

Marine Planning in the UK

Learning & Expectations



The opinions expressed in this presentation are those of the presenter alone



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Content

My perspective on
MSP

Progress since 2005

Future developments
in marine planning

Reflections on
infrastructure delivery
and marine planning in
relation to terrestrial
planning



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Perspective 2005 -17

Irish Sea MSP Pilot

MSP projects for Defra,
Welsh Govt, CCW, SNH &
WEL.

Consultations on Planning
Act (2008) & NPSs for
Planning Aid

Defra on MMO planning
function

Maritime Strategy for
Cornwall

Examining Inspector for 3
offshore wind farms



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Reasons to be Cheerful

Production/Adoption of
plans with long term
perspective

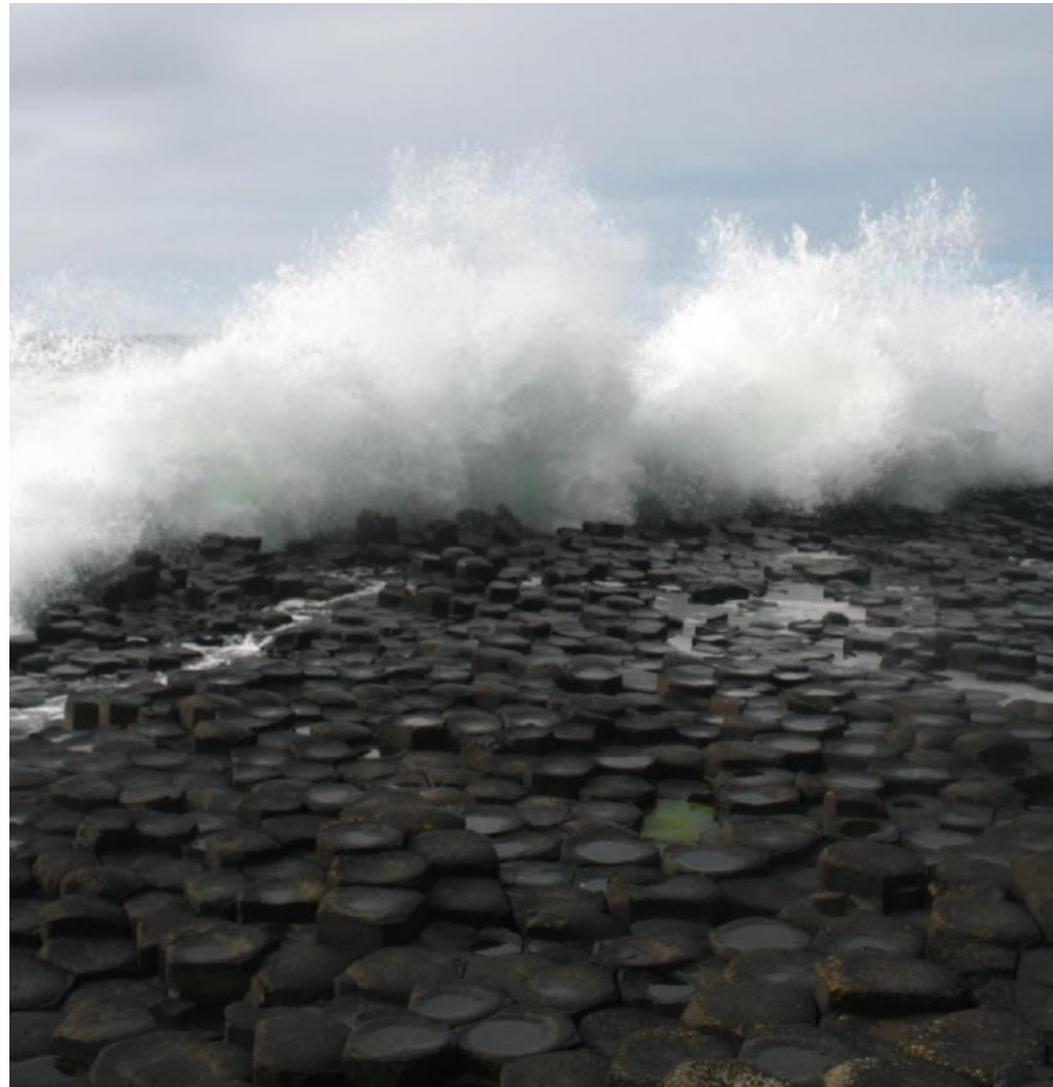
Variety in plans concept
and context

Established process

Based on Principles of
Sustainability

Systematic data collection

Plans influencing decisions



Plan Production

Marine Policy Statement
Shetland Islands MSP
Scotland National M Plan
Scottish Regions
East Marine Plan (Eng)
South Marine Plan (Eng)
Welsh National Marine Plan
MPs for N Ireland/IoMan
International MSPs (60+
UNESCO)
Long term – 20 years approx

Supplementary Guidance
Shetland Islands' Marine Spatial Plan

Shetland
Islands Council

 NAFC Marine Centre
University of the
Highlands and Islands

Fourth Edition
2015



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Variety in Plans

National v Regional

Economic v

Environmental emphasis

Use of different tools

Responding to different
issues

Different scales



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Involving Communities

Established processes of
plan-making including
public participation

Community involvement

Stakeholder Workshops

Partnership working

Cornwall Maritime
Strategy



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Sustainability

UK Sustainable Development Strategy

MPS (High Level Marine Objectives)

Consistent reference to principles of sustainability in adopted plans

Attempts to interpret sustainability in marine policy context (ecosystem approach)



Data Collection

Data collected by plan making organisations

Data collected for projects by applicants, public agencies and interested parties, eg PINS NSIP website

Marine Info. System

Openness as incentive to make data public



Environmental Statement
Chapter 6. Coastal Processes, Sediment Transport and Contamination

www.tidallagoonswanseabay.com



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Influencing Decisions

Consideration in marine NSIP decision making (eg Hornsea Project 2– Main Report)

Conformity required for marine licensing decisions (evidence of consideration in decision letters?)

CONFORMITY WITH NPS, MPS AND MARINE PLANS AND OTHER KEY POLICY STATEMENTS

4.4.1 As noted in Chapters 1 and 2, the application qualifies as a NSIP by virtue of s.15 of PA2008, and is designed to meet the policy objectives specified in NPS EN-1, EN-3 and EN-5.

4.4.2 In REP1-0100, paragraph 3.2.6, the Marine Management Organisation (MMO) agrees that:

"...**the Project satisfies the vision and objectives of the MPS** by virtue of the Project's contribution towards renewable energy targets, thereby helping in the development of a low carbon economy, and as a sustainable economic development."

4.4.3 Furthermore in paragraph 3.2.8 of REP1-0100 the MMO agrees that:

"...**factors of relevance to the Draft East Inshore and East Offshore marine plans have been included in the assessments, including marine protected areas, renewable energy developments and sustainable development of fisheries.**"

4.4.4 However, **the examination of issues between the Applicant and E.ON E&P Ltd did have recourse to the consideration of the marine plans**, and this consideration and the ExA's conclusions on the issues raised are set out in Chapter 10 of this Report.



Great Expectations

Learning from others

Focus on Coastal Communities

Cooperation with terrestrial agencies

Crossing admin boundaries

Addressing cumulative impacts

Greater spatial specificity

More cross-sectoral policy

Integrating MSP & MCAs

Developing case law



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Learning

Each iteration of plans
builds on experience

Issues get exposed eg
cumulative impact

Monitoring and
Review

Development of a
substantial data bank
(Marine Information
System)



Marine
Management
Organisation

**South Marine Plan
Areas Options Report**

February 2015

FOR CONSULTATION



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Focus on Communities

Developing
Local/Regional Plans
with other agencies
(including local
authorities)

Blue New Deal (New
Economics
Foundation)

Putting coastal
communities at the
centre of plans



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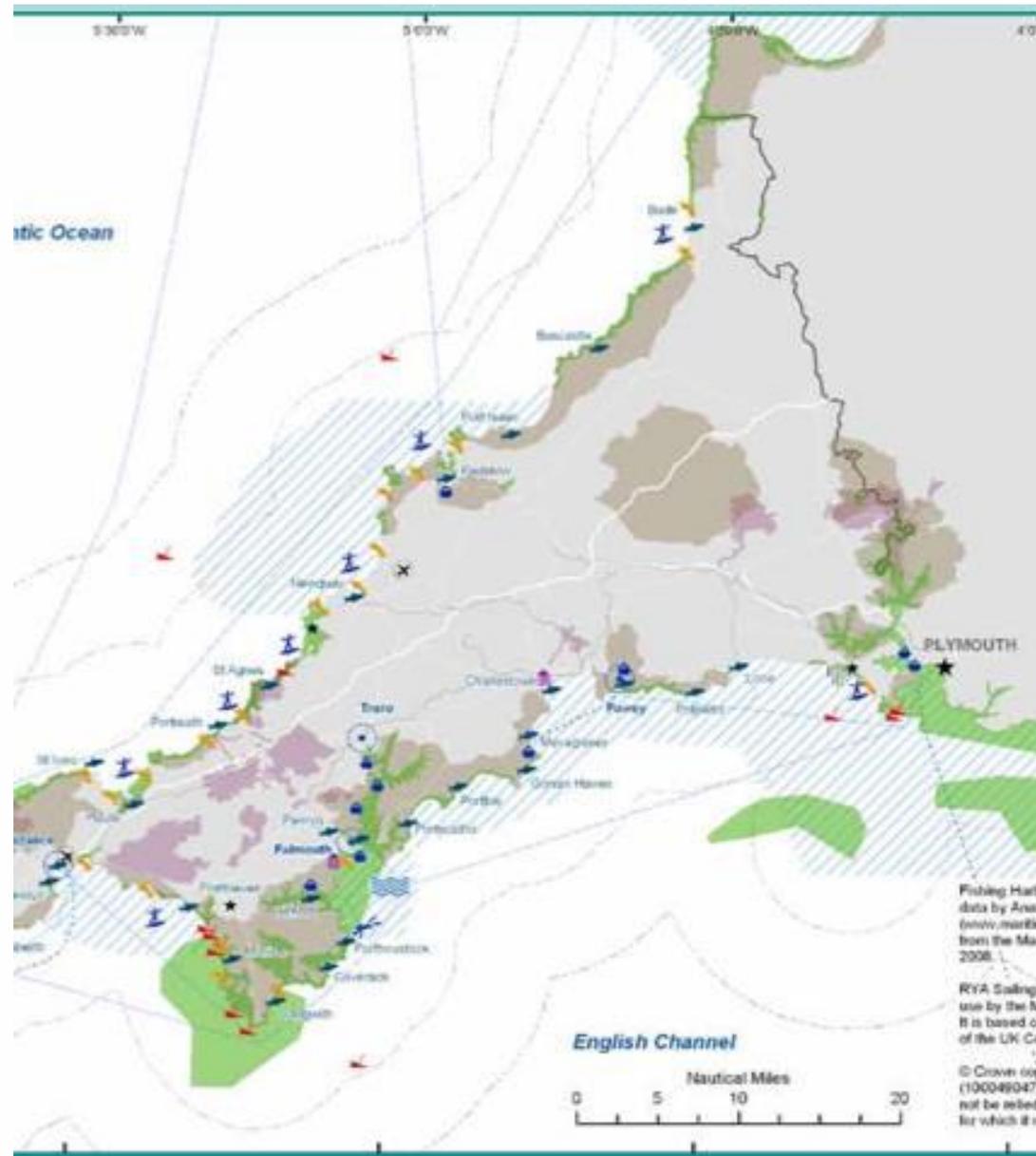
Cooperation with Terrestrial

Scotland National
Planning Framework

Planning of Marine
NSIPs eg OWFs

Working with Local
Plan &
Neighbourhood Plans

Cornwall Maritime
Strategy



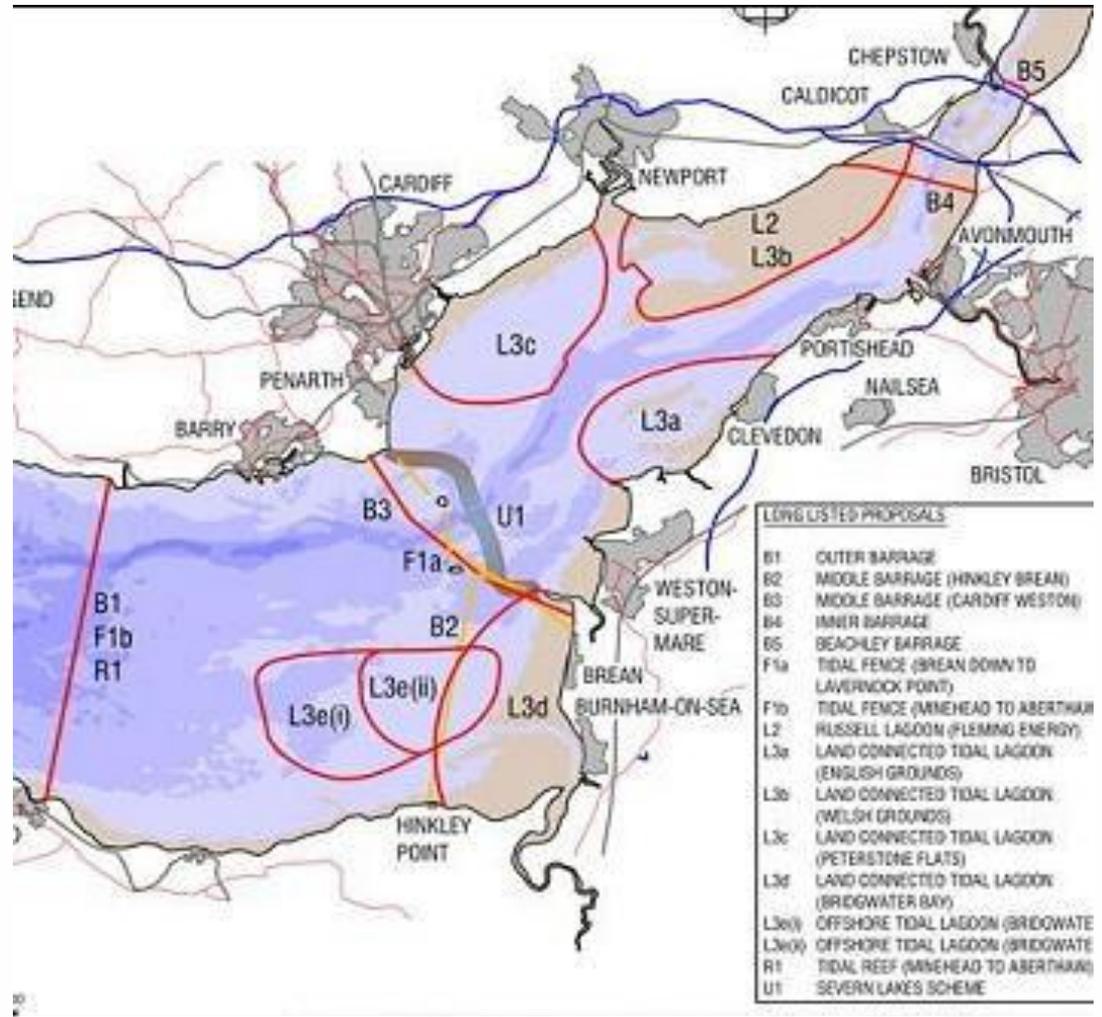
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Planning across Boundaries

Dealing with common issues and cumulative impacts (eg tidal lagoons in Severn Estuary)

International cooperation (eg marine conservation, fishing & cable interconnectors)



Source – Burnham-on-Sea.com



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Cumulative Impact

Need to overcome the
'first come first served'
consequence (photo
Ormonde & Walney)

Need to pre-empt
issues facing Scottish
OWFs

Plans should be subject
to thorough
Environmental
Assessment



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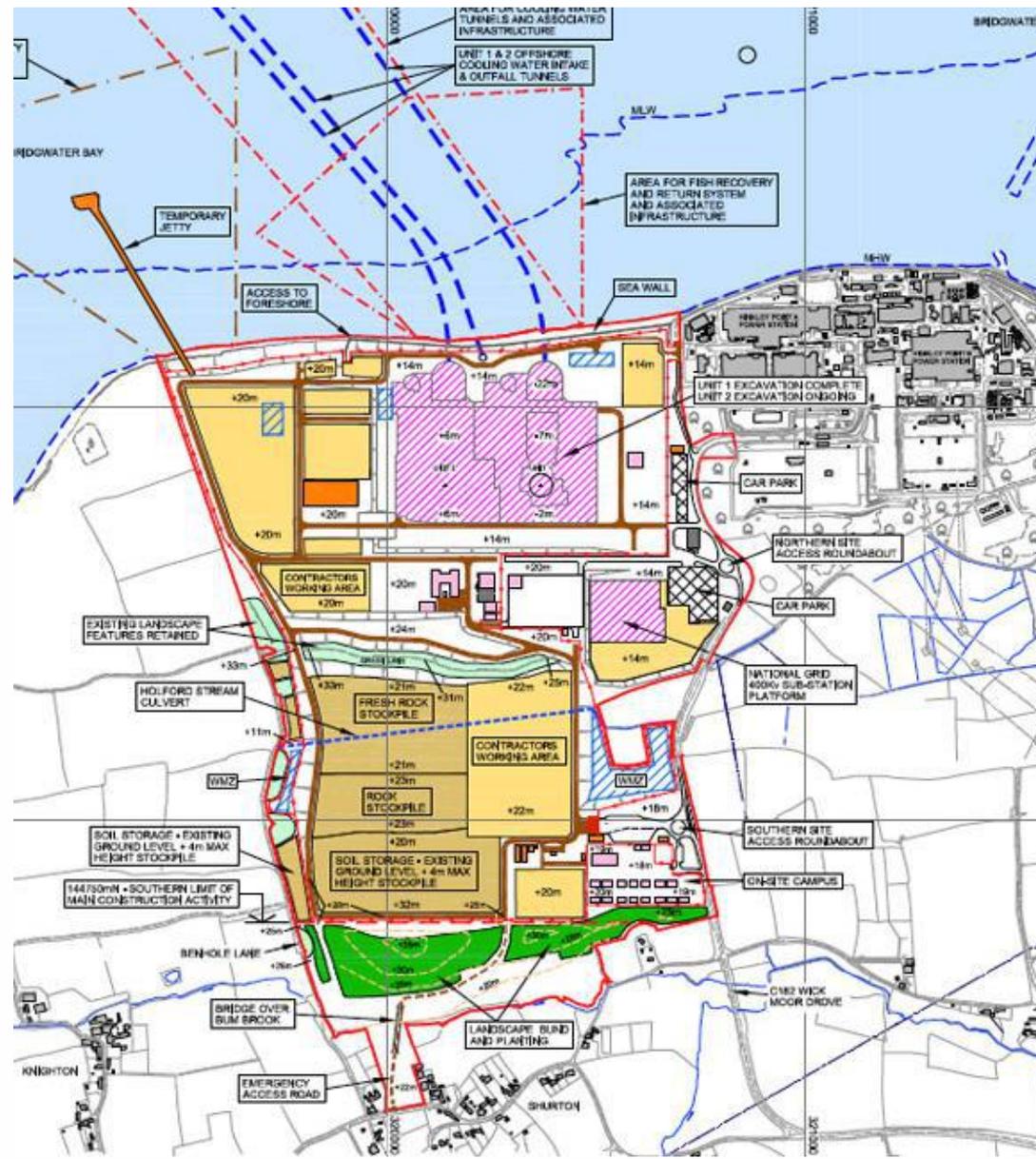
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Spatial Specificity

Nuclear Energy NPS (EN6) is site specific eg Hinkley C

Not just zoning but prioritising & resolving conflicts in policy by spatial distribution

Learning from terrestrial land use planning



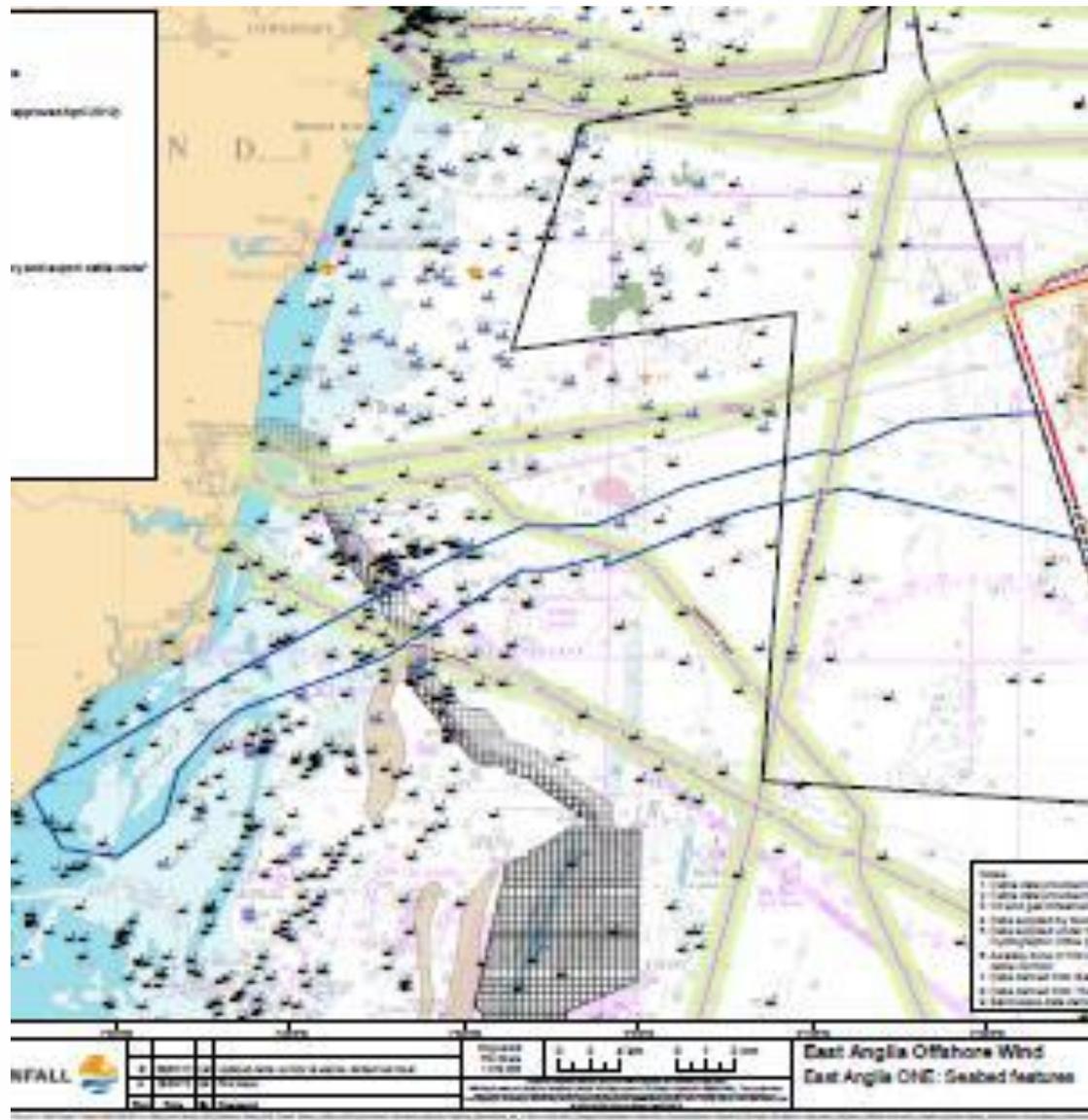
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Cross-Sectoral

Getting OWFs and National Grid joined up (eg Galloper and EA1)

Infrastructure & Projects Authority (Treasury) - National Infrastructure Delivery Plan, not to be confused with National Infrastructure Commission (independent but reports to Treasury)



Integrated

Policies framed within a clear strategy.

Moving beyond the anodyne

“Our vision is a Scotland which is”

(Scottish National Planning Framework 3)

a successful, sustainable place. We have a growing **low carbon economy** which provides opportunities that are more **fairly distributed** between, and within, all our communities. We live in high quality, vibrant and sustainable places with enough, **good quality homes**. Our living environments foster better health and we have **reduced spatial inequalities in well-being**. There is a **fair distribution** of opportunities in cities, towns and rural areas, reflecting the diversity and strengths of our unique people and places.

a low carbon place. We have seized the opportunities arising from our ambition to be **a world leader in low carbon energy generation**, both onshore and offshore. Our built environment is more energy efficient and produces less waste and we have largely decarbonised our travel.

a natural, resilient place. **Natural and cultural assets are respected**, they are improving in condition and represent a sustainable economic, environmental and social resource for the nation. Our environment and infrastructure have become more **resilient to the impacts of climate change**.

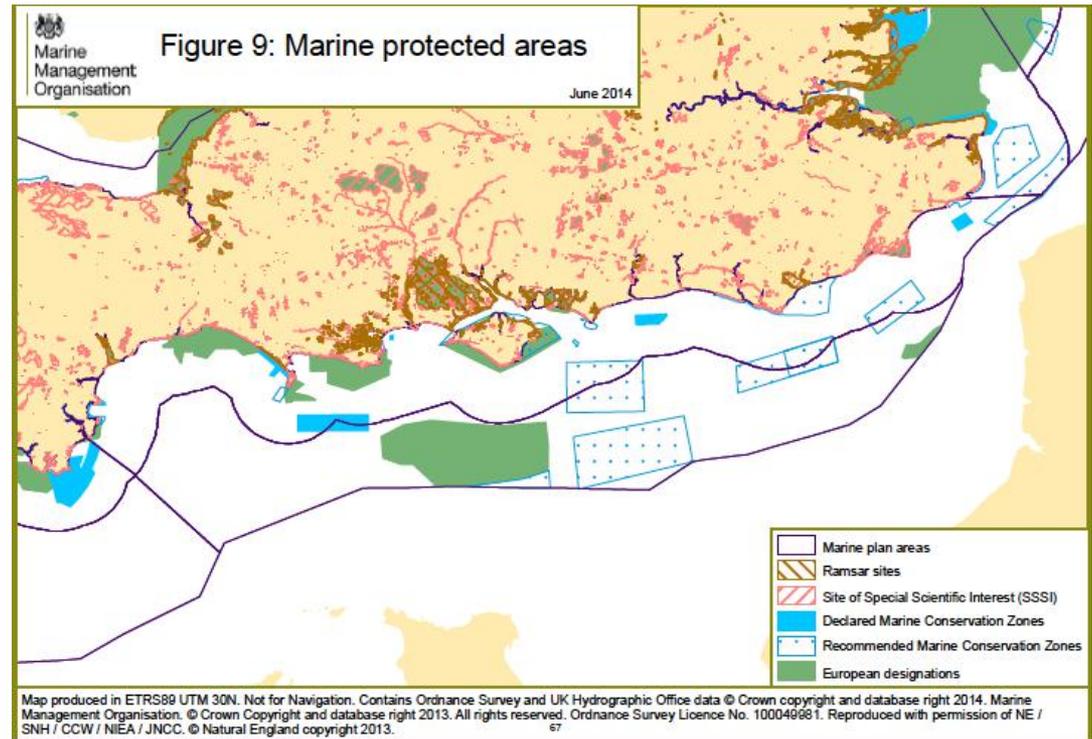
a connected place. The whole country has access **to high-speed fixed and mobile digital networks**. We make better use of our existing infrastructure, and have **improved internal and international transport links** to facilitate our ambition for growth and our commitment to an inclusive society.



Integrating MSP & MPAs

Process of identifying and designating MPAs should be part of the plan making process

Policy in relation to MPAs to be part of an integrated strategy



Case Law

Examination of Marine Plans (Independent Examination)

Appeals into Marine License refusals

Case Law provides evidence and precedent and develops planning policy and practice (eg Trump legal challenge)



Marine Planning - considerable progress since 2005

There are reasons to be cheerful in that the practice and impact of marine plans is advancing

Expectations of further development of marine planning in terms of;

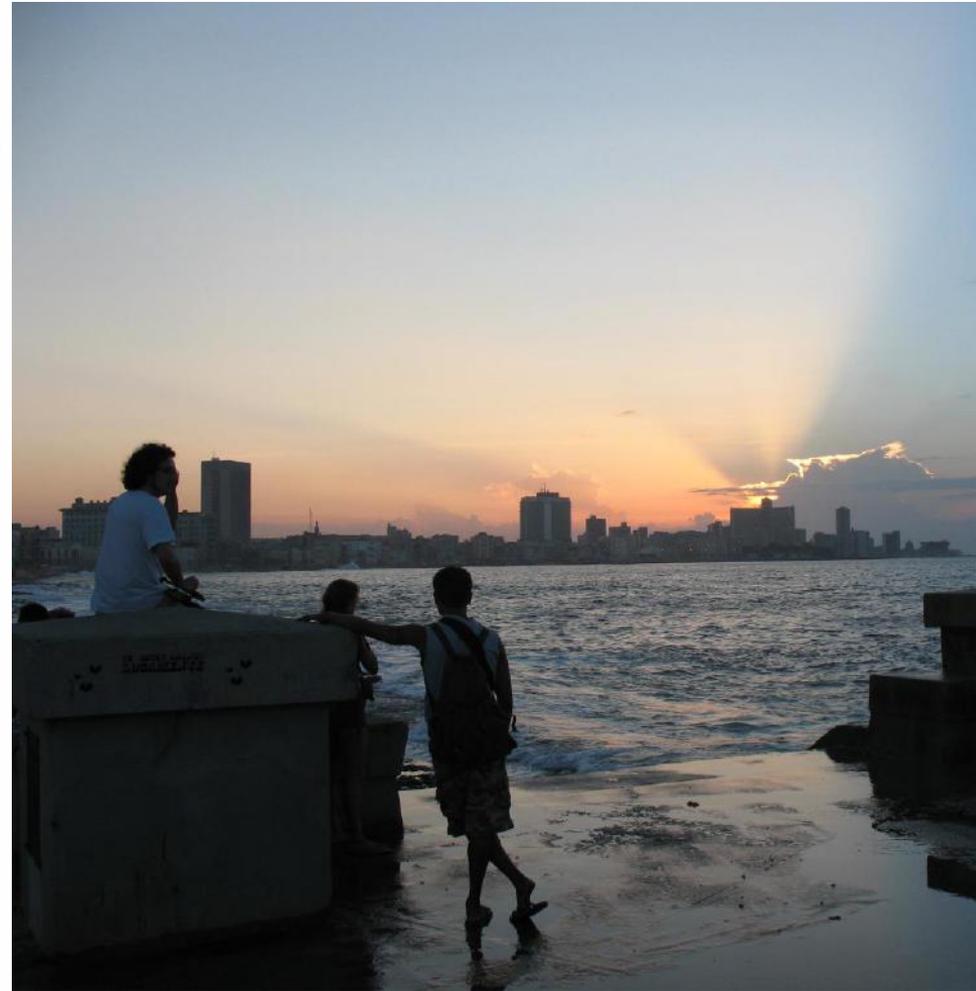
Focus on coastal communities

Integration, cross-sectoral/boundary

Spatial specificity/directive policy/meaningful vision

Case Law

Conclusions on Marine Planning & Infrastructure



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