

# 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

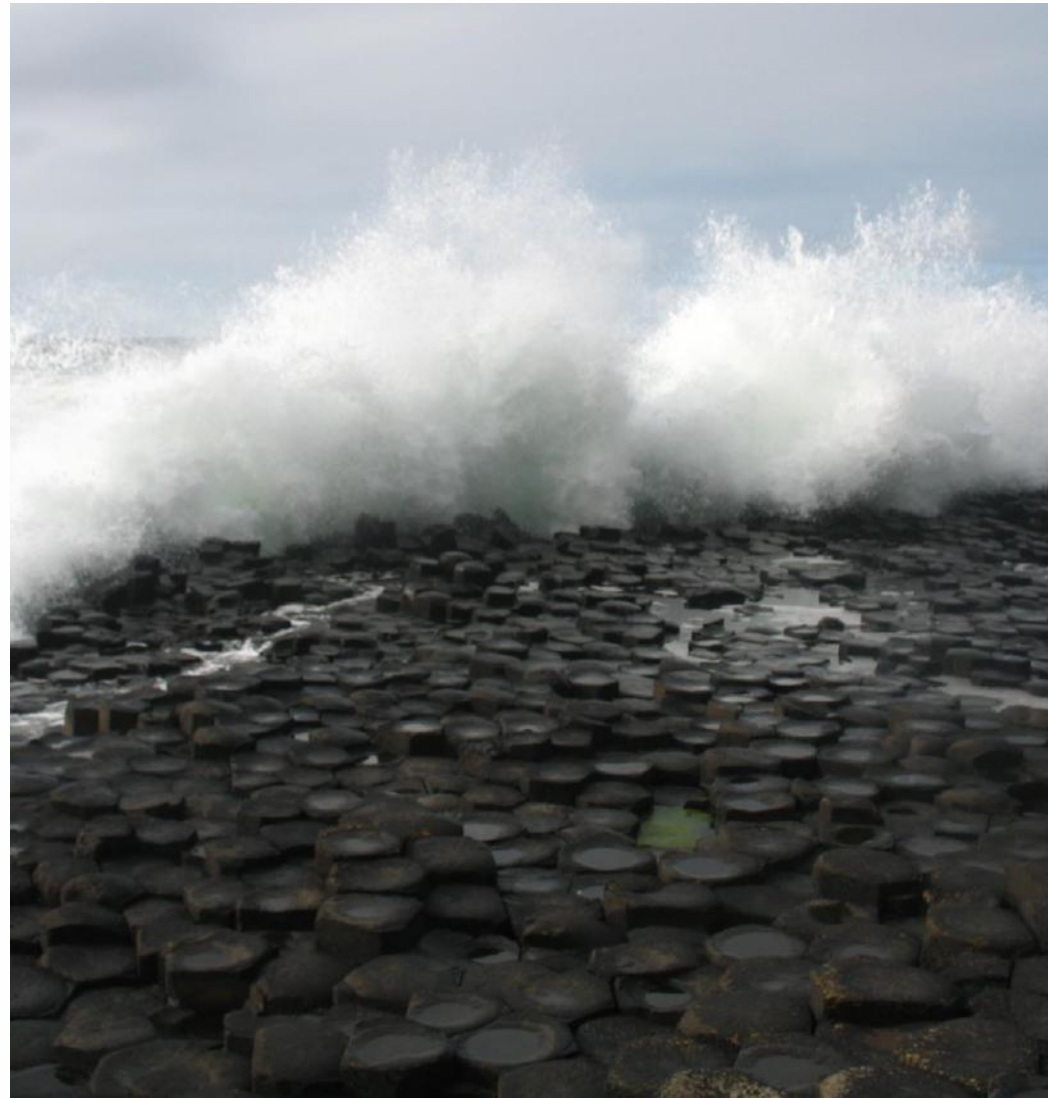
Variety in plans concept and context

Established process

Based on Principles of Sustainability

Systematic data collection

Plans influencing decisions



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# 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



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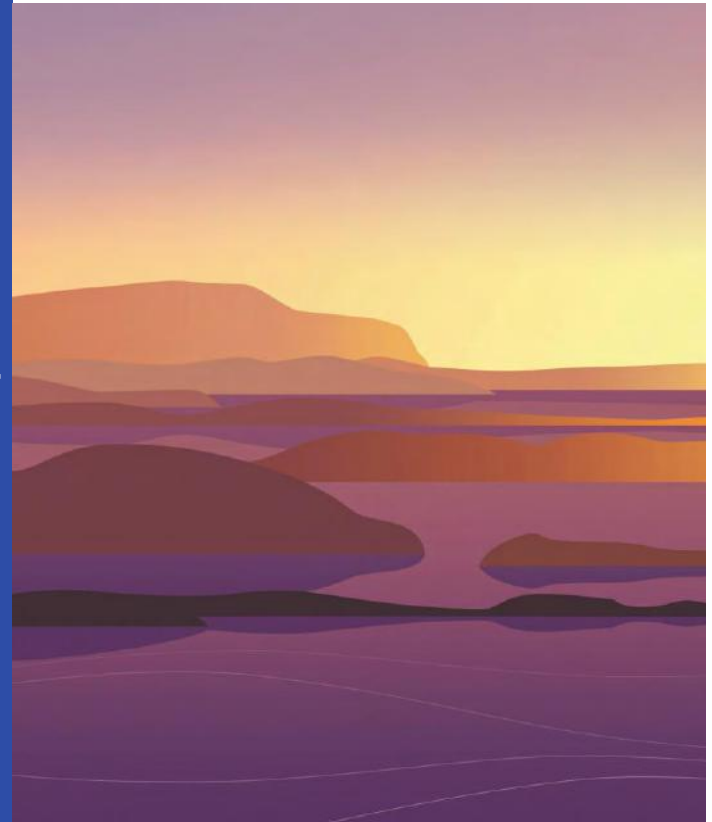
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Supplementary Guidance  
Shetland Islands' Marine Spatial Plan

Shetland  
Islands Council



NAFC Marine Centre  
University of the  
Highlands and Islands



Fourth Edition  
2015



# 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)



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# 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



# 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



# Cornwall Maritime Strategy

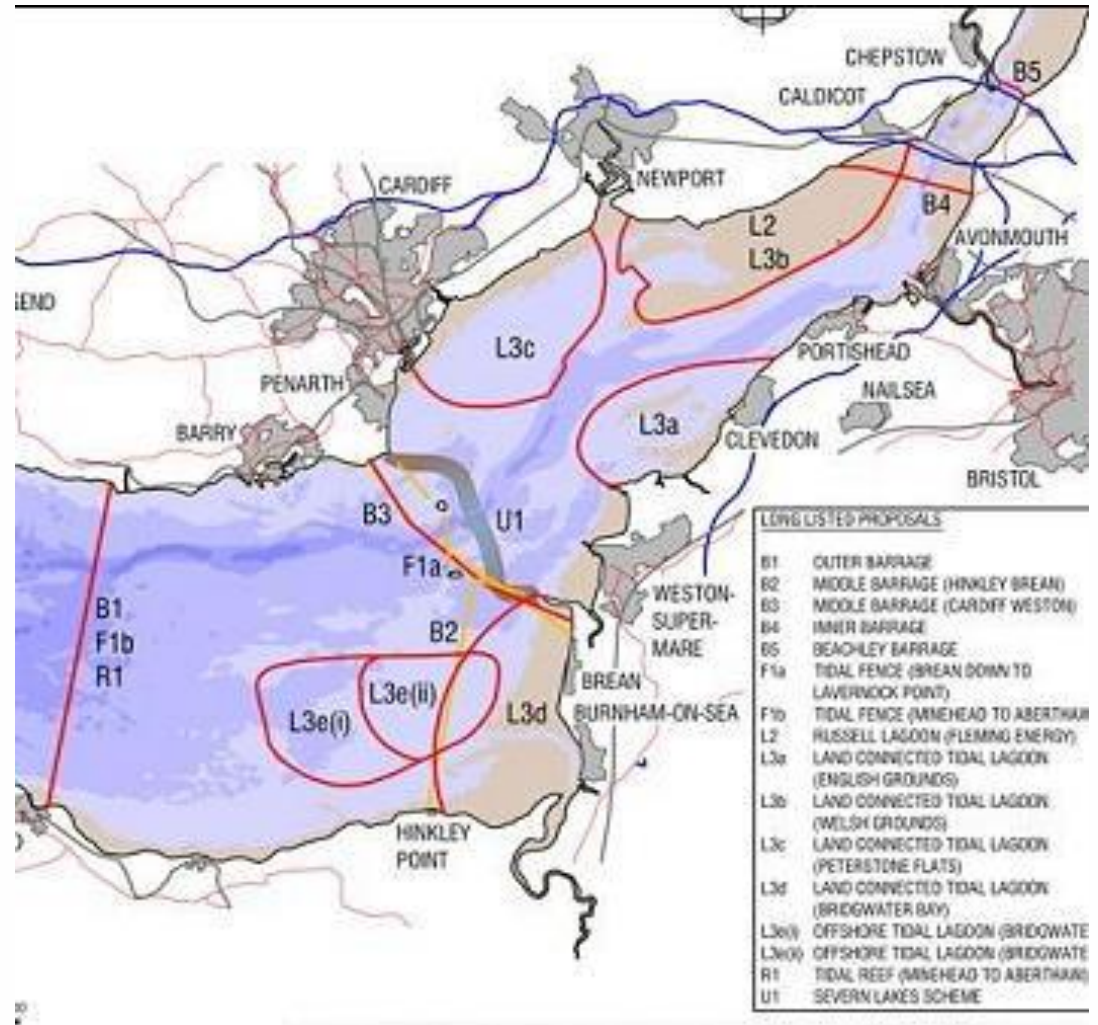




# Planning across Boundaries

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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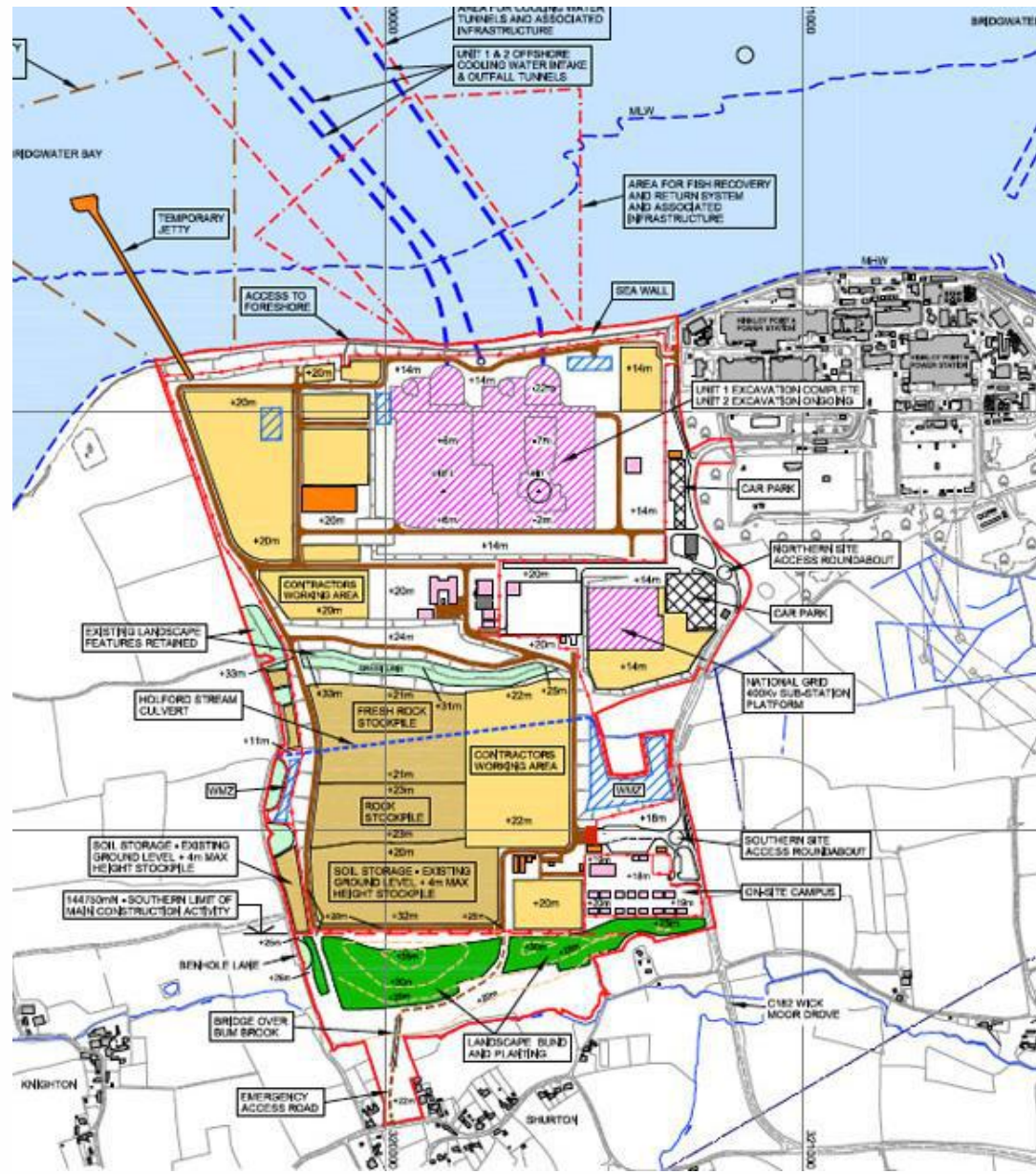


# Spatial Specificity

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

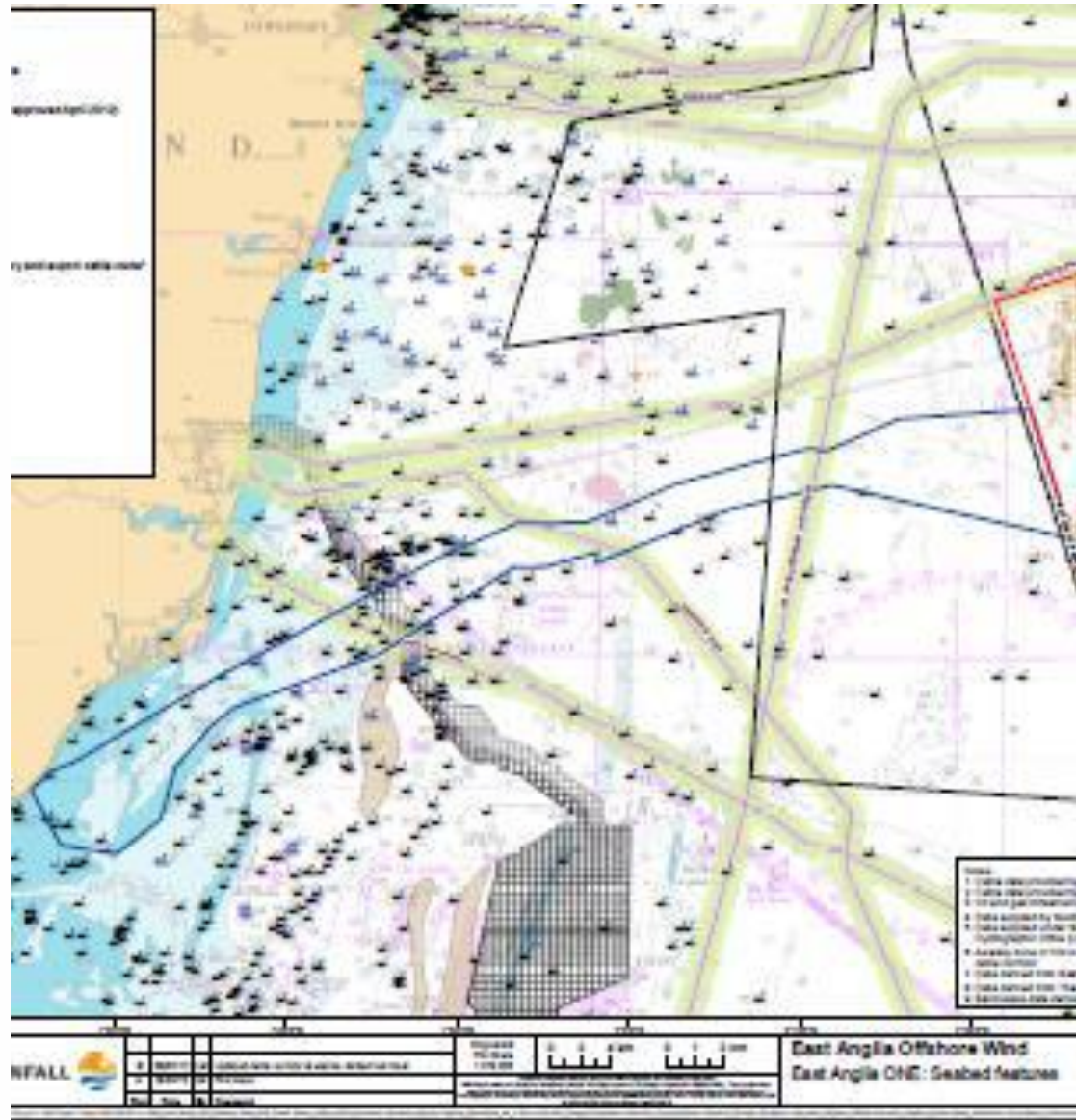




# Cross-Sectoral

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**.

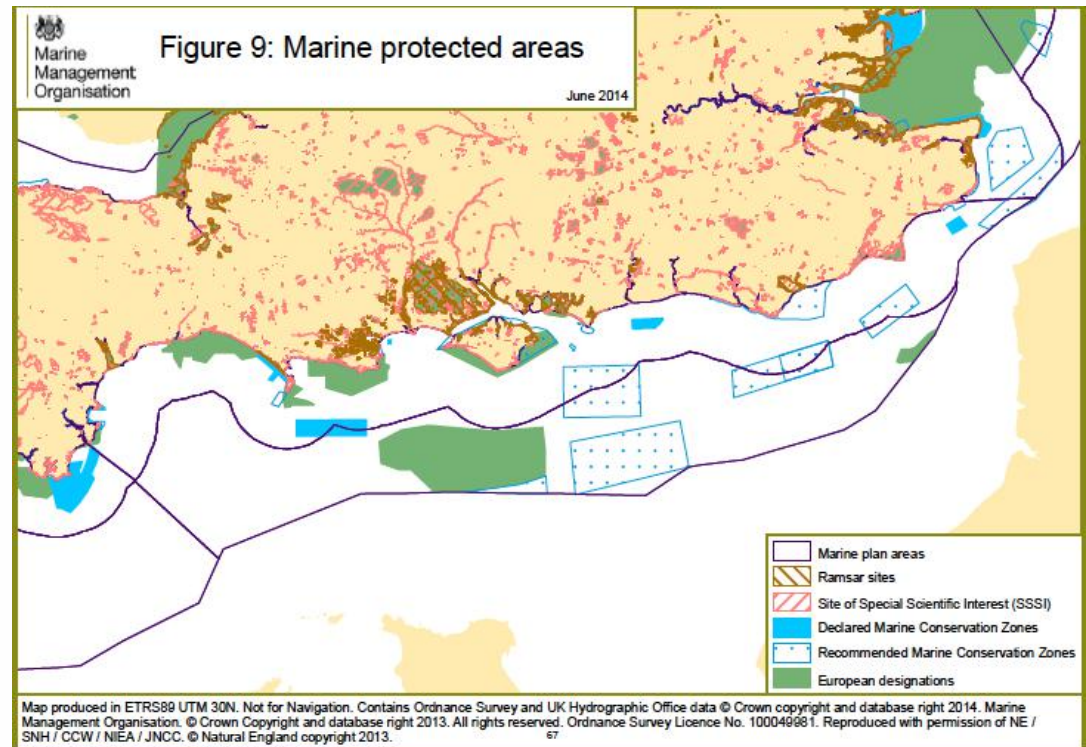
**a connected place.** The whole country has access **to high-speed fixed and mobile digital networks**. We make better use of our existing infrastructure, and have **improved internal and international transport links** to facilitate our ambition for growth and our commitment to an inclusive society.



# 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)



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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;

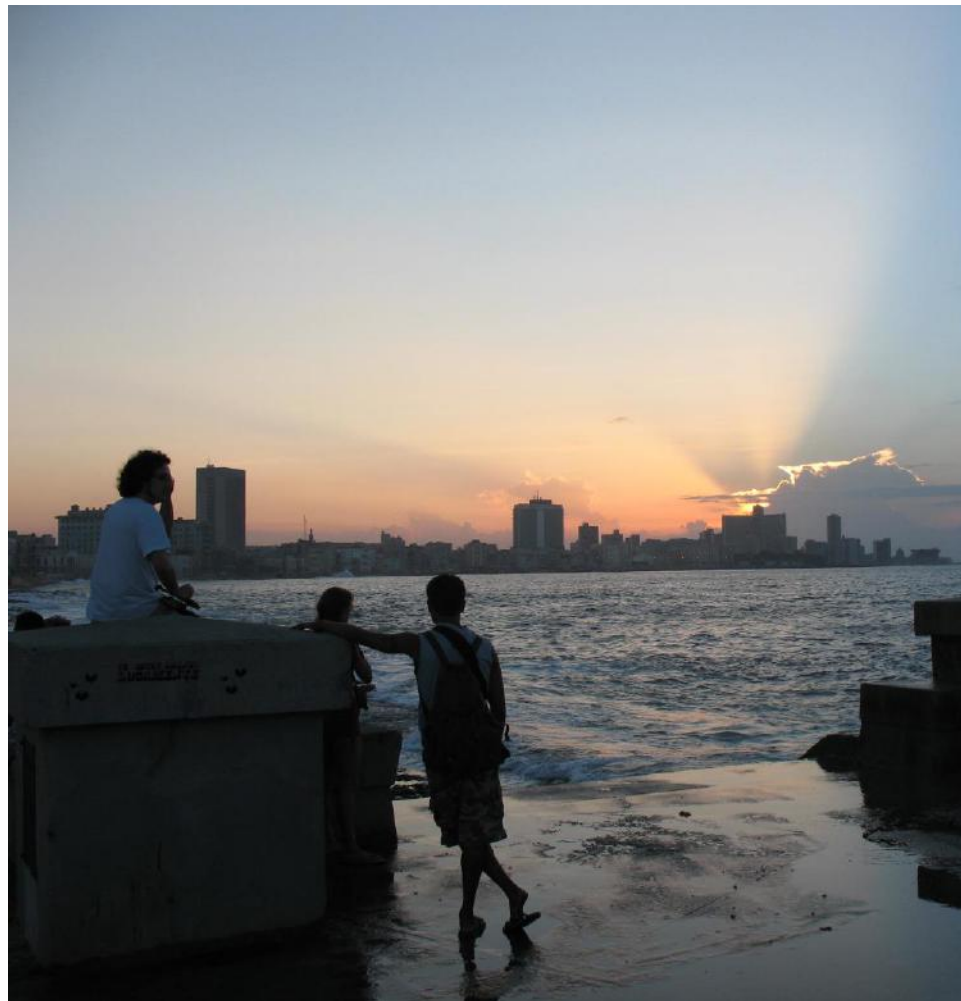
Focus on coastal communities

Integration, cross-sectoral/boundary

Spatial specificity/directive policy/meaningful vision

Case Law

## Conclusions on Marine Planning & Infrastructure



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