



Marine
Management
Organisation

Statement in Support of Harbour Revision Order (HRO) Application

Table 1: Application details

1. Date application made to MMO	23 March 2021
2. Name of primary contact	Ashfords LLP
3. Contact details of primary contact	Lara Moore, Ashfords LLP [REDACTED] l.moore@ashfords.co.uk
4. Address of primary contact	Ashfords LLP, Ashford House Grenadier Road Exeter EX1 3LH
5. Name of Statutory Harbour Authority	Cornwall Council
6. Is this a Works Order?	No
a. Brief description of proposed works	N/A
b. Date when notification of intention was submitted to MMO	N/A
c. Date when EIA screening	N/A

<p>opinion was issued by MMO</p>	
<p>d. If screened in, date when scoping opinion was issued by MMO</p>	<p>N/A</p>
<p>e. If screened in and if an optional ES review was undertaken, date when review was completed by MMO</p>	<p>N/A</p>
<p>7. Non-technical summary – please explain what you are seeking to achieve in this application in no more than 200 words.</p>	<p>The Order extends the harbour limits applying to St Ives harbour to include St Ives Bay (excluding Hayle harbour) within the jurisdiction of the Cornwall Council as the statutory harbour authority between the date the Order comes into force (which is unlikely to be before 7th June 2021) and 15th June 2021, due to the additional level of and increased intensity of activity (primarily with vessels) expected in St Ives Bay during the G7 Summit. The area of St Ives Bay to be included is referred to in the proposed Harbour Revision Order as ‘the additional area’ and is shown shaded blue on the plan deposited with the Order.</p> <p>The Order will cease to be in force on 15th June 2021. From that date, Cornwall Council’s area of jurisdiction will no longer include St Ives Bay (‘the additional area’) and the powers of general and special direction granted under the Order and the appointment of Police constables under the Order (see further below) will cease. In total the Order is expected to be in force for a maximum of 9 days.</p> <p>The Order also confers further modernised powers on the Council to aid the management of the harbour and St Ives Bay (‘the additional area’) during the G7 Summit. The powers are considered conducive to the efficient and economical operation, maintenance, management and improvement of harbour and the additional area. In particular, the Order would confer modern powers on the Council to give general directions to vessels and persons using the harbour and the additional area of St Ives Bay, together with powers exercisable by the harbour master appointed by the Council to give special directions to vessels. These powers are required to support the effective management of harbour and the additional area as recommended in the Port Marine Safety Code and to support management of vessels and persons in the harbour and the additional area during the G7 Summit period. Due to the proximity of the Order coming into force and the G7 Summit taking place, any General Directions made will need be made in accordance with the procedure under article 7(7) of the proposed Order.</p>

	<p>This means that there will not be a statutory 6 week consultation period with ‘designated consultees’ after the Order comes into force. However, discussions with interested parties are expected to commence during April on any proposed General Directions so that if the proposed Order is granted and General Directions are subsequently brought into force for the G7 period, interested parties will have had the opportunity to provide input and feedback on the proposals prior to any General Directions coming into force.</p> <p>The Order also permits the Council to nominate and a Justice of the Peace to appoint police constables to be constables over the harbour, the additional area and within one mile of those areas during the G7 Summit period (9 day maximum).</p> <p>The Aviation and Maritime Security Act 1990 (‘the 1990 Act’) applies to areas within the jurisdiction of the harbour authority. Therefore during the G7 Summit period (maximum of 9 days) it will also apply to the additional area in addition to St Ives harbour and Hayle harbour (in respect of which it already applies). Section 20 of the 1990 Act provides that the Secretary of State, may direct that a harbour authority shall apply to the Secretary of State for the designation of the whole or any part of the harbour area as a restricted zone. Once a zone is designated as a restricted zone no person, vehicle or vessel may go into it unless they are authorised to do so and additionally anyone permitted to enter must do so in accordance with the conditions attached to the permission. Furthermore, any person can be required to leave a restricted zone. The extent of the restricted zone that it is expected that the Secretary of State will direct the Council to apply for once the proposed Order is in force is shown in Annex 1 to this Statement of Support.</p>
<p>8. Location (coordinates must be provided in WGS84 format if this is a works order)</p>	<p>St Ives Harbour and St Ives Bay.</p>
<p>9. State the title of all relevant charts/maps/plans included with application (if appropriate)</p>	<p>One plan is being deposited with the Order, which shows, for information purposes the extent of the additional area to be included within the Council’s area of jurisdiction for the period of the G7 Summit. It also shows the current limits of St Ives Harbour (‘the harbour’) and Hayle harbour. Its title is ‘St Ives Bay’.</p> <p>In addition:</p> <ul style="list-style-type: none"> • The expected extent of the restricted zone referred to above is shown in Annex 1 to this statement of support; and • A larger plan of the Council’s current area of jurisdiction for St Ives harbour is shown on the plan in Annex 2 to this statement of support.
<p>10. State the legislation relevant to the Harbour Authority and included</p>	<p>The local Acts and Orders relevant to the Council as the statutory harbour authority for St Ives Harbour are:</p> <ul style="list-style-type: none"> • The St Ives Harbour Act 1853 • Saint Ives Harbour Order 1862

<p>with this application (if appropriate)</p>	<ul style="list-style-type: none"> • Saint Ives Harbour Order 1886 • Saint Ives Harbour Order 1888 • St Ives Harbour Revision Order 1980 • St Ives Harbour Revision Order 1993 <p>The extant provisions of this legislation are applied to the ‘additional area’ during the G7 Summit period (9 day maximum) excluding the provisions providing the Council with a power to dredge (this exclusion is to prevent the Order from being considered a ‘works’ harbour order due to dredging being considered to be an intervention in the environment).</p> <p>The local legislation relevant to the Council as the competent harbour authority for St Ives Harbour for the purposes of Pilotage is the St Ives (Pilotage) Harbour Revision Order 1988. This Order and the Council’s function as competent harbour authority are not affected by the proposed Order, but as the 1988 Order is referred to in the Order, a copy of it is also included with the application.</p>
<p>11. If you have received any pre-application guidance from the MMO in relation to this application please briefly describe this here.</p>	<p>The MMO has been made aware pre-application that this application is being submitted and of its proposed contents.</p>
<p>12. Have you included the required fee for your application?</p>	<p>Sent by BACS with reference HRO/2021/00003</p>

Table 3: Statutory Harbour Authority background

<p>St Ives Harbour, located in St Ives, covers the area from the landmarks labelled as Porthminster Point to the easternmost point of St. Ives Head. The area of water currently within the jurisdiction of the Council as the Statutory Harbour Authority includes the area between high water and a line drawn between the said landmarks and is shown shaded blue and edged by a black line on the St Ives Current Harbour Limits Plan included within Annex 2 of this Statement of Support. St Ives Harbour is a Fishery Harbour under the Sea Fish Industry Act 1951. The main activities which take place at St Ives Harbour are fishing, leisure and boat trips.</p> <p>The harbour facilitates 160 moorings under 10 metres in length. The Harbour has extremely limited dry ‘real estate’ within its existing harbour limits.</p>
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In managing the Harbour, the Council strives to observe industry standards set out in Government guidelines. The Council is committed to complying with the principles of the various codes and reports applying to the ports and harbours industry, except where not relevant to the Council's constitution as statutory harbour authority.

Table 3a: Need and justification for order

The proposed Order and any general directions, special directions or appointment of police constables under it will only be in force for a maximum period of 9 days during the G7 Summit period.

It is expected that the G7 Summit will lead to significantly increased levels of and intensity of activity in St Ives Harbour and St Ives Bay during the Summit period. As such it is important that the limits of the harbour are extended to include the St Ives Bay (excluding Hayle Harbour) during this period to enable safe management of both areas, including through making General Directions to regulate activity in the areas, and so that a restricted zone can be established (under the provisions of the Aviation and Maritime Security Act 1990) upon direction from the Secretary of State. As explained above the extent of the restricted zone that it is expected that the Secretary of State will direct the Council to apply for once the proposed Order is in force is shown in Annex 1 to this Statement of Support.

In addition, as police assistance will be required to manage the St Ives Bay area during the G7 Summit period, the Order also permits the nomination of police constables by the Council and the appointment of them by a Justice of the Peace over the harbour police area (the harbour, the 'additional area' (St Ives Bay excluding Hayle Harbour) and one mile outside those areas) for the G7 Summit period. Once appointed the police constables shall have all the powers and privileges of a constable in the harbour police area.

Port Marine Safety Code

As the harbour authority for St Ives Harbour, the Port Marine Safety Code (November 2016) published by the Department for Transport ("the Code") applies to the Council as well as to all statutory harbour authorities and other marine facilities, berths and terminals in the UK. The Executive Summary to the Code explains that:

"The Code has been developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It provides a measure by which organisations can be accountable for discharging their statutory powers and duties to run harbours or facilities safely and effectively. It also provides a standard against which the policies, procedures and performance of organisations can be measured. The Code describes the role of board members, officers and key personnel in relation to safety of navigation and summarises the main statutory duties and powers of harbour authorities. The Code is designed to reduce the risk of incidents occurring within the port marine environment and to clarify the responsibilities of organisations within its scope."

The Code identifies a number of tasks which harbour authorities should undertake in order to comply with the Code including reviewing and being aware of existing powers based on local and national legislation and advises that harbour authorities should seek additional powers if the existing powers are insufficient to meet their obligations to provide safe navigation. Paragraph 2.5 of the Code states "... harbour authorities would be well

advised to secure powers of general direction or harbour direction to support the effective management of vessels in their harbour waters if they do not have them already". The Council does not currently have powers of General Direction or Harbour Direction and given the significantly increased levels of and intensity of activity expected in St Ives harbour and St Ives Bay during the Summit period it is considered important that the Council have powers of General Direction over both the harbour and St Ives Bay (excluding Hayle Harbour) during the G7 Summit period.

Harbours Act 1964

Section 14 of the Harbours Act 1964 ("the 1964 Act") confers powers which have been devolved to the MMO to make an order under that section (known as a harbour revision order) in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of statutory powers and duties for achieving all or any of the objects specified in Schedule 2 of the 1964 Act.

Section 14(2)(a) of the 1964 Act requires that a written application be made to the MMO by the authority engaged in improving, maintaining or managing the harbour in question and section 14(2)(b) provides that the MMO must be:

"satisfied that the making of the order is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner or facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships".

The matters set out in Schedule 2 to the 1964 Act include at paragraph 4:

"Imposing or conferring on the authority, for the purpose aforesaid, duties or powers (including powers to make byelaws), either in addition to, or in substitution for, duties or powers imposed or conferred as mentioned in paragraph 3 above".

And, at paragraph 6:

"Settling (either for all purposes or limited purposes) the limits within which the authority are to have jurisdiction or altering (either for all purposes or for limited purposes) such limits as previously settled"

And, at paragraph 8:

"Authorising justices of the peace to appoint, on the nomination of the authority, persons to act as constables within any limits within which the authority have jurisdiction in relation to the harbour and within one mile outside any such limits, and to dismiss persons appointed by virtue of this paragraph, and conferring on persons so appointed, while acting within any such limits as aforesaid or within one mile outside any such limits, the powers which a constable has within his constablewick."

Because this is not an application for a harbour revision order which, directly or indirectly, authorises a project (within the meaning of paragraph 1 of Schedule 3 to the 1964 Act), prior notification to the MMO under paragraph 3(a) of Schedule 3 to the 1964 Act is not required.

The application for the Order under section 14 of the 1964 Act meets the conditions set out in that section. In particular, the application meets the requirements of:

(a) section 14(1) of the 1964 Act because it is made in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of its statutory powers and duties for the purpose of achieving objects falling within Schedule 2 to the Act.

(b) section 14(2) of the 1964 Act because:

(i) the application is made upon the written application of a harbour authority engaged in improving, maintaining or managing the harbour; and

(ii) the making of the HRO is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner.

The proposed Order would modernise and extend the powers of the Council during the G7 Summit period considered conducive to the efficient and economical operation, improvement, maintenance, or management of the harbour and the additional area of St Ives Bay.

An explanation of, and the need for, each substantive article in the Order is set out in the table below. Some examples of how the powers may be exercised are also described below. These examples are not intended to be exhaustive of the ways in which the powers may lawfully be exercised.

Articles 1 and 2 of the Order are not dealt with below since they are ancillary to the substantive provisions of the Order.

Table 2b: Justification for inclusion of provisions

Article in HRO	Summary of Provision	Requirement for provision
3	Incorporation of the St Ives Harbour Act and Order	<p>As the Council will be the harbour authority for the 'additional area' during the G7 Summit period, article 3 incorporates the provisions of the local harbour legislation that applies to St Ives Harbour so that it also applies to the 'additional area' during the G7 Summit period. This is necessary to ensure that the Council can fulfil its function as statutory harbour authority over the additional area.</p> <p>The excluded provisions relate to the powers the Council has to dredge St Ives harbour. These provisions have been excluded to prevent the proposed Order being considered a 'works' Order due to dredging being considered to be an intervention in the environment.</p>
4	Jurisdiction	This article broadly reflects the drafting of article 4 of the Portland (The London Olympics and Paralympic Games) Harbour Revision Order 2011, which was a temporary harbour revision order to extend the area of jurisdiction of Portland Harbour Authority Limited during the Olympic Games.

		<p>The article provides that the Council will be the harbour authority for the 'additional area' during the G7 period ([7th] to 15th June 2021 maximum). It also provides that any General or Special Directions made under the Order will also cease to have effect on the G7 termination date (15th June 2021) and that from that time the Council will continue to be the harbour authority for St Ives Harbour, but not for the additional area.</p> <p>The Council is already the competent harbour authority for the purposes of the Pilotage Act 1987 over St Ives harbour, Hayle harbour and the additional area. This function is not affected by the proposed Order either during or after the G7 period. Article 4 makes this clear.</p> <p>This article is required to extend the Council's jurisdictional limits for the G7 period so that the anticipated significantly increased levels of and intensity of activity in St Ives Harbour and St Ives Bay during the Summit period can be managed safely, including through making General Directions to regulate activity in the areas, and so that a restricted zone can be established (under the provisions of the Aviation and Maritime Security Act 1990) upon direction from the Secretary of State. As explained above the extent of the restricted zone that it is expected that the Secretary of State will direct the Council to apply for once the proposed Order is in force is shown in Annex 1 to this Statement of Support.</p> <p>This article is authorised by paragraph 6 of Schedule 2 of the Harbours Act 1964:</p> <p><i>"Settling (either for all purposes or limited purposes) the limits within which the authority are to have jurisdiction or altering (either for all purposes or for limited purposes) such limits as previously settled"</i></p>
5	Functions	<p>This article sets out the functions of the Council as statutory harbour authority over the additional area during the G7 Summit period. It is broadly reflective of article 5 of the Portland (The London Olympics and Paralympic Games) Harbour Revision Order 2011.</p>
6 - 8 and 10	Power to make General Directions and associated procedure, publication requirements and penalty.	<p>These articles provide the Council with powers of General Direction. They also set out the consequences of failing to comply with a General Direction.</p> <p>The Port Marine Safety Code, advises at paragraph 2.5 of Chapter 2 that:</p> <p><i>"In particular, harbour authorities would be well advised to secure powers of general direction or harbour direction to support the effective management of vessels in their harbour waters if they do not have them already."</i></p> <p>The Council does not have powers of Harbour Direction or General Direction.</p>

		<p>Therefore, in line with the Port Marine Safety Code, the Council is applying for a power of General Direction that will enable it to issue general directions over the harbour and the additional area during the G7 Summit period. This is due to the additional level of, and increased intensity of activity (primarily with vessels) expected in the St Ives harbour and St Ives Bay during the G7 Summit period.</p> <p>The proposed harbour revision order itself, only grants the power to make General Directions. Due to the proximity of the Order coming into force and the G7 Summit taking place, any General Directions made will need be made in accordance with the procedure under article 7(7) of the proposed Order. This means that there will not be a statutory 6 week consultation period with 'designated consultees' after the Order comes into force. However, discussions with interested parties are expected to commence during April on any proposed General Directions so that if the proposed Order is granted and General Directions are subsequently brought into force for the G7 period, interested parties will have had the opportunity to provide input and feedback on the proposals prior to any General Directions coming into force.</p> <p>In terms of the precise scope of General Directions, it will be seen that article 3(1) would allow the Council to give or amend directions "...for the purpose of promoting or securing directions conducive to the ease, convenience or safety of navigation, the safety of persons and the protection of property, flora and fauna". Such a scope is consistent with the environmental duties placed on harbour authorities by virtue of section 48A of the 1964 Act and paragraph 16A of Schedule 2 to that Act, which enables a harbour revision order to confer powers for environmental conservation within the harbour.</p> <p>Article 10 sets out the maximum fine level (level four on the standard scale) for failure to comply with a General Direction once made. Although the Council does not currently have powers of General Direction, it is already entitled to impose fines of up to level 4 on the standard scale (section 57 of the Criminal Justice Act 1988).</p> <p>These articles are authorised by Schedule 2 to the 1964 Act include, in particular:</p> <p>paragraph 3: <i>Varying or abolishing duties or powers imposed or conferred on the authority by a statutory provision of local application affecting the harbour, being duties or powers imposed or conferred for the purpose of—</i></p> <p style="padding-left: 40px;"><i>(a)improving, maintaining or managing the harbour;</i></p>
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		<p><i>(b)marking or lighting the harbour, raising wrecks therein or otherwise making safe the navigation thereof; or</i></p> <p><i>(c)regulating the carrying on by others of activities relating to the harbour or of activities on harbour land.</i></p> <p>paragraph 4: <i>“Imposing or conferring on the authority, for the purpose aforesaid, duties or powers (including powers to make byelaws), either in addition to, or in substitution for, duties or powers imposed or conferred as mentioned in paragraph 3 above”.</i></p> <p>paragraph 16A: <i>“Imposing or conferring on the authority duties or powers (including powers to make byelaws) for the conservation of the natural beauty of all or any part of the harbour or of any of the fauna, flora or geological or physiographical features in the harbour and all other natural features.”</i></p>
<p>9 - 11</p>	<p>Power to give Special Directions and associated procedure, penalty and enforcement.</p>	<p>These articles provide the Council with modern powers of Special Direction and set out the level of fine (article 10 – see above). The Council already has powers of special direction and the power to move vessels who do not comply with certain directions under sections 52 and 58 of the Harbours Docks and Piers Clauses Act 1847. Nevertheless, it is considered conducive to the management of the harbour and the additional area in an efficient and economical manner during the G7 Summit period for the Council to be provided with a modern express power as set out under the Order.</p> <p>These articles are authorised by Schedule 2 to the 1964 Act include, in particular:</p> <p>paragraph 3: <i>Varying or abolishing duties or powers imposed or conferred on the authority by a statutory provision of local application affecting the harbour, being duties or powers imposed or conferred for the purpose of—</i></p> <p><i>(a)improving, maintaining or managing the harbour;</i></p> <p><i>(b)marking or lighting the harbour, raising wrecks therein or otherwise making safe the navigation thereof; or</i></p> <p><i>(c)regulating the carrying on by others of activities relating to the harbour or of activities on harbour land.</i></p> <p>paragraph 4:</p>

		<i>“Imposing or conferring on the authority, for the purpose aforesaid, duties or powers (including powers to make byelaws), either in addition to, or in substitution for, duties or powers imposed or conferred as mentioned in paragraph 3 above”.</i>
12	Master’s responsibility in relation to directions	Article 9 preserves the responsibility of the Master of a vessel to the Master’s vessel, persons on board it, its cargo and any other persons or property.
13	Appointment of Police constables	<p>As police assistance will be required to manage the St Ives Bay area during the G7 Summit period, the Order also permits the nomination of existing police officers as police constables by the Council and the appointment of them by a Justice of the Peace over the harbour police area (the harbour, the ‘additional area’ (St Ives Bay excluding Hayle Harbour) and one mile outside those areas) for the G7 Summit period. Once appointed the police constables shall have all the powers and privileges of a constable in the harbour police area.</p> <p>The scope of article is authorised by Harbours Act 1964, Schedule 2, paragraph 8: <i>“Authorising justices of the peace to appoint, on the nomination of the authority, persons to act as constables within any limits within which the authority have jurisdiction in relation to the harbour and within one mile outside any such limits, and to dismiss persons appointed by virtue of this paragraph, and conferring on persons so appointed, while acting within any such limits as aforesaid or within one mile outside any such limits, the powers which a constable has within his constablewick.”</i></p>
14	Limitations on the powers under this Order	<p>This article expressly provides that subject to article 15, no powers may be exercised pursuant to this Order outside the G7 Period and without prejudice to the generality of the foregoing, no general or special direction made under this Order may have effect outside the G7 period. It therefore ensures that the powers granted under the Order will cease on the G7 termination date (15th June 2021).</p> <p>It is broadly reflective of article 7 of the Portland (The London Olympics and Paralympic Games) Harbour Revision Order 2011.</p>
15	Saving	This article ensures that any proceedings, inquiries etc. relating to any situation, matter, thing, happening, act, refusal, neglect or failure occurring during that period so far as relating to the harbour or the additional area, or any part or parts of those areas are not affected by the fact that the proposed Order and any general and special directions made under it will cease to have effect on the G7 Termination date (15 th June 2021). The article is necessary to ensure that the Order and any directions given under it can stay in force for the shortest possible time, without prejudicing any required proceedings etc. For example, a prosecution for breach of a general

		<p>direction made under powers in the Order, in force during the G7 period, could continue even though the Order and the general directions are no longer in force.</p> <p>It is broadly reflective of article 8 of the Portland (The London Olympics and Paralympic Games) Harbour Revision Order 2011.</p>
16 and 17	Saving for Trinity House and Crown Rights	These articles contain standard saving provisions for Trinity House and the Crown.
18	Notices	This article sets out how notices required under the Order are served (except where the Order expressly provides otherwise).
<p>In addition to the specific provisions of Schedule 2 to the 1964 Act mentioned in tables 3(a) and 2(b) above, paragraph 17 of Schedule 2 of the Act provides that a Harbour Revision Order may include provision for:</p> <p><i>“Any object which, though not falling within any of the foregoing paragraphs, appears to the [MMO] to be one the achievement of which will conduce to the efficient functioning of the harbour.”</i></p> <p>For the reasons mentioned above, it is considered that to the extent that any provision contained in the Order does not fall specifically within any other paragraph of Schedule 2, the provisions of the Order would be conducive to the efficient functioning of St Ives Harbour and the additional area and it is therefore within the scope of the 1964 Act for them to be included in the Order.</p>		

Table 4: Relevant policies, guidance and plans

Plan, policy or guidance	<i>Demonstration that application is compliant with relevant plan, policy or guidance.</i>
<p>Relevant Marine Plan (or Marine Policy Statement if no plan or draft plan available)</p>	<p>COMPLIANCE WITH UK MARINE POLICY STATEMENT AND SOUTH WEST MARINE PLAN</p> <p>St Ives Harbour is situated within the South West Marine Plan inshore area. The latest iteration of the draft South West Inshore and South West Offshore Marine Plan was published for consultation in January 2020. Once published as a Consultation Draft, Marine Plans become a material consideration and as such, although the draft South West Inshore and South West Offshore Marine Plan is not yet adopted, it is considered in this Statement of Support in addition to the UK Marine Policy Statement.</p> <p>The proposed Order is a relatively short, non-works HRO (i.e. it does not authorise a plan or project) and it will only be in force for a period of 9 days. As such it is expected that the effects of the proposed Order on the South West Inshore Marine Plan area will be very limited and that any effects will be positive as the proposed Order supports the safe, economic and efficient management of St Ives harbour and St Ives Bay.</p>

Compliance with UK Marine Policy Statement

The UK Marine Policy Statement ('MPS') sets out (in section 2.1) that the UK vision for the marine environment is for '*clean, healthy, safe, productive and biologically diverse oceans and seas*'. The core purpose of the proposed HRO is to enable safe management of the harbour and St Ives Bay during the G7 Summit period. This supports the vision of ensuring that the marine environment in around St Ives harbour and St Ives Bay is kept '*clean, healthy, safe, productive and biologically diverse*'. The provisions of the proposed HRO also support the following high level objectives contained in the MPS:

- (a) **Achieving a sustainable marine economy:** Marine businesses are acting in a way which respects environmental limits and is socially responsible.
- (b) **Ensuring a strong, healthy and just society:** The coast, seas, oceans and their resources are safe to use.
- (c) **Living within environmental limits:** Biodiversity is protected, conserved and where appropriate recovered and loss has been halted.
- (d) **Promoting Good Governance:** Marine businesses are subject to clear, timely, proportionate and, where appropriate, plan-led regulation.

Compliance with draft South West Inshore and South West Offshore Marine Plan

As stated above, until its adoption, the draft South West Inshore and South West Offshore Marine Plan ('SW Marine Plan') is a material consideration. Through its modernisation of the Council's statutory powers the proposed HRO will support the following objectives contained in the SW Marine Plan:

- (a) **Achieving a sustainable marine economy:** Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating efficiently.
- (b) **Ensuring a strong, healthy and just society:** The coast, seas, oceans and their resources are safe to use.
- (c) **Living within environmental limits:** Biodiversity is protected, conserved and where appropriate recovered and loss has been halted.

In addition, the proposed HRO is supported by policy SW-PS-1, which expressly supports competitive and efficient port and shipping operations, recognising '*that Ports and harbours are essential to realise economic and social benefits for the south west marine plan areas and makes sure proposals do not restrict current port and harbour activity or future growth, enabling long-term strategic decisions, and supporting competitive and efficient port and shipping operations.*'

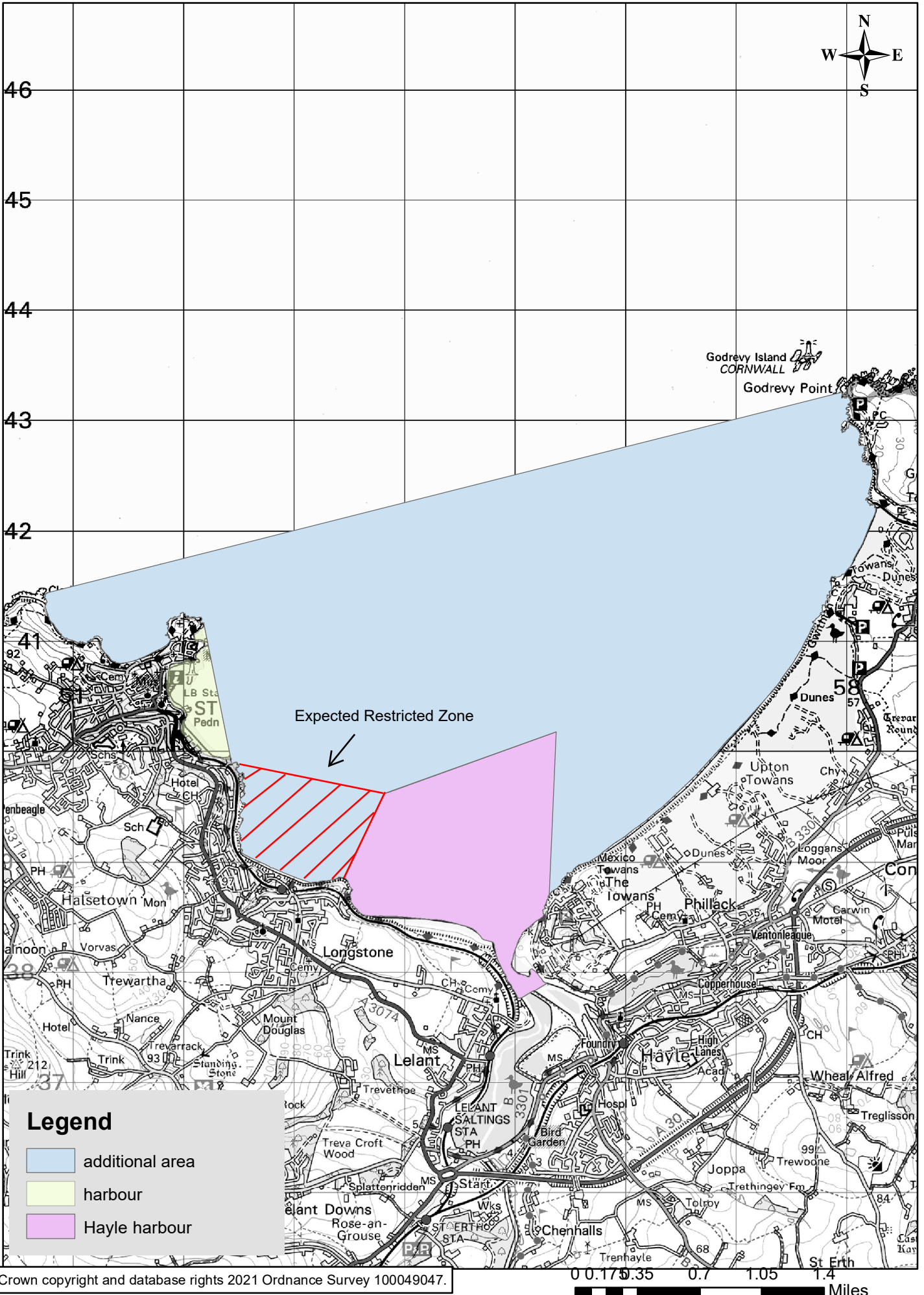
Insert other relevant plans/policy/guidance in this section	<u>Port Marine Safety Code</u> See table 3A above.
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Table 5: Any other relevant information

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Annex 1: Expected 'Restricted Zone' Plan

St Ives Bay



Annex 2: St Ives Current Harbour Limit Plan

St Ives Harbour Limits Plan

Scale 1:2,500 Paper Size: A2

