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1 The Coast and Maritime

1.1 Summary

The Cornish coast and its coastal waters are an important resource both nationally and for Cornwall and the communities within it; with its high quality landscape and seascape; and its wealth of ecological and heritage features. Cornwall's diverse coast has made Cornwall a top tourist destination and provides for a range of maritime⁽¹⁾ business.

Against a backdrop of climate change and rising sea levels; the challenge for the Core Strategy will be to develop policies to meet the needs for the range of economic and social activities that require coastal locations; whilst protecting its diverse and distinctive character. The Core Strategy will need to integrate with the emerging marine planning system covering our seas. Key issues are:

Issue MC1 - Consider opportunities for:

- the regeneration of coastal towns and how ports and harbours can be developed and supported
- the protection and enhancement of natural and historic habitats and features (terrestrial and marine).

Issue MC2 - Respond to sea level rise.

1.2 Purpose

This is one in a series of papers dealing with a specific theme. Each can be read in isolation or together with other papers to gain a wider understanding of issues facing Cornwall. This paper sets out the evidence base and the policy context for the coast and maritime environment/economy and describes how the issues that need to be addressed in relation to coast and maritime environment could be taken forward in the Core Strategy. This maritime and coast paper seeks to bring together the range of issues for the coast which are covered in more detail in the separate core strategy issues papers. This paper seeks to avoid duplication with other topic papers so for more information on any of the issues within it please also see the relevant separate topic paper. These papers will form the first stage of the development of options for Core Strategy policy. Other issues papers available in this series include:

- *Housing*
- *Economy*
- *Tourism*
- *Retail & town centres*
- *Education & skills*

1 For the purposes of this paper the term "maritime" is used to describe any activities, features, organisms and/or habitats that are influenced or affected by the sea.

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- *Social inclusion*
- *Crime & anti-social behaviour*
- *Sport recreation & open space*
- *Health*
- *Transport & accessibility*
- *Energy*
- *Climate change*
- *Soil, air & water quality*
- *Flooding, drought & water consumption*
- *Biodiversity & geodiversity*
- *Landscape & seascape*
- *Historic environment*
- *Design & efficient use of resources*
- *Agriculture & food*
- *Minerals*
- *Waste*

This series of papers is closely linked to the topics of the Sustainability Appraisal (SA) scoping report. The SA scoping report identifies the sustainability objectives, decision making criteria and indicators against which the LDF and other plans in Cornwall should be tested, to examine whether plans are sustainable. The SA scoping report also identifies key messages from national, regional and local plans for the Cornwall LDF, a baseline and sustainability issues for each topic. These Core Strategy issue papers largely build on the SA scoping report and start to examine in greater detail the messages from evidence and research, the opportunities and threats and planning issues that need to be considered in the Core Strategy (the SA scoping report can be found at <http://www.cornwall.gov.uk/default.aspx?page=17394>).

1.3 Definitions /Scope for this Paper- What Constitutes the Coast/ Maritime Environment?

The coastal environment encompasses an expansive and diverse area including a range of natural and human landward features; the inter-tidal zone; and areas of the marine environment (the seas). For the purpose of this paper “the coast” relates to the coastal zone as defined in general terms in Planning Policy Guidance Note 20 (PPG20 - Coastal Planning). Whilst the coastal zone in Cornwall is not currently formally identified and defined on a map base throughout the whole of Cornwall; notionally it extends seaward and landwards of the coastline: its limits are determined by the geographical extent of coastal natural processes and human activities related to the coast.

As such the coastal zone in Cornwall would include natural landward features such as sand dunes, rocky shores, cliffs, coastal lowlands and estuarine marshes; inter-tidal areas, islands, estuaries and marine areas (parts of our seas). It would also include developed and more artificial features such as the ports and harbours and areas within the coastal towns and other coastal communities; and the inter-tidal zone.

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Notwithstanding the fact that planning powers extend seaward only to the low water mark (beyond this, marine licensing controls constrain development), development and the use of “land” above the low water mark may impact on our seas: similarly use on and within our seas may impact on land based issues and features. It is therefore important to consider issues beyond the low water mark.

Whilst all the topics covered across the set of issues papers are interlinked; this paper has particularly strong links to the following papers: Local Economy and Regeneration; Tourism; Sport, Recreation and Open Space; Transport and Accessibility; Soil, Air and Water; Flooding, Drought and Water Consumption; Biodiversity; Landscape and Seascape; and Historic Environment.

1.4 Coast/Maritime ‘Portrait’ of Cornwall

Cornwall’s maritime environment is arguably the county’s greatest asset renowned for its natural beauty, wildlife and water quality; and its diverse maritime sector with its historic fishing harbours and wide range of tourism and leisure opportunities.

This proximity to the sea has influenced the county culturally and economically. The coast and maritime environment sit within a context of changing economic and social pressures; and increasing impacts of climate change and sea level rise. The sea and land have traditionally had very different legal and institutional arrangements and often different stakeholders.

The context for planning and managing coastal areas is developing and changing rapidly and the Core Strategy will need to evolve in this context. The new Marine and Coastal Access Act 2009 and the setting up of the Marine Management Organisation (MMO) as the UK government’s principal delivery body for the marine area; are intended to provide a new framework for the seas. The MMO seeks to bring together marine management activities including licensing within a single organisation and will prepare marine plans which will set out measures/proposals for conservation, use and development; on, below and within our seas. Land-use planning for the coast, including the Core Strategy will need to integrate with this emerging marine planning system.

This section gives a brief outline summary under a series of sub-topics which are considered further in the evidence and research section of this paper, and in cases indicated are covered further by separate Core Strategy issues papers.

- a. **Landscape/Seascape** (for further information see separate Core Strategy Issues Paper - Landscape and Seascape).

The landscape and seascape⁽²⁾ of the coast are a defining characteristic of Cornwall, distinctive both for their natural and historic character, embodying the richness of biodiversity and geo-diversity and the distinctive evidence of past and present human activity. This coastal landscape/seascape underpins Cornwall’s attraction as a destination for tourism and recreation and as a location for many businesses.

2 Seascape includes open sea, shoreline and the interrelationship between land and sea. The character of the seascape will be affected by physical factors, the natural environment, cultural features and human activity.

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There are approximately 900 km of coastline in Cornwall (including estuaries up to normal tide limits) of which significant stretches are Heritage Coast. Ten stretches of coast, plus the Camel estuary fall within the Cornwall AONB and provide some of the finest scenery in Britain. The Tamar Valley AONB covers the Tamar Valley Estuary and its inland river in both Cornwall and Devon. Approximately 350km of the coast are owned by the National Trust.

Cornwall's coastline is composed of a huge range of natural features, including granite cliffs, small rocky coves and headlands, sand dunes and sandy beaches. The more sheltered south coast is also notable for its extensive drowned rivers or ria systems with their wooded creeks as seen on the Helford and Fal rivers and at Fowey, and the similar but less wooded landscapes of the lower Lynher and Tamar rivers.

The whole of the Cornish coastline is accessible by the South West Coast path, a National Trail which provides public access for many people throughout the year. This extensive public access has helped popularise Cornwall's wealth of coastal landscapes.

- b. **The Coastal Towns, Tourism and the Maritime Economy** (for further information see separate Core Strategy Issues Papers – Economy; Tourism; and Sport, Recreation and Open Space).

Over half of Cornwall's towns are located on the coast and account for almost a quarter of all Cornwall's residents and jobs.⁽³⁾ The majority of the jobs are in industries dependent on their coastal location such as maritime, fishing, tourism and leisure sectors. Many of the coastal towns are facing challenging restructuring. Infrastructure in the coastal towns tends to be old having experienced limited investment over the last 50 years and space is often limited for modernisation. The coastal towns will in particular face the impacts of climate change including rising sea levels and increased storm damage.

An issue for many coastal communities is the high cost of housing relative to inland areas, and lack of affordable housing. This is a consequence of their coastal location which makes them attractive locations for second/holiday homes thereby inflating house prices.

Maritime economic activity varies from the traditional fishing and shipping industries to the more recent rise in water related leisure and tourism. Ports or harbours are the focal point of over 100 towns and villages along the Cornish coast and as well as providing for commercial and recreational activities, they provide transport opportunities as an alternative to road transport. Twenty five percent of the UK marine sector's employment is concentrated in the South West.⁽⁴⁾

Tourism is an important element of the coast in terms of its physical development and socio-economic impacts. Cornwall remains one of the UK's top holiday destinations with its attraction based primarily on its spectacular coastal scenery and sandy beaches. With this come pressures for further tourism development. Car parks and caravan/holiday parks provide particular challenges for the coastal landscape.

3 Coastal Towns Inquiry - Cornwall County Council's Evidence to the ODPMs Committee Feb 2006

4 "South West Ports - Gateways for Growth" South West Regional Ports Association/British Ports Association, 2009

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Residents and tourists enjoy Cornwall's coast, for example by visiting beaches, taking part in water sports, pleasure boating or walking the coastal footpath. In addition to public footpaths; important to the public access network are the slipways and wharves that enable access to the water. The Cornish coast is also the focus of major international events such as the international surfing championships at Newquay; and the Tall Ships Regatta in Falmouth. These activities and events contribute significantly to the local economy.

- c. **Biodiversity and Ecology** (for further information see separate Core Strategy Issues Paper on Biodiversity)

The coast and estuaries of Cornwall provide some of the finest examples of maritime and marine habitats in England many of which are recognised and protected under national and international legislation, such as mudflats, eelgrass and maerl beds. Within inshore waters are numerous hotspots for species which are either legally protected; or of biodiversity concern; including the bottlenose dolphin, basking shark, pink sea fan and grey seal. Biodiversity has been affected by use of the sea's resources, development, pressures of tourism, pollution incidents and disposal of waste.

- d. **Historic Character** (for further information see separate Core Strategy Issues Paper on Historic Environment)

Our coastal and marine environment has been influenced over thousands of years by human cultural activity and natural processes. Coastal communities have historically exploited natural resources, developed seafaring and fishing skills and a range of crafts including boatbuilding and net making. This has influenced the form and fabric of their buildings and settlements. There is a particular historic character to maritime places, and this is critical to the sustainability of Cornwall and the authenticity of its culture that attracts economic inputs and fosters community wellbeing. Parts of the Cornish coast and estuaries are within the Cornwall and West Devon Mining Landscape World Heritage Site. In addition, there is a wealth of historic and archaeological features on our coasts and beneath our seas in the marine and inter-tidal zones.

- e. **Coastal Processes/ Sea Level Rise** (for further information see Climate Change Core Strategy Issues Paper)

The maritime zone is in places subject to pressure from coastal erosion and inundation by the sea, exacerbated by climate change and inappropriate development that has led to the interruption of natural coastal processes. The UK Climate Impacts Partnership projects a net sea level change (relative to 1961 -1990 average) of 9-16cms by the 2020's and 20-80cms by the 2080's⁽⁵⁾. Extreme high tides and severe storms will occur more frequently. This will have implications for the natural and built environment and the people and natural habitats within that environment.

- f. **Energy** (see also separate Core Strategy Issues Paper on Energy)

In view of increasing targets for the delivery of renewable energy; coastal areas including land, the near-shore and off-shore, provide a significant potential resource for wind and wave technologies. These potential opportunities will need be considered in view of a range of issues

5 UK Climate Impacts Partnership (2007), 'Updates to regional net sea-level change estimates for Great Britain'

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such as; impacts on the landscape/seascape and natural environment; and the implications regarding the need for any associated development (onshore or offshore). There are currently proposals for a wave hub off the coast of Hayle.

1.5 What is the role of the Core Strategy?

The Core Strategy can provide planning policies that help deliver enhancement and protect environmental standards for the benefit of local communities. In developing these policies, the Core Strategy needs to take into account all other relevant plans, strategies, policies and programmes as well as involve key stakeholders and the community.

A key challenge for the core strategy will be to effectively address and manage the interface between the land and the sea. Core Strategy policies, whilst limited to developing land based policies, will need to consider, understand and inter-relate to the issues beyond the low water mark within our seas. As well as land based issues, this paper therefore also addresses other wider maritime issues for Cornwall.

For the coast/maritime environment, the Core Strategy can:

- define the coastal zone
- adopt and promote an integrated joined up approach towards the different interests in coastal areas, both on land and sea
- set out the framework for development and conservation within the coastal zone including development and regeneration within the coastal towns
- include policies with regard to the maritime economy and the ports in terms of their economic role and as sustainable transport infrastructure.

1.6 Relevant Policy Context and Key Evidence

When preparing the Core Strategy, the Council does not start with a blank sheet of paper. There is a whole series of policies at national and regional level which have to be followed and the Core Strategy needs to be prepared within the framework set by national and European legislation and national & regional guidance. This section focuses on the most relevant published legislation, plans & strategies, and evidence; and draws out the key messages for the Core Strategy. The key documents identified and used are:

International / European

- UNESCO Convention on the Protection of the Underwater Cultural Heritage (2001) (adopted by UK in 2005)
- EU Marine Strategy Framework Directive (2008)
- European ICZM Recommendation (2002/413/EC)
- Integrated Maritime Policy for the EU (2007):
- EU Common Fisheries Policy
- Water Framework Directive 2000/60/EC
- Marine and Coastal Access Bill (2008)
- Coast Protection Act (1949)
- OSPAR (1992)

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National

- Safeguarding our Seas - a strategy for the conservation and sustainable development of the maritime environment DEFRA 2002.
- Charting Progress: an integrated assessment of the state of UK seas: DEFRA (2005)
- "A Strategy for Promoting an Integrated Approach to the Management of Coastal Areas in England" DEFRA 2008
- Planning Policy Guidance 20: Coastal Planning (1992)
- Planning Policy Statement 23: Planning and Pollution Control (2004)
- Planning Policy Statement 25 : Development and Flood Risk (2010)
- Planning Policy Statement 25 Supplement: Development and Coastal Change (2010)
- Shifting Shores (National Trust 2008)
- Historic Seascape Characterisation (2008 CCC EH)
- Coastal Defence and the Historic Environment: English Heritage Guidance, 2006

Regional

- N/A

Local

- Shoreline Management Plans (Rame Head to Lizard Point, Lizard Point to Lands End, Lands End to Hartland Point, and Portland Bill to Rame Head) (Environment Agency, consultation drafts)
- 'Future Cornwall' Cornwall Sustainable Community Strategy (2010)
- Climate Change in Cornwall (draft) – SLR implications (CCC, 2008)
- Estuary Management Plans (Hayle, Tamar, Camel and Fowey)
- SAC Management Plans
- Cornwall & Scilly Historic Environment Record (HER)
- The Cornwall Landscape Study 2005-2007
- Cornwall AONB Management Plan 2004
- Tamar Valley Management Plan

1.7 Relevant Evidence and Research

This evidence review focuses on issues specific to the terrestrial coast and marine environment although clearly many of the issues raised in the range of other Core Strategy issues papers (listed on page 2) will also be relevant to the coastal area, and similarly issues raised here may be relevant beyond the coast.

- a. **Landscape/Seascape** (for further information see separate Core Strategy Issues Paper - Landscape and Seascape).

The former draft RSS illustrates the 41 character areas identified by the then Countryside Agency and English Nature (Draft RSS map 7.2).

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The Cornwall local authorities and partners have produced the Cornwall Landscape Assessment 2007 (developed from the Cornwall Landscape Study 2005-2007). This provides an up to date evidence-based landscape assessment of the county.

The Management Plan for the Cornwall Area of Outstanding Natural Beauty Cornwall provides information on the Cornwall AONB, and the vision and management of the AONB. It can be viewed at www.cornwall-aonb.gov.uk. The Tamar Valley AONB includes areas of South East Cornwall, with further details available at <http://www.tamarvalley.org.uk/themesec.asp?pid=1&sid=36>. Both AONB Management Plans are currently being reviewed.

Settlement Landscape Character Assessments have been prepared for Falmouth and Penryn as part of the work undertaken on the LDF Area Action Plans.

b) **Coastal Towns, Tourism, and the Maritime Economy** (for further information see separate Core Strategy Issues Papers – Local Economy and Regeneration; Tourism; and Sport, Recreation and Open Space).

The maritime business sector in Cornwall accounts for almost 1 in 7 maritime jobs in the UK. Businesses range from boat building and salvage, to eco-tourism and freight operations. There are approximately 500 marine businesses in Cornwall providing over 14,000 FTE jobs (Cornwall Council Draft Sustainability Appraisal Scoping Report)

The map below shows the location of all ports and harbours in Cornwall. In addition there are a number of small slipways and landing places (not shown). For further information on the ownership of the main Cornwall ports please see http://www.britishports.org.uk/public/news_and_events/h2_south_west_ports_gateways_for_growth_document

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Newlyn is home to the principal fishing port in Cornwall and is one of the top three fishing ports in England (along with Plymouth and Brixham)⁽⁶⁾. The port of Penzance, currently subject of proposals to improve and enhance facilities, is the berthing place for the 'Scillonian' ferry, providing a vital link for residents, and visitors to the Isles of Scilly.

Falmouth is a busy commercial port and offers a wide range of services to all sizes and types of merchant ship. There are plans to deliver a project to improve Falmouth's capacity to attract cruise ships and enable increased cargo operation.

The Cornish fishing industry has a strong track record of developing innovative and sustainably harvested fisheries, and collaborates with national bodies such as the Seafish and CEFAS (Centre for Fisheries & Aquaculture Science) to develop fishing techniques with a lower environmental impact.

A Sustainable Strategy for the Ports of Truro and Penryn was published in 2007, by the then statutory harbour authority for these ports, Carrick District Council; to develop their freight handling and leisure roles. (Harbour authority responsibilities for all the Cornish municipal ports have now passed to Cornwall Council). At a local level, a clear demonstration of the cluster effect that the maritime sector creates, is the port of Falmouth together with the other harbours of Truro, Penryn, and St Mawes around it: over 42% of all Cornish marine businesses are located in and around this area which accounts for some 181 businesses and almost 3,000 jobs⁽⁷⁾.

Fowey is an important china clay port, exporting significant amounts of china clay; as well as supporting a host of recreational activities, and serving as a popular port of call for cruise liners. China clay exports from the port of Par have currently ceased: owners Imerys have proposed use of currently surplus port land for alternative non-port uses as part of their "Clay Country Vision" which forms the basis for the Eco-communities proposal.

There is an increasing demand in the county for aquaculture sites. Current aquaculture locations within Cornwall include the rope grown mussels located to the south of King Harry Ferry (Fal Estuary), St Austell Bay and Falmouth Bay.

The Cornish ports and harbours provide a maritime focus for tourism and play a significant role in the Cornish economy. For example, the Tall Ships Regatta, held over 4 days in Falmouth (2008), attracted 66,000 visitors, generated over £12million of direct expenditure for the local economy and around £6 million was identified as additional expenditure⁽⁸⁾.

The South West coast path extends from Minehead in Somerset to Poole Harbour in Dorset (over 1000 km) including all Cornwall's coastline. In addition to being an important recreational and environmental asset for residents, it is estimated that more than a quarter of visitors to the region are drawn to the coast because of the coast path.

c) **Biodiversity** (for further information see separate Core Strategy issues paper on Biodiversity)

6 based on 2006 figures - "South West Ports - Gateways for Growth" South West Regional Ports Association/British Ports Association, 2009

7 "South West Ports - Gateways for Growth" South West Regional Ports Association/British Ports Association, 2009

8 "Economic Impact and Evaluation of the Funchal 500 Tall Ships Regatta in Falmouth", Step Ahead Research for Carrick District Council, November 2008.

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Cornwall's coast includes 4 Special Protection Areas (c.1,300 ha); 62 Sites of Special Scientific Interest (c.12,100 ha, 7 Special Areas of Conservation (c.15,000 ha). In Cornwall, there are a limited number of statutorily protected areas exclusively for the marine environment. However, there are at least 10 exclusively marine BAP listed species in Cornwall and additional terrestrial (coastal) species. There are 5 Voluntary Marine Conservation Areas and the Fal and Helford marine Special Areas of Conservation (6,387 ha).

Strategic Nature areas (the South West Nature Map) and the Biodiversity Action Plan (BAP) priority sites are shown in the separate Core Strategy Issues paper on Biodiversity.

d) **Historic Character** (for further information see separate Core Strategy issues paper on Historic Environment)

Stretches of coast are within the Cornwall and West Devon Mining Landscape World Heritage Site; in particular it includes those ports and harbours which were important in the shipment of ores, coal, timber and Cornish mining technology, such as Hayle, Portreath and Charlestown. Some of the mines extend beneath the sea. The ports and harbours of the county are not only important economic assets but they are significant elements of the maritime character and heritage of the county.

There are 51 coastal/tidal Conservation Areas and numerous more individual coastal and tidal Listed Buildings.

Cornwall has over 150 scheduled monuments on the immediate coast, 12 protected wrecks off its shore and 2 designated war grave wrecks. The UK government can control historic wrecks in territorial waters up to 12 nautical miles (22 km) from land.

The Cornwall and Scilly Historic Environment Record contains over 50,000 records, and includes Registered Marine Heritage Sites.

Historic Settlement Character Assessments have been prepared for Falmouth, Penryn, Truro, St Ives, Newquay, Penzance, Newlyn and Torpoint, Hayle and Saltash; and can be viewed at <http://www.historic-cornwall.org.uk/csus>

e) **Coastal Processes and Sea Level Rise** (for further information see Climate Change Core Strategy Issues paper)

Current Shoreline Management Plans (SMP1s) for Cornwall, include; the Rame Head to Lizard Point SMP; Lizard Point to Lands End SMP; the Lands End to Hartland Point SMP: and the Portland Bill to Rame Head SMP). These are currently being reviewed. The SMPs are site specific and set out the preferred strategy for coastal defence for each section of coast based upon coastal processes and coastal usage. These can be viewed at www.ciscag.org/smp1CIS.html

f) For evidence regarding **energy and the coast** (i.e. wind and wave energy) please see separate Energy issues paper.

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1.8 Emerging Evidence and Policy

The gathering of evidence is an iterative process and must be continued throughout the preparation of the Core Strategy. Additional evidence should be considered right up to the 'submission' stage in the process. Set out below are the known emerging relevant guidance & studies, which will be taken into account if available before the submission of the Core Strategy:

Marine Policy Statement (MPS) and Marine Plans - The new Marine Planning Authority for the UK Government (the Marine Management Organisation - MMO) covers the inshore and off shore waters extending to 200 miles from the mean high water mark. The first stage in this new process will be the preparation of a Marine Policy Statement (MPS) that will integrate into one document government policies for the sustainable development of the UK marine area. The second stage is the development of the series of marine plans that will translate the policies in the MPS at a local level and include proposals for the conservation, development and use of the marine area.

River Basin Management Plans - The first river basin management plans are due to be completed by the Environment Agency (as the competent authority) in consultation with stakeholders in 2009. It will provide the main machinery for protecting and enhancing water quality in the future under the EU Water Framework Directive.

Review of the Biodiversity Action Plan

The Shoreline Management Plans are currently under review, for completion towards the end of 2010 (for programme and information see <http://www.ciscag.org/smp2programme.html> . The Rame Head to Hartland point SMP2 will cover the Cornish coast and the Isles of Scilly; although a small part of Cornwall adjoining the Tamar Estuary is included South Devon and Dorset SMP2 (the Durlstone Head to Rame Head SMP2).

Finding Sanctuary – This is a partnership project aimed at creating a network of Marine Conservation Zones. By 2011 this project will draw together and map existing and new marine data in the south west including economic and activity mapping, hydrographic, biological and geological survey information. This information will then be used to inform a stakeholder led process to identify Marine Conservation Zones, to form part of the national Marine Protected Area network by 2012.

Ongoing surveys of maritime habitats and species - as well as monitoring of water quality are being undertaken by a number of agencies and organisations.

A Study of the Bulk Transport Potential of the Ports of Fowey and Par (having particular regard to the Bulk Transport of Secondary Aggregates) - commissioned by Cornwall Council.

AONB Plans - The Cornwall AONB Management Plan Review commenced April 2009. The Tamar Valley AONB Management Plan Review is near completion. Work is also underway on the Cornwall AONB Atlas (a report on the state of the AONB), and the Sustainable Tourism Strategy for the Cornwall AONB.

1.9 Gaps in Evidence

Survey work will be needed to define coastal zone

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Further seascape assessment and historic seascape characterisation work is required.

Marine data including archaeology and historic shipwrecks is incomplete and even within the coastal zone the data is patchy. The data is logistically difficult to collect given the vast, ever-changing 3 dimensional nature of our seas.

An audit is required on the historic ports and harbours of Cornwall; their character and the future challenges and threats to them.

1.10 Key Messages from the Evidence Review

A number of key messages and issues were drawn out from the evidence review. The table below identifies the messages deemed most relevant and the source documents.

Table 1.1

Message	Relevant Document(s)
Local Authorities required to define the coastal zone for their areas.	PPG20
Coastal Zone should include areas affected by off-shore and near shore natural processes such as the potential tidal flooding and erosion; and enclosed tidal waters such as estuaries and surrounding areas of land. The inland limit of the zone will depend on the extent of direct maritime influences and coast related activities: in the seaward direction the limit of the coastal zone is generally the low water mark.	PPG20
In coastal zone, development plan policies should normally only provide for development that requires a coastal location	PPG20
Links between land and sea need to be better recognised.	Connecting Land and Sea- report to the Coastal and Marine working group of Europarc Atlantic Isles by Europarc consulting July 2008
Need for integrated, holistic management of the coastal zone	European ICZM Recommendation (2002/413/EC) DEFRA 2008 "A Strategy for Promoting an Integrated Approach to the Management of Coastal Areas in England". PPG20

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Restore despoiled coastline	PPG20
Need to protect and enhance the natural character and landscape of the undeveloped coastline	PPG20
The Coastal towns have a strategic importance and special initiatives are required to address the unique issues facing coastal towns	CCC evidence to the ODPM committee Feb. 2006
Ports and harbours in Cornwall are a vital element of the whole Cornish brand which attracts millions of visitors each year. They provide an important focus for a wide range of economic and leisure activities; provide essential infrastructure for fishing; and are an important element in the transport network.	Strategic Development of Ports and Harbours in Cornwall and Isles of Scilly - MDS Transmodal Ltd/ DTZ Piedad Consulting 2001
A crucial aspect of port policy is inland connections to ports	DfT Ports policy review, Interim report 19 July 07
Need to protect remaining areas of nature conservation within the developed coast	PPG 20
Care to be taken to consider impacts of development on estuaries	PPG 20
Need integrated approach based on precautionary principle and eco system approach to maintain clean healthy seas.	DEFRA Safeguarding our Seas
Need to protect more effectively the marine environment across the EU. Aims to achieve good environmental status of the EU's marine waters by 2021.	EU Marine Strategy Framework Directive (2008)
Need to use resources and opportunities offered by our oceans and seas whilst protecting ecological processes and ecosystems.	Safeguarding our seas DEFRA 2002
Human activity and climate change e.g. sea temperature rise pose a real threat to the marine ecosystem	DEFRA Charting Progress
Protect and enhance Cornwall's distinctive maritime heritage and culture.	Cornwall Sustainable Communities Strategy 2008
The marine historic environment must be afforded the same opportunities as that on land to inform the shaping of our future landscapes.	England's Historic Seascapes programme, National Historic Seascape Characterisation (HCS) method statement English Heritage 2008
Minimise development in areas at risk from, erosion and instability	PPG20

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LDDs need to consider possible pollution impacts of developments particularly on sensitive areas.	PPS23
Aim to aim to achieve 'good' status for all ground and surface water bodies, including estuarial and coastal waters, by 2015	Water Framework Directive 2000
Fisheries play an important role in the social fabric and the cultural identity of many of Europe's coastal regions. Many coastal communities remain dependent on fisheries for their income, and have limited potential for economic diversification. Sea fisheries must be managed and regulated to ensure viability alongside protection of biodiversity and the maritime historic environment. Integrated approach needed	Green paper 22/4/09 Reform of Common Fisheries Policy
European fish stocks have been over fished for decades and the fishing fleets remain too large for the available resources.	Green paper 22/4/09 Reform of Common Fisheries Policy
Widespread commercial fishing practices threaten many fish stocks by over exploitation and damage to sea floor areas	DEFRA Charting Progress

1.11 SWOT Analysis

Table 1.2

Strengths	Weaknesses
<ul style="list-style-type: none"> • Diverse high quality landscape and seascape, • High quality natural habitats, biodiversity • Wealth of marine archaeology • Economic value of the coastal landscape including beaches - • Strong tourism economy • Nationally renowned coastal path network • Strong maritime business sector • Strong track record of developing innovative and sustainably harvested fisheries 	<ul style="list-style-type: none"> • Seasonal economy • Dependence on tourism sector • Lack of affordable housing in coastal communities • Limited water side space for modernisation and expansion of maritime activities • Lack of integration in management of the coast
Opportunities	Threats

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<ul style="list-style-type: none"> • Regeneration of coastal towns • Enhance despoiled coast • Marine and Coastal Access Bill. Opportunity for better integration between land use planning and marine/off shore issues • Better integrate coastal interests and stakeholders on land and sea (ICZM principles) • Market demand for marine leisure activity • Renewable energy • Further potential for water transport 	<ul style="list-style-type: none"> • Climate change e.g. Increasing sea temperatures impacting on ecosystems; loss of low-lying land and marine infrastructure through rising sea levels; coastal squeeze (loss of habitat though rising sea levels); loss of historic structures and archaeological features; erosion of historic character'; 'loss of coastal routes, (footpaths, roads and rail) • Pressures for development of undeveloped coast • Coastal erosion instability • Second homes – community impacts, loss of facilities, house prices, lack of affordable homes • Pollution (sea and estuarine water quality) • Declining fish stocks • Loss of marine habitats and species due to disturbance (e.g. unsustainable commercial fishing practices) and pollution • Erosion of landscape character through cumulative development impacts.
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1.12 Climate change considerations

Predicated sea level rises, combined with a predicted increase in frequency and intensity of storms; and changing rainfall patterns; will increase the occurrence of tidal flooding; damage and destruction to property and infrastructure; and will accelerate coastal erosion. Research⁽⁹⁾ indicates that over the next 100 years, around 600-700 hectares of land in Cornwall that is presently above extreme tidal levels is likely to become below extreme tidal levels.

Additional climate change impacts include:-

- Loss of habitats
- Changes in salinity of seas and sea water intrusion into fresh water.
- Localised species extinction
- Increased water pollution though increased discharges
- Increase in invasive species (which may introduce further competition between different species for food and habitats,)
- Changes to ecosystems
- Sea temperature/rises; shifts in speed/direction of sea currents (influencing migration, reproduction, and food availability)

Climate change is further explored in a separate issues paper in this series, as well as in the Sustainability Appraisal Scoping Report (visit www.cornwall.gov.uk).

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The scoping report sets out a series of sustainability objectives against which the Core Strategy and other parts of the LDF will be assessed, to gauge how far they will promote sustainable development. The relevant objective for maritime issues is:-

“to encourage clean, healthy, productive and diverse waters; to protect coastal areas and ensure sustainable maritime environments.”

1.13 Main Spatial Planning Issues

Taking into account the key messages from the current evidence available, a number of spatial planning issues are listed below. These will inform the vision for the future of Cornwall and a set of spatial objectives to deliver that vision. The spatial objectives will then be used to test options for development.

Summary

The Cornish coast and its coastal waters are an important resource both nationally and for Cornwall and the communities within it; with its high quality landscape and seascape; and its wealth of ecological and heritage features. Cornwall's diverse coast has made Cornwall a top tourist destination and provides for a range of maritime business.

Against a backdrop of climate change and rising sea levels; the challenge for the Core Strategy will be to develop policies to meet the needs for the range of economic and social activities that require coastal locations; whilst protecting its diverse and distinctive character. The Core Strategy will need to integrate with the emerging marine planning system covering our seas. Key issues are:

Issue MC 1

Consider opportunities for:-

- the regeneration of coastal towns and how ports and harbours can be developed and supported;
- the protection and enhancement of natural and historic habitats and features (terrestrial and marine).

Issue MC 2

Respond to sea level rise.

These issues will work towards achieving the following long term objectives for Cornwall as set out in the Sustainable Community Strategy - 'Future Cornwall':

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- To become a market leader in innovative business and low carbon technologies; increase productivity and raise quality across the economy.
- To enhance and build a robust network of small and medium businesses to secure Cornwall's economic stability.
- To improve our communities through quality building, using housing development to meet local need and drive the regeneration and sustainability of communities, promoting smaller settlements to be centres of employment and services and set an example in design for sustainable living.
- To make the most of our environment, reduce greenhouse gas emissions and invest in and promote sustainable use of natural resources.

This paper summarises the evidence on coastal and maritime issues brought together to inform the Cornwall Core Strategy. However, it will be added to and kept up-to-date as other relevant evidence becomes available. In updating these papers all previous versions will be archived to ensure it is clear what evidence was available at each stage.

1.14 Appendix A

Consultation to date:

The Issues papers were first published for stakeholder consultation in September 2009. The papers were amended to take into account consultee responses and were then circulated to Planning Policy Advisory Panel members in November 2009. They were also given to all Members at a series of three area based consultation events in March 2010.

Revisions to Issues Papers:

In writing the draft Issues and Options report in March 2010 it was clear that it was necessary to revise the issues identified in some of the topic based issues papers. Some issues were requirements under other legislation or procedural matters, and therefore options could not be set against them (*e.g. The Core Strategy should work with other plans and programmes...*) Others were in fact options and needed to be set as options under an overarching issue (*e.g. The Core Strategy has a role in supporting the growth and sustainability of the micro and small business economy*). There was also some repetition between different topics and these issues could be amalgamated.

Criteria for Changes:

The issues have been rationalised against the following criteria:

- Is this a Spatial Planning Issue?
- Is the issue covered by other legislation?
- Can options be generated against each issue?
- Is this an issue and not an option?
- Is the issue rooted in evidence?
- Is there potential to amalgamate issues?

Issues in Consultation Version:

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Issue MC1 – The Core Strategy should define the coastal zone and set out a framework for the use and conservation of the zone based on the principles of Integrated Coastal Zone Management.

Issue MC2 - Consider an approach that ensures the protection and enhancement of the landscape and seascape character, including the undeveloped coast, based on landscape and seascape character assessment;

Issue MC3 – Consider an approach that ensures the protection and enhancement of natural and historic habitats and features (terrestrial and marine);

Issue MC4 - Consider opportunities for the regeneration of the coastal towns;

Issue MC5 – Consider the opportunities for supporting and strengthening the sustainable development of tourism and the maritime economy, including fishing;

Issue MC6 – Consider the role of the Cornish ports and harbours and how they can be developed and supported (including opportunities for water based passenger transport);

Issue MC7 – Explore recreational opportunities including access to the coast and to the water;

Issue MC8 - Address sea level rise in particular inundation from the sea in terms of sea defence/managed retreat; and location of new development;

Issue MC9 - Ensure planning policies are integrated with the range of coastal strategies and agencies including the MMO and emerging marine plans which will include for example provision for off-shore energy.

Revised Issues:

Issue MC1 - Consider opportunities for:-

- the regeneration of coastal towns and how their ports and harbours can be developed and supported
- the protection and enhancement of natural and historic habitats and features (natural and marine).

Issue MC2 - Respond to sea level rise.