



Marine Management Organisation



NWCF Cross-border Workshop - 9th Sep

Ed WRIGHT



ENVIRONMENT

ISO 14001
CERTIFIED



QUALITY

ISO 9001
CERTIFIED



Contents

- **Marine Planning in England**
- **Enhancing Stakeholder Engagement**
- **Implementing Marine Plans**
- **Cross Border Cooperation**

Marine Planning in England

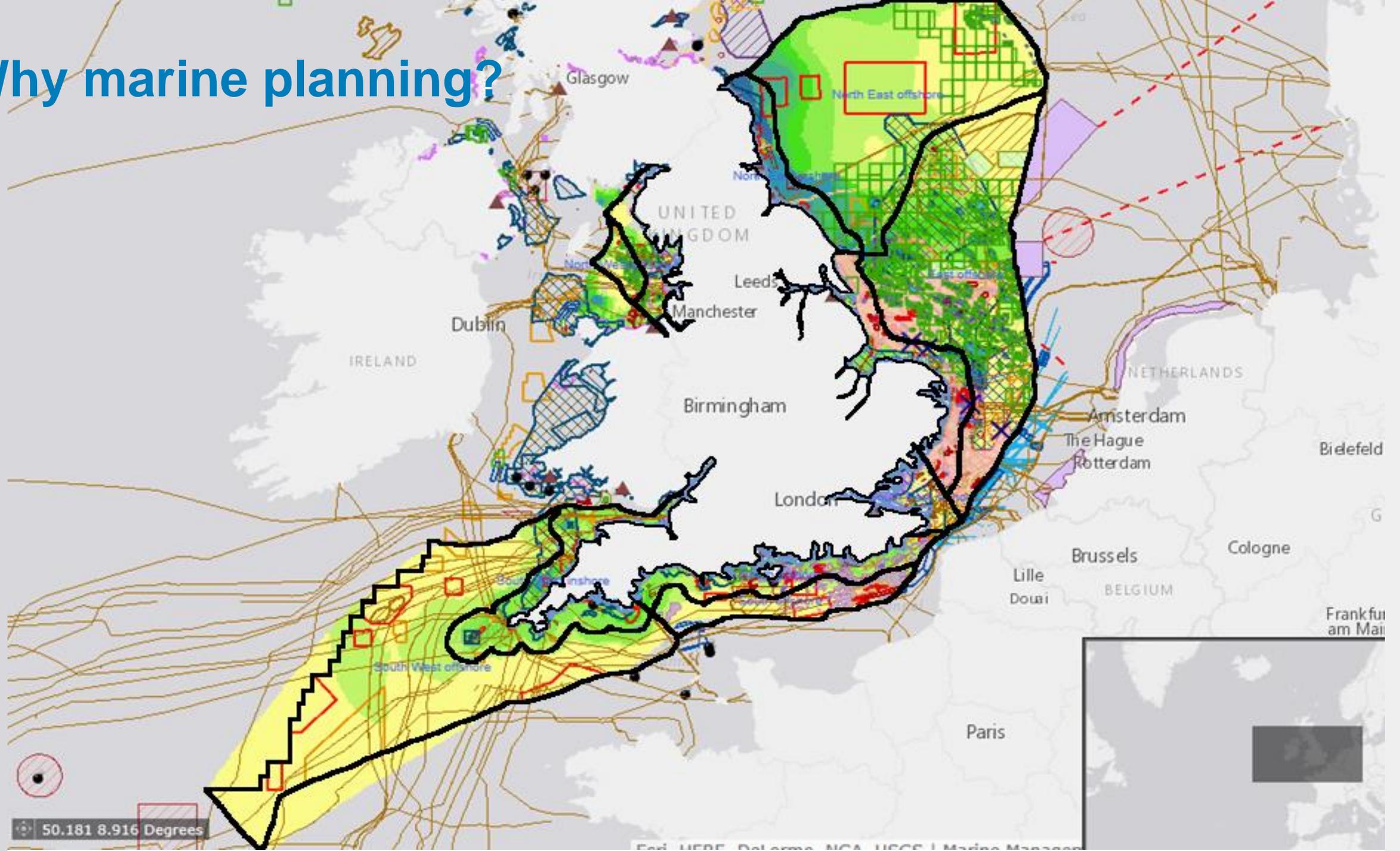


The Marine Management Organisation

- NDPB est. 2009 through MCAA; sponsored by Defra
- We license, regulate and plan marine activities in the seas around England so that they're carried out in a sustainable way.
- Responsibilities:
 - **Managing English fishing** fleet capacity and quotas
 - Create and enforce **marine conservation** byelaws
 - Responding to **marine emergencies**
 - Statutory **marine planning authority** developing marine plans, and issuing **marine licences**



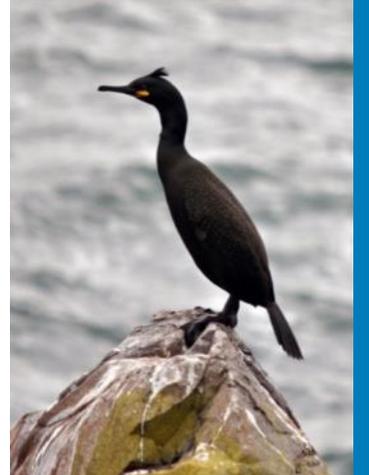
Why marine planning?



Benefits of marine planning

makes sure the **right activities** take place in the **right place** and in the **right way** placing sustainable development at the centre of all decisions

- managing the **increasing demands** on space and resources
- greater **clarity and guidance** on what activity should or should not take place
- enables sustainable economic growth whilst protecting the environment
- stronger understanding of the local marine **resources and activities** and their potential
- providing local direction on how a marine area can be developed
- better **access to data**



UK marine planning authorities

Marine Scotland



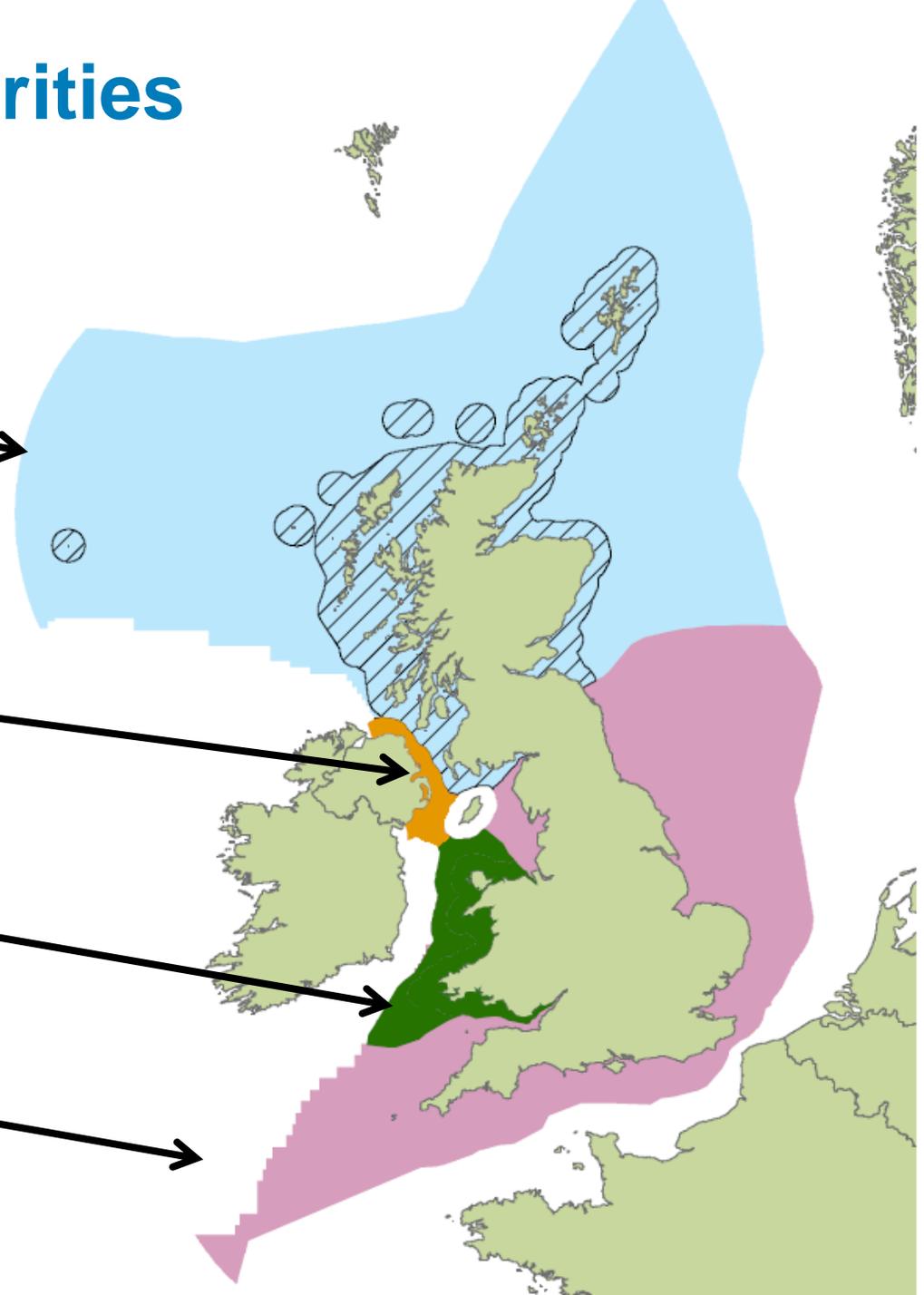
Department of
Agriculture, Environment
and Rural Affairs



Marine and Fisheries
Department, Welsh
Government



Marine Management
Organisation (Defra SoS)

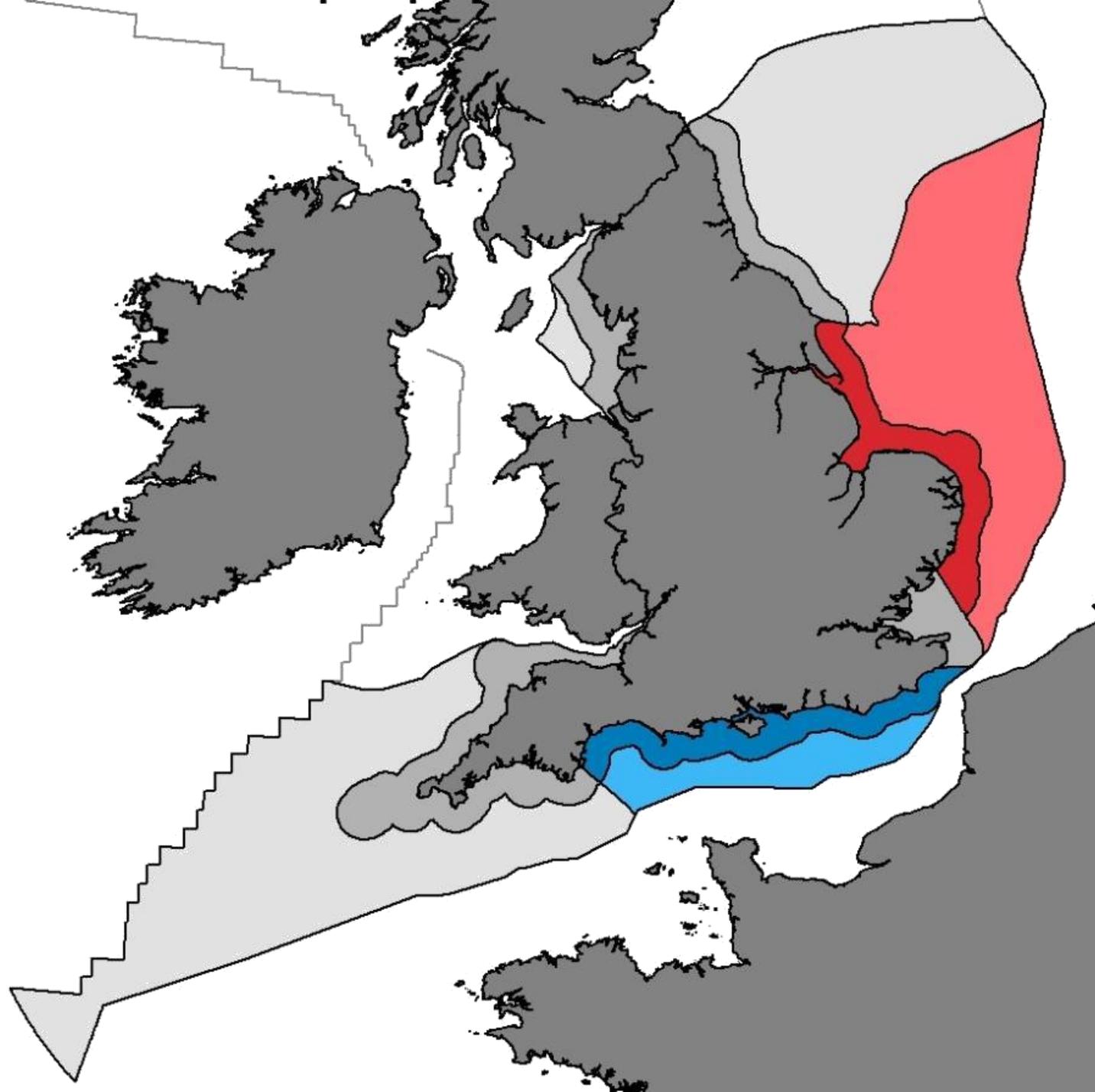




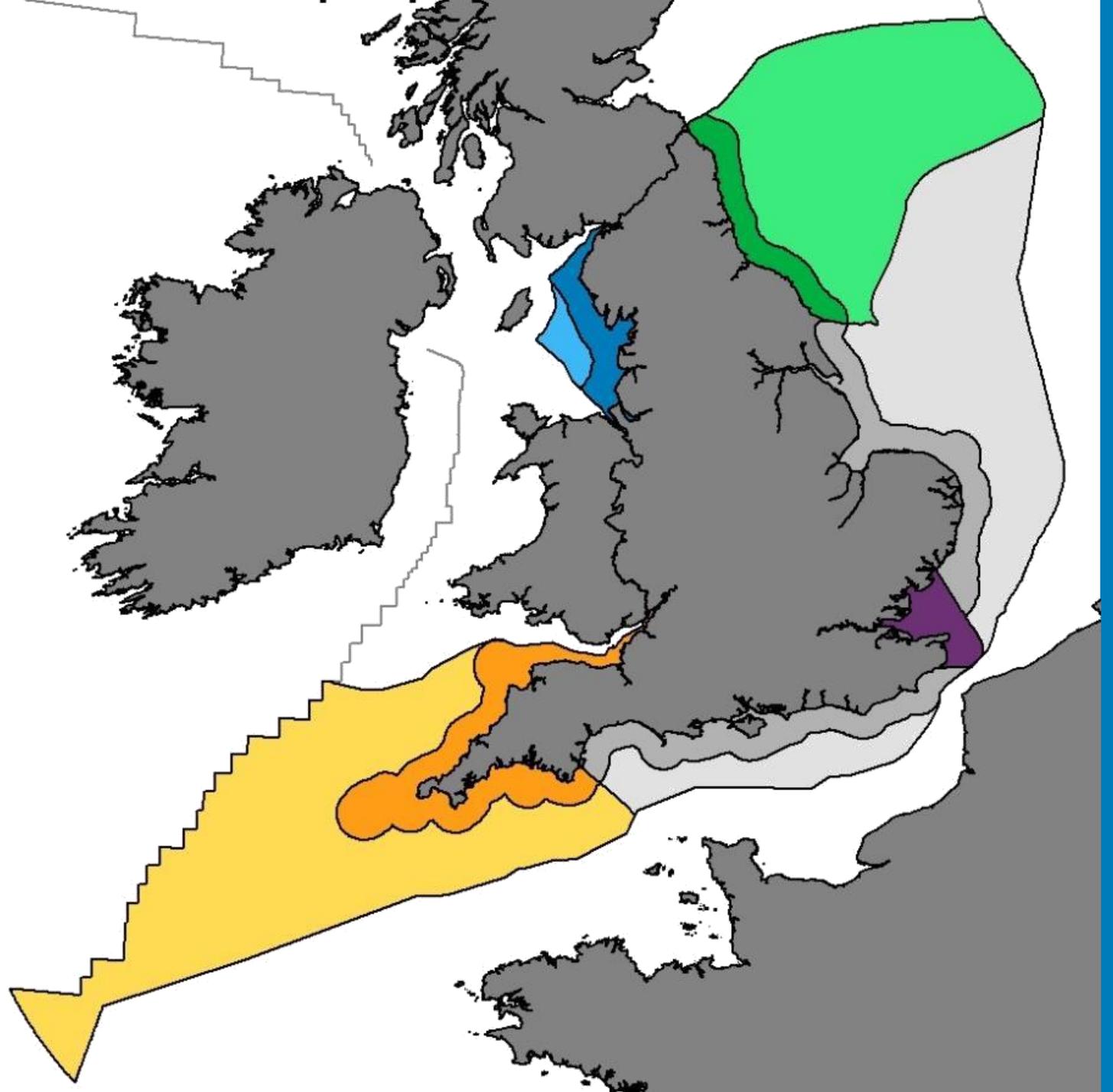
Marine Plan Areas

- 11 plan areas
- Covered in 6 marine plans
- Inshore (MHWS or tidal limit – 12nm)
- Offshore (12nm – 200nm or territorial limit)
- 20 year horizon

- East Inshore and Offshore adopted April 2014
 - 1st review in 2017
- South Inshore and Offshore adopted July 2018
 - 1st review in 2021



- NE, SE, SW, NW developed concurrently
- Publish all by 2020-21



Plan use

MACAA

- Marine and Coastal Access Act: the legislative basis for a marine planning system

Marine Plans

- Marine Plans will **translate the MPS** framework into detailed policy and spatial guidance for each Marine Plan area

Plan use

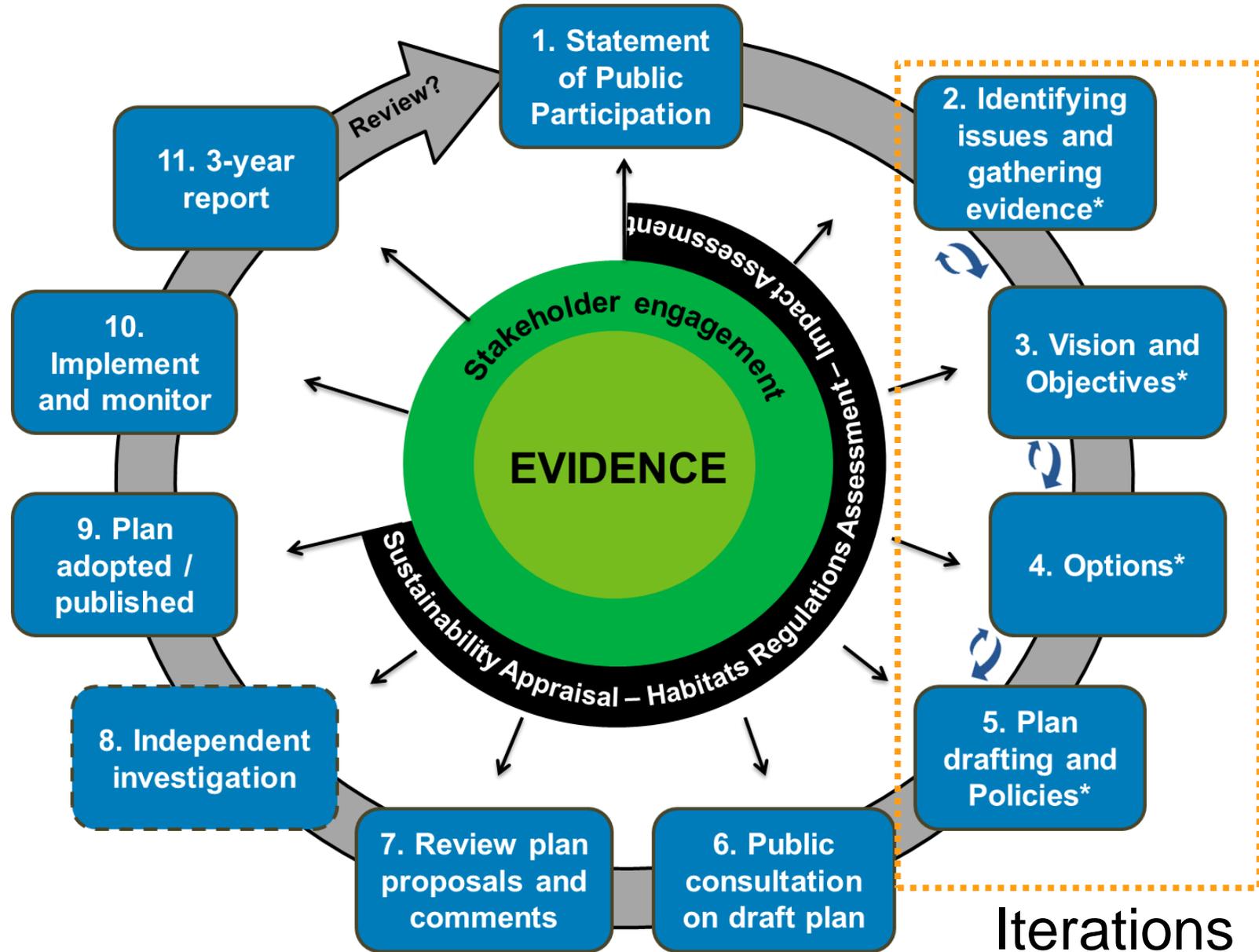
- **MACAA S.58(1)** Must take any authorisation or enforcement decision **in accordance** with plan
- **MACAA S.58(3)** Must **have regard** to the plan in other decisions capable of affecting the UK marine area

The UK Marine Policy Statement

- **Framework** for preparing marine plans
- The relevant **marine decision-making document**, until a plan is adopted
- **High-level marine objectives** e.g. 'ensuring a strong, healthy and just society'
- **Scope** of marine plans
- Covers **diverse sectors and topics**



Marine planning cycle



EMFF Project: Enhancing Stakeholder Engagement



Enhancing Stakeholder Engagement

EMMF FUNDED PROJECT (MMO1152)

01

Investigate stakeholders...

Awareness,
Understanding,
Experience and
General views of...

Past
communication
and engagement
in marine
planning.



Enhancing Stakeholder Engagement

EMMF FUNDED PROJECT (MMO1152)

02

Investigate stakeholders...

Drivers, motivations and general ability to...

Engage both in current and future contexts.



Enhancing Stakeholder Engagement

EMMF FUNDED PROJECT (MMO1152)

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TELEPHONE INTERVIEWS

General public, planning authority, port, IFCA, conservation, research

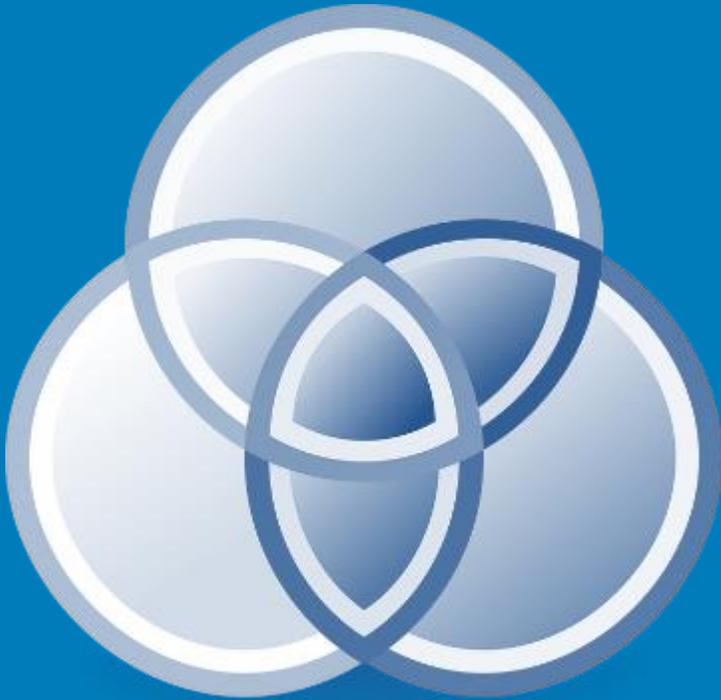
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ONLINE SURVEYS

Qualitative data focused on drivers and motivations for engaging or not engaging

Hard to Reach Stakeholders

STAKEHOLDERS LOOK FOR 'RELEVANCE'



01

Some stakeholders saw relevance in terms of 'threat or opportunity' i.e. commercial / environmental

02

The meaning and purpose of the plan is a barrier to some, as it is not always clear

03

Smaller commercials (ports & harbours) expressed anxiety stemming from uncertainty of the consequences

04

Fisherman felt workshop invites were poor at making relevance clear so many did not attend.

Responsibility...

01

Expectation for the MMO to consult in a way that suits stakeholders – not the other way round

Misunderstanding

02

Misconception that the plan will, in detail, describe what you can and cannot do – not that the plan is strategic

Awareness

04

Only 2 interviewees were aware that the plan would not damage the status quo. Also limited use/awareness of MIS

Involvement

03

"It's frustrating not being able to show how my input has been used... I can't justify taking the whole day to attend without any feedback."

Challenges



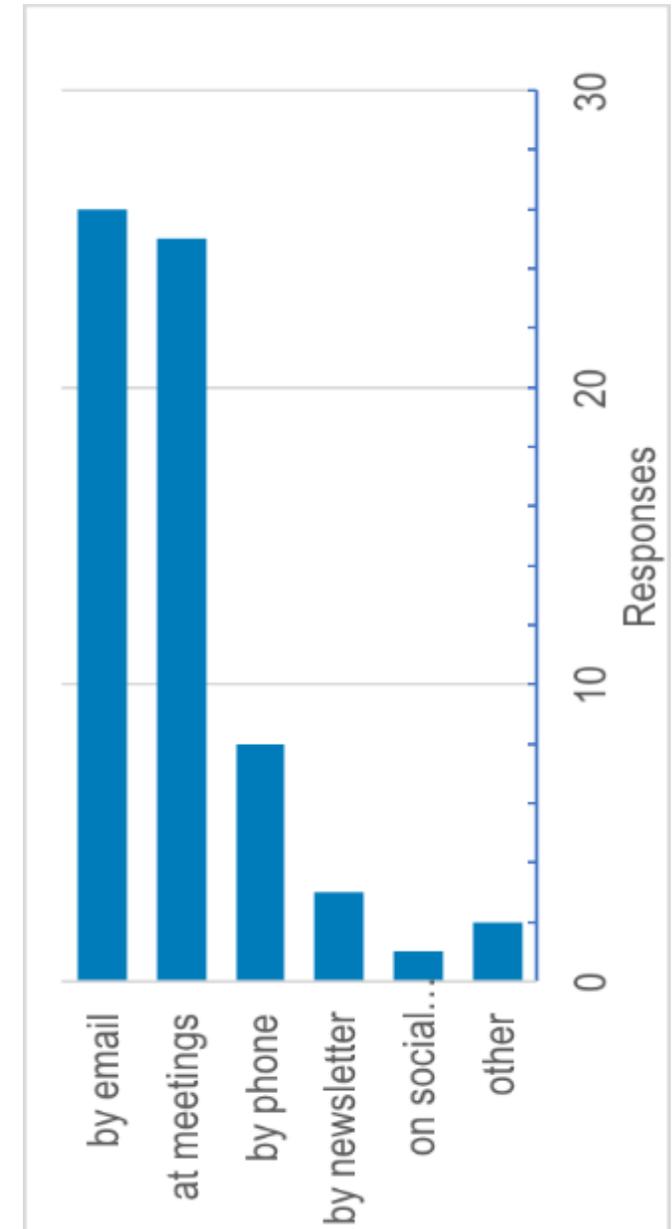
- Relevance is different for every stakeholder
- Need to understand consequences of the plan
- Make MIS more user friendly
- Make engagement more accessible (cost)
- Make the information more accessible (jargon)
- Transparent around data and opinions

Recommendations: Broadening Reach

B1

USING EXISTING STAKEHOLDER NETWORKS

- More than 90% of respondents share info with other people
- These 'networks' could be used to reach further and more effectively
- Identify most 'influential' stakeholders
- Build upon existing work on Champion stakeholders and track these networks to measure engagement.



Recommendations: Broadening Reach

B2

CULTIVATE A PARTNERSHIP NETWORK

- Recognise the value of stakeholders as advocates or partners
- Create an advocate proposition
- Provide partner resources
- Visual recognition in the form of branding
- Provide media assets
- Best practise guides for specific industries/sectors



Recommendations: Broadening Reach



Department
for Environment
Food & Rural Affairs

B4&5

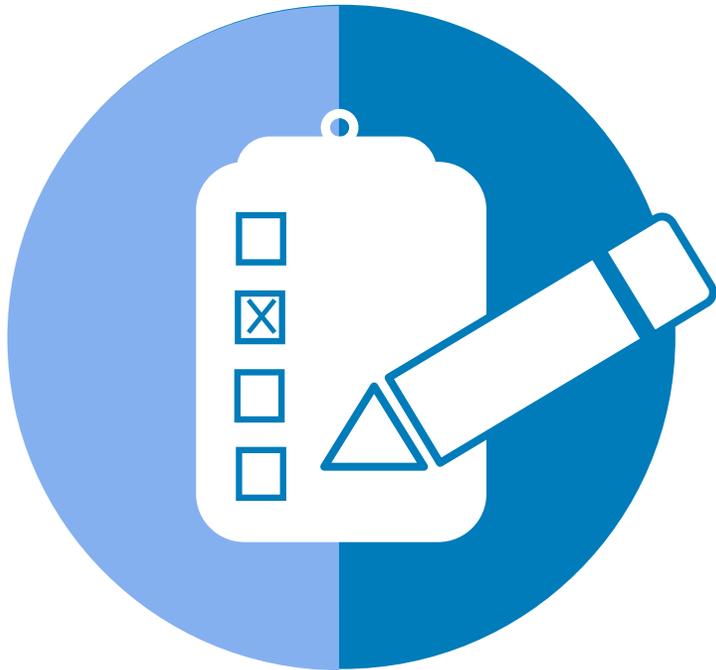
MORE THAN ENFORCEMENT + RELATIONSHIP TO OTHER AGENCIES

- Negative enforcement and licensing experiences colour peoples view of planning
- Clarify the differences and where roles overlap
- Build on trust, openness, transparency & forward thinking
- Which agency is responsible for what?
- Leads to uncertainty about their ability to influence or make a difference to the process



Maritime &
Coastguard
Agency

Recommendations: Sustaining and Deepening Engagement



SD1

DIRECT 'IN THE MOMENT' FEEDBACK

- Continue to provide feedback forms but must go further
- Run 10-15 minute feedback sessions to review: pre-workshop expectations, workshop structure and facilitation
- 'In the moment' workshop feedback otherwise lost

Recommendations: Sustaining and Deepening Engagement



SD2

BESPOKE TECHNICAL WORKSHOPS

- Bespoke consultations with technical stakeholders
- Another example of moving away from one size fits all
- Targeted discussions of sector specific issues
- Recommendation is to do this alongside standard engagement and not instead or separately.

Working with Partnerships

CROSS-BORDER / HARD-TO-REACH

01

Eight coastal partnerships with at least one in each plan area (-E). All delivering hard-to-reach stakeholder work.

03

Phase 1 completed in November 2018. Phase 2 completed in July 2019.

02

Three partnerships delivering additional cross-border engagement: SEP, NWCF & SFP.

04

Phase 3 underway. One more round of H2R and X-border work. Completed by X-mas

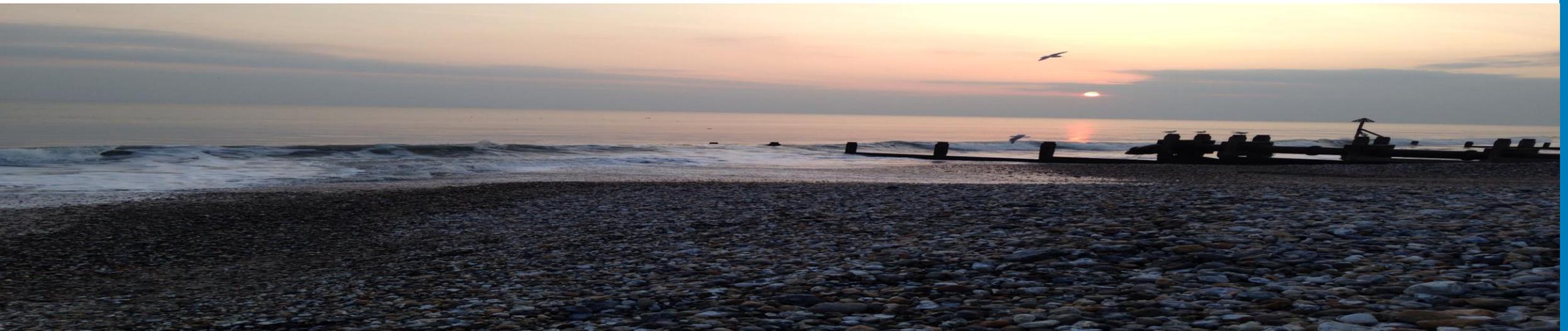


Marine Plan Implementation



Implementation for applicants

- While marine plans are new, use and application is broadly the same as land-based plans
- Ideally, applications should consider marine plan policies at the **pre-application stage**
- The need for consideration of the **plans as a whole**, as it is likely that several plan policies will be pertinent to any proposal
- Incorporation of marine plan policy assessment **into existing assessments** currently completed by applicants



Application of marine plans (MCAA S.58)

- Principally through decisions made by public authorities
- Authorisation or enforcement decisions must be “**in accordance with**” the relevant marine planning documents S.58(1)
- Decisions not taken in accordance with the marine plans, then the public authority must state its reasons (S.58(2))
- A public authority must **have regard** to marine plans in taking any decision which relates to the exercise of any function capable of affecting the UK marine area (S.58(3))
- Exception: decisions on NSIPs under the Planning Act 2008 which must have regard marine plans (S.58(3) and (5))



Relevant Decisions



Marine
Management
Organisation



Planning
Inspectorate

Local Authorities

Port Authorities

Government
departments



Environment
Agency



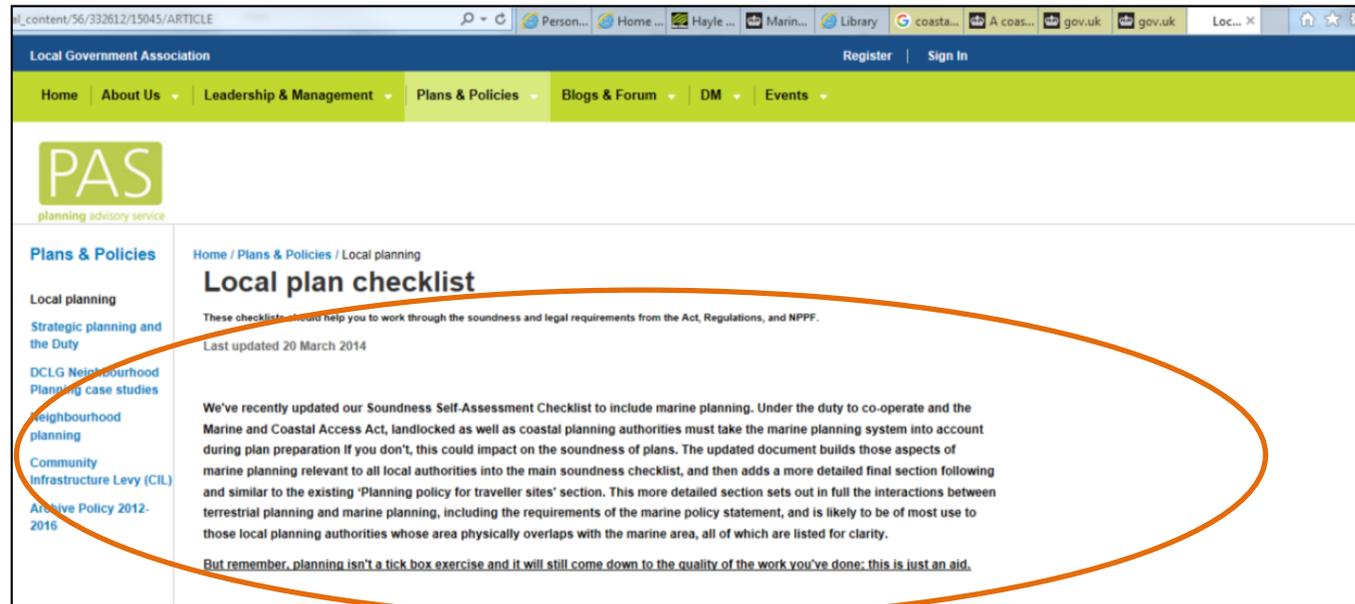
THE CROWN
ESTATE

Working across borders



The overlap, and the Duty to Co-operate

- The overlap ensures that marine and land planning will address the whole of the marine and terrestrial environments respectively.
- Localism Act 2011; Section 110 parts 1-3
- Reinforced through the Defra 25yr Environment Plan
- Planning Advisory Service checklist



The screenshot shows a web browser window displaying the Planning Advisory Service (PAS) website. The browser's address bar shows the URL `content/56/332612/15045/ARTICLE`. The website header includes the Local Government Association logo and navigation links for Register and Sign In. The main navigation menu includes Home, About Us, Leadership & Management, Plans & Policies, Blogs & Forum, DM, and Events. The PAS logo is prominently displayed, with the text 'planning advisory service' underneath. The page title is 'Local plan checklist', and the breadcrumb trail is 'Home / Plans & Policies / Local planning'. The main content area contains the following text:

These checklists should help you to work through the soundness and legal requirements from the Act, Regulations, and NPPF.
Last updated 20 March 2014

We've recently updated our Soundness Self-Assessment Checklist to include marine planning. Under the duty to co-operate and the Marine and Coastal Access Act, landlocked as well as coastal planning authorities must take the marine planning system into account during plan preparation. If you don't, this could impact on the soundness of plans. The updated document builds those aspects of marine planning relevant to all local authorities into the main soundness checklist, and then adds a more detailed final section following and similar to the existing 'Planning policy for traveller sites' section. This more detailed section sets out in full the interactions between terrestrial planning and marine planning, including the requirements of the marine policy statement, and is likely to be of most use to those local planning authorities whose area physically overlaps with the marine area, all of which are listed for clarity.

But remember, planning isn't a tick box exercise and it will still come down to the quality of the work you've done; this is just an aid.

Coastal Concordat

- Sets out how regulatory bodies can co-ordinate the separate processes for coastal development consents in England

Department for Environment, Food and Rural Affairs

A Coastal Concordat for England

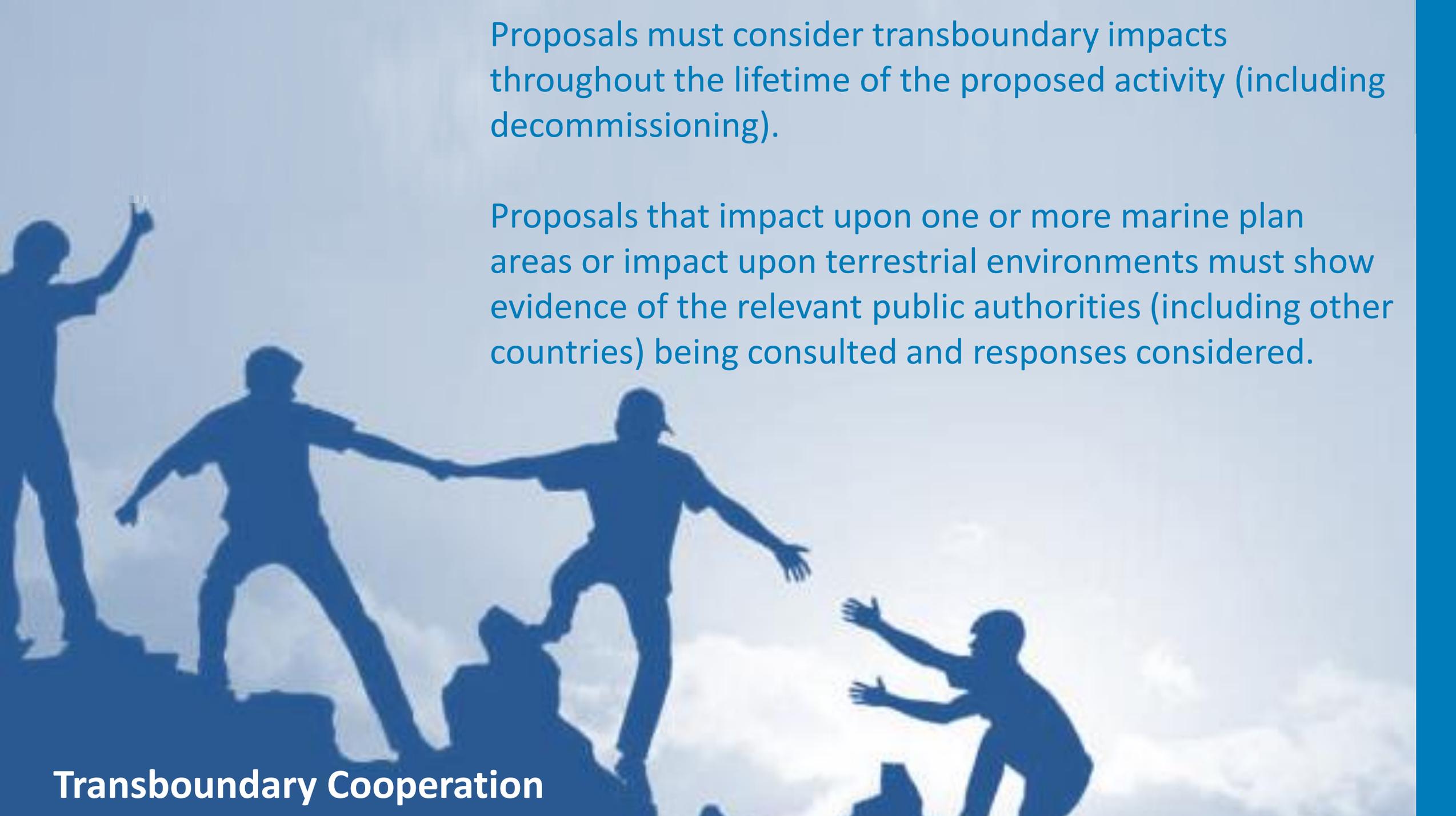
11 November 2013

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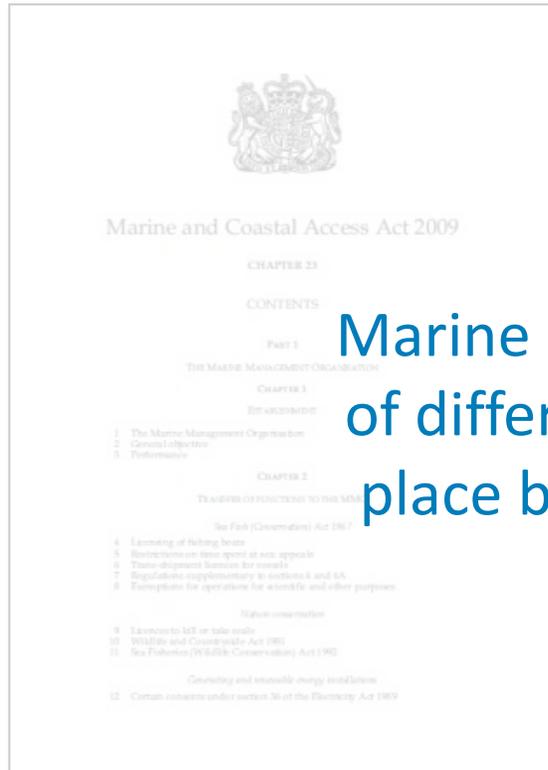
Proposals must consider transboundary impacts throughout the lifetime of the proposed activity (including decommissioning).

Proposals that impact upon one or more marine plan areas or impact upon terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted and responses considered.

The background of the slide features a light blue sky with soft, white clouds. In the foreground, there are dark blue silhouettes of several people climbing a rocky mountain peak. One person on the left is standing and pointing upwards. Another person is reaching out to help a third person who is stepping up. A fourth person is crouching at the base, and a fifth person is reaching out from the right side. The overall scene conveys a sense of teamwork and overcoming challenges.

Transboundary Cooperation

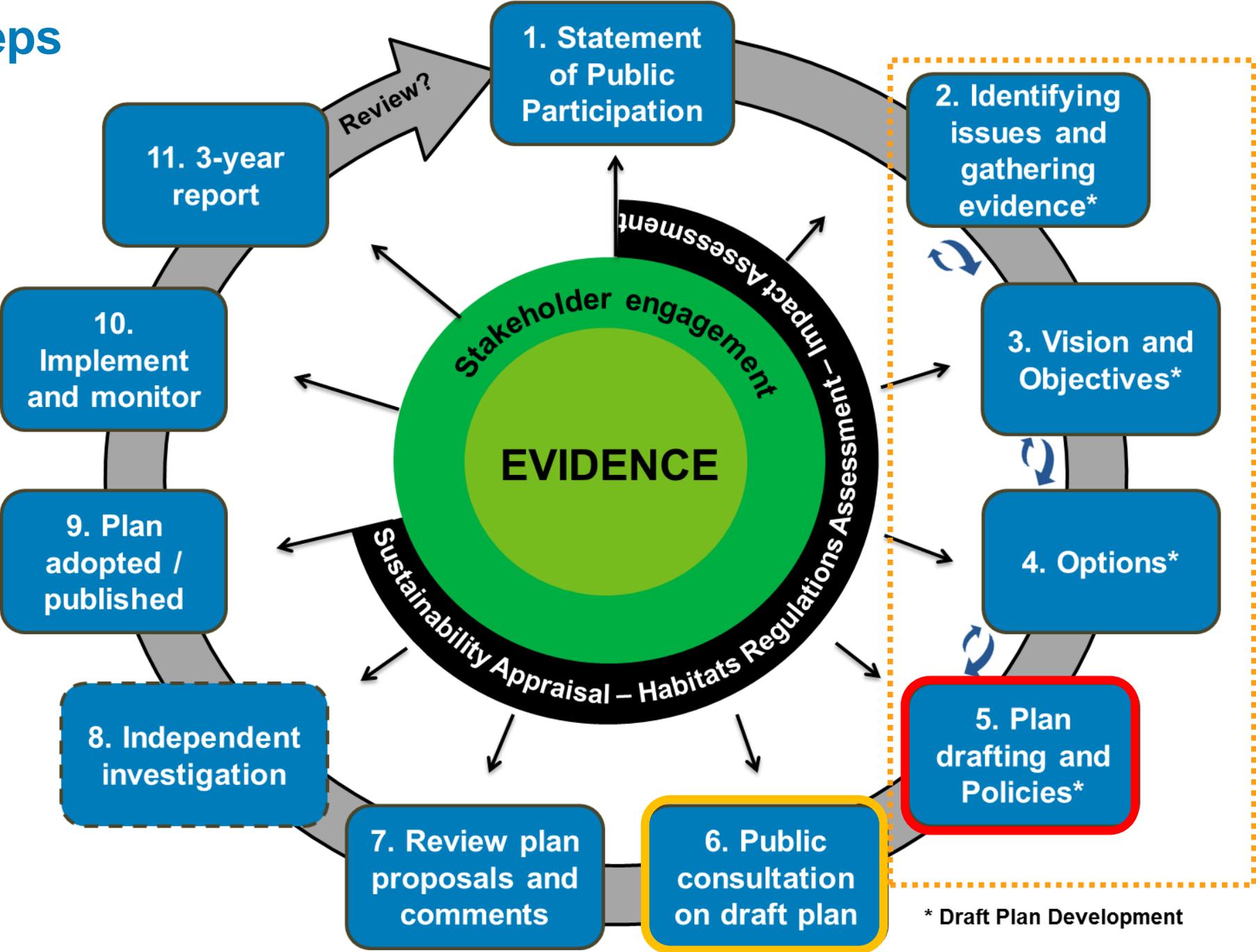
Challenges and opportunities of cross border working



Marine management in the UK takes account of different management systems that are in place because of administrative, political or international boundaries.

“policy convergence; common conceptualisation of planning issues; joint vision and strategic objectives; shared experience; and existing transboundary institutions.” Flannery et al., 2015

Next Steps





Summary

- **Marine Planning in England**
- **Understanding, experience, drivers, motivations**
- **Implementation is key**
- **Cross border collaboration**

Thank You – Any questions?

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New NW planner in post in by November

www.gov.uk/MMO

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