll-ferry</a></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AONB cycle route links</strong> mapped. Extension of Marazion national cycle network underway</td>
</tr>
<tr>
<td><strong>Griggs Quay to Lelant</strong> coastal footpath installed</td>
</tr>
<tr>
<td><strong>Fal Mussel Card</strong>. <a href="https://www.falriver.co.uk/getting-about/fal-mussel-card">https://www.falriver.co.uk/getting-about/fal-mussel-card</a></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Beachcare project</strong>. <a href="https://www.facebook.com/beachcare">https://www.facebook.com/beachcare</a></td>
</tr>
<tr>
<td><strong>Public engagement in local projects to reduce plastics</strong> in our coast and seas: Clean Cornwall, Fishing for Litter, Plastic–free towns, ReFill, Cornwall Plastics Coalition etc.</td>
</tr>
<tr>
<td>Designation and management of <strong>new marine protected areas</strong> – e.g. MCZ, VMCA.</td>
</tr>
<tr>
<td><strong>Historic Environment Action Plan</strong> for Cornwall’s Ports and Harbours complete. Cornwall Council</td>
</tr>
</tbody>
</table>

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**Photo Adam Gibbard and Visit Cornwall**
# Table 1.2

## Priorities 2017-2022

(Objectives from refreshed version of the Maritime Strategy)

<table>
<thead>
<tr>
<th>A: A sustainable approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to develop an accessible <strong>evidence base and metrics</strong> = e.g. Environmental Records Centre for Cornwall and Isles of Scilly, University of Exeter Environmental Sustainability Institute and Plymouth Coastal Observatory</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B: A joined-up approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop <strong>Coastal Erosion guidance</strong> and support integration of the Maritime Strategy, Shoreline Management Plan and Coastal Change Management Areas with Neighbourhood Plans and the Local Plan review.</td>
</tr>
<tr>
<td>Work with the Marine Management Organisation on development of the <strong>SW Marine Plan</strong> to ensure it is relevant to and intergrated with Cornwall’s needs, character and priorities.</td>
</tr>
<tr>
<td>Strengthen <strong>coordination</strong> of cross-sectoral maritime interests in Cornwall Council.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C: Encouraging maritime enterprise and innovation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliver Marine-i programme to support innovation in marine technology. <a href="http://www.marine-i.co.uk">www.marine-i.co.uk</a></td>
</tr>
<tr>
<td>Continue to deliver and support the Partnership for Research in Marine Renewable Energy (PRiMARE) and the South West Marine Energy Park.</td>
</tr>
<tr>
<td><a href="http://www.primare.org/">www.primare.org/</a></td>
</tr>
<tr>
<td><a href="http://www.regensw.co.uk/south-west-marine-energy-park">www.regensw.co.uk/south-west-marine-energy-park</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>D: Healthy and resilient coastal communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve the <strong>resilience of coastal communities</strong> to climate change, flooding and coastal erosion - e.g. Long Rock flood management scheme, Community Resilience Plans, Coastal Change Management Areas, Shoreline Management Plan.</td>
</tr>
<tr>
<td>Use a <strong>place based approach</strong> that incorporates the community (all demographics) to build sustainable, safe and vibrant coastal communities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>E: A working peninsula</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete <strong>new harbour revision order</strong> for Cornwall’s ten ports and harbours to make sure they are sustainable in the long term, for example where money is spent. Also review staff in order to ensure money is made to sustain ports.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>F: Connecting land and sea</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Better Sustainable Transport Connections</strong>: e.g. the Bay to Bay cycle trail which will link parts of Cornwall to Hayle and Looe through a valley trail (also known as the Looe to Plymouth cycle route NCN2).</td>
</tr>
<tr>
<td><strong>One Public Transport System for Cornwall</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G: Highly valued, high quality cultural, natural and historic assets</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Delivery of the Environmental Growth Strategy</strong> <a href="http://www.cornwall.gov.uk">http://www.cornwall.gov.uk</a></td>
</tr>
<tr>
<td>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</td>
</tr>
</tbody>
</table>
### Key performance indicators to consider for monitoring Maritime Strategy delivery

<table>
<thead>
<tr>
<th>Aim and Outcome</th>
<th>Existing Key Performance Indicators (KPI’s)</th>
</tr>
</thead>
</table>
| **Aim A: A Sustainable Approach** | • Yearly GVA generated by the Maritime sector.  
• Number of jobs supported by Maritime sector (excluding tourism).  
• Number of community resilience plans in active development. |
| **Target Outcome A:** Achieve a sustainable future for maritime Cornwall that balances appropriate economic growth, supports resilient communities and protects environmental assets. | |
| **Aim B: A joined up approach** | • Number of Coastal Change Management Areas adopted.  
• Coverage of Marine Protected Areas in positive management (in favourable condition) within Cornwall’s 12 nautical mile limit. |
| **Target Outcome B:** Achieve more integrated approaches to managing the maritime area, encouraging partnership working across organisational, community, sectoral and geographic boundaries. | |
| **Aim C: Encouraging maritime enterprise and innovation** | • Employment in knowledge-intensive sectors or high-tech manufacturing.  
• Employment in science, research, engineering and technology.  
• Knowledge workers (managerial, technical and professional occupations).  
• Net increase in renewable energy capacity and low carbon energy generation.  
• Bathing Water quality.  
• Incidences of marine wildlife recreational disturbance (ERCCIS).  
• Occurrence of Marine strandings.  
• Number of Marine Stewardship Certified fisheries in Cornwall. |
| **Target Outcome C:** To promote low carbon maritime enterprise throughout Cornwall as a key component of economic revitalisation and international excellence | |
| **Aim D: Healthy and Resilient Coastal Communities** | • Bathing water quality, Incidences of marine wildlife recreational disturbance,  
• Number of community resilience plans in active development,  
• Number of Coastal Change Management Areas adopted,  
• Number of Marine Stewardship Certified fisheries in Cornwall,  
• Occurrence of Marine strandings.  
• No. of coastal parishes engaged on Neighbourhood Plans.  
• Number of applications approved contrary to the advice of the Environment Agency on (i) flooding grounds, or (ii) water quality.  
• Unemployed and economically inactive figures for Cornwall and JSA figures for coastal communities.  
• Life satisfaction score. |
| **Target Outcome D:** Cornwall has healthy, safe and vibrant coastal communities that have a strong relationship with the sea and coastal environment. | |
| **Aim E: A working peninsula** | • Freight movements out of Cornish ports.  
• Fish landings by port.  
• The number of listed maritime buildings on the at risk register.  
• Occurrence of marine strandings.  
• Number of Marine Stewardship Certified fisheries in Cornwall. |
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<tbody>
<tr>
<td><strong>Target Outcome E:</strong> To recognise, protect and further develop the ‘working harbour’ role of Cornwall’s estuaries, ports and harbours</td>
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</table>

| **Aim F: Connecting land and sea** | • Number of ferry passengers and connectivity with the public transport network.  
• Access to the water from public transport and pedestrian and cycling trails.  
• Percentage of people living within 30 minutes of an employment centre employing more than 500 people that use public transport or walk.  
• Access to facilities and services by public transport. |
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<tr>
<td><strong>Target Outcome F:</strong> Cornwall’s coastal communities are better connected through sustainable, low carbon transport</td>
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| **Aim G Highly valued, high quality cultural, natural and historic assets** | • Coverage of Marine Protected Areas in positive management within Cornwall’s 12 nautical mile limit.  
• Number of Coastal Change Management Areas adopted.  
• Bathing water quality.  
• Incidences of marine wildlife recreational disturbance.  
• Occurrence of Marine strandings.  
• Street cleanliness (percentage of streets with high levels of litter).  
• Number of reported fly-tips on public land.  
• 2018-19: Percentage of Cornwall’s 81 beaches designated by the Environment Agency as having excellent, good or sufficient water quality.  
• 2018-2019: Percentage of eligible new developments that have made appropriate wildlife provisions.  
• Amount of biodiversity habitat gained through mitigation.  
• The number of listed maritime buildings on the at risk register.  
• Percentage of Sites of Special Scientific Interest in a favourable or recovering condition.  
• Number of applications granted on safeguarded mineral sites identified as causing the sterilisation of the mineral reserves.  
• Number of new dwellings approved in the landscape designations Area of Outstanding Natural Beauty and Heritage Coast.  
• Number of applications approved contrary to the advice of the Environment Agency on (i) flooding grounds or (ii) water quality. |
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<tr>
<td><strong>Target Outcome G:</strong> 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.</td>
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</tbody>
</table>

Please refer to the Outcomes and Objectives in Chapter 3 for more detail on each one.

References:
1. Cornwall Council (e.g. business plan and service plans)  
2. Environmental Growth Strategy (CIOS Local Nature Partnership)  
3. Vision 2030 (CIOS Local Enterprise Partnership)
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 across 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 2012. 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.

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https://www.gov.uk/government/collections/marine conservation zone designations in england
### 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.

### 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.

### Brexit
The UK is due to leave the EU in 2019, followed by a transition period, during which EU law will still apply. The impact of Brexit on water quality, environmental designations, fisheries, agriculture etc. is unknown.

### 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 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 is already a significant problem and is likely to be exacerbated due to the relationship between pay and housing availability, second home ownership, continued migration into Cornwall and smaller household size, alongside demographic change.

### 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. Negative effects include sea level rise, acidification, accelerated coastal erosion and increased storminess and flood events. Impacts include loss of biodiversity, changing species distribution and damage to the historic environment (especially harbours).

### 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.

### 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 and future proofing will be needed to protect them. Biodiversity will be impacted by invasive species. New solutions will be needed to tackle the growing problem of plastic waste and pollution. The Environmental Growth Strategy presents a new positive driver, as does the DEFRA 25 year Environment Plan which has a focus on Natural Capital.

### Technology and internet
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

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 envious 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.
**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.

**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.

**A4** Increase understanding of the potential for in combination 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.

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5 Traditional Oyster Fishery, Fal Estuary

6 Marine survey work

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

8 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 strategies.

**B4** Continue to encourage and support cross-border integration and cooperation over the management of the maritime area.

**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 base.

**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.

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9 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 landscapes/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.

10 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 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 excellence in the provision of marine education and training across the full range of maritime industries and the environment (including higher education and vocational training) building on existing capability and expertise integrated with business incubation.

**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 excellence.

**C5** Promote the development and deployment of marine renewables including supporting research and development into wave, tidal and wind energy. 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 for workspace; together with supporting infrastructure for onshore and offshore renewables.

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

12 For example by supporting the LEP Employment and Skills Board to facilitate marine industry conferences, establish a Fisheries Training School at Newlyn or deliver training in boat building.

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

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

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Newlyn Fish Market
Aim C: Encouraging maritime enterprise and innovation

C8 Achieve excellence in a sustainable maritime economy; including ports and shipping, recreational and commercial 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 and research.

C11 Encourage the use of sustainable environmental practices by businesses, landowners and other organisations operating in the maritime area and river catchments\(^\text{15}\). Support innovation, development and application of technologies to reduce energy needs and consumption.

C12 Work to enhance the sustainable use of marine resources, including minerals, sustainable fisheries, shellfisheries and aquaculture and pursue opportunities that integrate environmental, social and economic objectives\(^\text{16}\).

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.

\(^{15}\) For example hand picking litter on beaches, WISE Wildlife Safe accreditation scheme for boat operators, Environmental Growth for Business project

\(^{16}\) For example the South West Marine Energy Park.
**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 beaches.

**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 backgrounds.

**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 activities for residents and visitors. Promote approaches that reduce conflict and increase safety and enjoyment.

**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 change.

**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** Enhance and support sustainable local seafood production, harvesting and consumption.

**D11** Enable opportunities for communities to generate their own electricity.

**D12** Maximise opportunities for the developing marine energy industry to act as a catalyst for reinvigoration of Cornwall’s ports and harbours and the surrounding communities.

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

18 For example - the Blue Gym: www.bluegym.org.ukz\sdz

19 As supported by instruments such as the national coasteering charter.

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

21 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.

E5 Where appropriate, promote port development that facilitates the expansion of other economic activities, including renewable energy, leisure, fishing, freight handling, 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 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.

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\[13\] Laid up ships, Port of Truro

\[14\] Commercial Ship, Fowey Harbour

\[22\] One example of how this may be achieved is through creating zones for leisure based activities in waterways, rivers and in ports.

\[23\] For example, by exploring opportunities for energy generation schemes within existing port/harbour infrastructure.
**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 leisure

**F2** Seek solutions to better connect people with waterfront land, 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).

**F3** Seek to ensure that coastal communities are better connected to each other and with employment centres, particularly by walking, cycling and public transport routes.

**F4** Improve connections between maritime and terrestrial transport (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 harbours.

**F6** Deliver measures to enhance, promote and support the sustainable use of the South West Coast Path, adjacent land, 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.

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24 This includes the ferry links to the Isles of Scilly and Plymouth/Devon.

25 Including places of maritime interest.

26 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.

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

28 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.

29 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 Coastal Erosion guidance 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 management.  
**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 Council.  
**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 AONB 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 seascapes, landscapes and townsapes.

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

31 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.

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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 recognises, protects and enhances the maritime environment.\(^{32}\)

G9 Promote and support maritime natural, historical and cultural activities and events to celebrate Cornwall’s distinctive environment and heritage. Further encourage maritime-based arts and cultural activities, including festivals, events and venues.\(^{34}\)

G10 Gain a better understanding of Cornwall’s natural capital and its value to health and wellbeing, tourism, recreation and the economy.\(^{35}\)

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 species.\(^{36}\)

G12 Engage with maritime communities and visitors to positively change attitudes and behaviour towards litter and single use plastics.

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\(^{32}\) Examples include the South West Coast Path and The National Maritime Museum.

\(^{33}\) 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.

\(^{34}\) Examples include Falmouth Week and Tate St Ives.

\(^{35}\) By assessing the value of maritime ecosystem goods and services in Cornwall, following on from the National Ecosystem Assessment, 2011.

\(^{36}\) 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

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<tr>
<td><strong>Area of Outstanding Natural Beauty (AONB)</strong></td>
<td>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.</td>
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<tr>
<td><strong>Coastal Change Management Area</strong></td>
<td>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 (NPPF). 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 built in vulnerable areas.</td>
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<tr>
<td><strong>Cornwall Marine Network</strong></td>
<td>An organisation dedicated to supporting the marine sector in Cornwall via initiatives that improve profitability and encourage growth through quality and innovation.</td>
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<tr>
<td><strong>Ecosystem goods and services</strong></td>
<td>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).</td>
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<tr>
<td><strong>Environmental Growth</strong></td>
<td>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.</td>
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<td><strong>Harbour</strong></td>
<td>A place of shelter for ships and which may or may not encompass a port</td>
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<td><strong>Heritage</strong></td>
<td>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 landscapes as well the more intangible practices and expressions of a group or society.</td>
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<tr>
<td><strong>Historic environment</strong></td>
<td>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 (PPSS, CLG 2010).</td>
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<tr>
<td><strong>Inshore</strong></td>
<td>The waters off the coast up to a 12 nautical mile limit.</td>
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<td><strong>Local Enterprise Partnerships (LEPs)</strong></td>
<td>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.</td>
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<tr>
<td><strong>Local Transport Plan</strong></td>
<td>Sets out a Council’s transport strategy and policies for maintaining and improving all aspects of the area’s transport system.</td>
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<tr>
<td><strong>Material Consideration</strong></td>
<td>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’.</td>
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<tr>
<td><strong>Marine</strong></td>
<td>Relating to or found in the sea (Oxford Dictionary, 2010).</td>
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<tr>
<td><strong>Marine and Coastal Access Act (2009)</strong></td>
<td>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.</td>
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<tr>
<td><strong>Marine Conservation Zones</strong></td>
<td>Enacted through the Marine and Coastal Access Act (2009), MCZs protect nationally important marine wildlife, habitats, geology and geomorphology.</td>
</tr>
<tr>
<td><strong>Marine Energy</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Marine Policy Statement (2010)</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Marine Protected Areas</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Marine Management Organisation (MMO)</strong></td>
<td>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 seas.</td>
</tr>
<tr>
<td><strong>Maritime</strong></td>
<td>Bordering on the sea; connected with the sea, especially in relation to seaborne trade or naval matters (Oxford Dictionary, 2010).</td>
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<tr>
<td><strong>Natural Assets</strong></td>
<td>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).</td>
</tr>
<tr>
<td><strong>Natural Capital</strong></td>
<td>Natural assets (e.g. soil, air, water, living things) from which humans derive ecosystem goods and services.</td>
</tr>
<tr>
<td><strong>Natural Environment</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Port</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>PRIMaRE</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Seascape</strong></td>
<td>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).</td>
</tr>
<tr>
<td><strong>Shoreline Management Plan (SMP)</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>South West Marine Energy Park</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>South West Marine Plan</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Sustainability</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Sustainable development</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>