



A future for Maritime Cornwall:
The Cornwall Maritime Strategy
2012 - 2030
Sustainability Appraisal

May 2012

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A Future for Maritime Cornwall: The Cornwall Maritime Strategy
SUSTAINABILITY APPRAISAL
Sustainability Appraisal Report
May 2012

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OTHER DOCUMENTS REFERRED TO:

Cornwall Council Local Development Framework Sustainability Appraisal Scoping Report. June 2010

A Future for Maritime Cornwall: The Cornwall Maritime Strategy Public Consultation Document; including Annex: Background Information

1.0 INTRODUCTION

Purpose of the Sustainability Appraisal and the Sustainability Appraisal Report

- 1.1 Cornwall Council has prepared a Maritime Strategy for Cornwall. This document will be used as a guide by Cornwall Council when considering the development of policy, action plans and operations that affect the marine environment. The Maritime Strategy is not a statutory plan, however there may be a future opportunity to adopt the Strategy as a Supplementary Planning Document.
- 1.2 Supplementary Planning Documents are subject to the requirements of Sustainability Appraisal. The purpose of Sustainability Appraisal (SA) is to promote sustainable development through the integration of environmental, social and economic considerations in the preparation of Local Development Documents (LDDs). This requirement is set out in Section 39 (2) of the Planning and Compulsory Purchase Act, 2004 and section 165 of the National Planning Policy Framework. Local Development Documents must also be subject to Strategic Environmental Assessment^{1,2} (SEA) and Government advises that an integrated approach is adopted so that the SA process incorporates the SEA requirements.
- 1.3 Whilst the Maritime Strategy does not currently fall under these requirements for SA/SEA (because it is not a statutory document), Cornwall Council has decided that it would be prudent to undertake a Sustainability Appraisal of the Strategy. This will help to ensure that the sustainability effects of the Strategy are considered and systematically appraised, with any recommendations made able to assist in improving the sustainability of the final adopted Maritime Strategy.
- 1.4 This SA report documents the Sustainability Appraisal process for the Cornwall Maritime Strategy. The Sustainability Appraisal Report (herein referred to as the SA report) was published for consultation with the draft Strategy and has been updated to account for changes made to the strategy as a result of consultation and comments received on the SA report. Should a full SEA- compliant report be required at a future stage, this report will be updated including illustrating how SEA requirements are met.

The Cornwall Maritime Strategy

- 1.5 The Maritime Strategy for Cornwall covers the period 2011-2030 and aims to provide a unifying and long-lasting policy framework for the planning of Cornwall's land, sea and coast well into the 21st century.
- 1.6 The Strategy outlines the following vision for Maritime Cornwall:

¹ EU Directive 2001/42/EC

² Environmental Assessment of Plans and Programmes Regulations 2004

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.*

1.7 This vision is underpinned by seven overarching and cross-cutting themes, each including objectives 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 & resilient coastal communities

E. A working peninsula

F. Connecting land and sea

G. Pride, recognition and responsibility for cultural, natural and historic assets.

1.8 The Maritime Strategy was adopted by Cornwall Council on 09 May 2012 and will be 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.

2.0 ASSESSMENT METHOD

- 2.1 Government guidance advocates a five step approach to Sustainability Appraisal, and this has been followed in the production of the LDF Sustainability Appraisal and where applicable, in this Sustainability Appraisal of the Maritime Strategy.

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
A1: Identify other relevant plans, programmes and sustainability objectives A2: Collect baseline information A3: Identify sustainability issues A4: Developing the SA Framework A5: Testing the scoping report objectives against each other A6: Consulting on the scope of the SA
Stage B: Testing the plan objectives against the Sustainability Appraisal framework, developing and refining options, predicting and assessing effects
Stage C: Documenting the appraisal process
Stage D: Consulting on the plan and the Sustainability Appraisal report
Stage E: Monitoring the implementation of the plan

Figure 2.1: Key steps in Sustainability Appraisal Process.

Scoping the Key Sustainability Issues

- 2.2 Cornwall Council undertook a wider scoping process to inform the Local Development Framework, and consulted on this document in June 2010. As part of the production of this document a Sustainability Appraisal framework was developed and consulted upon.
- 2.3 To inform the preparation of the Maritime Strategy a separate baseline collation process was undertaken in September-October 2010 to specifically inform the development of the Maritime Strategy. This process included the identification of baseline information, key trends and issues and opportunities for the Maritime Strategy.
- 2.4 Both of these documents have helped to inform this Sustainability Appraisal, and in particular the LDF Sustainability Appraisal Framework has been used as a basis for the assessment.

Assessing the Vision and Objectives

- 2.5 As part of the Sustainability Appraisal an SA Compatibility Analysis of the draft Vision and Objectives was undertaken. This involved cross-checking the vision and objectives against the Sustainability Appraisal Framework used for the Core Strategy LDF Sustainability Appraisal. The aim of this work is to see if there are any inconsistencies or areas for improvement. The assessment can be found in Appendix I, including

an update to incorporate minor changes to the vision and objectives for the final Maritime Strategy.

Assessing the Maritime Strategy Aims

- 2.6 An assessment of each Maritime Strategy aim was undertaken against the Sustainability Appraisal framework. For each overarching objective a matrix was prepared. Within the matrix, a 'score' is assigned for each sustainability objective and a commentary prepared. The scores and commentary are then used to identify opportunities for mitigation of negative effects and enhancement of positive effects.
- 2.7 The key has been adapted slightly to account for the high level and locationally imprecise nature of the Maritime Strategy and hence, the level of uncertainty for some of the assessment findings. In particular, the category for uncertain effects has been subdivided to allow the assessor to give an indication of whether such effects are more likely to be positive or negative. For example, the effects of an offshore wind farm on biodiversity are uncertain until we know further details regarding the turbine locations, however the effects of wind farms on biodiversity are more likely to be negative than positive (at least until detailed mitigation can be planned).
- 2.8 The symbols/colours and categories of effect used throughout this assessment are provided in the Sustainability Appraisal key below:

Symbol/ Colour:	Environmental Effect:
--	Significantly negative effect
-	Negative effect
?	Uncertain or Unknown Effects +? = uncertain, but more likely to have positive effects -? = uncertain, but more likely to have negative effects
0	Neutral effect
+	Positive Effect
++	Significantly positive effect

Figure 2.2: Sustainability Appraisal Key (simplified from Core Strategy LDF Sustainability Appraisal)

Consultation on the SA

- 2.9 The key sustainability issues for Cornwall and draft SA Framework were identified and developed through the SA scoping process and reported in the SA Scoping report that was placed on consultation by Cornwall Council with the public and other stakeholders during 2010.

- 2.10 The draft Sustainability Appraisal Report was published on the Council's website www.cornwall.gov.uk alongside the draft Maritime Strategy for consultation from 7 December 2011 to 18 January 2012. It was also sent to statutory consultees.

Appraisal of significant changes & finalising the SA

- 2.11 As a result of the comments received during the consultation and the recommendations of the Sustainability Appraisal, Council Officers made a number of changes to the draft Maritime Strategy. These changes were considered when finalising this SA report, with any significant changes subject to further Sustainability Appraisal. The SA report has also been further updated to consider responses received regarding the draft Sustainability Appraisal report; these are addressed in Appendix II.

3.0 SUSTAINABILITY CONTEXT AND BASELINE CHARACTERISTICS

Review of Relevant Plans and Programmes

- 3.1 To establish a clear scope for the Sustainability Appraisal of the Local Development Framework, a review of relevant policies, plans, programmes and sustainability objectives was undertaken in 2010 and published in the LDF Sustainability Appraisal Scoping Report. This included consideration of International, European, National, Regional and local level policies, plans and strategies. The report is available at: <http://www.cornwall.gov.uk/default.aspx?page=24899>

Baseline information

- 3.2 Collection of baseline information is required under SEA legislation, and is fundamental to a full Sustainability Appraisal process to provide a background to, and evidence base for identifying sustainability problems and opportunities in the area, and providing the basis for predicting and monitoring effects of the plan in question. The aim is to collect only relevant and sufficient data on the present and future state of the area to allow the potential effects of the plan to be adequately predicted.
- 3.3 The baseline for the Maritime Strategy consists of two key documents:
- The baseline information prepared for the Maritime Strategy itself (as provided in the Annex: Background Information), and
 - The Cornwall LDF Scoping Report (June 2010). Available at: <http://www.cornwall.gov.uk/default.aspx?page=24899>
- 3.4 In order to be compliant with the requirements of the SEA Directive, consideration must be given to the following topics: Biodiversity, population, human health, fauna, flora and soil, water, air, climatic factors, material assets, cultural heritage and landscape. This is achieved and signposted in the LDF Scoping report, however the topics are also considered in the broader topic headings used in the Maritime Strategy Annex, listed below.

The Cornwall Maritime Strategy Annex: Background Information

- 3.5 To inform the Maritime Strategy, a baseline was prepared that covered the following key topics:

Annex Topic	SEA Topic covered
1.The marine & coastal environment	Biodiversity, fauna, flora, soil, landscape, water
2. Maritime and coastal heritage & culture	Material assets, cultural heritage

3. Maritime economy & regeneration	Population, material assets, human health
4. Climate change	Climatic factors
5. Renewable energy & resource industries	Climatic factors, material assets
6. Maritime tourism & recreation	Population, human health, material assets
7. Maritime transport	Population, air, material assets
8. Fisheries & aquaculture	Population, human health, material assets
9. Communities & education	Population, human health, material assets

Figure 3.1: Cornwall Maritime Strategy Annex: Background Information and compatibility with SEA topics

The Cornwall LDF Scoping Report (June 2010)

3.6 Cornwall Council produced an LDF Scoping Report in June 2010 which describes the current baseline for environmental, social and economic information for Cornwall and was used as a basis for production of the Cornwall LDF Sustainability Appraisal Framework. The scoping report includes a summary of baseline information on the following topics:

Environment	Social
Climatic factors*	Social Inclusion
Waste	Crime and anti-social behaviour
Minerals and geodiversity	Housing
Soil*	Health, recreation and sport
Air*	
Water*	
Biodiversity*	Economic
Landscape*	Economic regeneration and tourism
Maritime	Education and skills
Historic Environment*	Transport and accessibility
Design	Energy
*Denotes SEA topic	

Figure 3.2: Cornwall LDF Scoping Report compatibility with SEA topics

The Sustainability Characteristics of Cornwall & key issues

3.7 It is important to distil the key sustainability issues, problems and objectives relevant to the plan area from the collated information and consideration of the particular character of the area. These issues, identified in the Cornwall LDF Scoping report helped to inform the development of the SA Framework. For further information and a characterisation of Cornwall please refer to the LDF Scoping Report.

For further information on Cornwall's Maritime Character and the key issues for the preparation of the Maritime Strategy please refer to Section 1 of the Cornwall Maritime Strategy.

The SA Framework

- 3.8 The SA Framework provides the basis by which the sustainability effects of a plan or strategy are described, analysed and compared. It includes a number of sustainability objectives, elaborated by 'decision-aiding questions'. The LDF SA Framework used for this Sustainability Appraisal is reproduced below.
- 3.9 The SEA Directive requires that the effects of the LDF upon biodiversity; landscape; cultural heritage; water; air; climatic factors; soil; flora; fauna; human health; population and material assets are considered. To demonstrate compliance with the SEA Directive, the relevant SEA topics are provided alongside the SA objectives.

Table 3.1: The SA Framework

SA Objective & Decision-Aiding Questions
SA Objective: Climatic Factors (<i>SEA Topic: Climatic Factors</i>) 1. To reduce our contribution to climate change through a reduction in greenhouse gas emissions. 2. To increase resilience to climate change, and reduce vulnerability.
Decision-making criteria: a) Does it limit greenhouse gas emissions? b) Does it secure the highest viable resource and energy efficiency? c) Does it encourage the use of renewable energy technologies? d) Does it minimise vulnerability and encourage resilience to the effect of climate change?
SA Objective: Waste (<i>SEA Topic: Material Assets</i>) 1. To minimise the generation of waste and encourage greater re-use and recycling of materials in accordance with the waste hierarchy.
Decision-making criteria: a) Will it reduce the amount of waste produced, collected, and or landfilled? b) Will it increase levels of composting or anaerobic digestion? c) Has space for storage of recycled materials been planned for? d) Will it reduce the waste management industry's contribution to climate change?
SA Objective: Minerals and Geodiversity (<i>SEA Topic: Material Assets</i>) 1. To minimise the consumption of mineral resources and ensure the sustainable management of these resources 2. To conserve, enhance and restore the condition of geodiversity in the county.
Decision-making criteria: a) Will it minimise the consumption of primary mineral resources and encourage re-use of secondary resources? b) Will it ensure development does not irreversibly sterilise important mineral resources? c) Will it prevent harm to and, where appropriate, enhance geological conservation interests in the county? d) Will mineral working impact on designated land?
SA Objective: Soil (<i>SEA Topic: Soil</i>) 1. To minimise the use of undeveloped land and protect and enhance soil quality. 2. To encourage and safeguard local food production.
Decision-making criteria: a) Will it protect, enhance and improve soil quality in Cornwall? b) Will it avoid development that leads to the loss of productive soil?
SA Objective: Air (<i>SEA Topic: Air</i>) 1. To reduce air pollution and ensure air quality continues to improve

SA Objective & Decision-Aiding Questions
<p>Decision-making criteria:</p> <p>a) Will it reduce pollution including greenhouse gas emissions? b) Will it maintain or improve air quality in Cornwall?</p>
<p>SA Objective: Water (<i>SEA Topic: Water</i>)</p> <p>1. To reduce and manage the risk of flooding and reduce vulnerability to flooding, sea level rise and coastal erosion. 2. To maintain and enhance water quality and reduce consumption and increase efficiency of water use.</p>
<p>Decision-making criteria:</p> <p>a) Does proposal reduce, or avoid increasing the risk of flooding overall? b) Does the proposal reduce the overall demand for water? c) Will the proposal provide for greater integrated water catchment management and strengthen links between habitats to increase the likelihood of adaptation to climate change? d) Will the proposal increase the risk of water pollution events?</p>
<p>SA Objective: Biodiversity (<i>SEA Topics: Biodiversity, flora and fauna</i>)</p> <p>1. To conserve, enhance and restore the condition and extent of biodiversity in the county and allow its adaptation to climate change.</p>
<p>Decision-making criteria:</p> <p>a) Does the proposal protect, enhance or restore biodiversity interests of BAP habitats, Cornwall Wildlife Sites, SSSIs and internationally, nationally and regionally designated areas? b) Does the proposal allow adaptation to climate change through the connection of habitats (wildlife corridors)? c) Does it protect not only designated areas but also of wildlife interest everywhere? d) Will it encourage the provision of new or improved wildlife habitats?</p>
<p>SA Objective: Landscape (<i>SEA Topic: Landscape</i>)</p> <p>1. To protect and enhance the quality of the natural, historic and cultural landscape and seascape.</p>
<p>Decision-making criteria:</p> <p>a) Will it sustain and enhance and/or restore the distinctive qualities and features of the natural, historic and cultural landscape and seascape character? b) Will it conserve and enhance the natural beauty of the Cornwall AONB and the Tamar Valley AONB, and increase understanding and enjoyment of the special qualities of the AONBs? c) Will it protect, enhance and promote opportunities for green infrastructure within and between urban settlements. d) Will it maintain and enhance a high quality living environment? e) Will it encourage the location and design of development to respect and improve landscape character and the landscape setting of settlements?</p>
<p>SA Objective: Maritime (<i>SEA Topic: Water, Biodiversity, Flora and Fauna, Cultural Heritage</i>)</p> <p>1. To encourage clean, healthy, productive and diverse waters; To protect coastal areas and ensure sustainable maritime environments</p>
<p>Decision-making criteria:</p> <p>a) Will the proposal protect, enhance or restore maritime heritage, habitat and biodiversity, both designated and undesignated? b) Will the proposal incorporate adaptation to climate change and its likely effects on the sea, coast and estuaries? c) Will the proposal operate within the carrying capacity of the receiving environment, without adverse effect on its sustainability? d) Will the proposal operate within safe biological, chemical and physical limits?</p>
<p>SA Objective Historic Environment (<i>SEA Topic: Cultural Heritage</i>)</p> <p>1. To protect and enhance the quality and local distinctiveness of the historic environment.</p>
<p>Decision-making criteria:</p> <p>a) Does the proposal reinforce the distinctive character of Cornwall? b) Does the proposal have an acceptable/unacceptable level of impact on the historic environment? c) Does the proposal preserve and enhance the cultural and social significance of the historic asset? d) Will it result in development which is sympathetic towards the need to promote the Cornwall's unique heritage value, historic environment and culture? e) Have flood mitigation measures been designed to be compatible with the immediate historic environment? f) Has a balance been struck between the level of risk (eg in adaptation to climate change or flood risk) and the aspiration to preserve the distinctive qualities of the historic environment?</p>
<p>SA Objective Design (<i>SEA Topic: Material Assets, Climatic Factors</i>)</p>

SA Objective & Decision-Aiding Questions
1. To promote and achieve high quality design in development, sustainable land use and sustainable built development.
Decision-making criteria: a) Will it encourage developers to build to higher environmental standards? b) Will it help to promote local distinctiveness? c) Does the proposal meet targets for renewable energy capture and sustainable construction using BREEAM or Code for Sustainable Homes? d) Will it promote high quality, sustainable and sympathetic design that takes account of sustainable construction and transport modes, and green infrastructure?
SA Objective Social Inclusion (SEA Topic: Human Health, Population)
1. To reduce poverty and social exclusion and provide opportunities for all to participate fully in society.
Decision-making criteria: a) Will it improve access to and provision of services, health and community facilities (including community youth facilities) especially in rural areas and for the socially excluded? b) Will it reduce poverty, deprivation, discrimination, social exclusion and inequalities?
SA Objective Crime and anti-social Behaviour (SEA Topic: Human Health, Population)
1. To reduce crime, anti-social behaviour and fear of crime.
Decision-making criteria: a) Will it reduce crime and anti-social activity, and in turn, provide safer communities in Cornwall (particularly in the most deprived neighbourhoods and identified hot spots) b) Will it help reduce the fear of crime?
SA Objective Housing (SEA Topic: Material Assets, Human Health, Population)
1. To meet the needs of the local community as a whole in terms of general market, affordable, adaptable and decent housing.
Decision-making criteria: a) Will it provide an appropriate mix of housing to ensure delivery of long-term regeneration schemes for the county? b) Will it reduce the number of people homeless or in temporary accommodation? c) Will it contribute towards the provision of affordable, social and key worker housing? d) Will it reduce the number of unfit homes, and those falling below the decent homes standards? e) Will it deliver adaptable housing to meet the lifelong needs of the population? f) Will it provide a well integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes? g) Will it provide energy efficient development which reduces the annual cost of heating/lighting and helps reduce greenhouse gas emissions? h) Will it make the best use of land?
SA Objective Health, Sport and Recreation (SEA Topic: Human Health, Population)
1. To improve health through the promotion of healthier lifestyles and improving access to open space and health, recreation and sports facilities.
Decision-making criteria: a) Will it improve health and well-being and reduce inequalities in health? b) Will it improve access to health services? c) Will it improve access to the countryside, coast, recreation and open spaces? d) Will it increase participation and engagement in physical activity and sport? e) Will it lead to unacceptable noise levels?
SA Objective Economic Development, Regeneration and Tourism (SEA Topic: Material Assets, Human Health, Population)
1. To support a balanced and low carbon economy that meets the needs of the area and promotes a diverse range of quality employment opportunities.
Decision-making criteria:

SA Objective & Decision-Aiding Questions
<p>a) Will it promote a diverse range of employment opportunities? b) Will it provide affordable, small scale, managed workspace to support local need? c) Will it support the development of access to ICT facilities including Broadband, particularly in rural areas? d) Will it raise the quality of employment and reduce seasonality?</p>
<p>SA Objective Education and skills (<i>SEA Topic: Human Health, Population</i>) 1. To maximise accessibility for all to the necessary education, skills and knowledge to play a full role in society.</p>
<p>Decision-making criteria: a) Will it help improve the qualifications and skills of young people? b) Will it improve facilities and opportunities for lifelong learning (particularly for those with greatest need)? c) Will it help increase the County's skilled and professional workforce? d) Will it support a viable future for rural communities? e) Will it encourage a greater diversity of choice in skills training as part of regeneration efforts? f) Will it increase accessibility to training facilities?</p>
<p>SA Objective Transport and Accessibility (<i>SEA Topic: Material Assets, Human Health, Population</i>) 1. To improve access to key services and facilities by reducing the need to travel and by providing safe sustainable travel choices 2. To reduce traffic congestion and minimise transport related greenhouse gas emissions.</p>
<p>Decision-making criteria: a) Will it promote sustainable forms of transport (public transport including bus and rail, cycle and pedestrian routes) and ensure the necessary associated infrastructure is made available? b) Will it reduce traffic congestion by promoting alternative modes of transport? c) Will it reduce the need to travel by seeking to balance homes, jobs, services and facilities? d) Will it lead to a reduction in greenhouse gas emissions? e) Will it improve service provision or provide a service or facility which is accessible to all, including those with disabilities and those in the more rural areas? f) Will it transfer freight from road to rail and/or sea?</p>
<p>SA Objective Energy (<i>SEA Topic: Climatic factors</i>) 1. To encourage the use of renewable energy, increase energy efficiency and security and reduce fuel poverty.</p>
<p>Decision-making criteria: a) Will it promote energy conservation and efficiency? b) Will it promote and support the use of renewable and low carbon energy technologies? c) Will it help reduce fuel poverty? d) Will it encourage local energy production?</p>

4.0 CONSIDERATION OF ALTERNATIVES

- 4.1 Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment ('the SEA Directive') requires reasonable alternatives to a plan or programme to be '...identified, described and evaluated' [Article 5(1)]. This is to ensure that the authorities and public are informed as to the '...reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with' [Article 9(1)(b)].
- 4.2 The preparation of the Maritime Strategy reflects the wider priorities for economic and social development and environmental protection outlined in higher-level documents (namely the Cornwall Community Strategy and the Cornwall LDF Core Strategy). Due to the strategic nature of the document and lack of spatial definition (e.g. it does not propose specific development sites) there are not considered to be any reasonable alternatives available to Council in the preparation of the Maritime Strategy itself. The alternative of not preparing the Strategy at all (known as the 'do nothing' or business as usual' approach) effectively constitutes the baseline that the plan is assessed against. For further information about what would happen if the Council does not proceed with the Maritime Strategy, please refer to the Annex: Background paper to the strategy itself, which considers the current situation and future trends for Maritime Cornwall. This option is not considered realistic as it does not reflect the policy direction of the Council or higher-level documents (in particular the Core Strategy).

5.0 SA SUMMARY OF FINDINGS

SA of Vision and Objectives

- 5.1 The vision is an all encompassing statement and cannot be expected to cover all aspects of sustainability in detail. However, it was found to be compatible with the majority of the SA objectives- with particularly positive results for those aspects specifically mentioned in the vision, e.g. heritage, landscape and the economy.
- 5.2 Areas where it was considered that the Vision could be improved (whilst still retaining its brevity and high-level nature) are listed below, with changes to the adopted Maritime Strategy outlined in red and italics:
- Mention of the need to ensure resilient communities in the face of change, including climate change.
The Maritime Strategy final vision has since been amended to incorporate this recommendation, therefore improving the sustainability appraisal in relation to climate change.
 - Mention of the need to move to a low-carbon economy. This would ensure better coverage for the SA objectives relating to energy and climate change.
No further change has been made, but it is recognised that the reference to resilience will help in this respect.
 - Addition of 'well-connected' when referring to distinctive communities. This would ensure better coverage for the SA objectives relating to transport and accessibility.
The vision has been amended to incorporate this recommendation, with positive benefits for accessibility.
- 5.3 Whilst there is the potential for conflict between aims relating to economic development (expansion of ports, industries and businesses) and environmental objectives, it is considered that use of the terms 'sustainably managed maritime environment', 'rich maritime heritage, distinctive communities' and a healthy maritime natural environment and landscape' will help mitigate adverse effects, therefore the overall vision is considered to be well balanced.

Sustainability Appraisal of the Draft Maritime Strategy

- 5.4 A detailed appraisal of the Draft Maritime Strategy is included in Appendix 1, with findings provided in Table 5.2.

Sustainability Appraisal of the Adopted Maritime Strategy

- 5.5 As a result of consultation and the Sustainability Appraisal, Cornwall Council has made a number of changes to the adopted Maritime

Strategy. Many of the changes are structural (e.g. Objective A and B and their aims have been switched), or of a minor nature. For the purposes of the Sustainability Appraisal, these changes are generally not considered to have a significant bearing on the SA findings. The following table outlines the key changes that have occurred and whether any further changes to the Appraisal are necessary.

Table 5.1: Changes made to adopted Maritime Strategy & implications for the Sustainability Appraisal findings

<p>A: Sustainable Approach (previously Objective B)</p>
<ul style="list-style-type: none"> ▪ The name of the title of this objective has changed from 'sustainable future' to 'sustainable approach'. ▪ The aims under this objective have been moved to other sections of the document (B1 is now C12, B2 now C5, B3 is G5, B4 is now B4. B5 and B6 have been amalgamated to become G11. B8 is now C11.) <p>These minor and structural changes do not change the overall findings of the SA.</p>
<p>B: A joined-up approach (Previously Objective A)</p>
<p>A number of minor changes have been made:</p> <ul style="list-style-type: none"> ▪ Objective B now includes the word 'community'. ▪ Objective B3 (previously A3) has been strengthened to 'ensure that Council's plans and strategies balance social, economic and environmental concerns and reduce conflict between sectors'. ▪ B4 (previously A4) now considers cooperation with Europe. ▪ B6 includes the need to work with Cornwall Inshore Fisheries and Conservation Authority. ▪ B7 (was A7) has been strengthened to include a commitment to produce Maritime Action Plans (previously these were to be 'considered'). <p>Whilst these changes to the text are considered to broadly strengthen the document in its response to working collaboratively for sustainable coastal and marine management, they do not significantly change the SA findings.</p>
<p>C: Encouraging maritime enterprise & innovation</p>
<ul style="list-style-type: none"> ▪ In response to the draft SA, Objective C has been strengthened to refer to 'low carbon' marine enterprise. This has positive benefits for climate change. ▪ C3 now refers to business incubation and C7 has been expanded to cover digital fibre connectivity for workspace and supporting infrastructure for onshore renewables. ▪ C5 (previously B2) has been expanded to ensure that economic benefits are effectively coordinated with environmental priorities. ▪ C6 is a new objective which aims to 'support the implementation of the Crown Estate Strategic Resource Areas, maximising opportunities for collaborative working.' ▪ C10 is a new objective: 'Develop enterprise linked to Cornwall's natural assets including tourism and research'. ▪ C11 (was B8) has been expanded to include 'support innovation, development and application of technologies to reduce energy needs and consumption'. ▪ C12 (previously B1) includes the word 'social', alongside 'environmental' and 'economic'. <p>Overall, the changes to this objective and set of aims is likely to have further</p>

positive effects, especially in regard to the economic and employment benefits of the strategy.

Other effects from the changes may result for the SA objectives relating to climatic factors and energy, as this section now has a stronger focus on low carbon business and the need to reduce energy needs. This addresses a concern raised in the SA of the Draft Strategy that the strategy should be further promoting low carbon business and enterprise.

D: Healthy & resilient coastal communities

This section has been amended to include 3 new aims:

- D8: Work to enhance and support local food production, harvesting and consumption. Enable opportunities for communities to generate their own electricity.
- D9: Ensure that the benefits of the Maritime Strategy reach all relevant sectors and are geographically distributed throughout Cornwall.
- D10: 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.

Other changes include:

- D2 includes an additional reference to socio-economic background.
- D4 includes additional text to ensure better management of recreational activities and reduce conflict.
- D5 now supports neighbourhood planning and a stronger focus on employment.
- D6 include consideration of rising energy costs and peak oil.

Overall, the effects of these changes are considered particularly positive for energy and climate change. They are also positive for increasing community resilience (encouraging greater self-reliance for energy and food and supporting neighbourhood planning) and for widening the socio-economic benefits of the strategy. This addresses concerns raised in the draft SA about the need to ensure the economic benefits of the strategy are spread widely, including to deprived communities.

Changes to this section will also increase the positive economic and regeneration effects of the Strategy.

E: A working peninsula

Minor amendments have been made to this section, including:

- E3 expanded to ensure ports 'continue to be an important part of modern and future maritime Cornwall'.
- E5 (previously E6) expanded to include fishing, ship repair, yacht and boat construction.
- E8 expanded to consider role of ports and harbours and marine energy industry.

The changes to this section will have a minor increase on the positive effects already identified for economic development, with particular positive benefits for ports.

F: Connecting land and sea

A number of amendments have been made to this section:

- F1 now references low carbon water-based movement, in response to SA recommendations.

<ul style="list-style-type: none"> ▪ F2 has been expanded to refer to cycle routes and encouraging cycling. ▪ F4 has been expanded to reference historic assets and multi-functional role of ports and harbours. ▪ F6 is a new aim, relating to green infrastructure, and accounting for needs of the disabled and elderly. <p>These changes are unlikely to significantly later the SA findings, although they will have further positive effects for climatic factors, transport, energy and biodiversity.</p>
<p>G: Pride, recognition & responsibility for cultural, natural and historic assets</p>
<p>Key changes to this section include:</p> <ul style="list-style-type: none"> ▪ Addition to G2 to consider AONB and World Heritage Site. ▪ G5 (previously B3) amended to consider heritage restoration. ▪ New aim included (G6) to protect Cornwall's geodiversity and safeguard marine minerals resources. ▪ G7 (previously G6) amended to include ports and harbour, access and signage. G4 and G8 now amalgamated in G9. ▪ B5 and B6 amalgamated to form new G11, which also includes stronger focus on collaboration and considers the need to control invasive species. <p>These changes are not likely to have a significant effect, but will have further positive sustainability effects in relation to geodiversity and biodiversity, strengthening the approach to heritage and also to working in collaboration.</p>

Summary Sustainability Appraisal (including cumulative effects)

5.6 Table 5.1 summarises the overall sustainability effects of the draft Maritime Strategy against the relevant SA topics. Where relevant, consideration has been given to the cumulative effects of key plans that may interact with the Maritime Strategy to produce cumulative effects. This has been updated (in red text) to account for changes made to the adopted Maritime Strategy.

Table 5.2 Summary of Sustainability effects by topic (including cumulative effects)

Changes from Draft to final version of Maritime Strategy marked in red

Topic	Summary of effect
1. Climatic Factors	<p>The effects of the Maritime Strategy on climatic factors are mostly positive. Whilst the strategy encourages new development (which could lead to increased emissions), there is also a strong focus on renewable energy and clean technologies. It is recommended that the Strategy ensure that all maritime development (not just so-called 'clean technologies') strives to be low carbon. This recommendation has been incorporated, e.g. through strengthening objective C and E2.</p> <p>In terms of preparedness for climate change and coastal change, the policy includes aims to seek opportunities for environmental growth, increase resilience and prepare communities for such events as well as working on integrated coastal zone management and supporting Shoreline</p>

	Management Plans. This helps to 'future-proof' the strategy in combination with the Shoreline Management Plan and the Climate Change Strategic Framework 2010. A stronger focus on resilience in the adopted strategy has further increased the positive effects.
2. Waste	The Maritime Strategy is likely to have minor positive effects for this topic through the reduction of waste entering the marine and coastal environment- primarily through education campaigns, encouragement of sound environmental practices by businesses and landowners and an increase in community pride and understanding of the marine environment. Further maritime development, as encouraged by some of the aims may lead to increased waste, however this would be controlled through other documents (e.g. Development Management Policies) and the development management process.
3. Minerals and Geodiversity	No significant effects identified, although there is some uncertainty identified due to the unknown nature and location of specific maritime development, in particular renewables development. The adopted strategy now refers to the need to protect geodiversity and marine safeguarding, therefore there will be increased positive effects for this SA objective.
4. Soil	No significant effects identified, although some uncertainty identified due to the unknown nature and location of specific maritime development. It is noted that the strategy would work in conjunction with Core Strategy wider policies that will need to reflect national priorities for the reuse of previously developed land. Positive and potentially negative effects identified for the SA objective on encouraging and safeguarding local food production (positive effects from encouraging local industries, but potentially negative effects if fisheries are adversely affected by maritime development or conservation initiatives). Further positive effects are likely for this objective due to addition of D8, which supports sustainable local seafood production, harvesting and consumption.
5. Air	Few effects were identified for this SA topic. Whilst there is some uncertainty about new development, the focus on sustainable development within the strategy, alongside core strategy policies should help to minimise any air pollution from industry. Some positive effects were identified due to the encouragement of walking, cycling and sustainable water-based transport. This should help to reduce vehicle-based emissions alongside the measures outlined in the Local Transport Plan.
6. Water	The effects of the strategy on flooding, sea-level rise and coastal erosion are uncertain in part due to the strategic nature of the strategy and therefore lack of locational information about individual projects. However the focus on joined-up approaches, inter-agency working and ICZM should result in some positive effects, especially when considered alongside the Shoreline Management Plan. Effects on Water quality are difficult to predict. Mostly the

	<p>strategy encourages better management and education about the marine environment, which should be beneficial to water quality. Specific aims encourage work to improve water quality. However there is also some uncertainty around new development encouraged by the strategy (including increased water-based transport and ports) and this has the potential for negative effects on quantity and quality due to abstraction, discharges and pollution.</p>
7. Biodiversity	<p>A broad range of positive and long term benefits were identified for coastal and marine biodiversity due to the range of aims that support coordinated management, enforcement and education about the marine environment. The support given in the strategy for marine protected areas, environmental growth and the sustainable use of marine resources should also have long-lasting positive effects.</p> <p>As with the other environmental topics, there was also some uncertainty identified due to the focus on economic development and maritime industry, as well as increased recreation which can have adverse effects on biodiversity from increased disturbance, habitat loss and fragmentation and air and water pollution. Conversely, new development should provide opportunities for biodiversity enhancement.</p> <p>The positive effects of the Maritime Strategy will be complemented by the work of the Green Infrastructure Strategy.</p> <p>These positive effects are enhanced through a new policy within the adopted Maritime Strategy that supports Green infrastructure.</p>
8.Landscape	<p>The Strategy's affect on landscape was mostly considered to be uncertain, however there is a likelihood of negative effects on landscape and seascape due to new development, especially through encouraging renewables development. This can have significant negative effects on land and seascape and in particular through creating a further need for transmission lines which can have a significant effect on landscape. These effects could also be considered as cross-boundary effects as they are likely to affect Devon also. This should be further considered in the document.</p> <p>The Strategy encourages the maintenance of the character of coastal settlements and use of high quality design, sensitive to local landscapes, seascapes and townscapes which along with other aims should result in some positive effects.</p> <p>The positive effects of the Maritime Strategy will be complemented by the work of the Green Infrastructure and Beach Management Strategies.</p> <p>The strategy now includes an aim (G2) to further collaborate with the AONB and to consider opportunities arising from other land-based and marine designations. This helps strengthen the approach to landscape, however this remains an important cumulative effect that should be given further consideration in future work on the Core Strategy and Maritime Action Plans.</p>
9. Maritime	<p>The effect of the strategy on the maritime environment were</p>

	<p>found to be mostly long-term positive, due to a strong focus on coordinated management, enforcement and education about the marine environment.</p> <p>There was some uncertainty identified surrounding the location and scale of new maritime development, which could adversely affect the maritime environment. When considered in combination with the effects from the Core Strategy, Economic strategy and Cornwall Tourism Strategy, a cumulative adverse effect is possible. Aims within the Maritime Strategy for the protection and management of the marine environment (especially under the objectives: A joined-up approach and a sustainable future) should help to mitigate these potentially negative effects. This approach has been strengthened in the final Maritime Strategy, with further positive benefits.</p>
10. Historic Environment	<p>The effects on the historic environment were found to be uncertain, again due to uncertainties around development type and location. Increased development and recreation (e.g. diving around shipwrecks) can adversely affect heritage resources.</p> <p>However a number of significant positive effects were identified for this topic also, mostly due to Objective G which encourages recognition and responsibility for cultural and historic assets and will help to ensure the distinctive maritime heritage of Cornwall is protected. This is likely to work positively beside other plans, including the Core Strategy and the Cornwall Heritage and Culture Strategy.</p> <p>The adopted Maritime Strategy has placed a stronger focus on the protection of heritage, so further positive effects are likely for this objective.</p>
11. Design	<p>Fewer effects were predicted for this SA topic; with many of the aims having a negligible effect. Some aims had a particularly positive effect, i.e. those relating to encouraging good design, especially aims F2 and G6 (now G7). Further positive effects may result when combined with design-based policies in the LDF and the Cornwall Design Guide.</p>
12. Social Inclusion	<p>The SA found long-term significant positive benefits for communities through reduced poverty and improved social inclusion. A number of positive effects were identified for this topic such as through aim F2 which supports public slipways and removal of physical barriers for people at the coast. Objective D: Healthy and resilient coastal communities actively promotes healthy lifestyles for all ages and abilities, supports regeneration of coastal settlements and works to reduce crime and anti-social behaviour.</p> <p>A recommendation was made to ensure that the strategy seeks to ensure benefits for all sectors of the community and that the benefits of the strategy are geographically distributed, ensuring rural and deprived areas benefit, as well as those areas already known as major hubs for maritime industries. The adopted Maritime Strategy has responded to this recommendation by enhancing the approach to social inclusion, for example</p>

	<p>through the addition of the new aim D9, which aims to ensure the benefits of the strategy are widely spread across Cornwall.</p> <p>The work of the Maritime Strategy to improve social inclusion will be complemented by Future Cornwall, the Cornwall Sustainable Community Strategy 2010-2030.</p>
<p>13. Crime and anti-social Behaviour</p>	<p>Whilst much of the strategy is not directly relevant to this topic, indirect and cumulative positive effects are identified due to the enhanced economic opportunities provided by the strategy although there is uncertainty relating to this topic due to lack of locational information about specific projects.</p> <p>Objectives relating to improved inter-agency management and enforcement in the marine area, regeneration and improved walkways and design will also have a more direct positive effect on this topic. Specifically, aim D7 supports partnership working to reduce crime and anti-social behaviour in the maritime area which will have a positive effect.</p> <p>The work of the Maritime Strategy to reduce crime and anti-social behaviour will be complemented by Future Cornwall, the Cornwall Sustainable Community Strategy 2010-2030.</p>
<p>14. Housing</p>	<p>This topic was little-affected by most of the strategy, however one significant adverse effect was identified in relation to the encouragement of tourism and the further adverse effects this may have on the existing second home ownership problem.</p> <p>Positive effects may result from aim G6 which encourages high quality coastal development and D5 which aims to maintain the viability and vibrancy of coastal settlements.</p>
<p>15. Health, Sport and Recreation</p>	<p>The effects on health, sport and recreation are recognised through the appraisal. Direct positive effects through encouraging walking, cycling and marine recreation activities are likely. Further cumulative effects are likely for this topic due to the positive effects of economic development and new job creation on mental health and wellbeing. The cumulative positive effects of a cleaner and better managed marine and coastal environment, including management of water and noise pollution are also clear. The positive effects of the adopted strategy for health have been enhanced with the addition of a new aim relating to green infrastructure and the strengthening of the strategy in relation to cycling.</p>
<p>16. Economic Development, Regeneration and Tourism</p>	<p>Of all categories, the most benefits were recognised for the SA objective relating to economic development, regeneration and tourism mostly due to the positive economic effects of Objectives C and E encouraging maritime enterprise, innovation and promoting Cornwall as a working peninsula. Whilst the spatial extent of those benefits are unclear (see also recommendations under social inclusion), it is clear that if implemented, many of the plans objectives would have an overall positive effect on the economy, regeneration and/or tourism.</p>

	<p>These objectives would be further supported through the development of a Maritime Forum, better regulation and management, future-proofing and regeneration of coastal settlements, support for marine renewables and encouraging sustainable tourism.</p> <p>These positive effects have been further enhanced in the adopted Strategy, which includes a stronger focus on economic development, regeneration and employment creation, including enhanced recognition of the value of ports and harbours.</p>
<p>17. Education and skills</p>	<p>The effects of the strategy on education and skills were found to be generally very positive through encouraging the promotion of increased understanding, appreciation and connection with the maritime area.</p> <p>The Strategy makes specific reference to the need to develop excellence in marine education and training, support provision of a wide range of maritime skills and emerging knowledge-based industries including research and development into marine renewable energy.</p>
<p>18. Transport and Accessibility</p>	<p>The effects of the strategy on transport and accessibility are positive due to the encouragement of better connectivity, water-based transport, and walking and cycling. Combined with the emphasis on sustainable transport outlined in the Local Transport Plan (LTP 3), this will have a cumulative long term benefits, not just for transport but for human health, air quality and energy.</p> <p>Specifically Objective F Connecting land and sea will have positive effects on transport and accessibility as it encourages maritime transport, seeks to better connect communities to the sea, and improve inter-modal transport.</p> <p>These positive effects have been further enhanced in the adopted Strategy, with additional focus on connectivity and support for cycling.</p>
<p>19. Energy</p>	<p>The assessment identified some positive effects for energy, including cumulative effects, as the maritime strategy has a strong focus on renewable energy production. In combination with policies in the Core Strategy and Future Cornwall: the Sustainable Community Strategy that encourage a shift to a low carbon future, the overall effect for this SA objective is positive. However it is recommended that further emphasis could be placed on encouraging all maritime industries to strive for lower carbon outputs, not just those activities seen to be 'clean'.</p> <p>The SA recommendation has been incorporated in the adopted Maritime Strategy, which now has a greater focus on encouraging low carbon development and activities across the maritime industries, including low carbon water-based transport. This recommendation has been incorporated into individual aims and objectives, e.g. Objective C now promotes low carbon maritime enterprise. The adopted Maritime Strategy also contains a new aim encouraging community-based energy.</p>

Conclusions and Progression

- 5.14 The SA process has provided the Council with a useful review of the draft Maritime Strategy and has provided a number of recommendations to improve the sustainability of the Strategy. These have been incorporated into the final adopted Strategy. Because of the high-level and non locationally-specific nature of the Draft Strategy, it has not been possible to predict the effects of the strategy with a high degree of certainty. This is particularly the case when predicting the environmental effects of the strategy.
- 5.15 It is clear that the implementation of the strategy will have a wide-ranging positive effect for sustainability in Cornwall; particularly for the economic and social SA objectives, but also for those relating to the maritime environment, biodiversity and water quality. The promotion of renewable energy will also have positive effects for energy and climate change.
- 5.16 The strategy also has the potential for negative effects on the environment, primarily due to its promotion of new development and regeneration, as well as increased tourism and recreational activities. Conversely, the environmental measures in the strategy (for example promoting marine protected areas) could have negative social and economic effects if they were to restrict or limit economic activity, including minerals extraction, ports and fishing). Predicting the magnitude and probability of such negative effects at this scale (and without specific locations) is difficult, and for many categories the results are assessed as uncertain. However it is noted that one of the key roles of the strategy will be to better manage and coordinate maritime activities and development, and the numerous management and coordination aims contained within it should help to mitigate any adverse effects- whether environmental, economic or social.
- 5.17 A number of recommendations for the strategy were made during the draft Sustainability Appraisal stage and are contained in Appendix I. The key recommendations and how they have been considered by the Council in finalising the Maritime Strategy (additions in red text) are summarised below:
- A stronger focus on the need to transition to a low-carbon economy for all industries, not only 'green technologies' and renewables. This extends to water-based transport and shipping. **This recommendation has been adopted in the final strategy. Refer tables 5.1 and 5.2 for details of how this recommendation has been adopted throughout the strategy.**

- The strategy could further encourage sustainable, low impact tourism and recreational activities (current focus is on tourism more generally).
Recommendation adopted, in particular, reference to sustainable tourism in C 9.
- Further consideration could be given to the impact of marine activities, new development and the implementation of marine conservation zones on the fishing industry, mineral resources and geodiversity.
Recommendation adopted. Refer tables 5.1 and 5.2 for details of how this recommendation has been adopted throughout the strategy.
- More widely, mention of the conflicts between different land uses could be further drawn out (e.g. recreational uses and ports, fisheries and recreation, new development and biodiversity). Whilst many positive sustainability effects were identified for Cornwall as a whole, there remains much uncertainty around the effects of increased development and activities promoted in the strategy- this has the potential for adverse effects not only in Cornwall and the surrounding marine environment, but also Devon.
Recommendation adopted. Refer tables 5.1 and 5.2 for details of how this recommendation has been adopted throughout the strategy.
- Further consideration should be given to the cumulative effects of renewable energy and associated transmission lines on Cornwall's distinctive landscape and seascapes within the strategy (although this should also be considered in the Core Strategy).
Further consideration has been given to this, including addition to C5 on ensuring the coordination of marine energy programme with environmental priorities. Coordination with the Cornwall AONB (G2) should also help in relation to landscape issues.
- The social inclusion benefits of the strategy could be enhanced by including wider reference to all sectors of society (especially young people). It could also focus more on ensuring that deprived and rural communities benefit from maritime investment and development through encouraging a wide spatial distribution (whilst still recognising the importance of hubs such as Falmouth).
Recommendation adopted. Refer tables 5.1 and 5.2 for details of how this recommendation has been adopted throughout the strategy.

6.0 MONITORING & NEXT STEPS

Monitoring

- 6.1 Government guidance specifies that monitoring arrangements for the SA of land use plans should be designed to:
- highlight significant effects;
 - highlight effects which differ from those that were predicted; and
 - provide a useful source of baseline information for the future.
- 6.2 Government requires local planning authorities to produce Annual Monitoring Reports (AMRs) and these should also include the SA monitoring requirements. The SA of the Core Strategy will include monitoring recommendations for the significant effects of the overall level of development and activities proposed in the Core Strategy. This includes any effects arising from the overarching maritime policy being prepared for inclusion in the Core Strategy. The LTP will also include monitoring of transport. In light of the findings of this SA we would also recommend the Council give consideration to developing monitoring mechanisms relating to the Maritime Strategy and associated Maritime Action Plans. This will also help to build upon the existing evidence base for the marine environment. Examples of areas that could be monitored include:
- impacts on landscape and seascape, particularly due to increased marine renewable projects
 - patronage of water-based transport
 - recreational water-based vehicle use
 - number of new marine businesses
 - number and type of businesses involved in marine-based tourism and recreation.

Next steps

- 6.3 This SA/SEA report accompanies the adopted Maritime Strategy on Cornwall Council's website. Should the Strategy be adopted as a Supplementary Planning Document at a future stage, this report will be updated accordingly.

Appendix I: Detailed Sustainability Appraisal of Draft Maritime Strategy

Please note: This appendix consists of the appraisal of the Draft Maritime Strategy, which was placed on consultation December 2011. The adopted Maritime strategy has been reviewed to consider if any significant changes were made (or changes considered likely to affect the SA findings). This appraisal of changes is contained in Tables 5.1 and 5.2 of the SA report.

SA Assessment Key (adapted from Core Strategy LDF Sustainability Appraisal)	
Symbol/ Colour:	Environmental Effect:
- -	Significantly negative effect
-	Negative effect
?	Uncertain or Unknown Effects +? = uncertain, but more likely to be positive -? = uncertain, but more likely to be negative
0	Neutral effect
+	Positive Effect
++	Significantly positive effect

A. Sustainability Assessment of Draft Maritime Strategy Vision

Vision		
<p><i>By 2030:</i></p> <ul style="list-style-type: none"> ▪ Cornwall has a sustainably managed maritime environment, known internationally as an excellent location for work, wildlife and for leisure; ▪ Cornwall's economy is supported by a diverse range of ports, marine-related industries and businesses including environmental technologies; and ▪ Cornwall has a rich maritime heritage, distinctive communities and a healthy maritime natural environment and landscape of which its residents and visitors are justifiably proud. 		
SA Objectives		Compatibility Analysis
1. Climatic Factors	To reduce our contribution to climate change through a reduction in greenhouse gas emissions.	?
1. Climatic Factors b	To increase resilience to climate change, and reduce vulnerability.	?
2. Waste	To minimise the generation of waste and encourage greater re-use and recycling of materials in accordance with the waste hierarchy.	+
3. Minerals and Geodiversity	To minimise the consumption of mineral resources and ensure the sustainable management of these resources.	+
3. Minerals and Geodiversity b	To conserve, enhance and restore the condition of geodiversity in the county.	+
4. Soil	To minimise the use of undeveloped land and protect and enhance soil quality.	+
4. Soil b	To encourage and safeguard local food production.	+
5. Air	To reduce air pollution and ensure air quality continues to improve	?
6. Water	To reduce and manage the risk of flooding and reduce vulnerability to flooding, sea level rise and coastal erosion.	?
6. Water b	To maintain and enhance water quality and reduce consumption and increase efficiency of water use.	+
7. Biodiversity	To conserve, enhance and restore the condition and extent of biodiversity in the county and allow its adaptation to climate change.	++
8. Landscape	To protect and enhance the quality of the natural, historic and cultural landscape and seascape.	++
9. Maritime	To encourage clean, healthy, productive and diverse waters; To protect coastal areas and ensure sustainable maritime environments	++
10. Historic Environment	To protect and enhance the quality and local distinctiveness of the historic	++

	environment.	
11. Design	To promote and achieve high quality design in development, sustainable land use and sustainable built development.	+
12. Social Inclusion	To reduce poverty and social exclusion and provide opportunities for all to participate fully in society.	++
13. Crime and anti-social Behaviour	To reduce crime, anti-social behaviour and fear of crime.	+
14. Housing	To meet the needs of the local community as a whole in terms of general market, affordable, adaptable and decent housing.	0
15. Health, Sport and Recreation	To improve health through the promotion of healthier lifestyles and improving access to open space and health, recreation and sports facilities.	+
16. Economic Development, Regeneration and Tourism	To support a balanced and low carbon economy that meets the needs of the area and promotes a diverse range of quality employment opportunities.	++
17. Education and skills	To maximise accessibility for all to the necessary education, skills and knowledge to play a full role in society.	+
18. Transport and Accessibility	To improve access to key services and facilities by reducing the need to travel and by providing safe sustainable travel choices	?
18. Transport and Accessibility b	To reduce traffic congestion and minimise transport related greenhouse gas emissions.	?
19. Energy	To encourage the use of renewable energy, increase energy efficiency and security and reduce fuel poverty.	?
<p>Summary:</p> <p>The vision is an all encompassing statement and cannot be expected to cover all aspects of sustainability in detail. It was found to be compatible with the majority of the SA objectives- with particularly positive results for those aspects specifically mentioned, e.g. heritage, landscape and the economy.</p> <p>Recommendations:</p> <p>Areas where the Vision may be improved (whilst still retaining its brevity and high-level nature) include:</p> <ul style="list-style-type: none"> - Mention of the need to ensure resilient communities in the face of change, including climate change. - Mention of the need to move to a low-carbon economy. This would ensure better coverage for the SA objectives relating to energy and climate change. 		

- Addition of 'well-connected' when referring to distinctive communities. This would ensure better coverage for the SA objectives relating to transport and accessibility.

Whilst there is the potential for conflict between aims relating to economic development (expansion of ports, industries and businesses) and environmental aims, it is considered that use of the terms 'sustainably managed maritime environment', 'rich maritime heritage, distinctive communities' and a healthy maritime natural environment and landscape' will help mitigate adverse effects, therefore the overall vision is considered to be well balanced.

B. Sustainability Assessment of Draft Maritime Strategy Objectives

The Maritime Strategy Objectives:

A. A joined-up approach...

Objective: To work towards more integrated approaches to managing the maritime area, encouraging partnership working across organisational, sectoral and geographic boundaries.

B. A sustainable future...

Objective: To work towards a sustainable, low-carbon future for maritime Cornwall that encourages appropriate economic growth and protection of Cornwall's unique natural environment

C. Encouraging maritime enterprise and innovation...

Objective: To promote maritime enterprise as a key component of Cornwall's economic revitalisation and international excellence

D. Healthy & resilient coastal communities...

Objective: To ensure Cornwall has healthy, safe and vibrant coastal communities that have a strong relationship with the sea and coastal environment

E. A Working Peninsula...

Objective: To recognise, protect and further develop the 'working harbour' role of Cornwall's estuaries, ports and harbours

F. Connecting land and sea...

Objective: To better connect Cornwall's coastal communities and destinations and support sustainable, low carbon transport

G. Pride, recognition and responsibility for cultural, natural and historic assets.

Objective: Cornwall's natural and maritime historic environment and culture is renowned worldwide, and is a source of pride and inspiration to residents and visitors

Maritime Strategy Objectives:	1a Climatic Factors	1b. Climatic Factors	2. Waste	3. Minerals and Geodiversity	3b Minerals and Geodiversity	4. Soil	4b. Soil	5. Air	6. Water	6b. Water	7. Biodiversity	8. Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen & Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy
A. A joined-up approach...	?	?		?	?	?	?	?	?	?	?	?	+	?	?	?	?	?	?	+	?	?	?	?
B. A sustainable future...	++	+	+	+	+	+	+	+	+	+	+	+	+	?	+	+	?	?	?	?	?	?	?	++
C. Encouraging maritime enterprise and innovation...	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	++	?	?	?	++	++	?	?	?
D. Healthy & resilient coastal communities...	?	+	?	?	?	?	?	?	?	?	?	?	?	?	+	++	++	+	++	++	+	?	?	?
E. A Working Peninsula...	?	?	?	?	?	?	?	?	-?	?	-?	?	-?	+	?	+	?	-?	?	++	+	++	++	?
F. Connecting land and sea...	++	++	0	?	?	?	?	++	?	?	?	?	?	?	++	++	+	?	++	++	?	++	++	++
G. Pride, recognition and responsibility for cultural, natural and historic assets.	0	0	0	0	?	+	+	?	+	++	+	++	++	++	+	++	+	?	+	++	+	0	0	0
<p>Summary: Due to the high level and overarching nature of the Maritime Strategy Objectives, it is difficult to predict their effect on economic, social and environmental outcomes. However there are some positives identified for the social SA objectives (especially social inclusion and health, sport and recreation) and for the economic objectives (Economic development, regeneration and tourism and education and skills. Although it is noted that the progression towards a sustainable and low carbon economy will have some uncertain economic effects as the more traditional and heavily polluting</p>																								

industries may not be compatible with this objective.

Other positive benefits were identified for energy and climatic factors and transport and accessibility. Objectives B and G were also found to have broad-reaching and positive environmental effects, although it is difficult to predict the environmental effects of some of the other aims until more spatial information is known.

Overall, the Maritime Strategy objectives are considered to be positive for sustainability, and provide good coverage of all of the SA objectives.

Recommendations:

Objective B. Recommend 'protection of Cornwall's unique natural environment' be expanded to include and historic environment. Or: 'natural environment and culture'.

C. Sustainability Assessment of Maritime Strategy Aims

A. A joined-up approach...

Objective: To work towards more integrated approaches to managing the maritime area, encouraging partnership working across organisational, sectoral and geographic boundaries

	1a Climatic Factors	1b. Climatic Factors	2. Waste	3. Minerals and Geodiversity	3b Minerals and Geodiversity	4. Soil	4b. Soil	5. Air	6. Water	6b. Water	7. Biodiversity	8. Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen & Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy
A1	?	?	?	?	?	?	?	?	+?	?	+?	?	++	?	?	?	?	?	?	++	++	?	?	?
A2	?	+	?	?	?	?	?	?	+	?	+	?	++	?	?	?	?	?	?	++	?	?	?	?
A3	?	?	?	?	?	?	?	?	+?	?	+	?	++	?	?	?	?	?	?	++	?	?	?	?
A4	?	?	?	?	?	?	?	?	+?	?	+	?	+	?	?	?	?	?	?	+	?	?	?	?
A5	?	?	?	?	?	?	?	?	+	?	++	?	++	?	?	?	?	?	?	+	?	?	?	?
A6	?	?	?	?	?	?	?	?	+?	?	++	?	++	?	?	?	?	?	?	?	?	?	?	?
A7	?	?	?	?	?	?	?	?	+?	?	+?	?	+?	?	+	?	?	?	?	?	+	?	?	?
A8	?	?	?	?	?	?	?	?	+?	?	+?	?	+?	?	+	?	?	?	?	+	+?	?	?	?
A9	?	?	?	?	?	?	?	?	+?	?	+?	?	+	?	?	?	?	?	?	+	++	?	?	?

Summary:

The aims listed under this objective were found to have likely positive effects for the SA objectives relating to the key environmental SA objectives of water, biodiversity and the maritime environment and the economic aims relating to economic development, regeneration and tourism. Whilst there is the potential for wider benefits to other aspects of the environment and communities these effects are less direct and may not be as significant. Of particular significance, the establishment of a Cornwall Maritime Forum (A1) and more coordinated approach to management (A2) is likely to have long term positive effects through helping to stimulate economic development and regeneration and minimise barriers to maritime development. A similar approach to coordinated management and inter-agency working (A6) will help to streamline environmental enforcement and the protection

of Marine Protected areas will have positive effects for water, biodiversity and the maritime environment.

Recommendations:

- Recommend considering an amendment to A1 to broaden membership of a Cornwall Maritime Forum to 'those organisations with an interest in the maritime area'.

B. A sustainable future...

Objective: To work towards a sustainable, low-carbon future for maritime Cornwall that encourages appropriate economic growth and protection of Cornwall's unique natural environment

	1a Climatic Factors	1b. Climatic Factors	2. Waste	3. Minerals and Geodiversity	3b Minerals and Geodiversity	4. Soil	4b. Soil	5. Air	6. Water	6b. Water	7. Biodiversity	8. Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen & Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy
B1	+?	+?	+?	?	0	+?	++	+?	+?	+?	++	+?	++	+?	+?	++	0	0	0	++	++	0	0	0
B2	++	++	0	-?	0	0	?	0	?	-?	-?	-	-?	-?	?	0	0	0	0	++	++	0	0	++
B3	0	++	0	?	+?	0	?	0	+?	+	++	0	++	++	0	0	0	0	+	?	+	0	0	0
B4	0	++	0	-?	0	0	?	0	0	0	++	0	++	0	0	0	0	0	?	?	0	0	0	0
B5	0	+	+	0	0	0	+	0	0	++	++	+	++	+	0	0	0	0	++	+	0	0	0	0
B6	0	0	0	0	0	0	0	0	0	0	++	0	++	0	0	0	0	0	+	?	0	0	0	0
B7	0	++	0	0	0	0	+	0	+	0	+	+	+	+	0	0	0	0	0	?	0	0	0	0
B8	+	+	+	0	0	+?	+	0	0	+?	+	+	++	0	+	0	0	0	0	?	+	0	0	0

Summary:

Overall, the aims B1-B8 have been assessed as having particularly positive effects for the SA objectives relating to biodiversity, maritime, climate change and economic development, regeneration and tourism. Potential adverse effects were identified for minerals and geodiversity, as there is the potential for sterilisation of mineral resources from development, including renewables exploration and development, and the implementation of Marine Protected areas.

The assessment found uncertainty for a number of SA objectives for B1, as it will depend on how effectively environmental and economic factors are integrated. Likewise, the promotion of renewables development (B2), whilst positive for climatic factors, has uncertain environmental effects for issues including water quality, biodiversity, the maritime environment and minerals. Some uncertainties were also identified around the effects on

local food production, depending on the impact of wildlife protection and the Marine Protected Area network on fisheries. Renewable and other development can also have an adverse effect on fisheries.

Recommendations:

- A reference to protection of minerals resources may be appropriate within the strategy.
- It is recommended that when referring to the protection of the maritime natural and historic environment, reference be given to protection of geodiversity.
- B2 could be amended to refer to the need to ensure environmental protection when considering renewable energy projects.
- Further consideration could be given to the need to safeguard and enhance local food production.

C. Encouraging maritime enterprise and innovation...

Objective: To promote maritime enterprise as a key component of Cornwall's economic revitalisation and international excellence

	1a Climatic Factors	1b. Climatic Factors	2. Waste	3. Minerals and Geodiversity	3b Minerals and Geodiversity	4. Soil	4b. Soil	5. Air	6. Water	6b. Water	7. Biodiversity	8. Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen & Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy
C1	0	0	0	0	0	0	0	0	0	0	0	0	+?	0	0	++	+?	0	+?	++	++	0	0	0
C2	-?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	++	?	0	+	++	++	?	?	?
C3	0	0	0	0	0	0	0	0	0	0	0	0	+	?	0	++	+?	0	+	+	++	0	0	?
C4	++	0	0	0	0	0	0	0	0	0	0	-	0	0	+	+?	0	0	0	++	++	0	0	++
C5	0	0	0	0	0	?	0	0	0	0	?	?	0	?	0	+	0	0	0	++	++	+?	0	0
C6	+?	?	-?	?	?	-?	-?	-?	-?	?	-?	?	-?	?	?	+?	+?	0	++	++	++	+?	0	+?
C7	?	0	-?	0	?	?	?	?	?	-?	?	?	?	?	?	+?	?	-	+	++	++	0	0	-?

Summary:

Objective C and aims C1-C7 were found to have particularly positive effects for the SA objectives relating to Economic Development, Regeneration and for Education and skills. Due to the strong focus on renewables, there were also potentially positive benefits found for climate change and energy.

Whilst potentially significant benefits were recognised for the SA objective relating to social inclusion, the degree to which the maritime strategy will reduce poverty, deprivation and inequalities is dependent on the implementation of individual projects and wider policies. Notwithstanding, the importance of reducing poverty and deprivation could be brought out more strongly in the Strategy, especially in relation to rural and deprived areas.

Due to the scale of the industries included within C7 (ports, shipping, fishing) this aim has the potential for significant adverse effects on a range of environmental factors, and the potential cumulative effects of this should be considered. Other aims within the Maritime Strategy (especially those under Objective B) will also help to mitigate any adverse effect.

Through promoting tourism, C7 has the potential for both positive and negative effects on a range of factors. Of particular note is the effect on local housing through increasing demand for second homes and holiday lets. Other potential impacts include increased water usage and waste production.

Some potential conflicts were identified for C2 and C6 in relation to the encouragement and expansion of marine enterprise and industries (including ports and shipping and boat construction) and the impact this may have on climatic factors through increased greenhouse gas emissions. However the encouragement of marine renewables through C4 and C6 will help to offset this. It is also noted that shipping and other water-based transport have the potential to be lower carbon emitters than alternative forms of transport (air travel and road-based transport).

Recommendations:

- C2 and/or C6 could be amended to encourage the development of low-carbon enterprises and industry (all enterprise should be encouraged to aim for low-carbon production, not just those specialising in environmental technologies or renewables)
- C7 could be amended to 'promote and support the role of sustainable tourism; or redrafted to ensure that the effects of tourism are low impact (both on communities(through housing)and the environment)
- The aims C1-C7 could be enhanced to perform better for the social inclusion SA objective through aiming to ensure that job/skills are spatially distributed across all of Cornwall, including in rural areas and deprived communities. Any future studies or action plans in relation to maritime employment should have regard to the need to reduce poverty and inequalities and should be consistent with Council's Sustainable Communities Strategy and Local Area Agreement.

D. Healthy & resilient coastal communities...

Objective: To ensure Cornwall has healthy, safe and vibrant coastal communities that have a strong relationship with the sea and coastal environment

	1a Climatic Factors	1b. Climatic Factors	2. Waste	3. Minerals and Geodiversity	3b Minerals and Geodiversity	4. Soil	4b. Soil	5. Air	6. Water	6b. Water	7. Biodiversity	8. Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen & Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy	
D1	0	+	+	0	+	0	?	0	+	++	++	++	++	++	0	++	+	0	+	+	++	0	0	0	
D2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	++	0	++	+	+	0	0	0	
D3	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0	++	+	0	++	+	+	?	++	++	0
D4	0	0	0	0	0	0	0	0	0	?	?	?	?	?	0	+	+	0	++	+	+	?	0	0	0
D5	0	0	?	?	?	?	?	?	?	?	?	+	+	+	+	++	++	+	+	+	?	?	0	0	0
D6	++	++	0	0	0	0	0	0	++	0	0	0	+	+	+	++	+	0	++	+	0	0	0	+	
D7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	++	0	+	+	0	0	0	0	

Summary

Aims D1-D7 were found, unsurprisingly, to have particularly positive benefits for the SA objective relating to health, sport and recreation. Through promoting vibrant and resilient communities and water-based and coastal tourism, long term benefits for economic development, regeneration and tourism were also found. Improving health and community well-being also has positive direct and indirect effects for social inclusion and poverty reduction, so positive effects were also identified for this SA objective.

Whilst the aims of improving coastal and water-based tourism are supported from a health and communities perspective, there are potential adverse effects from the intensification of these activities (e.g. on heritage assets from diving, and biodiversity from coastal walking) and any new initiatives should be considered for their impact- with appropriate management and mitigations measures adopted as required. Likewise, the regeneration of towns and villages, whilst positive for the economy and communities can have adverse environmental and sometimes social effects (e.g. increasing local housing prices). These need to be considered on a case-by-case basis.

Recommendations:

- D4 could be enhanced for social inclusion by adding the following text: for ‘residents and visitors of all ages’.
- D2 could be amended to ‘promote low impact beach and water-based activities’ to minimise, for example the damaging effects of jet skis

and powerboats.

- D5 could be more positive for housing if there were a reference to the need to provide affordable housing and could be improved overall by adding the word 'enhance', such that initiatives 'maintain and enhance the vitality..'

E. A Working Peninsula...

Objective: To recognise, protect and further develop the 'working harbour' role of Cornwall's estuaries, ports and harbours

	1a Climatic Factors	1b. Climatic Factors	2. Waste	3.Minerals and Geodiversity	3bMinerals and Geodiversity	4. Soil	4b. Soil	5. Air	6.Water	6b. Water	7. Biodiversity	8.Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen &Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy
E1	?	?	?	?	?	?	?	?	?	?	?	?	+	+	0	+	+	0	+	++	0	++	+	0
E2	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0	+	+	0	0	0
E3	?	?	0	0	0	0	0	0	0	?	?	?	?	+	+	+	?	?	?	++	++	++	+	0
E4	0	0	+	+	0	?	+	?	?	?	?	+	?	+	?	+	?	?	?	++	+	++	+	+
E5	?	?	?	?	?	?	?	?	?	?	?	?	?	+	0	++	+	0	+	++	++	+	0	?
E6	+	?	?	?	?	?	?	?	?	?	?	?	?	?	?	++	?	?	?	++	++	++	?	+
E7	0	+	+	+	+	+	+	+	+	+	+	+	+	?	?	+	?	0	++	+	0	+	?	0
E8	0	0	+	0	0	0	++	0	+	0	+	0	++	0	0	+	0	0	+	+	+	0	0	?
E9	0	0	0	0	0	0	+	0	0	+	+	0	+	0	0	0	0	0	0	++	+	0	0	0

Summary:

Aims E1-E9 primarily support the SA objectives relating to Economic development, regeneration and tourism, education and skills and social inclusion. Positive benefits are also identified for the SA objective relating to reducing the need to travel and improving sustainable transport choices. There are also some positive effects identified for the SA objectives (soils b) relating to local food production.

Much uncertainty was identified for the environmental aims, as whilst the aims generally seek to minimise economic conflicts and support sustainable industry, there may still be localised and some cumulative environmental effects from an expansion of maritime industries and ports and harbours. Until actual locations are known, it is difficult to predict these effects.

Recommendations:

No specific sustainability recommendations for these aims.

F. Connecting land and sea...

Objective: To better connect Cornwall's coastal communities and destinations and support sustainable, low carbon transport

	1a Climatic Factors	1b. Climatic Factors	2. Waste	3.Minerals and Geodiversity	3bMinerals and Geodiversity	4. Soil	4b. Soil	5. Air	6.Water	6b.Water	7. Biodiversity	8.Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen & Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy
F1	++	+	0	0	0	0	0	+	0	?	?	0	?	?	0	+?	?	0	++	+	?	++	++	+
F2	+	0	?	?	?	?	0	0	?	?	-?	?	?	+?	++	+	++	0	++	+	0	++	++	?
F3	++	0	0	0	0	0	0	+	0	0	0	0	0	0	+	++	+?	0	+	+	0	++	++	+
F4	+?	0	+	+	0	0	0	0	0	0	0	0	0	0	?	+	?	0	?	+	0	0	0	+
F5	0	0	0	0	0	0	0	0	0	0	0	0	+	+?	+	++	+?	0	++	+	0	++	+	0

Summary

The key positive effects for aims F1-F5 are for the SA objectives relating to transport, with positive effects also identified for social inclusion and public health (through enhanced recreation). The aims relating to climate change, energy and air quality also score positive results, as through encouraging better walking and public transport routes and low carbon transport, this should help support a shift from car-based transport.

Recommendations:

- F1 could be further enhanced by promoting low-carbon water-based transport (note: low carbon shipping is being investigated by the Industry under the sustainable shipping initiative³). Examples might include solar-powered ferries.
- F2- reconnecting people with waterfront land and improving public access can have adverse effects on biodiversity (especially in relation to

³ <http://www.forumforthefuture.org/project/sustainable-shipping-initiative/overview>

increased disturbance, for example of bird breeding sites)- this needs to be considered in project-specific proposals. Likewise an increase in slipways and boating facilities can have adverse effects on biodiversity and possibly soils, depending on location. These issues would need to be resolved at project level.

- F2 could be enhanced by referring to and supporting cycle routes.
- F2 could be enhanced for social inclusion by including mention of affordable boating facilities
- F5 could be clarified to include a reference to quality and accessibility, for example for the disabled and elderly.

G. Pride, recognition and responsibility for cultural, natural and historic assets.

Objective: Cornwall's natural and maritime historic environment and culture is renowned worldwide, and is a source of pride and inspiration to residents and visitors

	1a Climatic Factors	1b. Climatic Factors	2. Waste	3. Minerals and Geodiversity	3b Minerals and Geodiversity	4. Soil	4b. Soil	5. Air	6. Water	6b. Water	7. Biodiversity	8. Landscape	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime & anti-social Behaviour	14. Housing	15. Health, Sport and Recreation	16. Econ Devt, Regen & Tourism	17. Education and skills	18. Transport and Accessibility	18b. Transport and Accessibility	19. Energy
G1	0	+	+	0	0	0	0	0	0	+	+	+	+	+	0	+	+	0	+	+	+	0	0	0
G2	0	++	?	0	0	?	0	0	0	++	++	0	++	0	0	?	0	0	+	?	0	0	0	0
G3	0	+	?	?	?	0	0	0	+	+	+	+	+	+	?	?	0	0	?	?	++	0	0	0
G4	?	?	?	?	?	?	++	?	?	?	?	?	?	++	0	++	+	0	++	++	++	0	0	?
G5	0	0	0	0	0	0	0	0	0	0	0	++	0	++	0	+	?	0	++	+	++	0	0	0
G6	0	0	0	0	0	0	0	0	0	0	0	+	0	+	++	+	+	+	0	+	+	0	0	0
G7	?	?	?	?	?	?	?	?	?	?	?	?	?	++	0	+	+	0	?	+	+	0	0	?
G8	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0	++	?	0	++	+	+	0	0	?
G9	0	0	0	0	0	0	0	0	0	0	0	++	+	?	0	+	0	0	+	+	+	0	0	0

Summary & recommendations.

Aims G1-G9 perform well against the SA objectives relating to Health, Sport and Recreation, Economic Development, Regeneration and Tourism, Social Inclusion and Education and skills. The aims also perform well when measured against the SA objectives for landscape and the historic environment. As with a number of other aims appraised, there is some uncertainty around the environmental effects of some aims until further details are known about spatial extent and location of activities (including tourism and cultural industries).

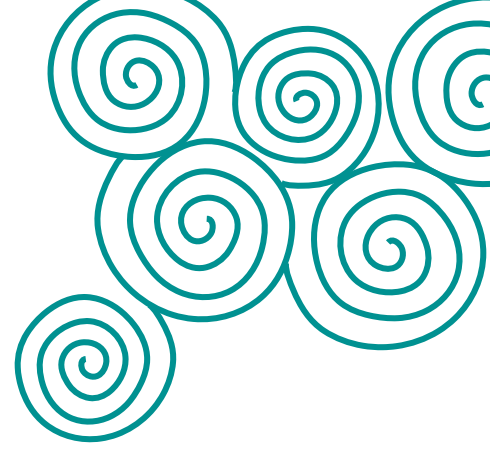
Recommendations:

No specific sustainability recommendations for these aims.

Appendix II: Response to consultation on Draft SA Report

Respondent's original statement	Response
Chair Port of Falmouth Sailing Assoc	
This document is extremely complex; it may meet required guidelines but be careful that it does not restrict the future operation of the forum.	Noted. The SA has helped to inform the strategy's development, and will not have a bearing on the future operation of any maritime forum.
Falmouth Friends of the Earth	
<p>In general very supportive of recommendations at end of tables, especially in reference to low carbon economy, resilience, better natural environment protection, social inclusion.</p> <p>Want to see MUCH more relating to important point in 5.17. Maritime industry/shipping and sea movement is central to this document, but core sustainability issues are being sidestepped - whilst there is some mention of the sometime environmental advantages of shipping over other forms of transport (short sea shipping, local ferries etc) 5.17 is the only brief reference to basic problem of the shipping industry as a contributor to climate change and as a likely casualty of upheaval - fuel availability/price, changing patterns of tourism (a cruise liner industry post peak oil?!), future policy/legislation. Similarly with small craft; whilst common sense now widely recognizes the profligacy of unnecessary car and plane trips, fossil fueled small leisure craft and super yachts escape entirely any admonition or even discussion. This appears to run contrary to many of important themes and objectives of a low carbon economy and of resilience to change.</p>	<p>Noted. Objective C of the Maritime Strategy has been amended to ensure a stronger focus on all enterprise being low carbon- this extends to shipping and transport. New wording has also been added under objective C to 'Support innovation, development and application of technologies to reduce energy needs and consumption'.</p> <p>Objective E has also been strengthened to develop and promote low carbon water-based movement (E2).</p>
Table 3.1 - want to see 'objective' and 'criteria' given same weight. Ie the objective is to "reduce our contribution.. ." but criteria only "limits".. . it. So replace "limit" with "reduce".	Noted, however this framework was used for the Local Development Framework Core Strategy SA Framework and has been adopted here for consistency with the wider LDF.
16 (p 17) Disagree with positive benefits deemed to arise from tourism, 'sustainable' or otherwise; further concentration on this industry further skews the economy, increases reliance on one economic generator and reduces resilience/sufficiency	Noted, however from an SA perspective, it better to encourage sustainable tourism than other forms of tourism, and the SA must also consider the social and

<p>as it absolutely relies on a non-local resource (visitor); it is a very major contributor to climate heating fossil fuelled transport as well as resource profligate, especially in relation to water.</p>	<p>economic effects of the Strategy. It is important the Maritime Strategy is consistent with existing economic strategy and the emerging LDF, which recognise the social and economic importance of tourism to Cornwall.</p>
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