

Appendix 3: Review of other relevant policies, plans, programmes and environmental protection objectives.

Validation of the plans, policy and programmes consulted on at the scoping stage has not been undertaken, although changes recommended through consultation and updates have been applied where appropriate. This text is highlighted in red within the tables below. The review has been undertaken under each of the identified SEA topics and can be found within this Appendix as follows:

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Water

Topic: Water	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>International</p> <p>EU Water Framework Directive (2000/60/EC) (EU Parliament, 2000)</p> <ul style="list-style-type: none"> • Expanding the scope of water protection to all waters, surface waters and groundwater; • Achieving "good status" for all waters by a set deadline; • Water management based on river basins; • "Combined approach" of emission limit values and quality standards; • Getting the prices right; • Getting the citizen involved more closely; and • Streamlining legislation. <p>Requires all Member States to achieve 'good ecological status' of inland water bodies by 2015, and limits the quantity of groundwater abstraction to that portion of overall recharge not needed by ecology.</p>	<p>Potentially, the main link between water and transport is flooding. The issue of drainage and water management should be paramount in the development of transport systems. The LTP should draw links between maintenance of highways and Sustainable Urban Drainage Systems (SUDS). The impact of diffuse pollution and cumulative effects from transport should be kept to a minimum to aid the achievement of 'good ecological status' for inland waters.</p>	<p>WSM1</p>
	<p>National</p> <p>PPS25 Development and Flood Risk (ODPM, 2006)</p> <p>Para. 17 – the precautionary principle: The local authority and the Environment Agency must report annually on whether the plans produces by the authority include flood risk statements.</p> <p>Para. 33 – risk-based approach: Car parking and other ancillary facilities should be designed on sustainable drainage principles.</p>	<p>Ensure that implementation strategies, where necessary, include flood risk statements. Again, links between maintenance and SUDS should be considered.</p>	<p>WSM1 CC2</p>
	<p>The Water Resources Act (1991) sets out the responsibilities of the Environment Agency in relation to water pollution, resource management and flood defence and regulates discharges to controlled waters (rivers, estuaries, coastal waters, lakes and groundwaters). An aim of the Act is to ensure that the polluter pays the cost of the consequences of their discharges.</p>	<p>LTP strategies must ensure that they do not result in pollutants (either from transport or construction projects) entering controlled waters.</p>	<p>WSM1</p>
	<p>The Groundwater Regulations (1998) imposes the requirement to hold an authorisation to make the discharges of certain pollutants to groundwater.</p>	<p>LTP strategies must ensure that they do not result in pollutants (either from transport or construction projects) entering groundwater</p>	<p>WSM1</p>
	<p>The Floods and Water Bill (consultation draft, 2009) will implement the EU Floods Directive and consolidate the Government response to the Pitt Review and Future Water Strategy. The draft bill aims to clarify responsibilities for managing flood risk, protect essential water supplies and encourage sustainable drainage for new development.</p>	<p>Ensure that the LTP does not adversely affect the water quality of the county. Create transport networks that are adaptable to the possibility of flood risks. Mitigate green house gas emissions (see below for further clarification).</p>	<p>WSM1</p>

Topic: Water	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>PPS23: Planning and Pollution Control (ODPM, 2004) Advocates the precautionary approach to development and land contamination.</p>	Minimise the direct and indirect effects of transport pollution.	WSM1 WSM2
	<p>PPG 20 – Coastal planning (ODPM, 1992) Para. 2.14 – policies for risks: Minimise developments in areas at risk from flooding, erosion and land stability. Paras. 3.6 & 3.7 – recreation [2] and Para. 4.17 – structure and local plans: Encourage imaginative use of marine/maritime facilities while recognising their cultural/historical value. Public access to the coast should be a basic principle unless it can be demonstrated this would damage nature conservation or be impractical. Local plans should contain policies on public access to the coast.</p>	Schemes implemented through the LTP will have regard for their potential to increase the likelihood of flooding and for susceptibility to flooding. Creating access to coastal sites through appropriate transport measures will be considered.	WSM1
	<p>Protection of Water against Agricultural Nitrate Pollution (England and Wales) Regulations, DEFRA 1996) Measures relating to the prevention, reduction and elimination of pollution of water.</p>	Ensure that the LTP does not adversely affect the water quality of the county through agricultural nitrate pollution.	WSM1
	<p>Future Water - The Government's Water Strategy for England (DEFRA, 2008) Addresses key themes such as</p> <ul style="list-style-type: none"> • Water demand, supply, • Water Quality in the natural environment • Surface water drainage • River and coastal flooding • Greenhouse gases 	Ensure that the LTP does not adversely affect the water quality of the county. Create transport networks that are adaptable to the possibility of flood risks. Mitigate green house gas emissions (see below for further clarification).	WSM1
	<p>Water for Life and Livelihoods – A framework for river basin planning in England and Wales (Environment Agency, 2006) Sets out the approach for implementing the European Water Framework Directive through the integrated river basin management plans. It aims to help reduce the effects of flood and droughts, promote the sustainable use of water, reduce pollution, prevent deterioration and improve the condition of aquatic ecosystems (including wetlands).</p>	Ensure any development reduces the likelihood of flooding and drought. Align the LTP with local river basin management plans and consult with the Environment Agency where necessary	WSM1
	Regional		
	<p>South West Regional Flood Risk Appraisal (RFRA) (South West Regional Assembly, 2007) Identifies that there is no strategic flood risk to the RSS. It anticipates that more detailed SFRAs and FRAs are required to ensure that flood risk is properly taken into account at all planning stages.</p>	Prioritise flood risk in the planning stages / implementation of LTP.	WSM1 CC2
	<p>SWW Draft Water Resources Plan (2008) A sustainable strategy based on the estimation of water demand and available resources</p>	Consider water as a resource and maintain its sustainability.	WSM1
	<p>South West River Basin Management Plan (Environment Agency,</p>		WSM1

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	<p>2009) Aims to secure public water supplies and to ensure long term protection of the environment. It provides a framework to deal with droughts of different types and severity and sets out a system of monitoring and reporting to identify and track the onset and progress of drought.</p>	Ensure transport systems aid the long term protection of the environment.	
	Local		
	<p>Catchment Abstraction Management Strategies (North Cornwall, Seaton, Looe & Fowey, West Cornwall, Fal & St Austell Streams, Tamar) River Catchment Plans (Caerhays, Camel & Allen, Cober & Loe Pool, East & West Looe, Fal & Tresillian, Fowey & Lerryn, Gannel, Inny, Lyner & Tiddy Neet & Strat, Menalhyl, Mevagissey, Ottery, Seaton, St Austell Stream) (Various dates) Contains policies for long-term management of flood risk within their area. They set out actions to increase, decrease or maintain the current scale of flood risk.</p>	As mentioned with regards to 'Water for Life and Livelihood' these local management plans will be crucial in ensuring the flood risk does not increase with the development of the LTP.	WSM1
	<p>Local Estuary Management Plans (Various dates) Take a holistic approach to the management of the estuary in order to retain its importance to the economy, wildlife and tourism.</p>	Enable access to estuarine sites, and consider appropriate transport strategies to minimise the adverse effects of transport such as diffuse pollution.	WSM1
	<p>Cornwall Strategic Flood Risk Assessment (SFRA) (Cornwall Council, 2009) (Emerging) The Cornwall Council SFRA has been established in line with PPS25. The purpose of the SFRA is to:</p> <ul style="list-style-type: none"> • Provide a reference and policy document to inform the LDF, to enable a risk based approach to the preparation of documents • To ensure the obligations of PPS25 are met. • To provide information to developers, local communities and Development Control. 	The LTP will adopt the plans objects as they are published.	WSM1 CC2
	<p>Shoreline Management Plan Identify sustainable long-term management policies for the coastal areas of Cornwall. The key policies are divided up into 4 categories (applying to different parts of the coast); Hold the line – maintain or upgrade defences Advance the line – build new defences outside existing defences Managed realignment – allow shoreline to retreat with some management control No active intervention – allow shoreline to retreat without management control</p>	Ensure the LTP adopts sustainable practices for shoreline management.	WSM1

Soil

Topic: Soil	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	European Soil Thematic Strategy (Commission of the European Communities, 2006) Soil is subject to a series of degradation processes or threats. These include erosion, decline in organic matter, local and diffuse contamination, sealing, compaction, decline in biodiversity, salinisation, floods and landslides.	Promote the sustainable planning of transport networks to minimise soil compaction and therefore erosion. Mitigate the pollution from transport that could lead to diffuse pollution.	WSM2
	National		
	PPS7: Sustainable Development in Rural Areas (ODPM, 2004) Recognises that there is a need to promote a sustainable, diverse and adaptable agricultural sector where farming achieves high environmental standards that it is competitive and profitable and provides high quality jobs. It also states that Grades 1, 2 and 3a agricultural lands should be protected.	Understand the importance of the role that soil plays in basic infrastructures. There is a need to promote the LTP with sustainable land management in mind.	WSM2
	PPS23: Planning and Pollution Control (ODPM, 2004) Advocates the precautionary approach to development and land contamination.	Minimise the direct and indirect effects of transport pollution.	WSM1 WSM2
	Soil Protection Programme (DEFRA, 2005) Seeks to quantify diversity, quality and extent of soils to help develop strategies to eliminate threats to soil and promote sustainable land management.	Promote sustainable development and land management, mitigate the effects of transport pollution.	WSM2
	Soil a Precious Resource (Environment Agency, 2007) The documents outlines 6 goals for soil: People will value soil <ul style="list-style-type: none"> • People will recognise the environmental importance soil • Farmers and growers will manage their soils wisely • People will value soil in the built environment • We will know more about soil biodiversity • We will fill the gaps in our knowledge of soils 	The LTP will, where possible, value soil in line with the identified 6 goals.	WSM2
	The State of Soils in England and Wales (Environment Agency, 2004) The five main challenges for soil were identified as <ul style="list-style-type: none"> • Integrated management of soil, air and water • Tackling the impacts of agriculture • Protecting soil in the built environment • Understanding soil biodiversity • Improving the knowledge base 	Protect soils in the built environment through the implantation of SUDS and geotextiles to minimise run off and erosion which results in poor soil conditions.	WSM2
Environmental Protection Act (UK Parliament, 1999)		WSM2	

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	Defines contaminated land and states that councils are required to undertake a risk assessment of all potentially contaminated sites.	The requirement of the Act will be assessed in line with any future developments.	
	<p>Regional</p> <p>The Regional Strategy for the SW Environment (2004-2014): Our Environment Our Future (South West Regional Assembly, 2004) This highlights the South West's soil vulnerability due to high rainfall, steep slopes, and weak soils which has resulted in poor soil condition and enhanced runoff of soil and water from agricultural land. This causes local flooding, mud on roads, diffuse pollution and loss of fisheries. The two main actions identified:</p> <ul style="list-style-type: none"> • Address poor soil management practices at farm and catchment scale that are causing erosion, compaction and run-off problems • Work with the livestock sector, particularly dairy farmers, to reduce water pollution. 	Asses the areas of vulnerability and relate (if applicable) to LTP proposals. Reduce the impact of transport pollution and address appropriate management practices.	WSM2
	<p>Local</p> <p>Contaminated Land Strategies – Caradon, Carrick, Kerrier, North Cornwall, Penwith, Restormel (Various dates) Aims to identify land which presents unacceptable risks to human or wider environmental health assessed in the context of current use and bring in measures to remediate the land to a safe standard for use.</p>	Ensure transport systems do not exacerbate problems of pollution.	WSM2
	<p>State of the Cornish Environment 2002 Baseline Edition (Cornwall County Council, 2002) The report relates the importance of organic farm practice in maximising soil health and recognises the importance of good soil management in minimising water pollution and run off which leads to local flooding, mud on roads, damage to property, and the sedimentation and siltation of water courses.</p>	Promote good network management and planning through the development of the LTP to foresee problems.	WSM2
	<p>Strategy for Agriculture, Horticulture, Food and Land Based Initiatives in Cornwall and the Isles of Scilly (Cornwall Agriculture Council 2005) Aims to accelerate the uptake of agri-environment schemes by farmers to protect soil.</p>	Ensure that transport infrastructure aids the plans objectives appropriately.	WSM2
	<p>Cornwall State of the Environment (Cornwall County Council, 2006) The report relates the importance of organic farm practice in maximising soil health and recognises the importance of good soil management in minimising water pollution and run off which leads to local flooding, mud on roads, damage to property, and the sedimentation and siltation of water courses.</p>	Ensure that transport systems support the need for sound farming practices.	WSM2

Material Assets: Minerals and Waste

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Material Assets: Minerals and Waste	International		
	Waste Framework Directive 2006/12/EC (EU, 2006) To recover and dispose of waste without harming human health or the environment.	Any waste created through the development of the LTP should be disposed of in an environmentally friendly manner.	WSM4
	EU landfill Directive 1999/31/EC To stimulate the recycling and recovery of value from waste and to reduce emissions of methane gas in landfill sites.	To recycle as much waste from transport operations as possible.	WSM4
	National		
	MPS1: Planning and minerals (ODPM, 2006) Aims to ensure that society's need for minerals are managed in an integrated way against its impact on the environment and community including the definition and designation of mineral safeguarding areas to protect resources and infrastructure from unnecessary sterilisation/loss.	Any aggregates required for implementation policies included in the LTP will require sustainable mineral use.	WSM3 WSM4
	MPS2: Controlling and mitigating the environmental effects of mineral extraction in England (ODPM, 2005) Recognises the potential conflicts between the exploitation of resources and environmental aims including the conservation of minerals, minimising environmental impacts and the production of waste and the protection of designated landscapes. It also emphasises the need to ensure that adequate consideration is given to the potential impacts arising from mineral extraction along with the need for mitigation balanced against the actual need for the mineral.	The LTP will have to closely assess the need for exploitation of resources and the impact this may have on the environment.	WSM3
	PPS9 – Biodiversity and Geological Conservation (OPDM, 2005) Sets out planning policies on protection of biodiversity and geological conservation through the planning system. Opportunities for the incorporation of beneficial biodiversity and geological features should be promoted, locations of designated sites for biodiversity and geodiversity need to be identified and geological conservation should be maintained, enhanced and restored where possible.	The LTP will be developed within the environmental and geological limits of the area.	WSM3
National Waste Strategy, (DEFRA, 2007) This sets out the Government vision for managing waste for the next fifteen years. This puts more emphasis on waste prevention and re-use and sets Landfill Directive diversion targets for biodegradable municipal	Any waste created through the implementation of the LTP will have to be managed accordingly, creating minimum pressure on the landfill sites.	WSM4	

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	waste. A key outcome sought is the reduction of net greenhouse gas emissions from waste management operations.		
	Regional 'Our Environment: Our Future' – The Regional Strategy for the South West Environment 2004 – 2014 (South West Regional Assembly, 2004) Objectives which are pertinent to minerals include; minimisation of carbon emissions, sustainable use of natural resources and promoting the wise use of land. Introduces targets to deliver environmental benefits.	The LTP will adopt the plans policies in the development of the LTP.	WSM3 WSM4
	Draft Regional Spatial Strategy for the South West incorporating the Secretary of State's proposed changes (SWRA, 2008) <ul style="list-style-type: none"> • SD3 the region's environment and natural resources will be protected and enhanced • ENV1 Priority should be given to preserving and enhancing sites of geological importance. • RE10 make provision for the supply of aggregates and other minerals to meet the South West's contribution to national requirements. ...safeguarding mineral resources of economic importance from sterilisation by other forms of development. • RE12 provision will be made for 121 Mt of secondary and recycled aggregates to be utilised over the plan period to 2016 and 75.6 Mt between 2016 and 2026. • Ensure that there are adequate supplies of minerals to meet the needs of the region whilst protecting the region's environmental/landscape assets including contributing to local distinctiveness. Encourage the use of secondary and recycled materials. • W1 Provision of Waste Sites • W2 Waste Facilities and the Waste Hierarchy • W3 Hazardous Waste • W4 Controlling, Re-using and Recycling Waste in Development 	The LTP should not only preserve the environmental and mineral resources of Cornwall, and be mindful of waste; but sustainable connectivity should be key for allowing mineral industries to function outside of Cornwall.	WSM3 WSM4
	Local Cornwall Minerals Local Plan (Cornwall County Council, 1998) The primary aim of the plan is to ensure stable, long term production of mining and quarrying to meet the needs of society in a sustainable and	Any mineral involvement in the LTP will be carried out in a sustainable manor.	WSM3

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	environmentally acceptable manner. This will be achieved through a number of policies aimed at safeguarding resources, encouraging efficient use of minerals, reducing waste, preventing pollution, protecting natural, cultural and historic sites and reducing the impacts of minerals extraction.		
	<p>The Cornwall Waste Local Plan (Cornwall County Council 2002) This sets out planning policies and proposals for waste facilities in Cornwall and provides the context for the land-use policies against which applications for waste management facilities will be assessed.</p>	Any waste involvement in the LTP will be carried out in a sustainable manor.	WSM4
	<p>Cornwall Geodiversity Action Plan (GAP) (Paul Wheeler, 2008) The plans aims to:</p> <ul style="list-style-type: none"> • Audit the local resource exploring the diversity of landscapes, rocks, soils and earth science skills available in Cornwall and the Isles of Scilly. • Evaluate the above and prioritise actions and develop targets, plans and strategies to ensure conservation of our Earth heritage and sustainable use of the local geological resource. • Increase public awareness and appreciation of the landscape character and distinctiveness of the local area. 	The LTP should be developed within the environmental limits of the area and not exploit any sites of geological interest.	WSM3

Biodiversity, Flora and Fauna

Topic: Biodiversity, Flora and Fauna	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
International			
	<p>EU Directive on the Conservation of Wild Birds (79/409/EEC as amended by 7/49/EC) (EU Council 1992) Imposes duty on Member States to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels.</p>	As stated in the SEA guidance, if the effects of the Local Transport Plan are likely to have an affect on sites designated as a Special Area of Conservation, an assessment will be required in line with the Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora. Ensure development of the LTP is within the environmental limits of the area. If the plan proceeds on grounds of human health and safety, with a negative effect to the environment, compensatory measures should be developed as far as possible.	B1 B12
	<p>Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat (Ramsar Bureau, 1971) To conserve wetlands of international importance, especially as waterfowl habitats.</p>	Adopt the plans objectives of the conservation of wetland environments.	B1 B12
	<p>Bern Convention on the Conservation of European Wildlife and Natural Habitats (EU Council, 1979) To protect endangered species and their habitats.</p>	Adopt the plans objectives of the protection of endangered species and their habitats.	B11
	<p>Bonn Convention on the Conservation of Migratory Species of Wild Animals (EU Council, 1979) To protect threatened animals that migrate across national boundaries and/or the high seas</p>	Adopt the plans objectives to protect threatened animals.	B11
National			
	<p>Natural Environment and Rural Communities Act (NERC) (OPSI, 2006) Section 40 states that "Every public authority must, in exercising its function, have regard, as far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity".</p>	Any development must be in line and have regard for conserving biodiversity.	B11
	<p>Conserving Biodiversity in a Changing Climate (DEFRA, 2007) summarises current thinking on how to reduce the impacts of climate change on biodiversity and how to adapt existing plans and projects in the light of climate change.</p>	Adopt the plans objectives of reducing the impacts of climate change on biodiversity and the adaptation of new infrastructures.	B11 B12
	<p>PPS9: Biodiversity and Geological Conservation (OPSM 2005) In moving towards the vision contained in Working with the Grain of Nature, the Government's objectives are:</p>	Adopt sustainable development policies within the LTP to conserve biodiversity. Increase accessibility to sites of	B1 WSM3

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	<ul style="list-style-type: none"> • To promote sustainable development - by ensuring that biodiversity is conserved and enhanced as an integral part of economic, social and environmental development, so that policies and decisions about the development and use of land integrate biodiversity with other considerations; • To conserve, enhance and restore the diversity of England's wildlife and geology - by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support; • To contribute to an urban renaissance - by enhancing biodiversity in green spaces and among developments in urban areas so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and a sense of well-being for those who live and work in urban areas; and • To contribute to rural renewal - by ensuring that developments in rural areas take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment. 	interest and contribute to rural renewal through accessibility. Enable transport systems that encourage the human population and ecosystems to utilise green spaces, particularly in urban areas.	
	<p>UK Biodiversity Action Plan (Joint Nature Conservation Committee, 2008) The document highlights a number of priority habitats and species with associated action plans. More detail is given specific to Cornwall below.</p>	Account should be taken of priority habitats, plans specific to Cornwall are found below.	B1 B2
	<p>Wildlife and Countryside Act, 1981 (amended) (DEFRA, 2001) The act implements the Convention on the Conservation of European Wildlife and Natural Habitats (the 'Bern Convention') and the European Union Directives on the Conservation of Wild Birds and Natural Habitats. The Act is concerned with the protection of wildlife and their habitat (countryside, national parks and designated protected areas). Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain.</p>	Consideration in the LTP of the interaction between wildlife and land uses.	B1 B2
	<p>The Hedgerow Regulations (HMSO, 1997) These regulations aim to protect important countryside hedges from destruction or damage. It does not apply to hedgerows which are 'within or marking the boundary of the curtilage of a dwelling-house'.</p>	Adopt plans that will minimise the impact of transport systems on hedgerows, in a similar manor to that of verges as discusses earlier	B1 B2
	<p>The Protection of Badgers Act 1992 Protects badgers and their setts</p>	LTP strategies and schemes must take account of badger populations and their protection.	B1
	<p>The Countryside and Rights of Way Act 2000 This creates a statutory right of access on foot to certain types of open land, modernises the public</p>	Regard to public rights of way should be made within the LTP. Identified habitats should be protected.	

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	rights of way system, strengthens nature conservation legislation, and facilitates better management of AONBs. Ancient woodland, veteran trees and other habitats are identified in the CROW Act as principally important and should be protected from loss or deterioration		
	<p>The South West Biodiversity Implementation Plan (Joint Nature Conservation Committee, 1997) Sets out a framework of policies, priorities and actions to assist in a joined up approach to biodiversity delivery. It identifies key programmes of work under five specific sectors.</p>	Account should be taken of priority habitats, plans specific to Cornwall are detailed below.	B11 B12
	<p>South West Regional Environmental Strategy (South West Regional Assembly, 2004) Our Environment Our Future – The Regional Strategy for the South West Environment sets out what is important about the region’s environment. It aims to:</p> <ul style="list-style-type: none"> • Provide a Vision and Aims for the environment in the future • Identify pressures threatening the environment • Identify key issues to be tackled. 	The SEA process will address the potential environmental impacts and will either justify them in the case of human health and safety or dismiss in favour of the environment.	B11 B12
	<p>The South West Nature Map shows the best areas to maintain and expand terrestrial wildlife habitats at a landscape scale. It aims to incorporate the maintenance, restoration and recreation of priority habitats of Strategic Nature Areas into the LDF through inclusion of detailed biodiversity objectives, targets and policies within LDDs.</p>	<p>The primary objective should be to use the Nature Map to formulate sustainable choices for development, for example by taking advantage of opportunities to maintain, restore and re-create wildlife habitat within Strategic Nature Areas.</p> <p>The development of the LTP will, wherever possible, address biodiversity conservation, adaptation and creation.</p>	B11 B12
	Local	<p>Cornwall Biodiversity Action Plan, covered in volumes 1, 2 & 3 (Cornwall Wildlife Trust, 2004) Cornwall’s Biodiversity Action Plan is set out in three volumes. Volume 1 sets out some issues which affect biodiversity and this includes a section on transport. The section on transport points out the following potential impacts: hedgerows may be lost and new ones built, the techniques used for maintenance of existing hedgerows affects wildlife; extraction of roadstone; run off of surface water can cause changes in water tables or pollution; and air pollution from vehicles. Infrastructure such as bridges can form an integral part of the landscape and habitat for wildlife. Road development may encroach on sensitive habitats. Some management issues are also raised:</p>	<p>The primary objective is to minimise the adverse effects of plans on the biodiversity of Cornwall.</p> <p>There is potential to increase the biodiversity of roadside sites such as verges and hedgerows. In maintenance there could be the consideration of verge management of these with regards to ‘tidyness’. The non-vehicular access to the countryside has increased disturbance to biodiversity, however, disturbance must be to a lesser extent than from transport disturbance. The development of the LTP should regard and minimise the adverse effect of plans on the biodiversity of Cornwall.</p>

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	<ul style="list-style-type: none"> The management of boundary features on roadsides is a key issue for wildlife. Many are over-managed, with excessive 'tidyness' reducing their potential for biodiversity; The increasing non-vehicular access to the countryside may increase disturbance of habitats, although the opening and increased maintenance of footpaths and green lanes in Cornwall can increase biodiversity; and Roadside verges lead to the creation of semi-natural habitats which can be beneficial to wildlife if managed appropriately, but do not compensate for more natural wildlife habitats. <p>The baseline section of the SEA draws on data from these BAP volumes.</p>		
	<p>Environment Kernow (Envirolimits, 2008) Determines the environmental limitations to the growth of Cornwall and the Isles of Scilly, the project provided</p> <ul style="list-style-type: none"> Evidence base for key environmental data and identifies gaps in the evidence. Details of principal environmental factors that limit population and economic growth, such as food, energy and water. Establish the preparedness of Cornwall & the Isles of Scilly for a sustainable future. 	The LTP must ensure development is within the environmental limits of the county as set out in the Environment Kernow plan.	B1 B12
	<p>The Mid Cornwall Moors Life Project (Natural England and Partners,</p> <ul style="list-style-type: none"> Increase the area of suitable marsh fritillary breeding habitat across all project sites, and increase the quality of that habitat; Improve the connections between breeding patches on the sites where marsh fritillaries already occur. Making connections between the places marsh fritillaries breed is particularly important, because the insects thrives as a collection of colonies called a 'metapopulation', and the adults need to be able to fly between different sites 	The LTP will work alongside partnership agencies such as The Highways Agency and the Environment Agency in the development of the LTP. The LTP will ensure development is within the environmental limits of the area.	B1 B12
	<p>Cornwall AONB Management Plan (Cornwall AONB Partnership, 2004) Emerging September 2010</p>	Implementation of the LTP should meet the objectives of the Cornwall AONB, ie in conserving and enhancing the natural beauty of the landscape. In meeting the demand for recreational access, the LTP should promote accessibility in a sustainable manner.	B1 B12
	<p>Tamar Valley AONB Management Plan 2009-2014 (Tamar Valley AONB Partnership 2009) sets out how it will deliver the 20 year vision to sustain the landscape through keeping alive the communities that have shaped it, and who are as vulnerable as the landscape itself.</p>	Implementation of the LTP should meet the objectives of the Tamar Valley AONB	B1 B12

Topic: Biodiversity, Flora and Fauna	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>The Truro and Threemilestone Green Infrastructure Plan (Cornwall Council, 2009) Green Infrastructure planning is a way to meet the challenges of growth whilst at the same time protecting and enhancing the environment and ensuring that the needs of existing and new communities are not compromised.</p> <p>The Green Infrastructure strategy will be used to develop policies, inform planning decisions and help to:</p> <ul style="list-style-type: none"> • Manage the use of resources, productive land and deal with any negative environmental impacts of development; • Connect and manage habitat to ensure its continuing health • Improve opportunities for recreation around the city and create safe ways to walk and cycle; • Create an attractive visual setting for the city and green spaces and corridors that make it an enjoyable place to live; • Link new and existing development areas to the rich natural and cultural setting of the city. 	<p>The LTP will be developed in line with the emerging LDF and consideration should be given to the opportunities for walking and cycling routes along green corridors.</p>	
	<p>Cornwall and the Isles of Scilly Shoreline Management Plan (CISCAG, 1999) There are three plans for the Cornish coast setting out the policy for strategic coastal flood defence options for each stretch of coast. The options are:</p> <ul style="list-style-type: none"> • Do-nothing • Retreat the existing line • Hold the existing line • Advance the existing line <p>These plans are currently being reviewed.</p>	<p>Transport plans on or around Cornwall's coast should take account of the SMP.</p>	

Air Quality

Topic: Air Quality	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	EU Air Quality Framework Directive (96/63/EC) (EU, 2008) (also Daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, 2004/107/EC) <ul style="list-style-type: none"> • To assess air quality and obtain relevant information • To maintain ambient air quality where it is good and improve it in other cases • Set targets for a range of pollutants 	The LTP should assess the emissions relating to transport systems in the county and strive to maintain standards of good air quality. Transport measures such as modal shift and reducing the need to travel could achieve higher standards of air quality.	AQ1
	EU The Ambient Air Quality Directive (96/62/EC) (EU Council, 1996) Introduces new air quality standards for previously unregulated pollutants, setting the timetable for the development of daughter directives on a range of pollutants. The list of atmospheric pollutants to be considered includes sulphur dioxide, nitrogen dioxide, particulate matter, lead and ozone – pollutants governed by already existing ambient air quality objectives- and benzene, carbon monoxide, poly-aromatic hydrocarbons, cadmium, arsenic, nickel and mercury. Establishes mandatory standards for air quality and sets limits and guides values for sulphur and nitrogen dioxide, suspended particulates and lead in air.	Ensure that the minimum standards for ambient air quality are met in the development of the LTP.	AQ1
	National		
Air Quality Strategy for England, Scotland, Wales and N. Ireland (DEFRA, 2007) This Strategy describes the plans drawn up by the Government and the devolved administrations to improve and protect ambient air quality in the UK in the medium-term. The plan sets a number of air quality objectives for pollutants including sulphur dioxide, nitrogen dioxide, particulate matter, lead and ozone. Some of the purposes of the air quality strategy are: <ul style="list-style-type: none"> • To provide the best practicable protection to human health by setting health based objectives for eight main air pollutants (objectives are maximum recommended exposure levels); and • To contribute to the protection of the natural environment by setting objectives for two pollutants (nitrogen and sulphur dioxide) for the protection of vegetation and ecosystems. 	Ensure that the air quality objectives are adhered to and provide best practicable protection of human health and the environment in the development of the LTP.	AQ1	
Local			
Cornwall Air Quality Strategy, (Cornwall Air Quality Forum 2004) <ul style="list-style-type: none"> • To maintain the general good air quality across the County; • To reduce air pollution where monitoring highlights areas exceeding or expected to exceed national standards; and 	The following are identified as scenarios for action: Traffic pollution air quality hotspots; other transport such as rail and air travel. The strategy recognises that many of the actions of the air quality	AQ1	

Topic: Air Quality	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> To address air pollutants from all significant sources including indoor air quality which is as a direct result of outdoor air pollution. 	<p>strategy need to be implemented within the LTP. Possible transport measures suggested as part of the strategy are: city centre parking restraints, travel plans for main attractor, promote alternatives to the car, pedestrianisation and bus quality partnerships.</p>	
	<p>Kerrier DC AQMA Action Plan, (Kerrier District Council, 2008) Kerrier DC has no significant industries resulting in pollutant emissions; therefore traffic related pollution has been assessed as the sole contributor to air pollution. Key areas of the action plan identified are:</p> <ul style="list-style-type: none"> • Advising and informing the public about the air quality issues in Kerrier • Advising and informing the public about more efficient energy use • Improving traffic management to reduce congestion • Reducing emissions from HGVs and buses • Encouraging the increased use of cleaner vehicle technologies • Encouraging the use of public transport systems • Encouraging and supporting the implementation of Travel Plans • Encouraging walking and cycling • Encouraging those involved in the design and location of development to reduce/minimise the impacts on air quality 	<p>The development of the LTP will have to align with the AQMA Action Plan as transport is the sole contributor to air pollution in the area. Any implementation plans must ensure that development in the CPR area does not exceed the current emissions. Transport measures can be identified from the key areas of the AQMA Action Plan. The benefits of reducing the need to travel and modal shift would not only benefit the air quality but human health.</p>	AQ1
	<p>North Cornwall: Bodmin AQMA Action Plan 2008 (Emerging)</p>	<p>The development of the LTP will have to align with the AQMA Action Plan.</p>	AQ1

Climatic Factors

Topic: Climatic Factors	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	<p>Kyoto Protocol to the UN Convention on Climate Change (United Nations, 1999) Articles 2(a-vii) and Article 3: Applies the Protocol to reduction of ozone-depleting gases produced by the transport sector not covered by the Montreal Protocol (CFCs and fluorocarbons). Article 3 contains the key obligation requiring reduction in anthropogenic CO2 levels to at least 5% below 1990 levels by 2012. The UK target is further reaching than this target. The UK's target is to cut greenhouse gas emissions by 20% below 1990 levels by 2010. Article 10(b-1): Requires signatories to implement and publish regular plans detailed how reduction targets will be met in specific sectors, including transport. This applies to national government.</p>	<p>As far as is as reasonably possible, adopt the plans objectives and ensure development of the LTP is within the limits as set in the protocol. Ensure that transport mitigation and adaptation procedures are in place with regard to Climate Change.</p>	<p>CC1 CC2</p>
	<p>EU Sixth Environmental Action Plan Environment 2010: Our Future, Our Choice (EU Council, 2002) The 6th EAP has 4 main priority areas, all of which transport has the ability to affect in some capacity:</p> <ul style="list-style-type: none"> • Climate change • Nature and biodiversity • Environment and health • Natural resources and waste 	<p>Transport has the ability to affect all of the identified priority areas identified in some way. The LTP will be adopted with these in mind, especially as, to an extent they are in line with the transport goals.</p>	<p>CC1 CC2</p>
	National		
	<p>The Climate Change Act (DECC, 2008) Contains provisions that will set a legally binding target for reducing UK carbon dioxide emission by at least 26 per cent by 2020 and at least 60 per cent by 2050, compared to 1990 levels.</p>	<p>Transport has a role in reducing CO2 emissions. This could be achieved through reducing the need to travel, increasing a modal shift away from private vehicles, car sharing and using alternative energy sources.</p>	<p>CC1 CC2</p>
<p>PPS1: Delivering Sustainable Development (OPDM, 2005) Advocates that the causes and potential impacts of Climate Change are addressed through policies that reduce energy use, reduce emissions, promote the development of renewable energy resources, and take climate change impacts into account in the locations and design of development.</p>	<p>The LTP should be developed with the four key themes of sustainable development in mind. The impacts of Climate Change should be addressed and how transport systems may adapt to these.</p>	<p>CC1 CC2</p>	
<p>PPS1: Planning and Climate Change - Supplement to PPS 1 (OPDM, 2005) Sets out how spatial planning should contribute to reducing emissions and stabilising climate change through mitigation, and take into account the</p>	<p>The development of the LTP should adopt mitigation and adaptation strategies in relation to Climate Change.</p>	<p>CC1 CC2</p>	

Topic: Climatic Factors	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	unavoidable consequences through adaptation.		
	Stern Review on the Economics of Climate Change (HM Treasury, 2006) Key elements for international frameworks include <ul style="list-style-type: none"> • Emissions trading • Technology co-operation • Action to reduce deforestation • Adaptation 	The main message to take from the Stern review is to 'act now' on the matter of climate change. Therefore, LTP strategies need to be developed with immediate action to mitigate the effects of climate change. Transport measures to reduce emissions will be crucial in achieving targets.	CC1 CC2
	The Eddington Transport Study (HM Treasury, 2006) The report highlights the role of transport in sustaining the UK's productivity and competitiveness. It has consideration for the economic price of climate change. 'Climate change demands a different policy context for transport decisions: prices must reflect the true costs to the environment and will moderate transport demand'	The LTP, as in the case of the Stern Review, will take the recommendations and objectives of the report on board in relation to the policies and implementation strategy.	CC1 CC2
	UK Climate Change Programme (DEFRA, 2006) Sets out actions and priorities for the UK and Internationally. The paper has set varied programme levels, with actions for the energy, business, transport, domestic, public and local government and agriculture sectors; and encourages personal action. Chapter 5, covering transport is of particular relevance to the LTP in terms of mitigation and adaptation.	The LTP should align its climate change actions with the UK and International priorities.	CC1 CC2
	The UK Low Carbon Transition Plan (HMG, 2009) The UK Low Carbon Transition Plan plots how the UK will meet the 34 percent cut in emissions on 1990 levels by 2020, set out in the budget. The plan sets out the actions the Government is taking to encourage the development of radically different new technologies and fuels to decarbonise transport in the long-term, and to secure the oil supplies needed during the transition.	The LTP should take hold of the opportunities provided by the low carbon plan including taking advantage of government grants for low carbon cars, cycling and bus schemes.	
	Regional Draft Regional Spatial Strategy for the South West incorporating the Secretary of State's proposed changes (SWRA, 2008) The draft RSS includes targets to reduce greenhouse gas emissions. In addition the region will adapt to anticipated climate change by managing its impact on the environment, economy and society, identifying the most vulnerable communities and ecosystems, avoiding the need to develop in flood risk areas, require 'future proofing' of development for its susceptibility to climate change and improving the resilience and reliability of existing infrastructure to cope with changes in climate and in the light of future demand.	Developments should seek to minimise the use of energy and where possible rely solely upon renewable energies. Transport plans should incorporate policies to reduce the need to travel.	CC1 CC2
	Local Cornwall Sustainable Community Strategy (Cornwall Strategic		CC1

Topic: Climatic Factors	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>Partnership, 2008) An objective within the SCS is to 'ensure an appropriate, effective and more energy efficient and environmentally friendly transport system'. The Local Area Agreement for 2008-2011 includes a number of indicators directly or indirectly related to transport including:</p> <ul style="list-style-type: none"> • Improve access to work, healthcare, education, food shops and recreation • Reducing Cornwall's contribution to climate change • Reduce the number and severity of road traffic collisions <p>Indicators relating to biodiversity, inequality and health may also be relevant.</p>	<p>A series of transport measures could be taken to create a more energy efficient and environmentally friendly transport system. This could involve a modal shift away from the private car, encouraging cleaner vehicle technologies, and reducing the need to travel.</p>	
	<p>Cornwall Sustainable Development Plan (Cornwall County Council, 2007) The main areas for consideration are below. There is considerable attention to transport in the document which will inform future actions and indicators.</p> <ul style="list-style-type: none"> • Achieving a sustainable economy • Tackling climate change • Making sustainable use of materials, energy and water • Promoting personal well being • Environmental protection 	<p>The LTP and associated implementation plans have the ability to contribute to the sustainability of Cornwall. Transport measures such as Smarter Choices could reduce congestion, increasing the economic efficiency of the area; reduce carbon emissions; promote healthier lifestyles and contribute to environmental promotion.</p>	<p>CC1 CC2</p>
	<p>Strategy and Action (Cornwall Sustainable Energy Partnership, 2004) Cornwall Sustainable Energy Partnership has been commissioned by the Cornwall Strategic Partnership to develop a Climate Change Action Plan for Cornwall (Emerging). The report will set out the steps necessary to reduce Cornwall's carbon emissions, achieve energy security and cope with the effects of climate change.</p>	<p>This strategy and its outcomes will need to be integrated into the emerging LTP.</p>	<p>CC1 CC2</p>

Noise

Topic: Noise	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	EU Environmental Noise Directive (2002/49/EC) (EU Council, 2002) The Directive required Member States to draw up 'strategic noise maps' for major roads, railways, airports, and agglomerations using noise indicators. This is a useful tool for analysing the areas of high noise existing already in the county. The map is shown in the baseline data collection.	Ensure development is within specified noise limits as not to adversely affect human health, quality of life and the environment.	N1
	National		
	PPG24 Planning and Noise (ODPM, 2001) The guidance outlines that authorities must ensure development does not exceed an unacceptable degree of disturbance.	Adopt policies within the plans objectives.	N1
	PPG note 13 – Transport (ODPM, 2001) Through traffic management noise should be monitored and if necessary reduced to minimise adverse affects to human health and sensitive areas such as AONBs.	Ensure new and existing transport systems do not adversely affect the human health, quality of life and the environment.	N1
	The Aeroplane Noise Regulations (HMSO, 2002) The statutory instrument gives details on aeroplane noise with regards to noise certificates, exemptions and the CAA.	The LTP will be adopted within the statutory regulations.	N1
	Highways Act 1980 (HMSO, 1980) This Act outlines the statutory instruments relating to Highways.	The LTP will be developed in line with the polices outlined in the Act.	N1
	Civil Aviation Act (OPSI, 2006) The Act in relation to noise: Clarifies and strengthens the measures available to airports for dealing with aircraft noise. This includes a greater ability to introduce and enforce noise amelioration measures beyond airport boundaries and an ability to take economic measures to reflect aircraft straying from routes designed to minimise noise.	Any issues of aviation noise will affect Newquay area. The LTP will ensure that aviation noise is aligned with the Civil Aviation Act.	N1
Local			
Newquay Airport Master Plan for Consultation (Newquay Cornwall Airport 2008) Chapter 18 pays particular attention to noise management measures, not only considering Newquay Airport in isolation but when connecting it to other transport sources such as buses. Working with Newquay Airport on the LTP will be crucial in assessing noise assessments for the locality.	Any further development and increase in aviation services at Newquay Airport should be within appropriate noise limits as not to adversely affect human health, quality of life and the environment.	N1	

Landscape & Townscape and Culture & Heritage

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	UNESCO World Heritage Convention (UNESCO, 1972) Although not mentioned in the convention specifically, transport should still be considered in relation to the UNESCO Cornish and West Devon Mining landscape and its ability to offer sustainable transport options.	Ensure that LTP development enhances and conserves the WHS and where possible sustainable transport systems are in place.	LTCH2
	European Convention on the Protection of the Archaeological Heritage (EU, 1992) Came into force in the UK in 2001. The convention is to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.	Ensure that the LTP development is within the archaeological limits of the area	LTCH1 LTCH2
	European Spatial Development Perspective (EU, 1999) European cultural landscapes, cities and towns, as well as a variety of natural and historic monuments are part of the European Heritage. Its fostering should be an important part of modern architecture, urban and landscape planning in all regions of the EU.	The development of the LTP should have regard for cultural landscapes of value and ensure development does not have adverse effects upon it. There should be consideration for improving accessibility to these sites.	LTCH2
	The European Landscape Convention (EU Council, 2000) The ELC defines 'landscape' as 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'. The ELC highlights the importance and need for public involvement in the development of landscapes. It encourages a joined up approach through policy and planning in all areas of land-use, development and management, including the recognition of landscape in law. The ELC principles require acknowledgement that 'the landscape is an important part of the quality of life for people everywhere: in urban areas and in the countryside, in degraded areas as well as in areas of high quality, in areas recognised as being of outstanding beauty as well as everyday areas'. It is a fundamental requirement that landscape should be integrated into its regional and town planning policies and in its cultural, environmental, agricultural, social and economic policies, as well as in any other policies with possible direct or indirect impact on landscape.	Landscape should be integrated into regional and town planning policies and in cultural, environmental, agricultural, social and economic policies, as well as in any other policies with possible direct or indirect impact on landscape.	LTCH1 LTCH2
	National		
PPS6: Planning for Town Centres (ODPM, 2005) <ul style="list-style-type: none"> Planning for the growth and development of existing centres 	The LTP should ensure that it contributes to maintaining the cultural and heritage identity of Cornish towns. This	LTCH1 LTCH2	

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> Promoting and enhancing existing centres, by focusing development in such centres Encouraging a wide range of services in a good environment, accessible to all. 	may fall in the form of creating accessibility to such areas or creating complementary transport systems.	
	<p>PPS7: Sustainable Development in Rural Areas (ODPM, 2004)</p> <ul style="list-style-type: none"> To raise the quality of life and the environment in rural areas To promote more sustainable patterns of development: Promoting the development of the English regions by improving their economic performance 	The LTP will be developed in the context of the unique landscape of Cornwall.	LTCH1 LTCH2
	<p>PPG 15 – Planning and the Historic Environment (ODPM, 1994)</p> <p>Para. 5.2 – transport traffic management & para. 5.5 – new transport routes: Integrate transport planning with land use planning thereby minimising impacts on the historical environment. Keep new roads and other transport infrastructure away from historic buildings and sites, while balancing the needs of conservation, safety, economics and engineering feasibility.</p> <p>Para. 5.4 – new transport routes: Assessment of new routes should consider whether need can be obviated by alternative transport modes or management techniques (eg. congestion charging; park and ride schemes).</p> <p>Para. 5.7 – new transport routes: Review opportunities to re-use derelict transport infrastructure, especially in environmentally sensitive areas.</p> <p>Paras. 5.16 to 5.18 – street furniture: Review the impact of road signs, street furniture and associated aspects of the transport infrastructure on the character of areas with historic or cultural associations.</p>	The LTP should have consideration of any development that could potentially be visually intrusive and create noise/vibrations. Street furniture and signs could potentially alter the ambience of historic environments and this should be considered within the LTP.	LTCH1 LTCH2
	<p>PPG 16 – Planning and Archaeology (ODPM, 1990)</p> <p>Development plans should reconcile the need for development with the interests of conservation including archaeology. Detailed development plans should include policies for the protection, enhancement and preservation of sites of archaeological interest and of their settings.</p>	If development within the LTP involves disturbance to archaeological sites, the LTP should adopt the recommendations as set out in this plan.	LTCH1 LTCH2
	<p>PPG 17 – Planning for open space, sport and recreation (ODPM, 2002)</p> <p>PPS17 updates the guidance to improve consistency with the government’s sustainable development agenda. Specific objectives include:</p> <ul style="list-style-type: none"> Prioritising protection of all recreational areas and open space from 	Through the LTP minimise the effect of transport systems on recreational and open spaces. Consider improving accessibility to open spaces through measures to improve public transport and public rights of way.	LTCH2

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>unnecessary or harmful development or encroachment</p> <ul style="list-style-type: none"> Integrating recreational space planning with transport planning to ensure a choice of access modes to sites can be provided <p>Para. 53 encourages councils to use provisions of the Countryside and Rights of Way Act 2000 to extend provision and improvement to public rights of way for walkers, cyclists and horse-riders.</p>		
	<p>The Historic Environment A force for our future (DCMS, 2001) This statement sets out the intention of the Government to protect the historic environment recognising its major contribution to the economy in rural and deprived communities as well as in traditional economic centres. It also states the need for the development of new policies to further realise economic and educational potential. The historic environment should be protected and sustained for the benefit of our own and future generations.</p>	<p>The LTP should recognise the economic contribution of the historic environment and should aim to protect and promote its viability through accessible and sustainable transport systems.</p>	<p>LTCH1 LTCH2</p>
	<p>The Power of Place, The future of the historic environment (English Heritage, 2000) Considers the future of England's historic environment, its role in people's lives, and its contribution to the economic well-being of the nation. Through management that is sensitive, open and understanding, there can be desirable change without loosing the places of value.</p>	<p>The LTP should be sympathetic to the historic environment in future developments and align policies where possible with that of the Historic Environment department.</p>	<p>LTCH1 LTCH2</p>
	<p>By Design: Urban Design in the Planning System (CABE, 2000) The three central messages of the guide are:</p> <ul style="list-style-type: none"> Good design is important everywhere, not least in helping to bring rundown, neglected places back to life. While the planning system has a key role to play in delivering better design, the creation of successful places depends on the skills of designers and the vision and commitment of those who employ them. No two places are identical and there is no such thing as a blueprint for good design. Good design always arises from a thorough and caring understanding of place and context. 	<p>The development of the implementation policies and wider objectives of the LPT will involve alignment with the planning department of Cornwall County Council. Suitability of design is integral to the Highways Design team.</p>	<p>LTCH1 LTCH2</p>
	<p>Making the past part of our future 2005-2010 (English Heritage) The strategy document has an over arching policy to make the most effective use of assets. Other aims are:</p> <ul style="list-style-type: none"> Understanding – develop understanding of the historic environment Valuing – get on agendas, promote sustainable change Caring – help communities to care for their historic environment 	<p>The LTP will ensure development is aligned to the policies set out in the strategy.</p>	<p>LTCH1 LTCH2</p>

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> Enjoying – stimulate and harness enthusiasm for the historic environment 		
	<p>White Paper: Heritage Protection in the 21st Century (DCMS, 2007) The proposals in this White Paper are based around three core principles:</p> <ul style="list-style-type: none"> Developing a unified approach to the historic environment; Maximising opportunities for inclusion and involvement; and Supporting sustainable communities by putting the historic environment at the heart of an effective planning system. 	Ensure the LTP works with communities and appropriate historic landscapes to promote opportunity of accessibility and appreciation.	LTCH1 LTCH2
	<p>Countryside and Rights of Way Act (CRoW) (UK Parliament, 2000) CROW extends the public's ability to enjoy the countryside whilst also providing safeguards for landowners and occupiers. It creates a new statutory right of access to open country and registered common land, modernise the rights of way system, give greater protection to Sites of Special Scientific Interest (SSSIs), provide better management arrangements for Areas of Outstanding Natural Beauty (AONBs), and strengthen wildlife enforcement legislation. Emphasises the public's right of access to open country and common land, and gives additional protection to Sites of Special Scientific Interest (SSSI).</p>	Ensure that development does not jeopardise accessibility to open land by compromising safety. Safeguarding and protecting the local environment and maintaining character is also integral. Ensure LTP policy does not damage AONBs.	LTCH2
	<p>Natural England Policy on Landscape (Natural England, 2009) Outlines the key issues, beliefs and wants of Natural England. There is a need for landscape to be seen as a key part of the natural environment, as well as appreciating the need for the retention of local identity, culture and heritage.</p>	Ensure that transport systems do not compromise the local identity, culture or heritage of an area.	LTCH2
	<p>Manual for Streets (DfT and DCLG, 2007) The Manual aims to assist in the creation of high quality residential streets that build and strengthen communities, form part of a well connected network and create safe and attractive places to live which have their own identity.</p>	Due to the increase in housing set out in the RSS the LTP will have to consider the creation of streets.	LTCH1 LTCH2
	<p>Including Landscape in Road Design, Construction and Mitigation (Countryside Agency, 2006) This guidance encourages the integration of the highways and its structures and earthworks with the landscape in mind.</p>	The LTP will have to consider all landscapes in future developments in order to maintain the unique landscape of Cornwall.	LTCH1 LTCH2
	<p>Regional</p>		
	<p>A strategy for the Historic Environment in the South West (English Heritage, 2004)</p>	The LTP should recognise the importance of the historic	LTCH1 LTCH2

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>The document has listed priorities but none are directly relevant to the LTP:</p> <ul style="list-style-type: none"> • Informed conservation of the historical environment; • Conservation to be central to urban renewal and regeneration strategies; • Sustainable management of HE in rural areas, including establishment of agri-environment schemes; • Conservation of coastal and maritime environments and wetland landscapes; • Promote design of buildings and landscape sensitive to their location; • Promote the use of traditional conservation and management skills; • Ensure interest in HE through involvement of education sector; • Remove physical, social and cultural barriers to the access, understanding and enjoyment of the HE • Develop a coordinate research strategy to further the understanding of the HE. 	<p>environment in regeneration and develop appropriate transport systems that complement it. Increasing opportunity through accessibility will be developed in the LTP.</p>	
	<p>South West Strategy for Architecture and the Built Environment (SWRDA, 2002) The strategy seeks to ensure that development, wherever it takes place in the region, is of the highest design quality and standard. It highlights importance of the built environment as a key asset to the prosperity and growth of the region - attracting individuals and organisations to SW. It also ensures that the future built environment meets sustainable development criteria.</p>	<p>The LTP will ensure that design of transport systems and infrastructure is of a high standard and complements the design principle and place which it affects.</p>	<p>LTCH1 LTCH2</p>
	<p>A Sustainable Future for the South West: The Regional Sustainable Development Framework for the South West of England (South West Regional Assembly, 2001) Culture & heritage: Encourage increased access to cultural and heritage assets. Protect historic buildings, monuments and designated landscapes.</p>	<p>Ensure development involves protection and promotion through accessibility to sites of historic interest.</p>	<p>LTCH1 LTCH2</p>
	<p>Draft Regional Spatial Strategy for the South West incorporating the Secretary of State's proposed changes (SWRA, 2008) Policy TO1 highlights the role of sustainable tourism based on culture and heritage. This sustainability includes the consideration of transport systems.</p>	<p>Transport systems should be inclusive and appropriate to deal with seasonal transport variations. The LTP should develop strategies to promote transport available to tourists.</p>	<p>LTCH1 LTCH2</p>
	<p>People, Place and Spaces: A cultural infrastructure for the South West (Culture South West 2008) The document is about a joined up approach to developing regional cultural infrastructure. It concentrates on those cultural projects that are</p>	<p>Whilst the value dimension of culture is difficult to address with regards to the LTP, the material dimension of culture can be developed through physical</p>	<p>LTCH1</p>

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>of such scale and ambition that they lie beyond the reach of any one agency and those that provide exceptional opportunities for inter-agency collaboration. The strategy is about collective identification of cultural infrastructure need and investment at a regional and sub-regional level. By working together now to establish the process for cultural infrastructure development, cultural life in the region can be transformed for generations to come.</p>	<p>infrastructure improvements and changes.</p>	
	<p>Protected Landscape Management Plan (South West Landscapes, 2003)</p> <ul style="list-style-type: none"> • Highlight the special qualities and the enduring significance of the designated area, and the importance of its different features • Present an integrated vision for the future of the designated area as a whole, in the light of national, regional and local priorities • Set out agreed policies incorporating specific objectives which will help secure that vision • Identify what needs to be done, by whom, and when, in order to achieve these outcomes • State how the condition of the designated area and the effectiveness of its management will be monitored. 	<p>Ensure development of the LTP considers the Landscape Management Plan.</p>	<p>LTCH2</p>
	<p>Streets For All: South West (English Heritage, 2005) The manual offers guidance on the way in which streets and public open spaces are managed. The spaces, known as the 'public realm', range from city squares to country lanes. The primary aim is to improve the appearance of public spaces by showing how practical solutions to common highway problems can be achieved and how good practice can become everyday practice. The underlying principles are to reduce clutter, co-ordinate design and to reinforce local character, whilst maintaining safety for all.</p>	<p>In the development of the LTP, the transportation service will continue to work closely with the Historic Environment team to create and maintain unique streets.</p>	<p>LTCH1 LTCH2</p>
	<p>Local Cornwall Heritage & Culture Strategy (Cornwall County Council and Partners, 2000) The document sets out the County strategy for preserving and enhancing its historic and contemporary cultural assets, focusing on their role in promoting tourism, and with the overall goal of securing World Heritage status for the mining area. The relevant short-term objectives for this plan relevant to the LTP are:</p> <ul style="list-style-type: none"> • Developing a strategic approach with statutory agencies to managing 	<p>Ensure that, within town strategies, there is due consideration of appropriate systems that maintain historic features. Increase the opportunity of accessibility to sites of interest in a sustainable manor.</p>	<p>LTCH1 LTCH2</p>

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>designated areas; Producing planning design guidelines ensuring local character is retained in developments;</p> <ul style="list-style-type: none"> • Support sustainable principles for managing rights of way and other recreational assets; and • Support initiatives to improve sustainable access to heritage and rural assets. 		
	<p>Conservation Area Appraisals, Character Appraisals and Management Plans (Various) The county's completed conservation character appraisals, management proposals and conservation area statements are available on the Council's website.</p> <ul style="list-style-type: none"> • The Conservation Area Appraisal will provide a description of the elements that contribute to and define the character of the conservation area. • Character appraisals define as clearly as possible the historic (and by implication, archaeological), architectural and natural components of the conservation area that are considered especially important and contribute most to the area's character • Management Proposals provide policy guidance for the preservation and enhancement of the conservation area and to assist in the management of future development 	<p>The LTP will consider the individual Conservation Area Appraisals, Character Appraisals and Management Plans if the development of the LTP is likely to affect an area.</p>	<p>LTCH1 LTCH2</p>
	<p>Cornwall AONB Management Plan 2004 – 2009 (Cornwall AONB Partnership, 2004) Most elements of the vision are indirectly relevant to the transport plan insofar as they complement objectives identified in other relevant plans. For example, the plan states that the AONB will be a place where:</p> <ul style="list-style-type: none"> • The management of the landscape is sustainable; • Services, amenities, housing and employment opportunities are meeting the needs of local communities; • Habitats are actively managed and wildlife thrives; and • Communities, businesses and organisations share a deeper understanding of the qualities and value of the AONB and work together to enhance the unique environment and cultural heritage. • The most relevant aspect of the vision is: that the landscape is accessible and the impact of the motor vehicle is reduced by the availability of attractive viable alternative means of transport. 	<p>The LTP should promote accessibility to sites in a sustainable manner and where possible encourage alternative means to the private car such as public transport, walking and cycling.</p>	<p>LTCH2</p>

Topic: Landscape & Townscape and Culture & Heritage	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>Tamar Valley AONB Management Plan 2009-2014 (Tamar Valley AONB Partnership 2009) sets out how it will deliver the 20 year vision to sustain the landscape through keeping alive the communities that have shaped it, and who are as vulnerable as the landscape itself.</p>	Implementation of the LTP should meet the objectives of the Tamar Valley AONB	LTCH2
	<p>Cornwall and Isles of Scilly Landscape Character Study 2005-7 The Study is the first stage in developing an evidence base for future landscape policy and landscape strategies in Cornwall and the Isles of Scilly. It will be used to develop planning policies in the emerging Local Development Frameworks, and Developer Guidance for planning applications.</p>	Regard to the landscape character should be made at LTP scheme proposal level.	
	<p>Cornwall landscape character best practice guide (draft 2009) This guide was produced following the character study described above. It will assist in the interpretation of the landscape, countryside, environment, design, and planning and management policies to provide the wider context for the policy framework in the emerging Local Development Framework (LDF) for Cornwall.</p>	Regard to the landscape character should be made at LTP scheme proposal level.	
	<p>Cornwall and Isles of Scilly Urban Surveys (Cornwall County Council, various dates) The Cornwall & Scilly Urban Survey is providing a framework for sustainable regeneration in 19 historic towns. The project integrates two key factors - improved understanding and characterisation of the rich and diverse historic environment which makes Cornwall and Scilly's towns so distinctive. The data contained in the surveys will be drawn upon in the baseline data section of the SEA where applicable.</p>	The main area where cultural heritage objectives should be taken into account is in the regeneration and congestion section through the town strategies. However, there are few references within the town strategies on how packages can contribute to the heritage and townscape of the Cornish towns.	LTCH1 LTCH2

Human Health

Topic: Human Health	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
International			
Environment and Health, EEA Report No 10/2005 (EU, 2006) Highlights the inter-causal nature of health problems across Europe.		Where appropriate, adopt the LTP within the plans objectives.	HSC3
National			
Every Child Matters – Green Paper (HMSO 2003) There are now duties on agencies to co-operate and improve the well-being of children and young people, this will impact on supporting services such as transport and alter the way in which they are delivered.		Through developments such as School Travel Plans and measures within the LTP, transport will have the ability to contribute directly and indirectly to this legislation.	HSC3
Education and Inspections Act (UK Parliament, 2005) This Act placed a general duty on Local Authorities to assess the travel and transport needs of all pupils, and promote safe and sustainable travel.		The LTP will continue to be a tool for highlighting options for school travel such as the School Travel Plan, Safer Routes to School, walk to School Week etc.	HSC3
Tackling Obesities: the Foresight Report (IDeA's Healthy Communities Programme, 2008) This report examines where councils can use their local leadership role to positively change obesity levels and create healthier environments. The key recommendations from the Foresight report fall into four categories, these are planning, children's services, adult social care, and parks and leisure. Transport has a part to play in the creation of healthier environments and healthier living.		The LTP will have a higher regard for health than it has had previously. Tackling obesity is only a small part of the wider health and transport agenda.	HSC3
White Paper: Choosing Health, Making Healthy Choices Easier (DoH, 2004) Amongst the six priorities, transport has the ability to reduce the impact of <ul style="list-style-type: none"> • Reducing obesity • Increasing exercise • Improving mental health 		Transport measures such as modal shifts, maintaining good air quality and noise levels have the ability to contribute to better health.	HSC3
Smarter Choices: Changing The Way We Travel (DfT, 2005) The paper discusses 'soft' transport options, that are fairly new as part of mainstream transport policy, mostly relatively uncontroversial, and often popular. The health impacts of a modal shift are recognised within this.		Ensuring there is the opportunity for modal shift will be crucial in aligning the LTP with the DfT goals.	HSC3
PPG 13 – Transport (ODPM, 2001) Para. 66 – Traffic management: Design traffic management measures so as to reduce accidents, noise, pollution and community severance; to support promotion of sustainable transport modes; promoting better and safer rural roads; and reducing the impact of traffic in sensitive areas (eg. AONBs). Paras. 75 to 77 – walking & paras. 78 to 80 – cycling: Need to promote		This policy guidance will have a substantial effect on the LTP and the objectives will provide a fundamental basis for themes such as health, accessibility, safety and modal shift.	HSC3

Topic: Human Health	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	walking / cycling to replace unnecessary car journeys; healthier lifestyles; and accessibility of facilities.		
	Regional		
	<p>A Sustainable Future for the South West: The Regional Sustainable Development Framework for the South West of England (South West Regional Assembly, 2001) Health Themes</p> <ul style="list-style-type: none"> • Health and wellbeing; • Reduce health inequalities; and • Improve key determinants of health. 	Transport measures such as modal shifts, maintaining good air quality and noise levels have the ability to contribute to better health.	HSC3
	<p>Social-Marketing Based Strategy for Obesity Interventions (UWE Bristol, SWPHO, 2008) The paper examines the difference social marketing could make to the reduction of obesity levels. It contains a series of message platforms, problems and problems and avoidance:</p> <ul style="list-style-type: none"> • <i>Problem: Saving money</i> <i>Problem Avoidance: "Want to save money on fuel? Join our Bike It scheme"</i> • <i>Wanting better: Looking good</i> <i>Life can be better: "Looking your best – there's no better feeling! Do it the natural way – good food and exercise"</i> • <i>Wanting better: Feeling good</i> <i>Life can be better: "Ever wondered what its like to arrive at work with a smile on your face? Try cycling in – no better feeling"</i> 	Through the LTP, implementation schemes would benefit from using marketing approaches outlined in the strategy. The development of the LTP will consider the approach of the strategy.	HSC3
	Local		
	<p>The 2020 Health and Well Being Strategy for Cornwall and the Isles of Scilly (Cornwall PCT, 2008) It discusses, amongst other things, on a local scale, the role of transport in creating healthier lifestyles through walking and cycling, the accessibility to medical assistance with regards to transport, the role of transport in cutting carbon emissions and road traffic accidents.</p>	Transport measures such as modal shift, increasing accessibility to services, maintaining good air quality and reducing RTAs will all be part of the LTP.	HSC3
	<p>The Health of the Population: A strategy to reduce obesity in Cornwall and the Isles of Scilly (NHS, PCT, 2006) The report falls into 3 main sections:</p> <ul style="list-style-type: none"> • The nature and extent of the problem • Examines the causes and potential solutions 	The LTP will improve transport systems to ensure that the reduction in obesity levels is achievable in part by modal shift.	HSC3

Topic: Human Health	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> Describes the recommended way forward to tackle the problem <p>The strategy outlines the role a modal shift could play in reducing levels of obesity in Cornwall.</p>		
	<p>Cornwall Healthy Weight Strategy (NHS, PCT, 2009) Emerging</p>	<p>The LTP will improve transport systems to ensure that the reduction in obesity levels is achievable in part by modal shift.</p>	<p>HSC3</p>
	<p>Joint Strategic Needs Assessment (NHS, PCT, 2009) Emerging</p> <p>The purpose of the assessment::</p> <ul style="list-style-type: none"> To define achievable improvements in health and well being to inform the commissioning cycle and LAA Determine priorities across organisations in Cornwall Identifies issues which can only be tackled in partnership <p>Specific issues for Cornwall are tourism; access to services; skin cancer higher mortality than the England average; hip fracture; mental health rate of people claiming sickness benefit because of mental health problems is higher than the England average; long term conditions of end of life care; alcohol rate of admission to hospital for alcohol specific conditions is higher than the England average; infant mortality.</p>	<p>The LTP will have to consider the JSA in line with the LTP policies</p>	<p>HSC3</p>
	<p>Cornwall Sustainable Community Strategy (Cornwall Strategic Partnership, 2003)</p> <p>Both health and transport are key themes in the SCS. This will be a crucial document in terms of the cumulative workings of the LTP.</p>	<p>The LTP will be adopted within the objectives outlines in the SCS, and will align with the strategy.</p>	<p>HSC3</p>

Safety and Crime

Topic: Safety and Crime	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	White paper – ‘European transport policy for 2010: time to decide’ (EU Council, 2001) Designed to bring about substantial improvements to the European transport system in terms of quality and efficiency. Road safety is a recurrent theme throughout.	Adopt the plans policies within the LTP.	HSC1 HSC2
	National		
	Road Safety Good Practice Guide (DfT, 2006) A guide to share good practice to enable and help achieve the targets in the strategy ‘Tomorrows Roads - Safer For Everyone’.	Adopt the plans policies within the LTP.	HSC1
	A Safer Way: Consultation on Making Britain’s Roads the Safest in the World (DfT, 2009) To be updated post July 2009 In this strategy, the offer to the road user is: <ul style="list-style-type: none"> • to strengthen the weak links in the road network; • to support the choice of the safer vehicle; • to encourage safe driver behaviour; • to help ensure fair and effective enforcement. Proposed targets for achievement by 2020: <ul style="list-style-type: none"> • To reduce the number of people killed in road collisions by at least 33 per cent. • To reduce the number of people seriously injured in road collisions by at least 33 per cent. • To reduce the number of children and young people (<18) killed or seriously injured in road collisions by 50 per cent. • To reduce the combined rate of death or serious injury for pedestrians and cyclists, per 100 million km walked or cycled by 50 per cent. 	Ensure the LTP addresses and puts policies in place to address the national targets.	HSC1
	Road Safety Act (DfT, 2006) The Act makes provision for road safety matters such as drink driving, speeding, new offences, penalties and enforcement, driver training, driver fatigue, driver vehicle licensing, motor insurance, other measures.	In developing the LTP should work to achieve the objectives as set out in the plan.	HSC1 HSC2
PPG 13 – Transport (ODPM, 2001) Para. 66 – Traffic management: Design traffic management measures so as to reduce accidents, noise, pollution and community severance; to support promotion of sustainable transport modes; promoting better and safer rural roads; and reducing the impact of traffic in sensitive areas (eg. AONBs). Paras. 75 to 77 – walking & paras. 78 to 80 – cycling: Need to promote	The LTP should design traffic measures in line with the themes set out in the plan.	HSC1 HSC2	

Topic: Safety and Crime	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	walking / cycling to replace unnecessary car journeys; healthier lifestyles; and accessibility of facilities. Reflect these requirements in design to improve safety and reduce crime.		
	Drink-driving: prevalence and attitudes in England and Wales (Home Office, 2002) Details of the prevalence and frequency of driving after drinking alcohol (both under and over the perceived legal blood alcohol concentration limit). It examined the characteristics, such as age, sex and drinking patterns, of those who drive whilst 'over the limit'.	The LTP, where possible, will educate in issues of crime associated with transport and traffic and work with partners such as the PCT.	HSC1 HSC2
	Regional		
	Operational Plan (Devon and Cornwall Safety Camera Partnership)		HSC1 HSC2
	Local		
Casualty Reduction Strategy, (Cornwall County Council, 2008) The purpose of this Strategy is to take stock of the existing position, review progress to date and to compare Cornwall with other areas. In this way a clear view is obtained of those areas where progress can best be made, allowing our future intervention programmes to be effectively targeted at those areas where the greatest returns on investment can be gained. To be replaced Summer 2009	The LTP should consider the progress already made through reviewing this document and look to future intervention programmes which will help achieve the relevant targets.	HSC1 HSC2	
LTP Annual Progress Report, (Cornwall County Council, 2009) 9.2 Road Safety chapter outlines the Road Safety provision and schemes for 2008-11 in Cornwall. There are details of the Road Safety Grant in terms of Capital and Revenue funding.	In reviewing this, the LTP should be able to take forward procedures that have worked and build on experiences to inform future choices.	HSC1 HSC2	

Economy

Topic: Economy	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	The Lisbon Strategy (EU Council, 2000) The strategy focuses on budgetary sustainability, better regulation and the right tax and benefit systems. The targets are: total (public and private) investment of 3% of Europe's GDP in research and development by 2010 and an employment rate (the proportion of Europe's working age population in employment) of 70% by the same date.	The LTP will continue to support the aims and objectives of EU policies.	E1 E2
	National		
	Draft PPS4: Planning for Sustainable Economic Development (ODPM, 2007) Para.13 highlights that transport is central to economic development Para.18 Identify, promote and protect key network corridors Para.25 Develop car-parking policies Para.32 Recognition of accessibility in rural areas	The LTP implement policies that to the best of its ability promote and protect key network corridors, develop car parking policies and recognise the important of accessibility in rural areas.	E1 E2
	PPS6: Planning for Town Centres (ODPM, 2005) <ul style="list-style-type: none"> • Planning for the growth and development of existing centres • Promoting and enhancing existing centres, by focusing development in such centres • Encouraging a wide range of services in a good environment, accessible to all. 	The LTP will adopt transport measures to account for the predicted growth in economic centres and continue to provide accessibility in rural areas and to vulnerable groups.	E1 E2
	PPS7: Sustainable Development in Rural Areas (ODPM, 2004) <ul style="list-style-type: none"> • To raise the quality of life and the environment in rural areas • To promote more sustainable patterns of development: • Promoting the development of the English regions by improving their economic performance 	Any accessibility measures put in place should promote sustainable practices for the environment and communities.	E1 E2
	Good Practice Guide on Planning for Tourism (CLG, 2006) Focuses on facilitating the development and improvement of tourism in appropriate locations which relies upon appropriate transport systems.	The LTP will out in place transport measures that create sustainable and appropriate transport services for tourism.	E1 E2
The UK Fuel Poverty Strategy (DEFRA, 2011) It focuses primarily on measures to improve energy efficiency and reduce the costs of fuel for fuel poor households, since the income measures which form part of a long term solution are being addressed in wider poverty and social exclusion policies. The main cause of fuel poverty in the UK is a combination of poor energy efficiency in homes and low incomes. Fuel poverty damages people's quality of life and imposes wider costs on the community.	Although not directly relevant to the LTP, the consequence of fuel poverty could lead to wider costs on the community and quality of life. Keeping the cost of public transport to a minimum will be crucial as will the accessibility to cycling and pedestrian walk ways.	E1	

Topic: Economy	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	Regional		
	Regional Tourism Strategy: Towards 2015 - shaping tomorrow's tourism (SWRDA, 2005) This document details the vision for tourism in the region combined with the key issues and priorities for action. High quality improvements to tourism are expected to be reached through the transport system.	Ensure and LTP developments have the ability to reflect the high quality improvements to tourism in the South West.	E1 E2
	Draft Regional Spatial Strategy for the South West incorporating the Secretary of State's proposed changes (SWRA, 2008) Seeks to enhance economic prosperity and the quality of employment space opportunity and looks at employment in its widest sense; concentrating on the Strategically Significant Cities and Towns and a limited number of Cornish towns.	The LTP will adopt many of its policies with the RSS and transport systems will reflect the demand for travel to Strategically Significant Cities.	E1 E2
	Regional Economic Strategy for South West England 2006 – 2015 (SWRA, 2006) (Which will be combined with the draft RSS from 2010) has three aims; delivering successful and competitive business, delivering strong and inclusive communities and delivering an 'effective and confident region'. These will be achieved through respect for environmental 'limits', supporting the role and potential of individual settlements and facilitating a range of skills particularly in the 'west' of the region (i.e. Cornwall).	Ensure development is within environmental limits whilst delivering a competitive transport system that allows economic viability and the facilitation of skills training.	E1 E2
	Local		
	Convergence Programme for Cornwall and the Isles of Scilly Operational Programme 2007 – 2013 (December, 2007) This concentrates on how Cornwall can evolve an integrated, competitive, knowledge based economy that promotes social inclusion and enhancement of the environment. This Programme is interpreted locally through Strategic Investment Frameworks which sit under a Cornwall wide strategy for the delivery of workspace; evolved through the Employment Space Strategic Assessment for Cornwall and Scilly. The programme has four Priorities, of which numbers 2 are 4 are most relevant to the LTP, as follows: <ul style="list-style-type: none"> • Priority Axis 1: Innovation, Research and Development • Priority Axis 2: Enterprise and Innovation • Priority Axis 3: Transformational Infrastructure • Priority Axis 4: Unlocking the Economic Potential of Growth (7 key towns) 	The LTP will continue to develop transport systems that aid the progress of Cornwall in terms of economy, inclusion and the environment. Achieving reductions in end to end journey times, improving accessibility and reducing the need to travel through utilising local services will be necessary to align with this programme.	E1 E2
Cornwall Sustainable Community Strategy (Cornwall Strategic Partnership, 2007) The strategy includes long term delivery targets for the Local Area	The vision set out in the SCS will form a crucial basis for the understanding of the visions of the LTP. Transport	E1 E2	

Topic: Economy	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>Agreement, focussing on the integrated regeneration of towns and the importance of inter-related community infrastructure to support this.</p>	schemes that are integrated into regeneration will be necessary.	
	<p>Strategy & Action: The Economic Development Strategy for Cornwall and the Isles of Scilly 2007-2021 (Cornwall & IoS Economic Forum, 2007) Exists to support, influence and guide sub/regional bodies in their actions to deliver sustainable development.</p>	The economic activity of Cornwall as outlined in this strategy will undoubtedly influence the LTP in terms of strategy and implementation.	E1 E2
	<p>Camborne Pool Redruth (CPR) Urban Framework Plan (CPR URC,2001) It exists to serve as a guidance framework of the future developments of CPR. CPR Regeneration is Cornwall's Urban Regeneration Company set up to bring prosperity back to Camborne, Pool and Redruth. Its mission is to work with delivery partners in the public and private sectors to re-establish the area as a place of innovation, quality and wealth that will be the engine of change for Cornwall in the 21st Century.</p>	CPR developments will require significant support from the LTP in its development and success. The LTP should ensure that economic barriers to growth are addressed in this area.	E1 E2
	<p>Employment Space Strategic Assessment for Cornwall & Scilly: 2007 – 2017 (Cornwall & IoS Economic Forum, 2007) The assessment considers both the policy and socio-economic context of employment space in the county. There are two transport elements:</p> <ul style="list-style-type: none"> • Help to improve transport provision and access across Cornwall and the Isles of Scilly to increase attractiveness to investors and therefore demand for employment space. • Travel-to work - Distance and reliability of journeys inhibit competitiveness, productivity and accessibility to markets, with lack of transport identified. 	Travel to work is a challenge in the development of the LTP, there should be consideration of end to end journey times, the demand for parking at employment sites and the transport provision in place.	E1 E2
	<p>Economy Green Paper (Cornwall Council, 2009) (Emerging) Economic development strategy with 5 key actions and aims.</p>		E1 E2

Accessibility

Topic: Accessibility	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	National		
	<p>'Making the Connections: Final Report on Transport and Social Exclusion' (Social Exclusion Unit (SEU), 2003) The actions and key polices for improvement are:</p> <ul style="list-style-type: none"> • A new approach to accessibility planning • Improved transport services • Land use planning • Safer streets • Access to work, learning, healthcare, food shops, • Access to learning 	<p>The Local Transport Plan will continue to prioritise accessibility whilst dealing with challenges associated with climate change such as emissions reduction.</p>	<p>A1 A2 A3</p>
	Local		
	<p>Cornwall Countryside Access Strategy (Cornwall County Council, 2007) incorporates the statutory requirement for Cornwall Council to produce a Rights of Way Improvement Plan (ROWIP) but is broader in scope than the statutory requirement to include all aspects of countryside access in Cornwall. It identifies the extent of different types of access in Cornwall. This is set in a context where the priorities for Cornwall are:</p> <ul style="list-style-type: none"> • Coastal access • Multi-use trails • The delivery of the Public Path Improvement Programme • Open spaces with significant access and land management issues. 	<p>Access to the countryside has featured, and will continue to feature in the Local Transport Plan. Future polices will align with the priorities as set out in the strategy. Stronger links will be developed between the ROWIP and LTP3 as advised by guidance.5</p>	<p>A1 A2 A3</p>
	<p>Cornwall Access Strategy, annex to LTP2 (Cornwall County Council, 2006) The Accessibility Strategy will contribute to the wider vision for Cornwall contained in the Community Strategy:</p> <ul style="list-style-type: none"> • Where all the population has access to a wide range of services and community facilities, including the best in education and training, and can share in the attractions and qualities of the County • Where access is provided for people and goods by an appropriate, effective and more energy efficient and environmentally friendly transport system. 	<p>Whilst the strategy is currently an annex to LTP2, it will be reviewed and upgraded in the development of LTP3.</p>	<p>A1 A2 A3</p>
<p>The Rural Economic Strategy (Rural Cornwall and Isles of Scilly Partnership, 2003) The aims of the rural strategy are:</p>	<p>The rural nature of Cornwall will, in many ways, dictate the policies of the LTP. The aims set out in the strategy</p>	<p>A1 A2 A3</p>	

Topic: Accessibility	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> • Create sustainable, quality job opportunities. • Support schemes (including co-operation and collaboration) which enable entrepreneurs and micro-businesses to develop their business and improve viability. • Support community enterprises, facilities and groups that find innovative ways to deliver and provide access to services. • Develop a sustainable and integrated transport network accessible to all. • Encourage energy conservation and support sustainable energy production • Maximise the economic contribution of quality Tourism, Leisure and Recreation. • Support co-operation between relevant organisations to supply affordable homes for identified need. • Promote and support sustainable economic development which utilises and enhances environmental capital 	will be adopted in the LTP.	

Transport

Topic: Transport	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	International		
	European Commission White Paper on the European Transport Policy (EU Commission, 2001) Keep Europe moving - Sustainable mobility for our continent, Mid-term review of the European Commission's 2001 Transport White Paper (EU Commission, 2006) The principal measures suggested in the White Paper include: <ul style="list-style-type: none"> • Revitalising the railways; • Improving quality in the road transport sector; • Striking a balance between growth in air; • Transport and the environment; • Turning intermodality into reality; • Improving road safety; • Adopting a policy on effective charging for transport; • Recognising the rights and obligations of users; • Developing high-quality urban transport; and • Developing medium and long-term environmental objectives for a sustainable transport system. 	The LTP will be adopted within the objectives specified in the plan.	No direct objective
	National		
	The Future of Transport: A Network for 2030 (DfT, 2004) The strategy has three main themes: sustained investment over the long term; improvement in transport management and planning ahead	The LTP will be adopted within the objectives specified in the plan.	No direct objective
	Ten Year Plan for Transport (DfT, 2000) Overarching objective: tackle congestion and pollution by improving provision of transport services. It contains a number of targets which are relevant at local level, including: <ul style="list-style-type: none"> • Double light rail use • 10% increase in bus passenger journeys • Extensive implementation of bus priority and park and ride schemes • Safer cycling and walking routes. 	Ensure the development of the LTP will meet the targets and goals and stated in the plan.	No direct objective
Towards a Sustainable Transport System – TaSTS (DfT, 2007) This document has three aims. Firstly, it describes how the Government is responding to the recommendations made in the Eddington study to improve transport's contribution to economic growth and productivity, and how it is ensuring that transport will play its part in delivering the overall level of reductions in carbon emissions recommended by the Stern Review of the Economics of Climate Change. Secondly, it sets out the Department for Transport's ambitious policy and investment plans for the period to 2013-14. And finally, it proposes a new	The aims set out in TaSTS will be crucial to the development of the LTP in terms of strategy and implementation.	No direct objective	

Topic: Transport	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>approach to longerterm transport strategy, building on the model recommended by Sir Rod Eddington, and explains how we will engage with passengers, users, the transport industry and other stakeholders as we develop and implement that process.</p>		
	<p>Delivering a Sustainable Transport System – DaSTS (DfT, 2008) Building on Sir Rod Eddington’s recommendations, <i>TaSTS</i> proposed a four-step process:</p> <ul style="list-style-type: none"> • clarifying the goals of transport policy; • specifying the challenges to be addressed on each of the three types of network (city and regional, national and international) and on a cross-network basis; • generating a range cross-modal options to address the challenges, looking at the role of regulation and price as well as infrastructure; • appraising the options on the basis of their delivery against the transport goals and their value for money. <p>This approach will help avoid what Eddington described as ‘solutions in search of problems’.</p>	<p>The policies within DaSTS will underpin the inclusion and use of the 5 National Transport Goals. This document will be crucial in developing the objectives of the LTP.</p>	<p>No direct objective</p>
	<p>Low Carbon Transport – A greener future (DfT, 2009) This strategy sets out how the government intend to reduce greenhouse gas emissions from transport. It also shows how transport will make a major contribution to UK efforts to reduce CO2 emissions by 2022 and 2050 in line with the Climate Change Act 2008.</p>	<p>A Cornwall transport climate change strategy will be a key plank in LTP3.</p>	
	<p>PPG 13 – Transport (ODPM, 2001) Para. 1.4 – objectives: Establishes the priorities of integrating land use planning with transport; promoting more sustainable transport choices for people and for freight; and reducing the need to travel by private car by improving the accessibility of sustainable transport. Para. 1.6 – objectives: Identifies the linkages between transport and land use planning in terms of the need to co-locate housing, retailing, etc. with good quality transport services offering modal choice. Para. 45 – freight: Land use planning should facilitate a shift in transport of freight from road to rail and water. Attention should be paid to the value of disused transport sites (notably stations and railway lines) and effort to be made to preventing their loss to different land uses. Para. 48 – interchange: co-locate interchange facilities with heavy traffic-generating sites. Paras. 50 to 51 – parking: Coordinate parking provision with policies on - and off-street parking controls and charging principles.</p>	<p>The LTP has the ability to contribute to the objectives outlined in the Planning Policy Guidance for Transport. Transport issues should be linked to planning in co-ordination future developments.</p>	<p>No direct objective</p>

Topic: Transport	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>Para. 66 – traffic management: Design traffic management measures so as to reduce accidents, noise, pollution and community severance; to support promotion of sustainable transport modes; promoting better and safer rural roads; and reducing the impact of traffic in sensitive areas (eg. AONBs).</p> <p>Para. 72 – public transport: Explore opportunities and priorities for additional investment to improve public transport, and for improving the interchanges between different transport services.</p>		
	<p>Traffic Management Act 2004 (OPSI, 2004) The Act considers:</p> <ul style="list-style-type: none"> • Traffic officers • Network management by local traffic authorities • Permanent schemes • Street works • Highways and roads • Civil enforcement of traffic contraventions 	The LTP will be developed in line with the Act.	No direct objective
	<p>Transport Act 2000 (OPSI, 2000) Parts of the Act:</p> <ul style="list-style-type: none"> • Air traffic • Local transport • Road User Charging and workplace levy • Railways • Misc 	The LTP will adopt polices as outlined in the Act.	No direct objective
	<p>Highways Act 1980 (HMSO, 1980) This Act outlines the statutory instruments relating to the Highways.</p>	The LTP will be developed in line with the polices outlined in the Act.	No direct objective
	<p>The Future of Air Transport - White Paper and the Civil Aviation Bill, (DfT, 2003) The White Paper sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the wider context of the air transport sector.</p>	The need to connect Cornwall nationally and internationally is becoming a greater need as addressed in the Connecting Cornwall Strategy. This plan will be crucial in considering the future of aviation in Cornwall.	No direct objective
	<p>Modern Ports: A UK Policy (DfT, 2000) The aims of the document promote:</p> <ul style="list-style-type: none"> • UK and regional competitiveness • High nationally agreed safety standards • The best environmental practice 	The LTP will be developed in line with the priorities outlined in the policy. The need to reduce strategic freight as a means to target climate change may promote port usage at a higher level.	No direct objective
	<p>Highways Agency: Information Strategy (Highways Agency, 2006) Three stands to the information strategy:</p>	In developing the LTP there will be collaborative working	No direct objective

Topic: Transport	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> To inform through reliable , trusted, useful, effective information To improve our performance and our partners Deliver efficient, effective and robust information systems 	for issues that cross cut with the A30 trunk road.	
	<p>Delivering a Sustainable Railway (DfT, 2007) The long-term frame an ambitious and deliverable strategy for growth. Ambitions are for a railway which</p> <ul style="list-style-type: none"> Can handle double today's level of freight and passenger traffic; Is even safer, more reliable and more efficient than now; Can cater for a more diverse, affluent and demanding population; and Has reduced its own carbon footprint and improved its broader environmental performance. 	The LTP will continue to support and make best use of the rail network within the county. This strategy will align with LTP rail strategies.	No direct objective
	<p>Community Rail Strategy (DfT, 2007) The Strategy has had three aims:</p> <ul style="list-style-type: none"> increasing ridership, freight use and net revenue; managing costs down; and greater involvement of the local community. 	The LTP will be developed in line with the strategy. This is significant for Cornwall as all of Cornwall's branch lines are community rail lines.	No direct objective
	<p>Control Period 4 Delivery Plan 2009 and Control Period 5 2014 – Planning Ahead (Network Rail, 2009, 2014) Details of the network and delivering improvements in safety, performance, capacity and availability over 5 year periods.</p>	Both CPDP 4 and 5 will be crucial to the development of LTP. This will require the rail strategies within the LTP to align and work with Network Rail.	No direct objective
	Regional		
	<p>Development of an Air Transport Strategy for the Far South West of England (South West Regional Assembly, 2004) The draft proposes a number of objectives that would support and expand the existing regional airport capacity with the aim of improving accessibility from the rest of the UK in particular and, if possible, substituting some long distance car journeys particularly on trips to London.</p>	Peripherality is an issue for Cornwall as addressed in the Connecting Cornwall long term transport strategy. Accessibility beyond Cornwall will be addressed in the LTP.	No direct objective
	<p>SWARMMS Final Report (GOSW, 2002) Issues relevant to Cornwall are considered within the analysis of options for the Exeter-Penzance corridor, although much of the report focuses on the eastern part of the region, South Wales, and capacity between Bristol and London. The report identifies a number of core strategies, the main proposals of which are summarised below insofar as they could be implemented by policies in the LTP.</p> <ul style="list-style-type: none"> Reducing demand for travel Tourism. Inter-modal freight Proposals for the Exeter to Penzance corridor 	The aims outlined in the plan will form transport measures that will be included in the LTP such as: reducing the demand for travel; tourism transport strategies; freight; and rural accessibility.	No direct objective

Topic: Transport	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> Rural access to transport corridors 		
	<p>Route Utilisation Strategy – South West Main Line (Network Rail, 2006) The strategy has identified measures to:</p> <ul style="list-style-type: none"> Improve the effective use of capacity Develop freight capability Develop capacity in the South West 	The LTP will consider the measures in the strategy and work to help network rail achieve them.	No direct objective
	<p>Developing the Regional Transport Strategy (RTS) in the South West (South West Regional Assembly, 2004) The RTS forms a section of the Draft Regional Spatial Strategy. The section sets out the approach to connectivity which will have important consequences for the western peninsula in particular and policies will also assist in realising the potential of the SSCTs in the centre and north of the region. It presents a core set of transport policies, provides guidance on major strategic issues, and a framework for the preparation of LTPs:</p> <ul style="list-style-type: none"> Transport and the Strategically Significant Cities and Towns Providing Reliable Connections to the UK, European and International Markets Ports and Airports Regional Connectivity – Facilitating Reliable Movement of People, Goods and Services within the Region Freight Transport Setting Parking Standards through Accessibility Planning 	The regional transport objectives will be adopted within the objectives of the LTP. Improving services should be considered to encourage modal shift and greater accessibility.	No direct objective
	<p>South West Regional Ports Association Brochure (SWRPA, 2009) (Emerging) The aims of the SWPA are:</p> <ul style="list-style-type: none"> To create and maintain a framework in which ports can flourish and make the maximum contribution to the regional and national economies. To achieve a mutual understanding with the government, the South West Regional Development Agency and all relevant public authorities on future capacity needs and future direction of the industry To highlight the need for increased transport investment to improve connections to ports around the South West To protect the environment in a sustainable way which balances economic and social needs. To achieve an efficient planning and consents system that delivers 	The development of the LTP will have to consider the ports in the South West and the corresponding infrastructure needs.	No direct objective

Topic: Transport	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	more support and direction in maintaining viable ports.		
	<p>Great Western Main Line: Rail Utilisation Strategy (Strategic Rail Authority, 2005) Improved capacity utilisation is a central element of the Strategic Rail Authority's plans for effective delivery of its objectives. The aim is to provide properly performing train services, which meet demand for growth in a way that maximises overall value for money, and is affordable. This Route Utilisation Strategy has been developed for the Great Western Main Line to meet these aims.</p>	The LTP will have to consider this strategy with regard to the infrastructure of the rail line in Cornwall.	No direct objective
	<p>Local Connecting Cornwall (Cornwall County Council, 2008) Is the long term transportation strategy for Cornwall for 2007-2021. The main concept is for regeneration through better communication. Originally it was devised as an overarching strategy going beyond the five year LTP structure. It will remain crucial to the development of LTP3.</p>	Connecting Cornwall will inform many of the long term policies and strategies that the LTP will adhere to.	No direct objective
	<p>Newquay Airport Master Plan for Consultation (Newquay Cornwall Airport 2008) Sets out the short and long term plans, it seeks to gain positive and negative comments with regard to Newquay Airport. It provides a framework for future funding bids, its integration with the LDF and the airports contribution to the wider transport network and economy.</p>	Newquay Airport plays a major role in connecting Cornwall nationally and internationally. These links will be strengthened through the development of the LPT.	No direct objective
	<ul style="list-style-type: none"> • Port of Truro and Penryn – Draft Masterplan (Carrick DC, 2007) • Falmouth Harbour Five Year Strategy (Falmouth Harbour Commission, 2007) • Fowey Harbour Objectives and Strategies (Fowey Harbour Commission, 2007) 	The local plans relating to ports in Cornwall will be crucial in the development of the LTP to align infrastructure systems.	No direct objective
	Network Management Duty		No direct objective
	Transport Asset Management Plan (TAMP)		No direct objective

Spatial Planning

Topic: Spatial Planning	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>International</p> <p>European Spatial Development Perspective (EU Council, 1999) The aim of spatial development policies is to work towards a balanced and sustainable development of the territory of the European Union. The ESPD aims to ensure that the three fundamental goals of European policy are achieved equally in all the regions of the EU:</p> <ul style="list-style-type: none"> • Economic and social cohesion • Conservation and management of natural resources and the cultural heritage • More balanced competitiveness of the European territory 	<p>Spatial planning has the ability to influence heritage and the environment. The LTP should ensure that sustainable, economically viable transport systems are developed to complement planning.</p>	<p>No direct objective</p>
	<p>National</p> <p>PPS 1 – Delivering sustainable development (ODPM, 2005) Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:</p> <ul style="list-style-type: none"> • Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; • Contributing to sustainable economic development; • Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; • Ensuring high quality development through good and inclusive design, and the efficient use of resources • Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. 	<p>The LTP should incorporate objectives that have consideration for the pillars of sustainable development.</p>	<p>No direct objective</p>
	<p>PPG note 3 – Housing (ODPM, 2000) Para. 47 – linking development with public transport: Exploit opportunities to locate larger housing developments around major nodes along good public transport corridors, and ensure they are accessible by a range of non-car transport modes. Para. 48 – linking development with public transport: Use public transport positively to shape the pattern of development, recognising that new land uses can improve the viability of public transport. Paras. 50 & 51 – promoting mixed-use development: Facilitate mixed land-use development by adopting flexible planning standards for car parking. Allow housing developments with limited or no off-street parking</p>	<p>Spatial planning should collaborate with the development of the LTP to ensure that relevant infrastructures are in place for future housing schemes. Review parking, public transport and safe walking/cycling routes will form part of the LTP.</p>	<p>No direct objective</p>

Topic: Spatial Planning	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>in areas where there is good public transport access and on-street parking can be controlled strictly. Para. 61 – reviewing parking standards: Apply the same principles above for housing in town centres where services are already accessible by walking, cycling or public transport.</p>		
	<p>PPS 12 – Local Development Frameworks (ODPM, 2004) This PPS deals primarily with the new planning instruments to be introduced under the Planning and Compulsory Purchase Bill. Annex B deals with the integration of LDF planning with transport planning and makes the following recommendations: • The LTP should identify the Councils objectives and investment priorities, and should be consistent with the regional transport strategy; and • During drafting the policies in the LDF should be consistent with those in the LTP to ensure consistency through the planning hierarchy.</p>	<p>The LTP will adopt the plans policies and objectives within the LTP.</p>	<p>No direct objective</p>
	<p>PPG 13 – Transport (ODPM, 2001) Para. 1.4 – objectives: Establishes the priorities of integrating land use planning with transport; promoting more sustainable transport choices for people and for freight; and reducing the need to travel by private car by improving the accessibility of sustainable transport. Para. 1.6 – objectives: Identifies the linkages between transport and land use planning in terms of the need to co-locate housing, retailing, etc. with good quality transport services offering modal choice. Paras. 50 to 51 – parking: Coordinate parking provision with policies on - and off-street parking controls and charging principles. Para. 72 – public transport: Explore opportunities and priorities for additional investment to improve public transport, and for improving the interchanges between different transport services.</p>	<p>The LTP has the ability to contribute to the objectives outlined in the Planning Policy Guidance for Transport. Transport issues should be linked to planning in co-ordination future developments.</p>	<p>No direct objective</p>
	<p>PPG 20 – Coastal planning (ODPM, 1992) Para. 2.14 – policies for risks: Minimise developments in areas at risk from flooding, erosion and land stability. Paras. 3.6 & 3.7 – recreation [2] and Para. 4.17 – structure and local plans: Encourage imaginative use of marine/maritime facilities while recognising their cultural/historical value. Public access to the coast should be a basic principle unless it can be demonstrated this would damage nature conservation or be impractical. Local plans should contain policies on public access to the coast.</p>	<p>Schemes implemented through the LTP will have regard for their potential to increase the likelihood of flooding and for susceptibility to flooding. Creating access to coastal sites through appropriate transport measures will be considered.</p>	<p>No direct objective</p>
	<p>Regional A Sustainable Future for the South West: The Regional Sustainable Development Framework for the South West of England (South</p>	<p>The LTP will develop transport systems that are</p>	<p>No direct objective</p>

Topic: Spatial Planning	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>West Regional Assembly, 2001) Development planning: Guide development to areas with adequate resources (including transport) to support it. Support integration of land uses to reduce commuting and unnecessary travel. Identify and conserve recognised heritage and landscape assets, and encourage land management that respects the countryside. Reduce development where it has a potentially damaging effect. Carry out sustainability appraisals of new development and flood defence schemes. Sustainable communities: Promote stronger and more vibrant communities in the South West. Coastal & marine: Enhance the sustainable economic potential of the coast. Develop a sustainable ports strategy to maintain competitiveness while protecting the marine environment.</p>	sustainable and support integration of land uses, reduce the need for travel, consider the environment and develop the economic potential of Cornwall.	
	<p>Draft Regional Spatial Strategy for the South West incorporating the Secretary of State's proposed changes (SWRA, 2008) This consultation report sets three illustrative development strategies for the region, which will form the Core Development Strategy. They all embed the RPG10 'urban focussed' strategy.</p> <ul style="list-style-type: none"> • Alternative 1: continue with RPG10 (eleven PUAs); • Alternative 2: concentrate on fewer PUAs; and • Alternative 3: recognise the difference between the north and south of the SW and centralise development in the PUAs in the North, whilst subdividing development of the south between PUAs and rural areas. 	The RSS is crucial to the future of spatial planning and the LTP; all the objectives will be adopted and adhered to in the LTP.	No direct objective
	<p>Regional Planning Guidance note 10 – Guidance for the South West (ODPM, 2001) Vision policies include reducing the need to travel, promoting the provision of networks for walking, cycling and public transport, and ensure that development that generates large numbers of trips is well served by these transport modes. Sub-regional strategy policies include investment in transport infrastructure and telecommunications to reduce problems of peripheralisation; promote improved and integrated public transport, communications and service provision, and support community based public transport solutions to increase access to jobs, homes and facilities for rural areas and the coast.</p>	The LTP will adopt the plans policies to ensure that it aligns with the guidance.	No direct objective
	<p>Local Cornwall County Council Structure Plan 2001-2015 (Cornwall County Council, 2004) The policies are underpinned with regards to the following:</p> <ul style="list-style-type: none"> • Ecology, aesthetics and pollution free environment 	The LTP will continue to develop the policies as outlined in the Structure Plan.	No direct objective

Topic: Spatial Planning	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<ul style="list-style-type: none"> • Communities • Housing • Sustainable economy, employment, resources • Health • Access • Energy efficiency 		
	<p>Local Development Frameworks (Cornwall County Council, 2009) (Emerging)</p> <p>Caradon District Council Carrick District Council North Cornwall District Council Kerrier Distrci Council Penwith District Council Restormel Borough Council</p>	<p>The LTP will align its development with the LDF and Core Strategy.</p>	<p>No direct objective</p>
	<p>Emerging Local Areas Action Plans:</p> <p>Truro and Threemilestone, Falmouth and Penryn Area Action Plans (Carrick DC, 2008) Camborne, Pool, Illogan, and Redruth Area Action Plan (Kerrier DC, 2008) Penzance/Newlyn; Hayle; St Ives/Carbis Bay; and the Rural Areas Area Action Plans (Penwith DC, 2008) Lostwithiel, Newquay, Mid Restormel, St Austell (Restormel BC, 2008) Bodmin (North Cornwall DC, 2009)</p>	<p>As the Local Area Action plans develop they will be crucial in informing the LTP.</p>	<p>No direct objective</p>

Sustainable Development

Topic: Sustainable Development	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	<p>International</p> <p>The World Summit on Sustainable Development. Johannesburg Declaration of Sustainable Development (UN, 2002) Key commitments identified were: (most relevant)</p> <ul style="list-style-type: none"> • Poverty eradication • Water and sanitation • Sustainable production and consumption • Energy • Chemicals • Management of natural resource base • Corporate responsibility • Health 	The LTP should ensure development is sustainable within the commitments as identified in the declaration.	No direct objective
	<p>National</p> <p>PPS7 - Sustainable Development in Rural Areas (ODPM 2004)</p> <ul style="list-style-type: none"> • To raise the quality of life • To promote sustainable development • Promote regions through economic performance • To promote sustainable agriculture that is diverse and adaptable 	Due to the rural nature of Cornwall this policy statement is of significance. The LTP will continue to make provisions for rural communities through accessibility packages and will encourage a reduction in the need to travel.	No direct objective
	<p>Securing the Future: The Government's Sustainable Development Strategy (DEFRA, 2005) The included within the strategy are:</p> <ul style="list-style-type: none"> • Living within environmental limits • Promoting good governance • Using sound science responsibly 	The LTP will be produced with the environmental limits of the area in mind which will be informed by the SEA process. Promoting sustainable transport practices will be crucial and may be a tool for encouraging modal shift.	No direct objective
	<p>PPS6: Planning for Town Centres (ODPM, 2005)</p> <ul style="list-style-type: none"> • Planning for the growth and development of existing centres • Promoting and enhancing existing centres, by focusing development in such centres • Encouraging a wide range of services in a good environment, accessible to all. 	The LTP should ensure that it contributes to future sustainability in urban areas.	No direct objective
	<p>Regional</p> <p>A Sustainable Future for the South West: The Regional Sustainable Development Framework for the South West of England (South West Regional Assembly, 2001) Development planning: Guide development to areas with adequate</p>	The LTP will develop transport systems that are sustainable and support integration of land uses, reduce the need for travel, consider the environment and	No direct objective

Topic: Sustainable Development	Plans, Programmes, Policies, Strategies and Initiatives, its Objectives and Requirements	How objectives will be taken into account relevant to the LTP	SEA Objective
	resources (including transport) to support it. Support integration of land uses to reduce commuting and unnecessary travel. Identify and conserve recognised heritage and landscape assets, and encourage land management that respects the countryside. Reduce development where it has a potentially damaging effect. Carry out sustainability appraisals of new development and flood defence schemes. Sustainable communities: Promote stronger and more vibrant communities in the South West. Coastal & marine: Enhance the sustainable economic potential of the coast. Develop a sustainable ports strategy to maintain competitiveness while protecting the marine environment.	develop the economic potential of Cornwall.	
	<p>Draft Regional Spatial Strategy for the South West incorporating the Secretary of State's proposed changes (SWRA, 2008) This consultation report sets three illustrative development strategies for the region, which will form the Core Development Strategy. They all embed the RPG10 'urban focussed' strategy.</p> <ul style="list-style-type: none"> • Alternative 1: continue with RPG10 (eleven PUAs); • Alternative 2: concentrate on fewer PUAs; and • Alternative 3: recognise the difference between the north and south of the SW and centralise development in the PUAs in the North, whilst subdividing development of the south between PUAS and rural areas. 	The RSS is crucial to the future of spatial planning and the LTP; all the objectives will be adopted and adhered to in the LTP.	No direct objective
	Local		
	<p>Cornwall Sustainable Community Strategy (Cornwall Strategic Partnership, 2003) An objective within the SCS is to 'ensure an appropriate, effective and more energy efficient and environmentally friendly transport system'.</p>	The LTP will align with the SCS and adopt the plans objectives.	No direct objective
	<p>Cornwall Sustainable Development Plan (Cornwall County Council, 2007) The main areas for consideration are below. There is considerable attention to transport in the document which will inform future actions and indicators.</p> <ul style="list-style-type: none"> • Achieving a sustainable economy • Tackling climate change • Making sustainable use of materials, energy and water • Promoting personal well being • Environmental protection 	The actions outlined in the Development Plan are closely aligned to those set out as the LTP national goals. Whilst these may be addressed in terms of transport, in the LTP the synergistic effects of transport systems on these aims should be considered.	No direct objective
<p>Local Development Framework (Cornwall County Council, 2009) (Emerging)</p>		No direct objective	